

ORDINANCE NO. 1852-16

AN ORDINANCE AMENDING SWMC SECTIONS 15.60.050 AND 15.60.060 TO INCREASE THE AMOUNT OF THE TRANSPORTATION IMPACT FEES AND TO UPDATE THE METHODOLOGY UTILIZED TO CALCULATE TRANSPORTATION IMPACT FEES.

WHEREAS, the City Council engaged qualified consultants to establish transportation impact fees in 2006 adopted under Ordinance 1555-06; and

WHEREAS, certain projects were included in the TIF project list with estimated costs; and

WHEREAS, the City Council adopted a methodology that divided the city into fifteen zones with resulting impact fees for each zone; and

WHEREAS, the City Council updated the TIF Project List and reduced transportation impact fees in 2013 on Staff's recommendation under Ordinance 1773-13, and

WHEREAS, the City Council has engaged qualified consultants to review the TIF project list and update the list based upon actual project costs and revised estimates; and

WHEREAS, this update revises the methodology that divided the city into fifteen zones with resulting impact fees for each zone to a methodology that divided the city into two zones with resulting impact fees for each zone, and

WHEREAS, this update results in increased transportation impact fees; and

WHEREAS, the City Council finds that it is in the interests of the public health, safety and welfare to adopt the revised transportation impact fees set forth below, now therefore,

THE CITY COUNCIL OF THE CITY OF SEDRO-WOOLLEY DO HEREBY ORDAIN AS FOLLOWS:

Section 1. SWMC Section 15.60.050 is amended as follows, including a new Attachment A as attached to this ordinance:

15.60.050 Transportation fee schedules and establishment of service area.

A. Subject to the provisions of SWMC Section 15.60.060, the transportation impact fee shall be as set forth on Attachment A, attached hereto, and on file with the city clerk. Attachment A shall provide:

1. The schedule of projects established by the city council for which impact fees may be collected, which shall be a subset of the Sedro-Woolley transportation capital facilities plan of the Sedro-Woolley Comprehensive Plan and ~~2005~~16 Transportation Plan;
2. The cost of the projects on the schedule;
3. A map dividing the city into zones based upon probable impact on planned transportation capital facility projects of development within the zones;

4. The amount of the transportation impact fees to be paid on a “per peak PM trip basis” to be paid by a development with a particular zone.

Attachment A shall not be codified, but shall be on file with the ordinance codified in this chapter.

B. The impact fee schedule of costs, as set out in ~~a~~Attachment A, shall be updated annually at a rate adjusted in accordance with the ~~engineering news record (ENR) Construction Cost Index for the Seattle area~~ Federal Highway Administration’s National Highway Construction Cost Index (NHCCI), using an ~~June-June~~ annual measure to establish revised fee schedules effective ~~July~~ January 1st of each the current year.

C. For the purpose of this chapter, the entire city shall be considered one service area.

Section 2. SWMC Section 15.60.060 is amended as follows, including a new Attachment A as attached to this ordinance:

15.60.060 Calculation of transportation impact fees.

A. The director shall calculate the transportation impact fees as set forth in SWMC Section 15.60.050, subject to the provisions of this chapter.

B. In determining the proportionate share, the method of calculating impact fees shall incorporate, among other things, the following:

1. The cost of public streets and roads necessitated by new development;
2. An adjustment to the cost of the public streets and roadways for past or future payments made or reasonably anticipated to be made by new development to pay for particular system improvements in the form of user fees, debt service payments, taxes, or other payments earmarked for or proratable to the particular system improvement;
3. The availability of other means of funding public street and roadway improvements;
4. The cost of existing public street and roadway improvements;
5. The methods by which public street and roadway improvements were financed; and
6. The most recent ITE Trip Generation Manual and a report titled “Traffic Impact Fee Methodology,” dated November 2005, as updated by a report titled “Sedro-Woolley Transportation Impact Fee Rate Update” prepared by Transportation Solutions, Inc. dated June 15, 2016, on file with the city clerk.

C. A credit, not to exceed the impact fee otherwise payable, shall be provided for the value of any dedication of land for, improvement to, or new construction of any system improvements provided by the developer, to facilities that are identified in the capital facilities plan and on the TIF project list (~~a~~Attachment A, referenced herein and on file with the City Clerk attached to the ordinance codified in this section) and that are required by the city as a condition of approving the development activity. The determination of “value” shall be consistent with the assumptions and methodology used by the city in estimating the capital improvement costs.

D. The director may adjust the standard impact fee at the time the fee is imposed to consider unusual circumstances in specific cases to ensure that impact fees are imposed fairly.

E. The amount of fee to be imposed on a particular development may be adjusted by the director giving consideration to studies and other data available to the director or submitted by the developer demonstrating to the satisfaction of the director that an adjustment should be made in order to carry out the purposes of this chapter.


F. The impact fee shall provide for system improvement costs previously incurred by the city to the extent that new growth and development will be served by the previously constructed

improvements; provided, that such fees shall not be imposed to make up for any system improvement deficiencies.

Section 3. This ordinance shall be effective five (5) days after passage and publication as provided by law.

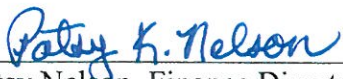
Section 4. The provisions of this ordinance are declared to be severable, and if any section, sentence, clause or phrase of this ordinance shall for any reason be held invalid or unconstitutional or if the application of this ordinance to any person or circumstances shall be held invalid or unconstitutional, such decisions shall not affect the validity of the remaining sections, sentences, clause or phrases of this ordinance.

PASSED by majority vote of the members of the Sedro-Woolley City Council this 13th day of July, 2016, and signed in authentication of its passage this 14th day of July, 2016.



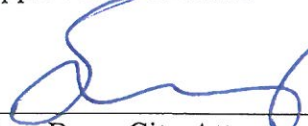
Keith L. Wagoner, Mayor

Attest:



Patsy Nelson, Finance Director

Approved as to form:



Eron Berg, City Attorney

First Reading by City Council:	June 22, 2016
Second Reading by City Council:	July 13, 2016
Approval by City Council:	July 13, 2016
Signed by the Mayor:	July 14, 2016
Date of Publication:	July 18, 2016

Attachment A – TRANSPORTATION IMPACT FEE PROJECT LIST, MAP, AND FEE SCHEDULE

Figure 9 Impact Fee Eligible Projects (from Comprehensive Plan Chapter 3 Transportation Element)

Transportation Impact Fee Project List

Transportation Impact Fee Districts – 2016 Update

City of Sedro-Woolley Traffic Impact Fee Rate Schedule – Residential (2016 Update)

City of Sedro-Woolley Traffic Impact Fee Rate Schedule – Non-Residential LUC 1-799 (2016 Update)

City of Sedro-Woolley Traffic Impact Fee Rate Schedule – Non-Residential LUC 800-999 (2016 Update)

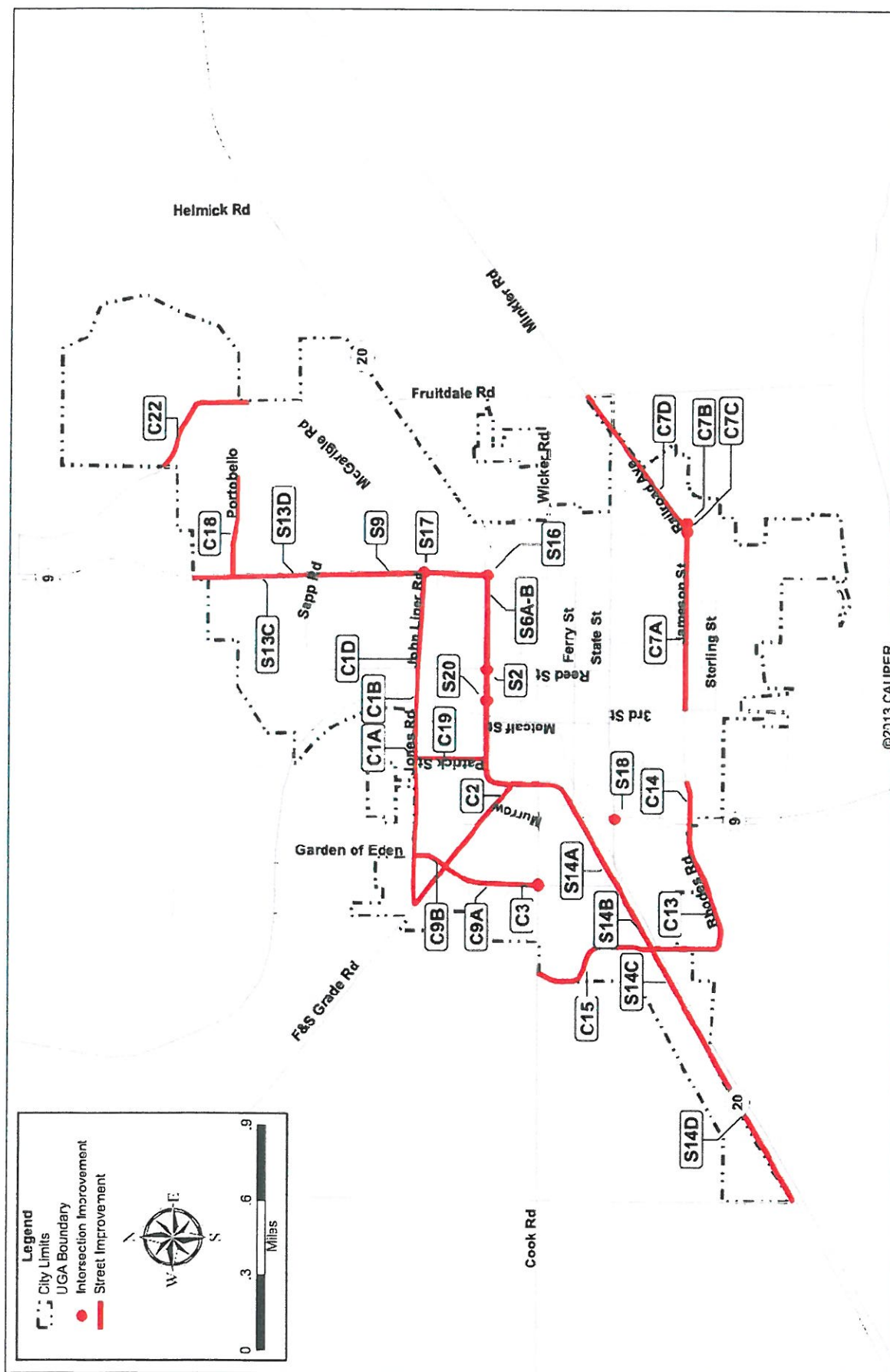


Figure 9
Impact Fee Eligible Projects
City of Sedro-Woolley



Transportation Impact Fee Project List

ID	Project Name	Project Limits	Description	Total Est. Cost (\$)
C14	Jameson Arterial Extension	SR 9 / Batey Rd	New arterial segment	3,020,000
S14A	SR20/Cascade Trail West Extension Ph.1A	Trail Rd / SR 9 South	Shared use path	575,000
S14B	SR20/Cascade Trail West Extension Ph.1B	Hodgin Rd / Trail Rd	Shared use path	288,000
C22	Fruitdale Rd Arterial Improvements	Portobello / North City Limit	Reconstruct to arterial standards incl. roundabout at Northern State Rd	2,320,000
C1B	Jones/John Liner RR Undercrossing	Sapp Rd / Reed St	New BNSF undercrossing and new arterial from E Jones Rd to John Liner Rd	7,700,000
C1C	John Liner Bike/Ped Impr	Redd St / SR 9	Complete Streets completion	555,000
C19	Patrick St Extension	Michael St/E Jones St	New major collector w/sidewalks	2,100,000
C1A	Jones Rd Improvements	F&S Grade Rd / Sapp Rd	Reconstruct to arterial section including sidewalk & shared use path	3,200,000
S16	SR20 & SR9 (Township) Intersection Impr.		Channelization and signal improvements	1,000,000
C18	Portobello Arterial Extension	Township / Cascadia	New major collector connecting Fruitdale w/ SR 9	1,700,000
S2	SR20 & Reed St Intersection Impr.		RIRO access restriction	50,000
S18	SR 9 / W State St Intersection Impr		Intersection improvements	250,000
C3	Cook Rd / Trail Rd Intersection Improvements		Intersection improvements	1,000,000
C9A	Trail Rd Arterial Extension	Cook Rd / F&S Grade	Construct new minor arterial	4,000,000
C9B	Trail Rd – Garden of Eden Rd Extension	F&S Grade / Jones Rd	Construct new minor arterial	850,000
S13C	SR9N Ped/Bike Safety Improvements	Park Cottage / N City Limits	Bike lane & sidewalk improvements	434,000
S17	Township St (SR 9) & John Liner/McGarigle Rd Intersection Improvements		Intersection improvements	1,000,000
C1D	John Liner Rd Arterial Improvements	Reed St / Township St	Reconstruct to arterial section	1,600,000
S6 A-B	SR 20 East Lane Widening & Safety Improvements	SR 9 / Fruitdale Rd	Improve and widen to 3 lanes	960,000
C7A	Jameson St Arterial Improvements	600' e/o Batey to Railroad St	Widen to arterial standards w/3 lanes, bike lane, sidewalk	3,600,000
C7B	Jameson / 11 th St Intersection Improvements		Change access to RIRO	70,000
C7C	Railroad St / Jameson Intersection Improvements		Intersection improvements to include new roundabout	750,000
C7D	Railroad St Arterial Improvements	Jameson St / Fruitdale	Reconstruct to arterial standards incl. 3 lanes, bike lanes, sidewalks	2,880,000
C2	F&S Grade Rd Arterial Improvements	SR20 MP 65.16 / Jones Rd	Reconstruct to arterial standards	2,960,000
S14C	SR20/Cascade Trail West Extension Ph.2A	Holtcamp Rd/Hodgin Rd	Shared use path	600,000
S20	SR 20 / Central Ave Intersection Improvements		Intersection improvements or RIRO	150,000
S14D	SR20/Cascade Trail West Extension Ph.2B	Collins Rd/Holtcamp Rd	Shared use path	620,000

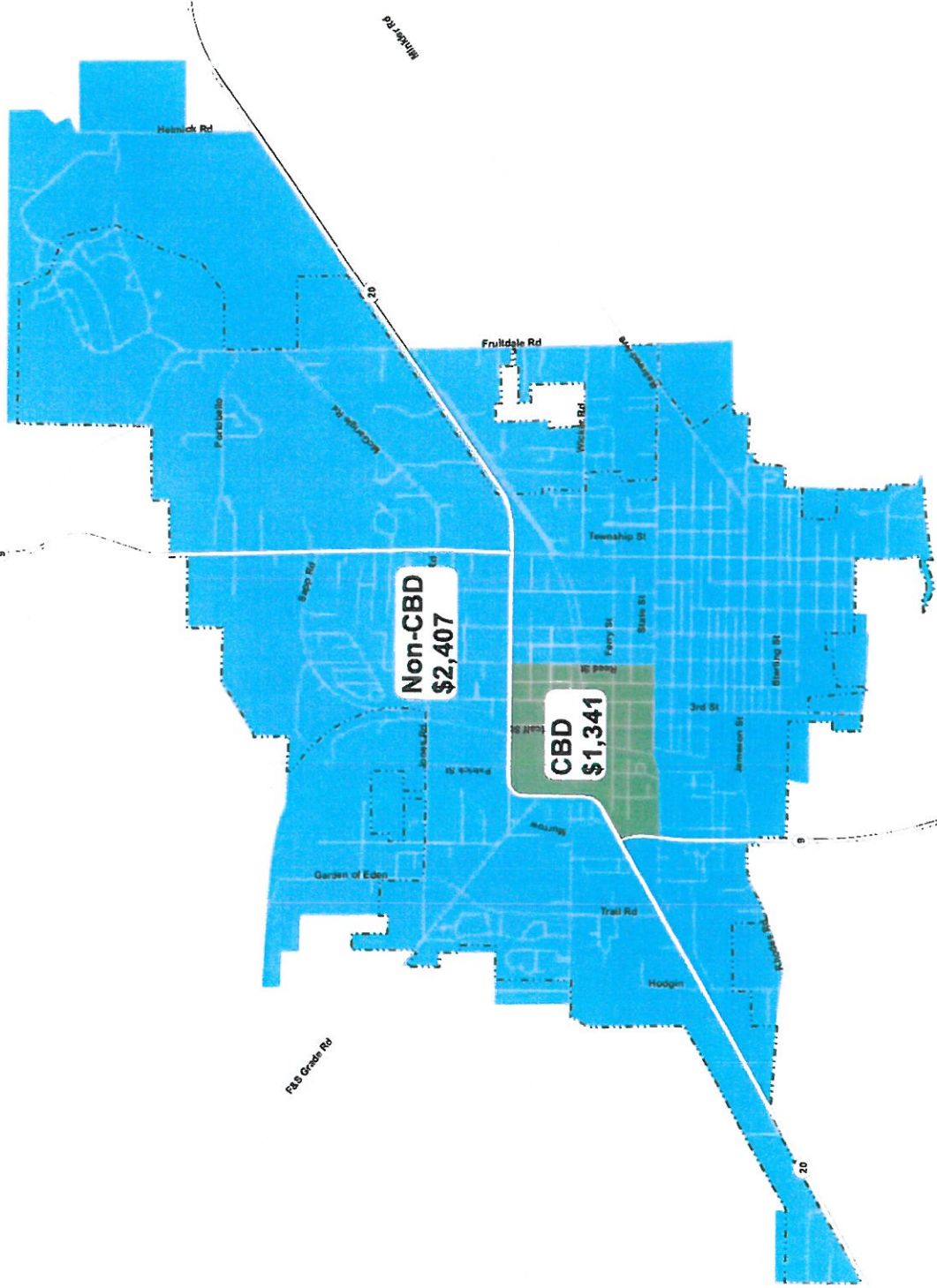
ID	Project Name	Project Limits	Description	Total Est. Cost (\$)
C13	Rhodes Rd Arterial Impr	SR 9 / SR 20	Reconstruct to arterial standards incl. bike lanes, sidewalks	3,200,000
C15	Hodgin Rd Arterial Ext.	SR 20 / Cook	New collector arterial	2,225,000
S9	SR9/N Township St Arterial Improvements	SR 20 / City limits	Planning phase – reconstruct to arterial standards incl. 3 lanes, bike lanes, sidewalk	100,000
S13D	SR9 / Centennial Trail Ped/Bike Safety Improvements	Summer Meadows Pl / North City Limits	Construct bicycle lane and sidewalk improvements incl. ped crossing bridge at Brickyard Crk	1,700,000



Appendix A

Transportation Impact Fee Districts - 2016 Update

City of Sedro-Woolley



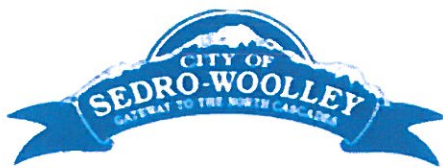
City of Sedro-Woolley Traffic Impact Fee Rate Schedule – Residential (2016 Update)

ITE Code ¹	ITE Land Use Category ¹	ITE Trip Rate ²	Rate per Unit ³	Impact Fee per Unit by District	
				Citywide (Non-CBD)	CBD
210	Single-Family Detached Housing	1.00	DU	\$2,407	\$1,341
220	Apartment	0.62	DU	\$1,492	\$831
221	Low-Rise Apartment (1-2 floors)	0.58	DU	\$1,396	\$778
230	Residential Condo / Townhouse	0.52	DU	\$1,252	\$697
231	Low-Rise Condo / Townhouse	0.78	DU	\$1,877	\$1,046
240	Mobile Home Park	0.59	DU	\$1,420	\$791
251	Senior Housing Detached	0.27	bed	\$650	\$362
252	Senior Housing Attached	0.25	bed	\$602	\$335
253	Congregate Care Facility	0.17	DU	\$409	\$228
254	Assisted Living	0.22	bed	\$530	\$295
260	Recreational Home	0.26	DU	\$626	\$349
270	Residential PUD	0.62	DU	\$1,492	\$831

¹ Institute of Transportation Engineers, Trip Generation Manual (9th Edition)

² Trip generation rate per development unit for PM peak hour of the adjacent street traffic (4-6 PM)

³ DU = Dwelling Unit



City of Sedro-Woolley Traffic Impact Fee Rate Schedule – Non-Residential LUC 1-799 (2016 Update)

Impact Fee Rate Schedule - Non-Residential LDC 1-155 (2016 Update)							
ITE Code ¹	ITE Land Use Category ¹	Base Trip Rate ²	% Pass-By Trips ³	Net Trip Rate	Rate per Unit	Impact Fee per Unit by District	
						Citywide (Non-CBD)	CBD
PORT AND TERMINAL							
30	Intermodal Truck Terminal	6.55	*	6.550	acre	\$15,766	\$8,784
90	Park and Ride with Bus Service	0.62	*	0.620	space	\$1,492	\$831
INDUSTRIAL							
110	General Light Industrial	0.97	*	0.970	KSF	\$2,335	\$1,301
120	General Heavy Industrial	2.16	*	2.160	acre	\$5,199	\$2,897
130	Industrial Park	0.85	*	0.850	KSF	\$2,046	\$1,140
140	Manufacturing	0.73	*	0.730	KSF	\$1,757	\$979
150	Warehousing	0.32	*	0.320	KSF	\$770	\$429
151	Mini Warehouse	0.26	*	0.260	KSF	\$626	\$349
152	High-Cube Warehouse	0.12	*	0.120	KSF	\$289	\$161
170	Utilities	0.76	*	0.760	KSF	\$1,829	\$1,019
LODGING							
310	Hotel	0.60	*	0.600	room	\$1,444	\$805
311	All Suites Hotel	0.40	*	0.400	room	\$963	\$536
320	Motel	0.47	*	0.470	room	\$1,131	\$630
330	Resort Hotel	0.42	*	0.420	room	\$1,011	\$563
RECREATIONAL							
411	City Park	0.19	*	0.190	acre	\$457	\$255
412	County Park	0.09	*	0.090	acre	\$217	\$121
415	Beach Park	1.30	*	1.300	acre	\$3,129	\$1,743
416	Campground/RV Park	0.27	*	0.270	sites	\$650	\$362
417	Regional Park	0.20	*	0.200	acre	\$481	\$268
430	Golf Course	0.30	*	0.300	acre	\$722	\$402
432	Golf Driving Range	1.25	*	1.250	tees	\$3,009	\$1,676
435	Multi-Purpose Recreational Facility	3.58	*	3.580	KSF	\$8,617	\$4,801
437	Bowling Alley	1.51	*	1.510	KSF	\$3,635	\$2,025
443	Movie Theater w/o Matinee	6.16	*	6.160	KSF	\$14,827	\$8,261
444	Movie Theater w/ Matinee	3.80	*	3.800	KSF	\$9,147	\$5,096
445	Multiplex Movie Theater	4.91	*	4.910	KSF	\$11,818	\$6,584
488	Soccer Complex	17.70	*	17.700	field	\$42,604	\$23,736
490	Tennis Courts	3.88	*	3.880	court	\$9,339	\$5,203
491	Racquet/Tennis Club	0.84	*	0.840	KSF	\$2,022	\$1,126
492	Health Fitness Club	3.53	*	3.530	KSF	\$8,497	\$4,734
493	Athletic Club	5.96	*	5.960	KSF	\$14,346	\$7,992
495	Recreational Community Center	2.74	*	2.740	KSF	\$6,595	\$3,674
INSTITUTIONAL							
520	Public Elementary School	1.21	*	1.210	KSF	\$2,912	\$1,623
522	Public Middle/Junior High School	1.19	*	1.190	KSF	\$2,864	\$1,596
530	Public High School	0.97	*	0.970	KSF	\$2,335	\$1,301
536	Private School K-12	0.17	*	0.170	student	\$409	\$228
540	Junior / Community College	2.54	*	2.540	KSF	\$6,114	\$3,406
560	Church	0.55	*	0.550	KSF	\$1,324	\$738
565	Day Care Center	12.34	*	12.340	KSF	\$29,702	\$16,548
566	Cemetery	0.84	*	0.840	acre	\$2,022	\$1,126
571	Prison	2.91	*	2.910	KSF	\$7,004	\$3,902
590	Library	7.30	*	7.300	KSF	\$17,571	\$9,789
MEDICAL							
610	Hospital	0.93	*	0.930	KSF	\$2,239	\$1,247
620	Nursing Home	0.74	*	0.740	KSF	\$1,781	\$992
630	Clinic	5.18	*	5.180	KSF	\$12,468	\$6,946
640	Animal Hospital / Veterinary Clinic	4.72	*	4.720	KSF	\$11,361	\$6,330
OFFICE							
710	General Office	1.49	*	1.490	KSF	\$3,586	\$1,998
714	Corporate Headquarters Building	1.41	*	1.410	KSF	\$3,394	\$1,891
715	Single Tenant Office	1.74	*	1.740	KSF	\$4,188	\$2,333
720	Medical/Dental Office	3.57	*	3.570	KSF	\$8,593	\$4,787
730	Government Office Building	1.21	*	1.210	KSF	\$2,912	\$1,623
732	US Post Office	11.22	*	11.220	KSF	\$27,007	\$15,046
733	Government Office Complex	2.85	*	2.850	KSF	\$6,860	\$3,822
750	Office Park	1.48	*	1.480	KSF	\$3,562	\$1,985
760	Research and Development Center	1.07	*	1.070	KSF	\$2,575	\$1,435
770	Business Park	1.26	*	1.260	KSF	\$3,033	\$1,680

¹ Institute of Transportation Engineers, *Trip Generation Manual* (9th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm). Note: Sq. Ft. rate expressed per 1000 SF (KSF).

³ Pass-by data not available. Pass-by rates may be applied based on local data, development context, and engineering judgment

⁴ DU = Dwelling Unit; KSF = 1,000 square feet; VSP = Vehicle servicing position

City of Sedro-Woolley Traffic Impact Fee Rate Schedule – Non-Residential LUC 800-999 (2016 Update)

ITE Code ¹	ITE Land Use Category ¹	Base Trip Rate ²	% Pass-By Trips ³	Net Trip Rate	Rate per Unit	Impact Fee per Unit by District	
						Citywide (Non-CBD)	CBD
RETAIL							
812	Building Materials and Lumber Store	4.49	26%	3.323	KSF	\$7,997	\$4,456
813	Free-Standing Discount Superstore	4.35	27%	3.176	KSF	\$7,643	\$4,258
814	Variety Store	6.82	34%	4.501	KSF	\$10,834	\$5,036
815	Free Standing Discount Store	4.98	17%	4.133	KSF	\$9,949	\$5,543
816	Hardware/Paint Store	4.84	26%	3.582	KSF	\$8,621	\$4,803
817	Nursery (Garden Center)	6.94	26%	5.136	KSF	\$12,351	\$6,887
818	Nursery (Wholesale)	5.17	26%	3.826	KSF	\$9,209	\$5,130
820	Shopping Center	3.71	34%	2.449	KSF	\$5,894	\$3,284
823	Factory Outlet Center	2.29	34%	1.511	KSF	\$3,638	\$2,027
826	Specialty Retail Center	2.71	34%	1.789	KSF	\$4,305	\$2,399
841	Automobile Sales	2.62	10%	2.358	KSF	\$5,676	\$3,162
842	Recreational Vehicle Sales	2.54	10%	2.286	KSF	\$5,502	\$3,066
843	Automobile Parts Sales	5.98	10%	5.382	KSF	\$12,954	\$7,217
848	Tire Store	4.15	10%	3.735	KSF	\$8,990	\$5,009
849	Tire Superstore	2.11	10%	1.899	KSF	\$4,571	\$2,547
850	Supermarket	9.48	36%	6.067	KSF	\$14,604	\$8,136
851	Convenience Market (Open 24 hours)	52.41	51%	25.681	KSF	\$61,814	\$34,438
852	Convenience Market (Open 15-16 hours)	34.57	51%	16.939	KSF	\$40,773	\$22,716
853	Convenience Market w/Gas Pumps	19.07	66%	6.484	VSP	\$15,607	\$8,695
854	Discount Supermarket	8.34	21%	6.589	KSF	\$15,859	\$8,835
857	Discount Club	4.18	37%	2.633	KSF	\$6,339	\$3,531
860	Wholesale Market	0.88	37%	0.554	KSF	\$1,334	\$743
861	Sporting Goods Superstore	1.84	42%	1.067	KSF	\$2,569	\$1,431
862	Home Improvement Superstore	2.33	42%	1.351	KSF	\$3,253	\$1,812
863	Electronics Superstore	4.50	40%	2.700	KSF	\$6,499	\$3,621
864	Toy / Children's Superstore	4.99	40%	2.994	KSF	\$7,207	\$4,015
866	Pet Supply Superstore	3.38	40%	2.028	KSF	\$4,881	\$2,720
867	Office Supply Superstore	3.40	40%	2.040	KSF	\$4,910	\$2,736
875	Department Store	1.87	34%	1.234	KSF	\$2,971	\$1,655
876	Apparel Store	3.83	34%	2.528	KSF	\$6,084	\$3,390
879	Arts and Crafts Store	6.21	34%	4.099	KSF	\$9,865	\$5,496
880	Pharmacy/Drug Store w/o Drive-Thru	8.40	53%	3.948	KSF	\$9,503	\$5,294
881	Pharmacy/Drug Store w/Drive-Thru	9.91	49%	5.054	KSF	\$12,165	\$6,778
890	Furniture Store	0.45	53%	0.212	KSF	\$509	\$284
SERVICES							
911	Walk-in Bank (limited data)	12.13	35%	7.885	KSF	\$18,978	\$10,573
912	Drive-in Bank	24.30	35%	15.795	KSF	\$38,019	\$21,181
918	Hair Salon	1.45	35%	0.943	KSF	\$2,269	\$1,264
925	Drinking Place	11.34	44%	6.350	KSF	\$15,285	\$8,516
931	Quality Restaurant	7.49	44%	4.194	KSF	\$10,096	\$5,625
932	High Turnover (Sit-Down) Restaurant	9.85	43%	5.615	KSF	\$13,514	\$7,529
933	Fast Food w/o Drive-Thru	26.15	50%	13.075	KSF	\$31,472	\$17,534
934	Fast Food w/ Drive-Thru	32.65	50%	16.325	KSF	\$39,294	\$21,892
935	Fast Food Restaurant w/ Drive-Thru w/o Indoor Seating	44.99	50%	22.495	KSF	\$54,145	\$30,166
936	Coffee/Donut Shop w/o Drive-Thru	40.75	70%	12.225	KSF	\$29,426	\$16,394
937	Coffee/Donut Shop w/ Drive-Thru	42.80	70%	12.840	KSF	\$30,906	\$17,218
938	Coffee/Donut Shop w/ Drive-Thru w/o Indoor Seating (Espresso Stand)	75.00	83%	12.750	KSF	\$30,689	\$17,098
940	Bread/Donut/Bagel Shop w/ Drive-Thru	18.99	50%	9.495	KSF	\$22,854	\$12,733
941	Quick Lubrication Vehicle Stop	5.19	10%	4.671	VSP	\$11,243	\$6,264
942	Automobile Care Center	3.11	10%	2.799	KSF	\$6,737	\$3,753
943	Automobile Parts and Service Center	4.46	10%	4.014	KSF	\$9,662	\$5,383
944	Gasoline/Service Station	13.87	42%	8.045	VSP	\$19,353	\$10,788
945	Gas Station w/Convenience Market	13.51	56%	5.944	VSP	\$14,308	\$7,971
946	Gas Station w/Convenience Market and Car Wash	13.86	56%	6.098	VSP	\$14,679	\$8,178
947	Self-Serve Car Wash	5.54	25%	4.155	VSP	\$10,001	\$5,572
948	Automated Car Wash	14.12	25%	10.590	KSF	\$25,490	\$14,201
950	Truck Stop	13.63	56%	5.997	KSF	\$14,435	\$8,042

¹ Institute of Transportation Engineers, Trip Generation Manual (9th Edition)

² Trip generation rate per development unit, for PM Peak Hour of the adjacent street traffic (4-6 pm). Note: Sq. Ft. rate expressed per 1000 SF (KSF).

³ Average Pass-by Rates, per Trip Generation Manual (9th Edition) User's Guide and Handbook: an ITE Recommended Practice, 2014. Additional pass-by rates based on similar land uses and engineering judgment. Pass-by rates should be used with caution and refined using local data whenever possible.

⁴ DU = Dwelling Unit; KSF = 1,000 square feet; VSP = Vehicle servicing position