

# COMMUNITY DEVELOPMENT COMMITTEE & COMMITTEE OF THE WHOLE HYBRID MEETING Monday, March 18, 2024, at 6:00 PM Snoqualmie City Hall, 38624 SE River Street & Zoom

### **COMMITTEE MEMBERS**

Chair: Louis Washington

Councilmembers: Jolyon Johnson and Rob Wotton

Join by Telephone at 6:00 PM: To listen to the meeting via telephone, please call 253.215.8782 and enter Webinar ID 860 6728 7531 and Password 1730040121 if prompted.

Press \*9 to raise your hand to speak. Raising your hand signals the meeting moderator that you have a comment.

Press \*6 to mute and unmute.

Join by Internet at 6:00 PM: To watch the meeting over the internet via your computer, follow these steps:

- 1) Click this link
- 2) If the Zoom app is not installed on your computer, you will be prompted to download it.
- 3) If prompted for Webinar ID, enter 860 6728 7531; Enter Password 1730040121
- 4) Please confirm that your audio works prior to participating.

This meeting will be conducted in person and remotely using teleconferencing technology provided by Zoom.

#### **CALL TO ORDER & ROLL CALL**

#### AGENDA APPROVAL

#### **PUBLIC COMMENTS**

#### MINUTES

<u>1.</u> Approval of the minutes dated February 20, 2024.

#### AGENDA BILLS

2. AB24-040: Traffic Impact Fee Program Development

#### **DISCUSSION ITEMS**

#### ADJOURNMENT

#### **UPCOMING ITEMS**

(The following items reference either upcoming projects or issues pertaining to matters of the Community Development Council Committee. There will be no discussion of these items unless there is a change in status.)



# COMMUNITY DEVELOPMENT COMMITTEE MINUTES REGULAR HYBRID MEETING February 20, 2024

This meeting was conducted as a hybrid in-person and remote meeting; the in-person option was in the Council Chambers at Snoqualmie City Hall, and the remote participation option was using teleconferencing technology provided by Zoom.

CALL TO ORDER & ROLL CALL: Chair Johnson called the meeting to order at 6:01 PM

#### **Committee Members:**

Chair Jo Johnson, Councilmember Louis Washington, and Councilmember Rob Wotton were present.

Mayor Ross and Councilmember Benson were also present.

#### **City Staff:**

Emily Arteche, Community Development Director; Mike Chambless, City Administrator; Ashley Wragge, Planning Technician; Jimmie Betts, IT Systems Support.

### AGENDA APPROVAL

The agenda was approved.

#### **PUBLIC COMMENTS**

No comments.

#### MINUTES

1. Committee approved the minutes for February 5, 2024.

#### AGENDA BILLS

2. AB24-025 Building Code Amendments

A routine building code update. Items of interest include the energy code update that prioritizes electric over fossil fuel for energy efficiency. Committee agreed to forward to council on February 26<sup>th</sup> and March 11<sup>th</sup>.

#### **DISCUSSION ITEMS**

3. None.

#### ADJOURNMENT

Chair Johnson adjourned the meeting at 6:11 PM

#### **CITY OF SNOQUALMIE**

Minutes by Ashley Wragge, Planning Technician

Recorded meeting audio is available on the City website after the meeting.

Minutes approved at the \_\_\_\_\_ Community Development Meeting.



# BUSINESS OF THE CITY COUNCIL CITY OF SNOQUALMIE

AB24-040 March 25, 2024 Committee Report

# AGENDA BILL INFORMATION

TITLE:	AB24-040: Traffic Impact Fee Program Development	<ul><li>□ Discussion Only</li><li>☑ Action Needed:</li></ul>
PROPOSED ACTION:	Move to approve the development of traffic impact fee program and authorizing Staff to develop a draft amendment to the Snoqualmie Municipal Code, SMC.	<ul><li>☑ Motion</li><li>□ Ordinance</li><li>□ Resolution</li></ul>

REVIEW:	Department Director	Emily Arteche	3/12/2024
	Finance	n/a	Click or tap to enter a date.
	Legal	David Linehan	3/14/2024
	City Administrator	Mike Chambless	3//2024

DEPARTMENT:	Community Development	
STAFF:	Emily Arteche	
COMMITTEE:	Community Development	COMMITTEE DATE: March 18, 2024
EXHIBITS:	1. Traffic Impact Fee Program Compari	son Sheet

AMOUNT OF EXPENDITURE	\$ n/a
AMOUNT BUDGETED	\$ n/a
APPROPRIATION REQUESTED	\$ n/a

# SUMMARY

#### INTRODUCTION

Traffic Impact Fee Program to capture a fair and proportionate share of the costs of new transportation facilities needed to serve new growth and development within the City of Snoqualmie.

## LEGISLATIVE HISTORY

None.

#### BACKGROUND

Washington State's Growth Management Act, or GMA, authorizes counties, cities, and towns planning under the GMA to impose impact fees (RCW 82.02.050-.110) to help pay for the following types of public facilities: Public streets and roads; Publicly owned parks, open space, and recreation facilities; School facilities; and Fire protection facilities.

#### ANALYSIS

With pending development of the Mill Site and possible development associated with expansion of the City Business Park as well as future smaller-scale infill development projects, Transportation Impact Fees are fair way for developers to pay a proportionate share into the transportation system. Such fees are typically established through a rate study, with a formula based on trip generation rates associated with various types of development, the scale or size of a proposed development, and the anticipated cost of transportation facilities needed to serve new development within the service area.

Snoqualmie never established a comprehensive transportation impact analysis (TIA) and impact mitigation program for the City like many other cities in Western Washington. TIA Guidelines are used to define the expectations of a jurisdiction for how a TIA should be executed such as when a TIA is required, and an articulation of different scope elements based on the size of a proposed development project. The larger the project, the more complex the scope tends to be, thus ensuring that small projects are not burdened with expensive costs to prepare a study, but that large projects have a clearly defined impact area that needs to be analyzed.

Transportation Impact Fees are defined fees required of all developers to pay for "system improvements" to the transportation network, although cities are allowed to exempt or offer reduced rates for certain types of new development that serve broad public purposes such as low-income housing and early learning facilities. Impact fees authorized under the Growth Management Act can be implemented by any jurisdiction as a fair way for developers to pay a proportionate share into the transportation system since they are based on trip generation and scale with the size of development. Traffic Impact Fees may not be used by cities to finance transportation improvements needed to correct existing deficiencies in the system. Impact Fees may only be used to pay for improvements needed to accommodate new growth and development occurring within the city. Accordingly, Snoqualmie would need to conduct a specific "rate study" to establish the fee program that excludes existing deficiencies and external growth from the cost calculations. Other Valley cities have conducted rate studies and have adopted Impact Fees, including the City of North Bend which has the highest Transportation Impact Fee at \$15,210 per PM Peak Hour Vehicle Trip.

Impact Fees may only be spent by cities to pay for the defined list of projects included in the Capital Facilities Element of the Comprehensive Plan. Facilities not included in the CIP may not be financed with Impact Fee dollars and must be excluded from the rate study. Transportation Impact Fees can fund virtually any type of new capacity project (they cannot be used for pure maintenance), including new roads, lanes, shoulders, traffic signals, bike lanes, bike trails, sidewalks, crosswalks, pedestrian refuge islands, etc. Impact Fees must be spent within 10 years of collection, or they must be refunded to the developer with accrued interest.

## **BUDGET IMPACTS**

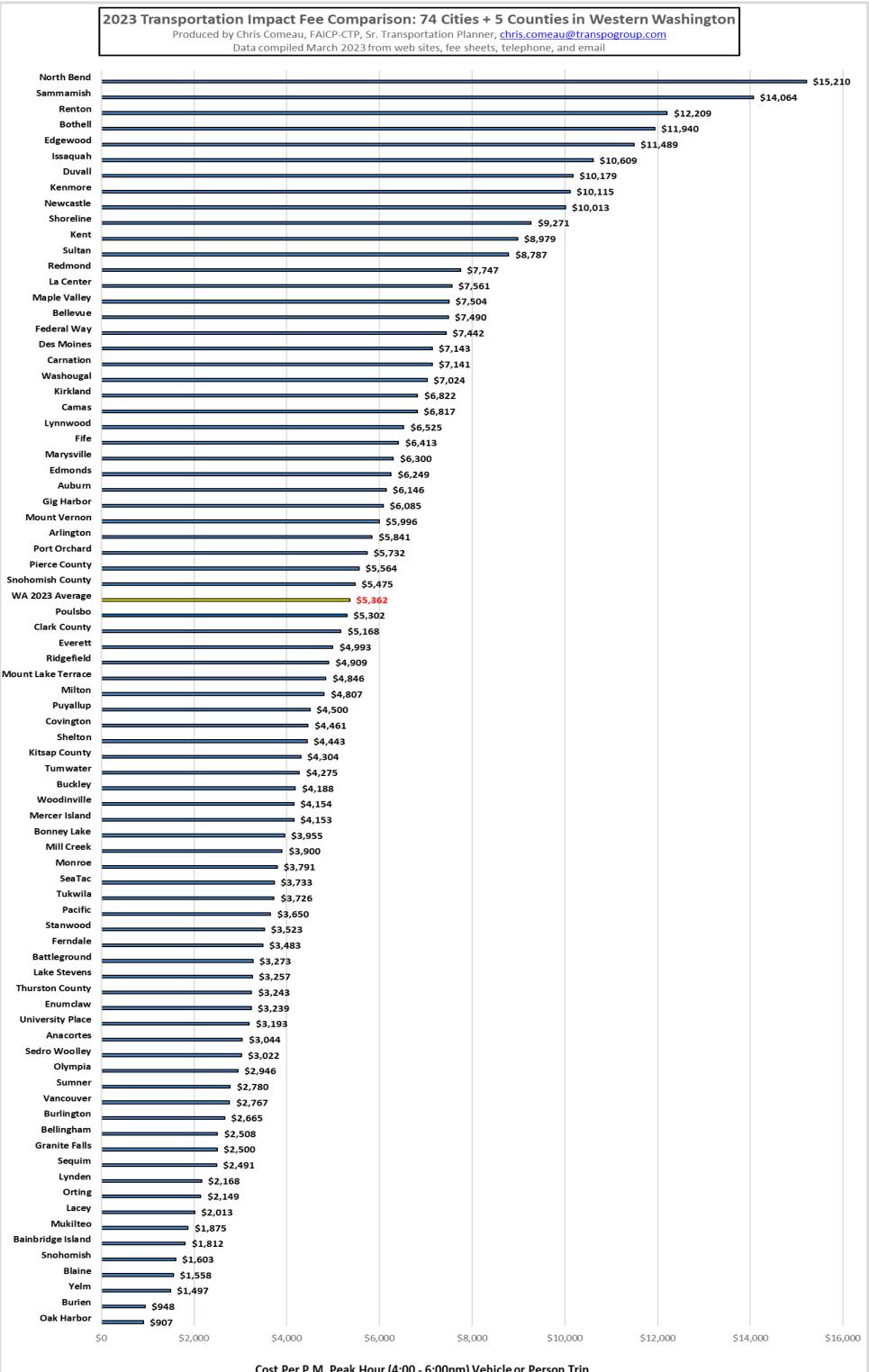
N/A. Further analysis will be provided in a subsequent agenda bill regarding findings of the rate study and revenue associated with the cost per PM Peak Hour Vehicle Trip. Exhibit 1., Traffic Impact Fee Program Comparison Sheet is provided to you as a reference. In Washington the median 2023 average transportation impact fee rate was \$5,362 per PM peak hour vehicle trip, and the highest was \$15,210 per PM peak hour vehicle trip.

## **NEXT STEPS**

A motion to recommend supporting the development of a transportation impact fee program and authorize Staff to develop a draft amendment to the Snoqualmie Municipal Code, SMC, and identify a consultant to conduct a rate study. A rate study will be brought to the Council for discussion and approval in the future.

## **PROPOSED ACTION**

Move to approve the development of a transportation impact fee program for the City of Snoqualmie, including the identification of a consultant to conduct a rate study and for Staff to prepare draft amendments to the Municipal Code to establish the program.



Cost Per P.M. Peak Hour (4:00 - 6:00pm) Vehicle or Person Trip

		-	tation Impact Fee Comp mpiled March 2023 from public				
	Ch		FAICP-CTP, Sr. Transportation		•	•	-
	2022	2023	Urban Center		2022	2023	Urban Center
City	Population		Incentive	City	Population	Base Rate	Incentive
nacortes <sup>1</sup>	17,880	\$3,044		Milton	8,695	\$4,807 \$2,701	
rlington uburn <sup>2</sup>	21,260 88,750	\$5,841 \$6,146	Yes: Downtown	Monroe Mount Vernon	19,700 35,500	\$3,791 \$5,996	Yes: Commercial Uses
ainbridge Island	25,060	\$0,140 \$1,812	res. Downtown	Mount Lake Terrace	22,070	\$3,996	res. commercial oses
attleground <sup>3</sup>	21,780	\$3,273		Mukilteo	21,590	\$1,875	
ellevue	153,900	\$7,490	Yes: Downtown & TOD	Newcastle	13,560	\$10,013	
ellingham4	93,910	\$2,508	Yes: Urban Villages	North Bend <sup>20</sup>	7,915	\$15,210	
laine <sup>5</sup>	6,130	\$1,558		Oak Harbor <sup>21</sup>	24,760	\$907	Yes; CBD
onney Lake	22,990	\$3,955		Olympia <sup>22</sup>	56,370	\$2,946	Yes; Downtown & High Density Corri
othell	48,940	\$11,940	Yes: Main Street	Orting	9,055	\$2,149	
uckley	5,315	\$4,188	May apply for 30% Reduction	Pacific	7,270	\$3,650	
urien <sup>6</sup>	52,490	\$948		Port Orchard	16,400	\$5,732	
urlington	9,800	\$2,665		Poulsbo <sup>23</sup>	12,180	\$5,302	
amas <sup>7</sup>	27,250	\$6,817		Puyallup	43,260	\$4,500	
arnation	2,160	\$7,141		Redmond <sup>24</sup>	75,270	\$7,747	Y; CBD; OLake
ovington	21,200	\$4,461		Renton	107,500	\$12,209	
es Moines	33,160	\$7,143		Ridgefield <sup>25</sup>	13,640	\$4,909	
uvall	8,320	\$10,179		Sammamish <sup>26</sup>	68,150	\$14,064	
dgewood	13,520	\$11,489		SeaTac	31,910	\$3,733	
dmonds	42,980	\$6,249		Sedro Woolley <sup>27</sup>	12,590	\$3,022	Yes; CBD
numclaw	12,190	\$3,239		Sequim	8,215	\$2,491	Yes; CBD
verett	113,300	\$4,993	Yes: Parking "A"	Shelton	10,430	\$4,443	
ederal Way <sup>8</sup>	101,800	\$7,442	Yes: City Center	Shoreline	60,320	\$9,271	
erndale <sup>9</sup>	15,970	\$3,483	Yes: Downtown	Snohomish	10,200	\$1,603	
fe <sup>10</sup>	11,130	\$6,413	Yes: Use-based	Stanwood	8,405	\$3,523	
ig Harbor	12,540	\$6,085		Sultan	6,260	\$8,787	
ranite Falls	4,705	\$2,500		Sumner <sup>28</sup>	10,800	\$2,780	
saquah <sup>11</sup>	40,950	\$10,609	Yes: Commercial Uses	Tukwila <sup>29</sup>	22,620	\$3,726	
enmore <sup>12</sup>	24,090	\$10,115		Tumwater	23,360	\$4,275	
ent <sup>13</sup>	137,900	\$8,979	Yes; Downtown	University Place	35,420	\$3,193	
irkland <sup>14</sup>	93,570	\$6,822		Vancouver <sup>30</sup>	197,600	\$2,767	
a Center <sup>15</sup>	3,835	\$7,561		Washougal	17,390	\$7,024	
	58,180	\$2,013		Woodinville <sup>31</sup>	13,450	\$4,154	
ake Stevens <sup>16</sup>	40,700	\$3,257	Yes; TIF Zone 1	Yelm	10,680	\$1,497	
ynden <sup>17</sup>	16,150	\$2,168		County	Population	Base Rate	
ynnwood <sup>18</sup>	38,740	\$6,525	Yes; Citywide	Clark County <sup>32</sup>	520,900	\$5,168	
1aple Valley <sup>19</sup>	28,920	\$7,504		Kitsap County	280,900	\$4,304	
	72,380	\$6,300	Yes: Commercial Uses	Pierce County <sup>33</sup>	937,400	\$5,564	
larysville		\$4,153		Snohomish County <sup>34</sup>	847,300	\$5,475	
lercer Island	25,780			Thurston County <sup>35</sup>	200 500	\$3,243	
lercer Island lill Creek otes: All data above	21,510 e and below obta	\$3,900 ained from pub	ic web sites, fee sheets, telephone c	alls, emails, and ITE Trip G	300,500 eneration Manua	ls. 2023 OFM Po	pulation data not released until June.
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