

CITY OF SEATTLE

ORDINANCE _____

COUNCIL BILL _____

..title

AN ORDINANCE amending the Seattle Comprehensive Plan to incorporate changes related to a transportation impact fee program proposed as part of the 2017-2018 Comprehensive Plan annual amendment process.

..body

WHEREAS, the City of Seattle adopted a Comprehensive Plan through Ordinance 117221 in 1994 and most recently amended the Comprehensive Plan in 2017; and

WHEREAS, the Growth Management Act authorizes annual amendments to the City's Comprehensive Plan; and

WHEREAS, the adopted procedures in Resolution 31807 provide the process for interested citizens and Councilmembers to propose annual amendments for consideration by the City Council; and

WHEREAS, the Council proposed consideration of Comprehensive Plan amendments related to impact fees, including transportation impact fees, during the 2017-2018 annual amendment process; and

WHEREAS, the Council's Planning, Land Use and Zoning Committee held a public hearing on July 24, 2017, to take public testimony on the amendments proposed for consideration; and

WHEREAS, on August 7, 2017 the City Council considered proposed Comprehensive Plan amendments and adopted Resolution 31762 directing that City staff further review and analyze amendments necessary to implement an impact fee program; and

WHEREAS, impact-fee related amendments have been developed and analyzed by the Council Central Staff and considered by the Council; and

1 WHEREAS, the City has provided for public participation in the development and review of
2 these proposed amendments and other changes to comply with the Growth Management
3 Act, including requirements for early and continuous public participation in the
4 development and amendment of the City's Comprehensive Plan; and

5 WHEREAS, the Council has considered public testimony made at the public hearing(s), and
6 other pertinent material regarding proposed transportation impact fee-related
7 amendments; and

8 WHEREAS, the Council finds that the transportation impact fee-related amendments to the
9 Comprehensive Plan are consistent with the Growth Management Act, and will protect
10 and promote the health, safety, and welfare of the general public; NOW, THEREFORE,

11
12 **BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

13 Section 1. The Seattle Comprehensive Plan, last amended by Ordinance 125428, is
14 amended as follows:

15 A. Amendments to the Transportation Element, as shown in Attachment 1 to this
16 ordinance; and

17 B. Amendments to the Transportation Appendix, as shown in Attachment 3 to this
18 ordinance.

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1 Section 2. This ordinance shall take effect and be in force 30 days after its approval by
2 the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it
3 shall take effect as provided by Seattle Municipal Code Section 1.04.020.

4 Passed by the City Council the _____ day of _____, 2018,
5 and signed by me in open session in authentication of its passage this _____ day of
6 _____, 2018.

7 _____
8 President _____ of the City Council

9 Approved by me this _____ day of _____, 2018.

10 _____
11 Jenny A. Durkan, Mayor

12 Filed by me this _____ day of _____, 2018.

13 _____
14 Monica Martinez Simmons, City Clerk

15 (Seal)

- 16 Attachments:
17 Attachment 1 – Amendments to the Transportation Element
18 Attachment 2 – Amendments to the Transportation Appendix
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ATTACHMENT 1: Amendments to the Transportation Element

Measuring Level of Service

Discussion

To accommodate the growth anticipated in this Plan and the increased demands on the transportation system that come with that growth, the Plan emphasizes strategies to increase travel options. Those travel options are particularly important for connecting urban centers and urban villages during the most congested times of day. Strategies for increasing travel options include concentrating development in urban villages well served by transit, completing the City's modal plan networks, and reducing drive-alone vehicle use during the most congested times of day. As discussed earlier in this Transportation element, using the current street right-of-way as effectively as possible means encouraging forms of travel other than driving alone.

In order to help advance this Plan's vision, the City will measure the level of service (LOS) on its transportation facilities based on the share of all trips that are made by people driving alone. That measure focuses on travel that is occurring via the least space-efficient mode. By shifting travel from drive-alone trips to more efficient modes, Seattle will allow more people and goods to travel in the same amount of right-of-way. Because buses are the primary form of transit ridership in the city and buses operate on the arterial system, the percentage of trips made that are not drive-alone also helps measure how well transit can move around the city. For the purposes of establishing a transportation impact fee program, the City will identify the demands placed on the system by new development by establishing the future cost per person trip of capacity-related improvements to the transportation system relative to the value of the existing system. This existing-system-value methodology complements the level of service by focusing on person trips, regardless of mode. A more detailed description of the City's transportation LOS system and existing-system-value methodology can be found in the Transportation Appendix.

GOAL

TG 9 Use LOS standards as a gauge to assess the performance of the transportation system.

TG 10 Base transportation impact fees on the difference between the value of the existing transportation system and the cost of identified capacity-related improvements needed to address the impacts of growth.

Funding

POLICIES

T 10.1 Maintain and increase dedicated local transportation funding by renewing or replacing the transportation levy and by maintaining or replacing the existing commercial parking tax and Seattle Transportation Benefit District.

T 10.2 Work with regional and state partners to encourage a shift to more reliance on user-based taxes and fees, and on revenues related to impacts on the transportation system and the environment.

T 10.3 Leverage local funding resources by securing grants from regional, state, and federal sources, and through contributions from those who benefit from improvements.

T 10.4 Partner with other City departments, as well as regional transportation and public works agencies, to coordinate investments, maximize project integration, reduce improvement costs, and limit construction impacts on neighborhoods.

T 10.5 Make strategic investment decisions consistent with City plans and policies.

T 10.6 Prioritize investment by considering life-cycle costs, safety, environmental benefits, reduction of greenhouse gas emissions, and public health benefits. Race and social equity should be a key factor in selecting transportation investments.

T 10.7 ~~((Consider))~~ ~~((#))~~ Use ~~((#))~~ transportation-impact fees to help fund transportation system improvements needed to serve growth.

T 10.8 Prepare a six-year Capital Improvement Program (CIP) with projects and

programs that are fully or partially funded.

- T10.9** Develop prioritized lists of projects, consistent with City policies, and actively pursue funds to implement those projects.

- T10.10** Identify and evaluate possible additional funding resources and/or alternative land use and transportation scenarios if the level of transportation funding anticipated in the six-year financial analysis (shown in Transportation Figures 9 and 10) falls short of the estimated amount.

- T10.11** Explore innovative means of reducing maintenance costs such as converting right-of-way into other uses when appropriate.

ATTACHMENT 2: Amendments to the Transportation Appendix

Transportation Impact Fees

A transportation impact fee program partially addresses service needs by helping to fund capacity improvements to existing facilities and new capital projects. The program identifies projects needed to address demands on the transportation network associated with growth and new development. In determining existing deficiencies the City utilizes a methodology based on a quantification of the value of the existing transportation system.

Existing System Value Methodology

The existing system value methodology establishes a maximum allowable impact fee rate. This is a method of determining existing deficiencies which establishes that the City cannot charge an impact fee rate that exceeds the value of the system that exists today.

First, the existing value of the transportation system is calculated using both the value of existing infrastructure and land in the right-of-way. This value is then divided by the number of current PM peak hour person trips to establish a current value per person trip. An impact fee rate cannot exceed this value.

Next, the total cost of impact-fee eligible capacity improvements are calculated based on a list of projects required to serve new development. That total amount is then divided by the number of new person trips forecast over a twelve year period, the timeframe for improvements listed in the impact fee program, to establish the cost per person trip of needed capacity improvements. Impact fee rates by land use are calculated based on that cost.

Facility Improvements to Serve New Development

The City has identified multiple projects serving all modes that are needed to address demands on the transportation network. The projects are drawn from multiple sources including the City's modal plans and are intended collectively to improve the performance and efficiency of the transportation network. Projects are listed in Transportation Appendix A-18 and most project locations are shown on Transportation Appendix A-19. Projects included in the list are eligible for expenditures using revenue from the transportation impact fee program.

Transportation Appendix Figure A-18

Impact Fee Eligible Projects

<u>Project</u>
1. <u>Northgate-Ballard-Downtown Transit Improvements</u>
2. <u>Delridge Complete Street</u>
3. <u>Madison Street Bus Rapid Transit</u>
4. <u>Market / 45th Transit Improvement Project</u>
5. <u>Rainier / Jackson Complete Street</u>
6. <u>Roosevelt to Downtown Complete Street</u>
7. <u>Graham Street Station</u>
8. <u>Accessible Mt Baker</u>
9. <u>E Marginal Way Heavy Haul Network Improvements</u>
10. <u>Bike Master Plan Implementation</u>
11. <u>Pedestrian Master Plan Implementation</u>
12. <u>Freight Master Plan Implementation</u>
13. <u>Greenwood Phinney, 67th to Fremont Complete Street</u>
14. <u>Pike/Pine Complete Street</u>
15. <u>Yesler/Jefferson Complete Streets</u>
16. <u>1st/1st Av S Corridor</u>
17. <u>23rd Av - Phase 4</u>
18. <u>Aurora Avenue Complete Street</u>
19. <u>Beacon/12th/Broadway Complete Streets</u>
20. <u>Fauntleroy Way/California Transit Corridor</u>
21. <u>Lake City Way Complete Street</u>

