

RESOLUTION 2013-18

A RESOLUTION OF THE CITY OF STANWOOD, WASHINGTON, ADOPTING A REVISED TRANSPORTATION MITIGATION FEE AND SCHEDULE

WHEREAS, the current transportation mitigation fee and schedule is adopted in Ordinance 1168; and

WHEREAS, the fee and schedule adopted in Ordinance 1168 are partially based on projects completed by the City; and

WHEREAS, the City Council has updated and adopted Ordinance 1358 updating the Capital Facilities Element of the Comprehensive Plan with a new growth related project list and an updated six year capital project list; and

WHEREAS, the revised capital project list identifies projected cost and funding sources for growth related transportation facilities; and

WHEREAS, the City Council adopted Ordinance 1350 updating procedures and policies for transportation mitigations fees; and

WHEREAS, the City's contract engineer RH2 Engineering provided updated cost estimates for growth related transportation projects entitled Transportation Impact Fee (TIF) Costs and updated analysis of traffic generation based on the city's current adopted Future Land Use Map(FLUM); and

WHEREAS, the City Council determined that the existing transportation mitigation fee and schedule require modification based on the Capital Facilities Element as amended by Ordinance 1351, the amendments to SMC 17.151 Public Facilities Impact fees as amended by Ordinance 1350, and the TIF Cost report prepared by RH2 Engineering; and

WHEREAS, the TIF Cost summary report from RH2 Engineer identifies projected external funding, local funding and TIF funding for growth related projects and is attached as **Exhibit A**; and

WHEREAS, the City Council determined that the actual cost of growth related infrastructure for the Six (6) year Capital Improvement Program is \$4,408,500; and

WHEREAS, the City Council determined that the an additional 1,330.45 trips are projected to occur during the Six (6) year Capital Improvement Program period based on residential, commercial and industrial land use identified in the City's adopted FLUM ; and

WHEREAS, the City Council determined that the actual cost of providing growth related transportation infrastructure is \$502.43 per trip based on the analysis in the TIF calculation in the TIF cost analysis report; and

WHEREAS, The Economic Development Element of the Comprehensive Plan Goal EDG-1 states:

EDG-1 Promote economic vitality defined as a lively growth oriented business climate that supports a wide range of private and public investment resulting in development and business activity that diversifies the City's tax base and provides both employment and consumer shopping opportunities for city and unincorporated area residents; and

WHEREAS, The Economic Development Element of the Comprehensive Plan Policy EDP 1-1 provides for *"Developing a toolkit of incentives such as property tax exemptions, density bonuses or public private partnerships to attract desired uses such as mixed use development or retail businesses that would nt be viable based on current market conditions, but would contribute to the economic vitality of the city.*

WHEREAS , The Economic Development Element of the Comprehensive Plan Policy EDP 6-1 provides *"Ensure that City licensing and permitting procedures and development regulations are coherent, fair, and expeditious"; and*

WHEREAS, the transportation impact fee is a development regulation adopted through SMC 17.151; and

WHEREAS, the transportation impact fee is a form of economic development incentive appropriate to the city's "toolkit" of incentives consistent with Policy EDP-1; and

WHEREAS, the state legislature (ch 43.160RCW) has declared certain economic development programs to be a "public purpose"; and

WHEREAS, RCW 82.02.060 Impact fees—Local ordinances—Required provisions provides that the local ordinance by which impact fees are imposed provide an exemption to impact fees for development activities with broad public purposes provided that the impact fees for such development activity shall be paid from public funds other than impact fee accounts; and

WHEREAS, the City Council has determined that to support economic development and economic vitality as anticipated in EDP Goal-1 reduction of the actual cost per trip is necessary to make the City reasonably competitive with other jurisdictions as well as to provide responsible cost covering of development activity; and

WHEREAS, the Economic Development Element is implemented through the Economic Development Strategic Plan; and

WHEREAS, the Economic Development Action Plan includes the goal of analyzing the economic impacts of potential changes to policies and fees by comparing g the fee structure in neighboring jurisdictions, and

WHEREAS, the City staff conducted a comparative analysis of transportation impact fees charged by jurisdictions in North Snohomish and Skagit Counties; and

WHEREAS, Ordinance 1350 establishes a formula for calculating the actual cost per trip for growth related system improvements; and

WHEREAS, Ordinance 1350 adopts an economic development incentive for all new development in the city as 66% percentage of the actual cost per trip to establish an adjusted base transportation impact fee; and

WHEREAS, Ordinance 1350 establishes an additional economic development incentive as a further reduction in the adjusted transportation impact fee allowing a 10% reduction for commercial development and a 35% reduction for one single family residence in historic plats or parcels created prior to July 1, 1969; and

WHEREAS, Ordinance 1350 establishes credits for previous uses of a site, credit for dedication of land and for improvement to or new construction of system improvement provided by the developer and a process for further reduction of the adjusted base fee for unusual circumstances documented by additional studies; and

WHEREAS, Ordinance 1350 establishes a waiver of the transportation impact fee for re-use of existing buildings in the MBI and MBII zones where the building is less than 10,000 square feet; and

WHEREAS, the City recognizes the need to at least partially recover the ongoing cost of providing growth related infrastructure in the City; and

WHEREAS, the City Council wishes to make these changes effective January 1, 2014; now therefore:

THE CITY COUNCIL OF THE CITY OF STANWOOD, WASHINGTON HEREBY RESOLVES THAT THE CITY OF STANWOOD 2014 TRANSPORTATION IMPACT FEES IS HEREBY ADOPTED AS SHOWN IN THE FEE SCHEDULE ATTACHED AS EXHIBIT B:

PASSED BY THE CITY COUNCIL ON DECEMBER 12, 2013.

CITY OF STANWOOD

By _____
Mayor Dianne White

ATTEST:

Greg Thramer, City Clerk

**EXHIBIT A TIF COST CALCULATION SUMMARY REPORT
EXHIBIT B FEE SCHEDULE**



TIF COST SHEET

CIP ID	Project	Level of Service			Estimated Cost (\$x1000)	External Funding (%)	External Funding	Local Funding	Previously Collected TIF	Percentage Related to Growth/Capacity	TIF Amount	In 20-year CFP?	In 12-year CFP?	In 6-year CFP?	30-Year CIP	12-Year CIP	6-Year CIP
		Existing LOS	2033 LOS w/ Improvement	2033 LOS with Improvement													
TR-01	SR-532/72nd Avenue NW			1,533	15%	69	391	391	-	100%	391				completed	completed	completed
TR-02	SR-532/102nd Ave NW Intersection Traffic Signal			330	15%	50	280	280	-	100%	280				completed	completed	completed
TR-03	SR-532/99th Pedestrian Bridge or Signal+Crosswalks			N/A	15%	291	1,649	1,649	-	0%	-				completed	completed	completed
TR-04	268th or 270th Street NW from 98th to 92nd			3,608	15%	552	3,128	3,128	-	50%	1,564	Y	Y	Y	1,564	1,564	-
TR-05	98th Drive Widening			1,956	15%	132	748	748	-	50%	374	Y	Y	Y	374	374	-
TR-06	SR-532 Lane Widening, Turn Lanes and Signalization (72nd - 104th)			N/A	15%	287	1,623	1,623	-	20%	325	Y	Y	Y	325	325	-
TR-07	Downtown to East Residential Connectors			75	15%	11	64	64	-	100%	64	Y	Y	Y	64	64	-
TR-08	72nd Avenue NW Improvements (268th-276th)			914	15%	284	1,499	1,499	-	50%	748	Y	Y	Y	748	748	-
TR-09	280th Avenue NW Improvements (276th-284th)			1,137	15%	750	2,400	2,400	-	50%	1,200	Y	Y	Y	1,200	1,200	-
TR-10	280th Avenue NW Expansion (70th-90th)			1,741	15%	869	4,921	4,921	-	100%	4,921	Y	Y	Y	4,921	4,921	-
TR-11	Cedarhome Drive NW Reconstruction (271st St NW-Cedarhome Dr N)			1,194	15%	282	1,598	1,598	-	50%	799	Y	Y	Y	799	799	-
TR-12	Cedarhome Drive N Reconstruction (271st St NW - 276th St NW)			1,560	15%	482	2,728	2,728	-	75%	2,046	Y	Y	Y	2,046	2,046	-
TR-13	98th Avenue NW Sidewalk (278th St NW-279th St NW)			81	15%	18	102	102	-	100%	102	Y	Y	Y	102	102	-
TR-14	276th Street NW (98th Ave NW/272nd St NW - 92nd Ave NW)			1,462	15%	481	2,609	2,609	-	100%	2,609	Y	Y	Y	2,609	2,609	-
TR-15	95th Drive NW Improvements								-								-
TR-16	95th Drive NW Improvements								-								-
TR-17	Traffic Signal Pioneer/Cedarhome Drive								-								-
TR-18	267th Street NW Reconstruction & Widening (Pioneer Hwy .4 mile east to 72nd)			1,547	15%	435	2,465	2,465	-	50%	1,233				completed	completed	completed
TR-19	271st Street NW Overlay (88th - Camano St)			145	15%	71	401	401	-	0%	-				completed	completed	completed
TR-20	272nd Street NW Reconstruction & Widening (Pioneer Hwy-72nd NW)			1,084	15%	656	3,714	3,714	-	26%	929	Y	Y	Y	929	929	-
TR-21	270th Street NW Reconstruction & Widening (102nd-Camano St)			1,117	15%	129	731	731	-	0%	-				-	-	-
TR-22	90th Avenue NW Extension North (271st St NW- 274th Street NW)			1,723	15%	392	2,218	2,218	-	75%	1,664	Y	Y	Y	1,664	1,664	-
TR-23	New Frontage Road (Viking Way) Along SR-532 from 88th-92nd			2,711	15%	2,000	1,430	1,430	-	100%	1,430	Y	Y	Y	1,430	1,430	-
TR-24	Construct 74th Avenue NW (267th St NW - Pioneer Hwy)			1,457	15%	453	2,575	2,575	-	100%	2,575	Y	Y	Y	2,575	2,575	-
TR-25	Add trails to Heritage Park and along SR532								-								-
TR-26	Sidewalks and Bike Lanes to SR532								-								-
TR-27	Trail connections to Island County								-								-
											23,252				21,024	15,987	4,409
											45,927						

Land Use Assumptions

	Unit	Gross Units	Build Area	Years	Units/Year
Specialty Retail	sf	1,288,505	0.3	22	17,571
Light Industrial	acre	21	1.0	22	0.95
Residential	each	315	1	6	53

Anticipated Annual Trips

Land Use	Annual Q	Unit	ITE Trip Code	ITE Trips/Unit/Day	Projected Trips
Specialty Retail	17,571 sf		814	44.32	778.73
Light Industrial	0.95 acre		110	51.8	49.30
Residential	52.50 each		210	9.57	502.43
					1,330.45

TIF Calculation:

	20-Year CFP	12-Year CIP	6-Year CIP
Lock Back Value	\$		
20-Year CIP	\$ 23,252,100	\$ 15,986,500	\$ 4,408,500
Total Cost to Recover	\$ 23,252,100	\$ 15,986,500	\$ 4,408,500
Trips in Planning Period	26,609.09	15,965.46	7,982.73
Cost per Trip	\$ 873.84	\$ 1,001.32	\$ 552.25
Example of SFR	\$ 8,362.65	\$ 9,582.61	\$ 5,285.08

EXHIBIT B

**REVISED TRANSPORTATION MITIGATION FEE AND
SCHEDULE EFFECTIVE DATE JANUARY 1, 2014**

Base adjusted transportation impact fee	\$368.17/Average daily trip (ADT)
Adjusted fee for commercial development As defined in SMC 17.20.040	\$331.35/ADT
Adjusted fee for 1 single family residence on A single lot/parcel created before July 1, 1969	\$246.68/ADT
Redevelopment/change of use triggering Additional trip generation per the current ITE manual	Credit for prior use
Remodel/change of use of existing structure In MBI and MBII Zones up to 10,000 sq. ft. Including remodel and or addition Subject to conditions (see Ordinance 1350)	No fee