

CITY COUNCIL WORKSHOP

**July 20, 2010
5:00 p.m.**

AGENDA



The City of Bonney Lake's Mission is to protect the community's livable identity and scenic beauty through responsible growth planning and by providing accountable, accessible and efficient local government services.
Website: www.ci.bonney-lake.wa.us

The City Council may act on items listed on this agenda, or by consensus give direction for future action. The council may also add and take action on other items not listed on this agenda.

Location: 5: 00 PM - Reed Property - 7109 Barkubein Rd., Buckley, WA
6:00 PM - City Hall Council Chambers, 19306 Bonney Lake Blvd., Bonney Lake.

Page

I. Call to Order:

Mayor Neil Johnson

II. Roll Call:

Elected Officials: Mayor Neil Johnson, Jr., Deputy Mayor Dan Swatman, Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember Donn Lewis, Councilmember Randy McKibbin and Councilmember Jim Rackley.

Expected Staff Members: City Administrator Don Morrison, Chief Financial Officer Al Juarez, Public Works Director Dan Grigsby, Community Development Director John Vodopich, Police Chief Mike Mitchell, Community Services Director Gary Leaf, Administrative Services Director/City Clerk Harwood Edvalson and City Attorney Jim Dionne.

III. Agenda Items:

3-4

A. **Tour of Reed Property (5:00 p.m.):** Location: 7109 Barkubein Rd E, Buckley, Washington - The City Council will meet at 5:00 p.m. to tour this recently acquired property. The remainder of the agenda items will be discussed in the City Hall Council Chambers when the Council reconvenes their regular workshop at 6:00 p.m.

5-32

B. **6:00 PM - City Council Convenes its regular Council Workshop at City Hall, 19306 Bonney Lake Blvd.**

-- **Discussion pursuant to public hearing held 7/13/10:** AB10-112 - Resolution 2050 - A Resolution Of The City Of Bonney Lake, Pierce County, Washington, Declaring A Proposed Annexation To Be In The Best Interest And General Welfare Of The City And Calling For An Election In The Territory Proposed For Annexation.

C. **Council Open Discussion**

33-45

D. **Review of Council Minutes:** July 6, 2010 Workshop and July 13, 2010 Meeting Draft Minutes.

47-68

E. **Discussion:** AB10-129 - Transportation Impact Fee - A Disincentive to Economic Recovery?

IV. Executive Session:

Pursuant to RCW 42.30.110, the City Council may meet in executive session. The topic(s) and

Page

duration will be announced prior to the executive session.

V. Adjournment:

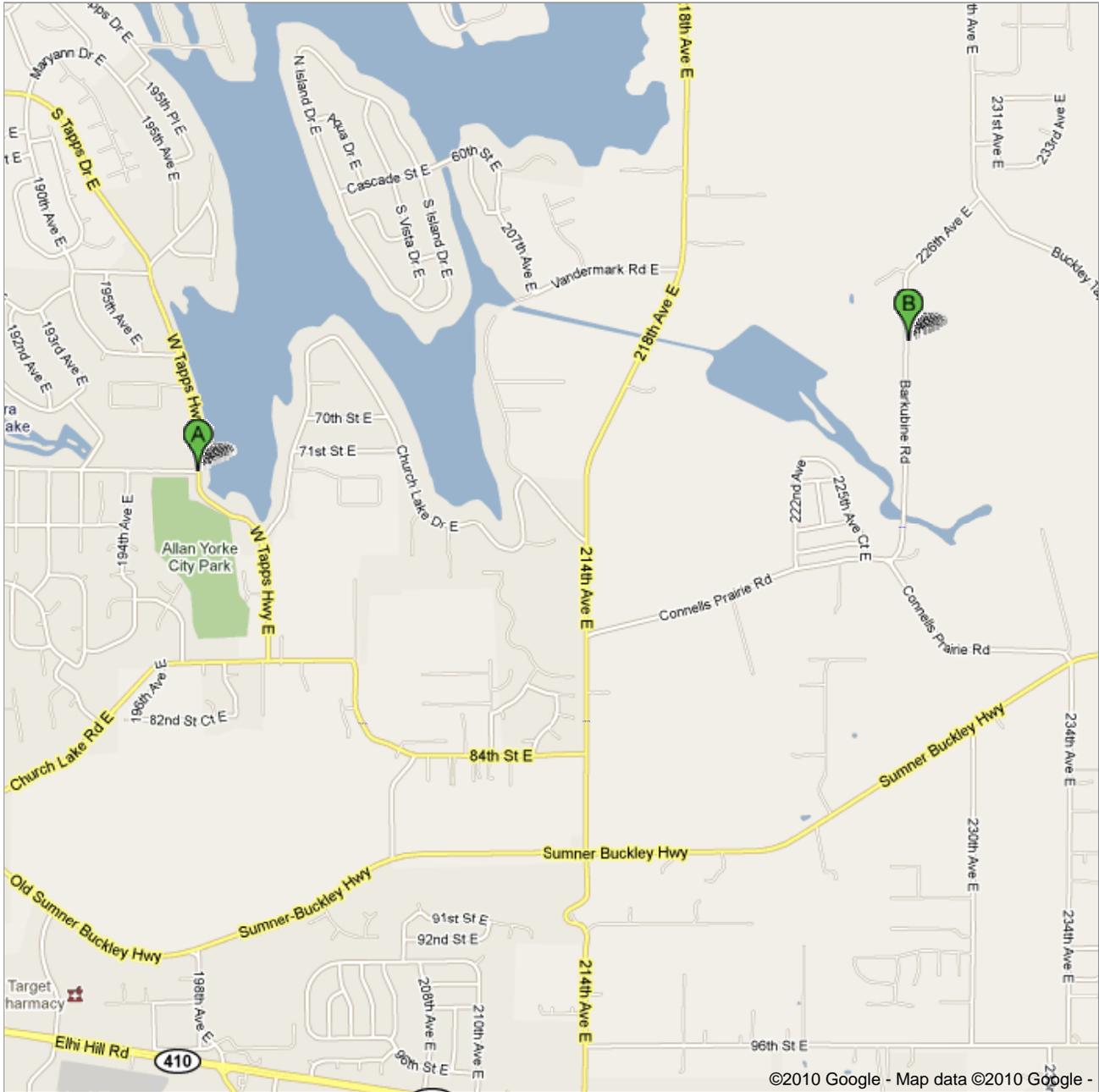
For citizens with disabilities requesting translators or adaptive equipment for communication purposes, the City requests notification as soon as possible of the type of service or equipment needed.

THE COUNCIL MAY ADD AND TAKE ACTION ON OTHER ITEMS NOT LISTED ON THIS AGENDA.



Directions to Barkubein Rd E, Buckley, WA
98391
3.3 mi – about 8 mins

Save trees. Go green!
Download Google Maps on your phone at google.com/gmm



©2010 Google - Map data ©2010 Google -

**Bonney Lake City Hall**

19306 Bonney Lake Boulevard East, Bonney Lake, WA 98391-8850 - (253) 862-8602

-
- | | | |
|----|--|---------------------------|
| 1. | Head east on Bonney Lake Blvd E toward W Tapps Hwy E | go 39 ft
total 39 ft |
| | 2. Turn right at W Tapps Hwy E
About 1 min | go 0.6 mi
total 0.6 mi |
| | 3. Turn left at Church Lake Rd E
About 1 min | go 0.6 mi
total 1.1 mi |
| 4. | Continue onto 84th St E/Kelly Lake Rd E
About 1 min | go 0.4 mi
total 1.6 mi |
| | 5. Turn left at 214th Ave E
About 1 min | go 0.3 mi
total 1.9 mi |
| | 6. Take the 2nd right onto Connells Prairie Rd
About 2 mins | go 0.8 mi
total 2.7 mi |
| 7. | Continue onto Barkubine Rd
Destination will be on the left
About 2 mins | go 0.6 mi
total 3.3 mi |

**Barkubein Rd E, Buckley, WA 98391**

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.

Map data ©2010 Google

Directions weren't right? Please find your route on maps.google.com and click "Report a problem" at the bottom left.

RESOLUTION NO. 2050

A RESOLUTION OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, DECLARING A PROPOSED ANNEXATION TO BE IN THE BEST INTEREST AND GENERAL WELFARE OF THE CITY AND CALLING FOR AN ELECTION IN THE TERRITORY PROPOSED FOR ANNEXATION.

WHEREAS, the City Council commissioned an annexation study of the Comprehensive Urban Growth Area (CUGA) adjacent to the Southern border of the City; and

WHEREAS, there appears to be significant interest from the residents of the area to annex into the City of Bonney Lake; and

NOW THEREFORE, the City Council of the City of Bonney Lake, Washington hereby resolves as follows:

Section 1. It is hereby determined that the best interests and general welfare of the City of Bonney Lake would be served by the annexation of the unincorporated territory contiguous to the City, the boundaries of which territory are described and shown on Attachment "A", and by this reference thereto incorporated herein as if fully set forth.

Section 2. The proposed annexation shall be submitted to the electorate of the territory sought to be annexed together with a proposition that all property within the area annexed shall, upon annexation, be assessed and taxed at the same rate and on the same basis as the property of the City of Bonney Lake is assessed and taxed to pay for a proportion of any outstanding bonded indebtedness of the City.

Section 3. The population of the proposed annexation area is estimated at 7,055, and the number of those residents who are registered voters is estimated at 3,696.

Section 4. The holding of said election shall be contingent upon the Pierce County Boundary Review Board's approval of the boundary of the proposed annexation, and the Pierce County Council setting the date for submission of the annexation proposal at a special election anticipated to be held some time between February and May, 2011, with an anticipated effective date of January 1, 2012, should the annexation be placed on the ballot and subsequently approved by the voters.

Section 5. If by the date of the annexation election the city council has amended the City's comprehensive plan and zoning map to include the area proposed to be annexed pursuant to RCW 35.13.177 - .178, said plan and zoning regulations will be simultaneously effective at the time of annexation.

Section 6. The City will pay the cost of the annexation election.

PASSED BY THE CITY COUNCIL this _____ day of July, 2010.

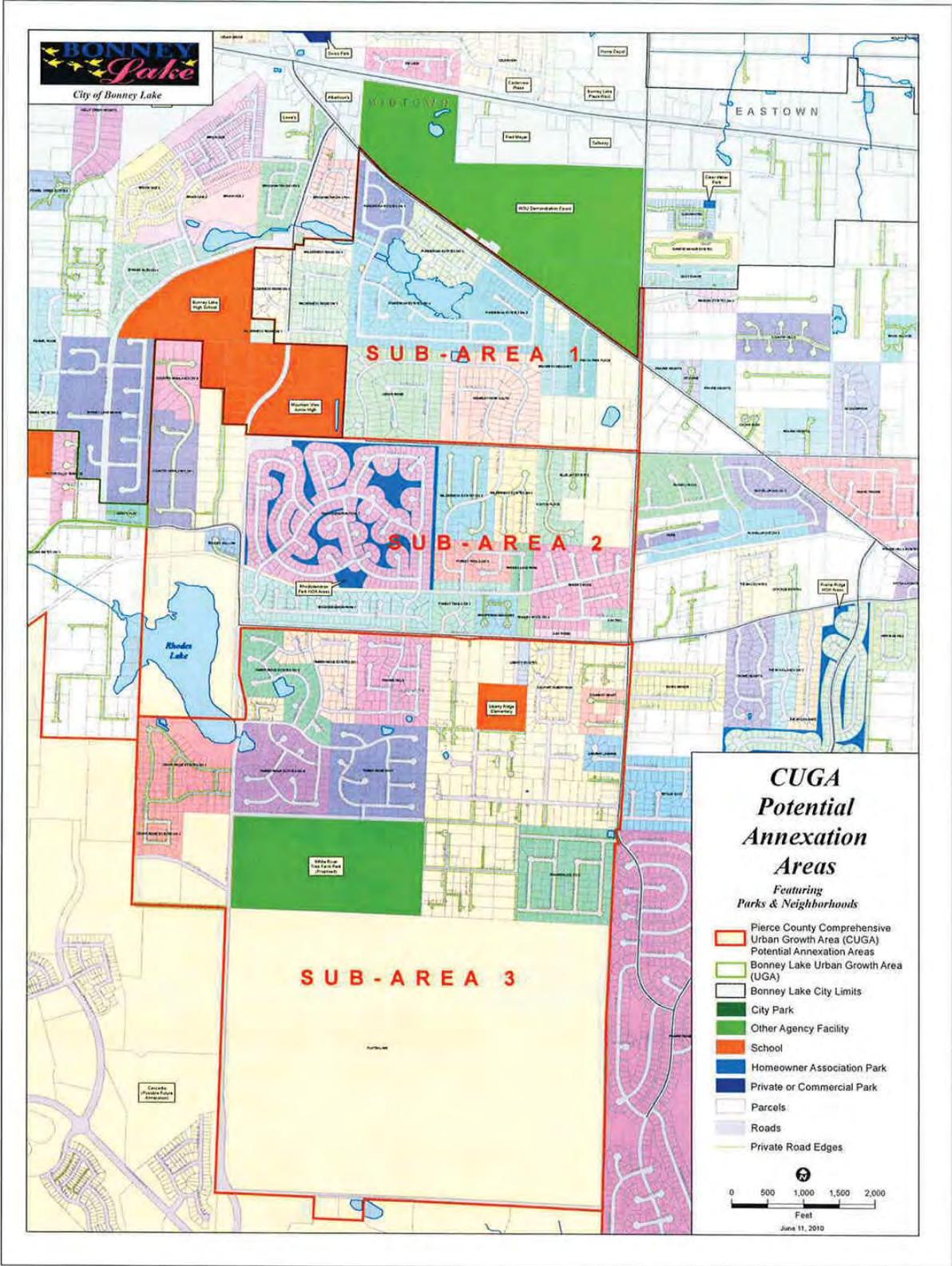
Neil Johnson, Jr., Mayor

ATTEST:

Harwood T. Edvalson, City Clerk

APPROVED AS TO FORM:

James J. Dionne, City Attorney



Attachment A of Res. 2050

Parametrix

**CITY OF BONNEY LAKE
CUGA ANNEXATION AREA
COMBINED DESCRIPTION
JUNE 30, 2010**

THOSE PORTIONS OF SECTIONS 3, 4, 9, 10, 15, 16, 21, AND 22, ALL IN TOWNSHIP 19 NORTH, RANGE 5 EAST, W.M., PIERCE COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT AN ANGLE POINT IN THE CORPORATE LIMITS OF THE CITY OF BONNEY LAKE AS DEFINED BY WARD 4, ORDINANCE NO. 1223 OF SAID CITY, SAID POINT BEING THE INTERSECTION OF THE NORTHERLY RIGHT-OF-WAY MARGIN OF SOUTH PRAIRIE ROAD EAST WITH THE EAST LINE OF GOVERNMENT LOT 4 IN THE NORTHWEST QUARTER OF SAID SECTION 3; THENCE SOUTHEASTERLY ALONG SAID CORPORATE LIMITS AND SAID NORTHERLY MARGIN TO THE WESTERLY RIGHT-OF-WAY MARGIN OF 214TH AVENUE EAST, ALSO BEING AN ANGLE POINT IN SAID CORPORATE LIMITS; THENCE LEAVING SAID CORPORATE LIMITS, SOUTH ALONG THE WESTERLY MARGIN OF SAID 214TH AVENUE EAST TO THE NORTH LINE OF THE PLAT OF YOUNG AT HEART IN THE SOUTHEAST QUARTER OF SAID SECTION 10, SAID PLAT RECORDED UNDER RECORDING NUMBER 9403170419, RECORDS OF SAID COUNTY; THENCE EAST ALONG SAID NORTH LINE AND CONTINUING ALONG SAID MARGIN TO THE NORTHEAST CORNER OF SAID PLAT, ALSO BEING THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE CONTINUING ALONG SAID WESTERLY MARGIN, SOUTH ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER AND THE EAST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 15 TO THE SOUTHEAST CORNER OF PRAIRIEWOOD P.D.D., RECORDING NUMBER 8008210248, RECORDS OF SAID COUNTY; THENCE WEST ALONG THE SOUTH LINE OF SAID P.D.D., 30 FEET, MORE OR LESS, TO THE NORTHWEST CORNER OF A STRIP OF LAND CONVEYED TO PIERCE COUNTY BY DEED, RECORDING NUMBER 2031075, RECORDS OF SAID COUNTY; THENCE SOUTH ALONG THE WEST LINE OF SAID STRIP AND ITS SOUTHERLY PROJECTION TO THE SOUTH RIGHT-OF-WAY MARGIN OF 144TH STREET EAST IN THE NORTHEAST QUARTER OF SAID SECTION 22; THENCE WEST ALONG SAID SOUTHERLY MARGIN TO THE NORTHWEST CORNER OF PARCEL 6 AS SHOWN ON RECORD OF SURVEY, RECORDING NUMBER 200712135006, RECORDS OF SAID COUNTY; THENCE LEAVING SAID SOUTHERLY MARGIN, SOUTH ALONG THE WEST LINE OF SAID PARCEL 6 TO THE NORTH LINE OF PARCEL 3 OF SAID SURVEY; THENCE WEST ALONG SAID NORTH LINE TO THE EAST LINE OF PARCEL 1 OF SAID SURVEY; THENCE NORTH ALONG SAID EAST LINE TO THE NORTHEAST CORNER OF SAID PARCEL 1, ALSO BEING THE SOUTHERLY MARGIN OF SAID 144TH STREET EAST; THENCE WEST ALONG SAID SOUTHERLY MARGIN AND ITS WESTERLY PROJECTION TO THE WEST RIGHT-OF-WAY MARGIN OF 198TH AVENUE EAST AS SHOWN ON THE PLAT OF COLUMBIA VISTA AT CASCADIA PHASE 1, RECORDING NUMBER 200806115002, RECORDS OF SAID COUNTY; THENCE NORTH ALONG SAID WESTERLY MARGIN TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF THE

NORTHEAST QUARTER OF SAID SECTION 16; THENCE WEST ALONG SAID SOUTH LINE OF SAID SUBDIVISION TO THE SOUTHWEST CORNER THEREOF; THENCE NORTH ALONG WEST LINE OF SAID SUBDIVISION TO THE NORTHWEST CORNER THEREOF, SAID CORNER BEING COMMON TO THE NORTHWEST CORNER OF THE PLAT OF CEDAR RIDGE ESTATES DIVISION 2, RECORDING NUMBER 200412225007, RECORDS OF SAID COUNTY; THENCE NORTH ALONG THE WEST LINE OF THE EAST HALF OF THE EAST HALF OF SAID SECTION 9 TO THE SOUTHEAST CORNER OF THE PLAT OF BONNEY LAKE MANOR, RECORDING NUMBER 9207010322, RECORDS OF SAID COUNTY, ALSO BEING A POINT ON THE CORPORATE LIMITS OF SAID CITY AS DEFINED BY WARD 4 OF SAID ORDINANCE NO. 1223; THENCE NORTH ALONG SAID CORPORATE LIMITS AND THE EAST LINE OF SAID PLAT TO THE NORTHEAST CORNER OF SAID PLAT, ALSO BEING THE NORTHWEST CORNER OF THE PLAT OF COUNTRY HIGHLANDS DIVISION 2, RECORDING NUMBER 8910050251, RECORDS OF SAID COUNTY; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, EAST ALONG THE NORTH LINE OF LAST SAID PLAT TO THE NORTHEAST CORNER THEREOF; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, SOUTH ALONG THE EAST LINE OF SAID PLAT TO THE SOUTHWEST CORNER OF LOT 4 OF LARGE LOT SUBDIVISION, RECORDING NUMBER 1590, RECORDS OF SAID COUNTY; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, EAST ALONG THE SOUTH LINE OF SAID LOT 4 TO THE SOUTHEAST CORNER THEREOF, ALSO BEING THE NORTHWEST CORNER OF LOT 4 OF SHORT PLAT, RECORDING NUMBER 79-706, RECORDS OF SAID COUNTY; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, SOUTH ALONG THE WEST LINE OF SAID SHORT PLAT TO THE SOUTHWEST CORNER OF LOT 2 OF SAID SHORT PLAT; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, EAST ALONG THE SOUTH LINE OF SAID LOT 2 TO THE SOUTHEAST CORNER THEREOF AND THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 4; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, SOUTH ALONG THE EAST LINE OF SAID SECTION 4 TO THE NORTHERLY RIGHT-OF-WAY MARGIN OF 112TH STREET EAST; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, EAST ALONG SAID NORTHERLY MARGIN TO THE SOUTHWEST CORNER OF THE PLAT OF CEDAR RIDGE, RECORDING NUMBER 9003150404, RECORDS OF SAID COUNTY; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, NORTH ALONG THE WEST LINE OF SAID PLAT TO THE NORTHWEST CORNER THEREOF, BEING THE SOUTHEAST CORNER OF THE PLAT OF WILDERNESS RIDGE DIVISION 1, RECORDING NUMBER 9105160438, RECORDS OF SAID COUNTY; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, WEST ALONG THE SOUTH LINE OF LAST SAID PLAT, TO THE SOUTHEAST CORNER OF TRACT 'A' OF SAID PLAT; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, NORTH ALONG THE EAST LINE OF SAID TRACT 'A' TO THE NORTHEAST CORNER THEREOF; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, WEST ALONG THE NORTH LINE OF SAID TRACT 'A' TO THE NORTHWEST CORNER THEREOF AND A POINT ON THE WEST LINE OF SAID SECTION 3; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, NORTH ALONG SAID WEST LINE TO THE WEST QUARTER CORNER OF SAID SECTION 3, ALSO BEING THE NORTHWEST CORNER OF THE PLAT OF WILDERNESS RIDGE DIVISION 2, RECORDING NUMBER 9112180517, RECORDS OF SAID COUNTY; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, EAST ALONG THE SOUTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 3 TO THE EASTERLY RIGHT-OF-WAY MARGIN OF 200TH AVENUE COURT EAST; THENCE

CONTINUING ALONG SAID CORPORATE LIMITS, NORTHERLY ALONG SAID
EASTERLY MARGIN TO THE NORTHERLY RIGHT-OF-WAY MARGIN OF 104TH STREET
EAST; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, EASTERLY ALONG
SAID NORTHERLY MARGIN TO THE WEST LINE OF LOT 88 OF THE PLAT OF
WILDERNESS RIDGE DIVISION 3, RECORDING NUMBER 9210220264, RECORDS OF
SAID COUNTY; THENCE CONTINUING ALONG SAID CORPORATE LIMITS, NORTH
ALONG THE WEST LINE OF SAID LOT 88 TO THE NORTHWEST CORNER THEREOF;
THENCE CONTINUING ALONG SAID CORPORATE LIMITS, EAST ALONG THE NORTH
LINE OF SAID PLAT TO THE EAST LINE OF THE WEST HALF OF THE NORTHWEST
QUARTER OF SAID SECTION 3; THENCE CONTINUING ALONG SAID CORPORATE
LIMITS, NORTH ALONG SAID EAST LINE TO THE NORTHERLY RIGHT-OF-WAY
MARGIN OF SOUTH PRAIRIE ROAD EAST AND THE POINT OF BEGINNING.



NW03-T19N-R05E



ACRES	FEET	INCHES	FEET	INCHES	FEET
100	100	100	100	100	100



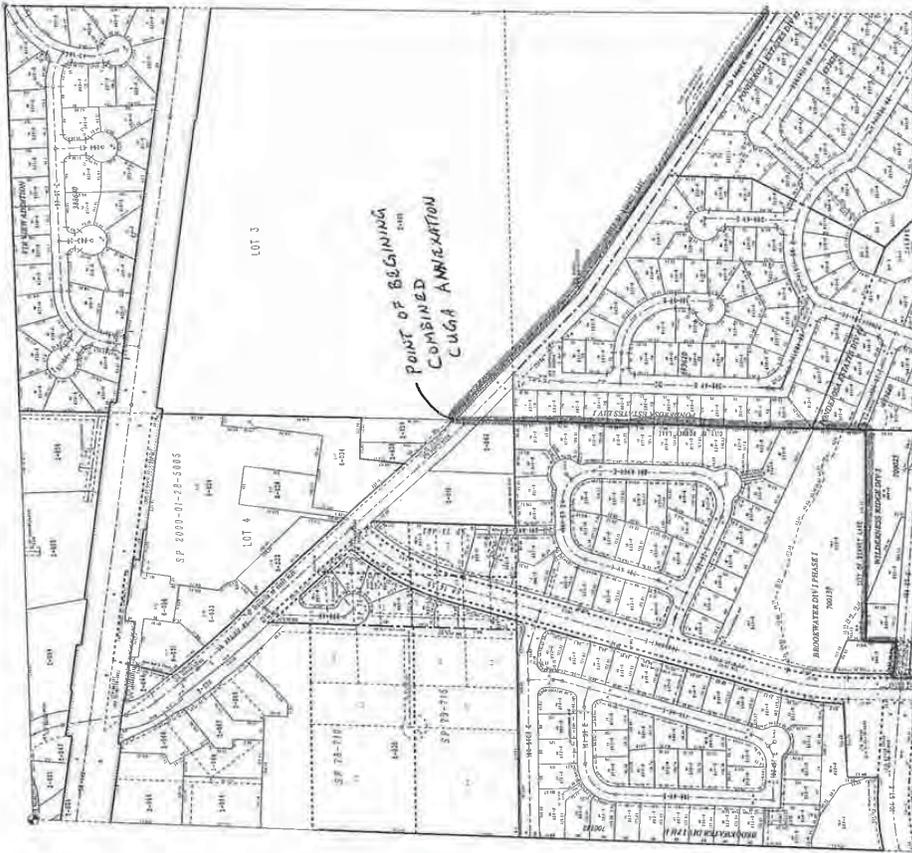
DATE OF SURVEY: 01/11/11

Public Notice: Billing of Taxes, Notices, etc.

Surveyor: [Name]

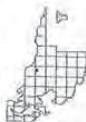
Pierce County Assessor/Treasurer

THIS IS NOT A SURVEY TO SET OR ESTABLISH THE BOUNDARIES OF ANY PROPERTY. IT IS A PUBLIC NOTICE OF THE ASSESSOR'S OFFICE.



SECTION-ROSE





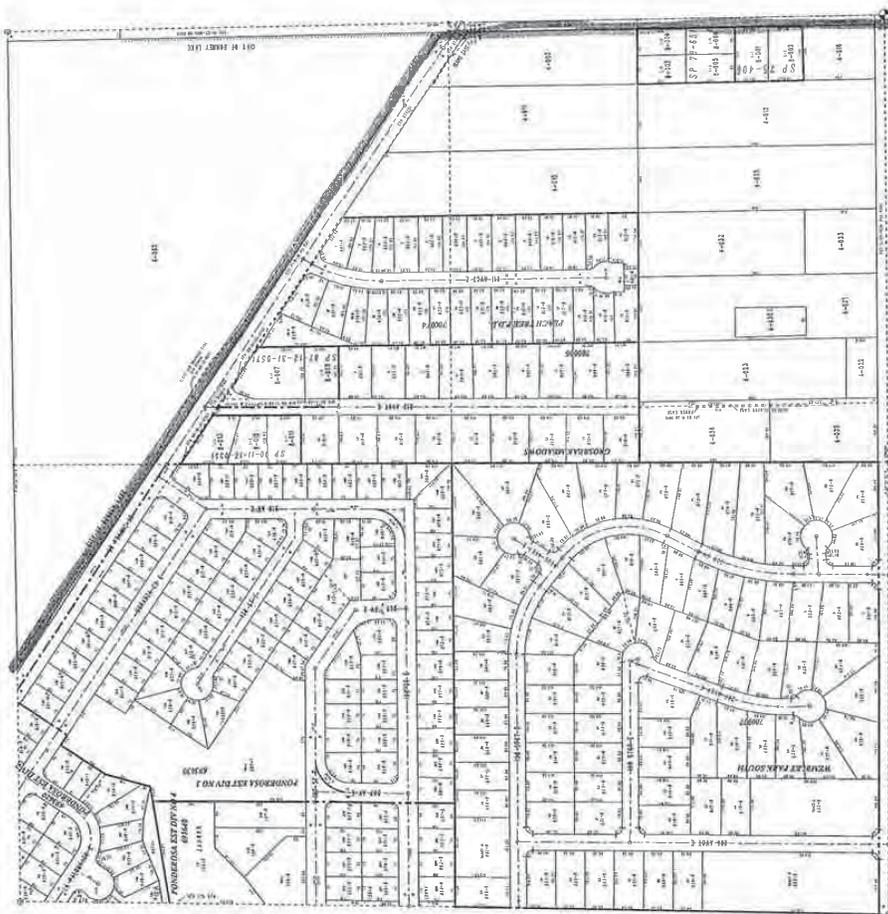
DATE OF RE-PLANNING 10/24/04
BY 10-15-04

Public Services Building
2411 S. 24th Street, Room 112
Tacoma, Washington 98402

Information: 252-8338, 252-8339, 252-8340, 252-8341, 252-8342, 252-8343, 252-8344, 252-8345, 252-8346, 252-8347, 252-8348, 252-8349, 252-8350, 252-8351, 252-8352, 252-8353, 252-8354, 252-8355, 252-8356, 252-8357, 252-8358, 252-8359, 252-8360, 252-8361, 252-8362, 252-8363, 252-8364, 252-8365, 252-8366, 252-8367, 252-8368, 252-8369, 252-8370, 252-8371, 252-8372, 252-8373, 252-8374, 252-8375, 252-8376, 252-8377, 252-8378, 252-8379, 252-8380, 252-8381, 252-8382, 252-8383, 252-8384, 252-8385, 252-8386, 252-8387, 252-8388, 252-8389, 252-8390, 252-8391, 252-8392, 252-8393, 252-8394, 252-8395, 252-8396, 252-8397, 252-8398, 252-8399, 252-8400



Pierce County
Assessor-Measurer
THIS IS NOT A SURVEY
IT IS NOT TO BE USED FOR ANY AND
NO WARRANTY IS MADE BY THE
ASSASSOR-MEASURER FOR ANY
MISTAKES IN THIS SURVEY.



ME10-T19M-RO5E





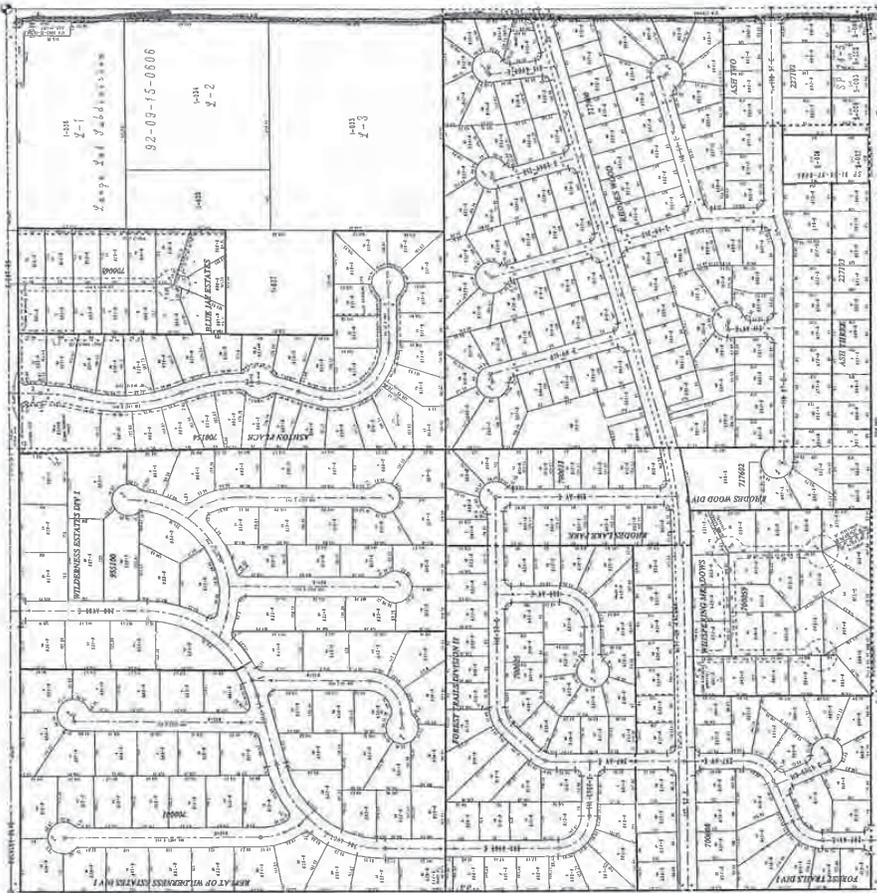
DIST OF AP PIERCE COUNTY

ABLE SCHULTE KELLY
215 L. 215 ST. SE, TOWN OF
TOWN, WASHINGTON STATE

10/10/2010 10:00 AM



THIS IS NOT A SURVEY
NO WARRANTY IS MADE BY THE
ASSASSOR/RECORDER FOR THE
ACCURACY OF THIS SURVEY.



SE(10-T19N-ROSE



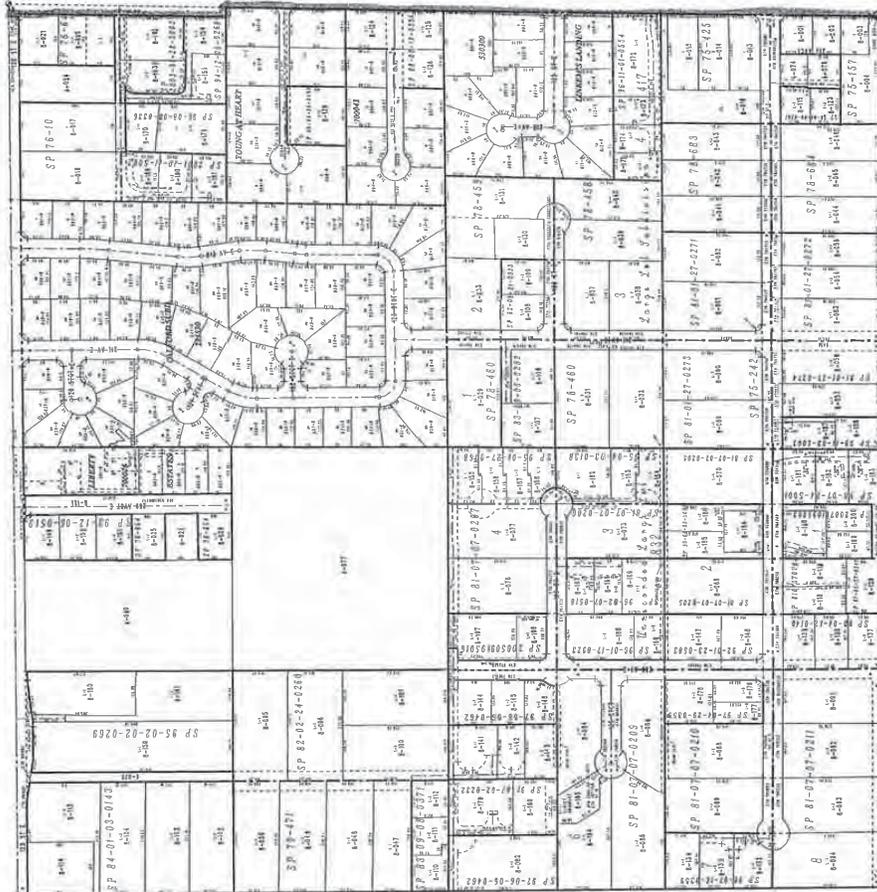
SECTION	TOWNSHIP	RANGE	ACRES
10	19N	10E	3600
11	19N	11E	3600
12	19N	12E	3600
13	19N	13E	3600
14	19N	14E	3600
15	19N	15E	3600



DATE OF MAP REVISION: 01/19/14

Public Services Building
200 E. 3rd Street, Room 102
Iowa, Tompkins 49503

Pierce County
Assessor-Treasurer
THIS IS NOT A SURVEY
NO GUARANTEE IS MADE FOR THE
ACCURACY OF ANY INFORMATION
CONTAINED HEREIN. CONTACT
THE OFFICE FOR MORE INFO.



NE15-T19N-ROSE



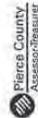
Section	Block	Subsection	Tract	County
1501	1502	1503	1504	1505



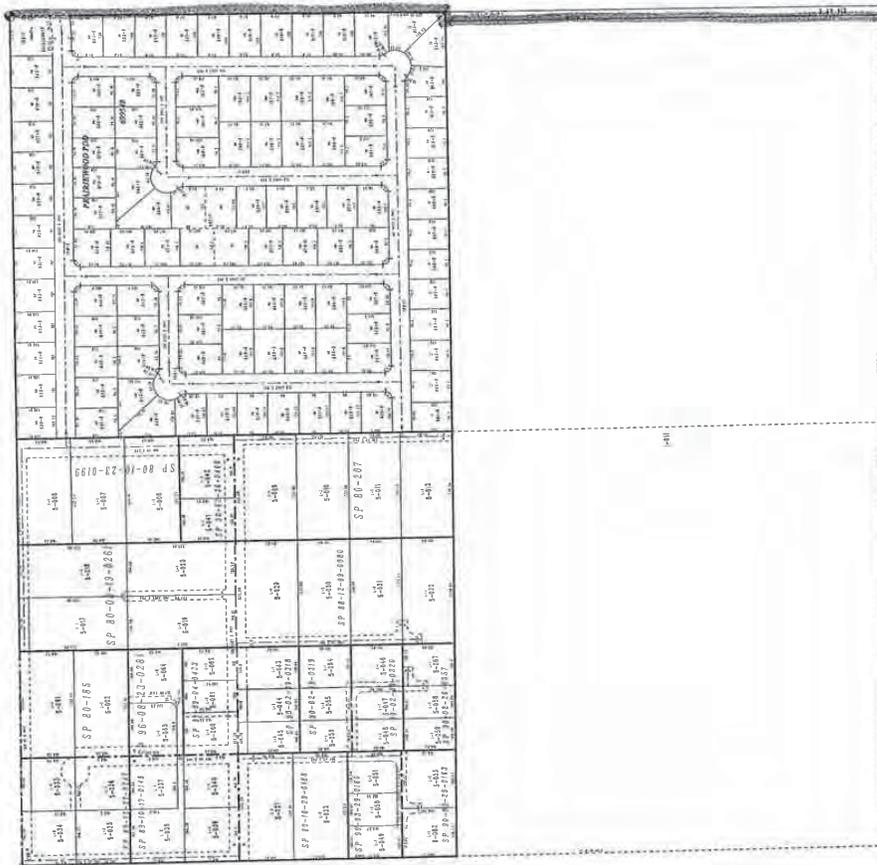
ACT OF MAY PREVISION 1818
P. 103

PACS Section 80074
201 S. 201 Street, Box 142
Troxel, Washington 98148

Washington State Dept. of Ecology, 1000 Broadway, Seattle, WA 98101



Pierce County
Assessor/Recorder
THIS IS NOT A SURVEY
IT IS A RECORD OF THE SURVEY
AS ORDERED BY THE BOARD OF
SUPERVISORS OF PIERCE COUNTY
ON OCTOBER 14, 1997



SE15-T19N-R05E



SECTION	TOWNSHIP	RANGE
15	T19N	R05E

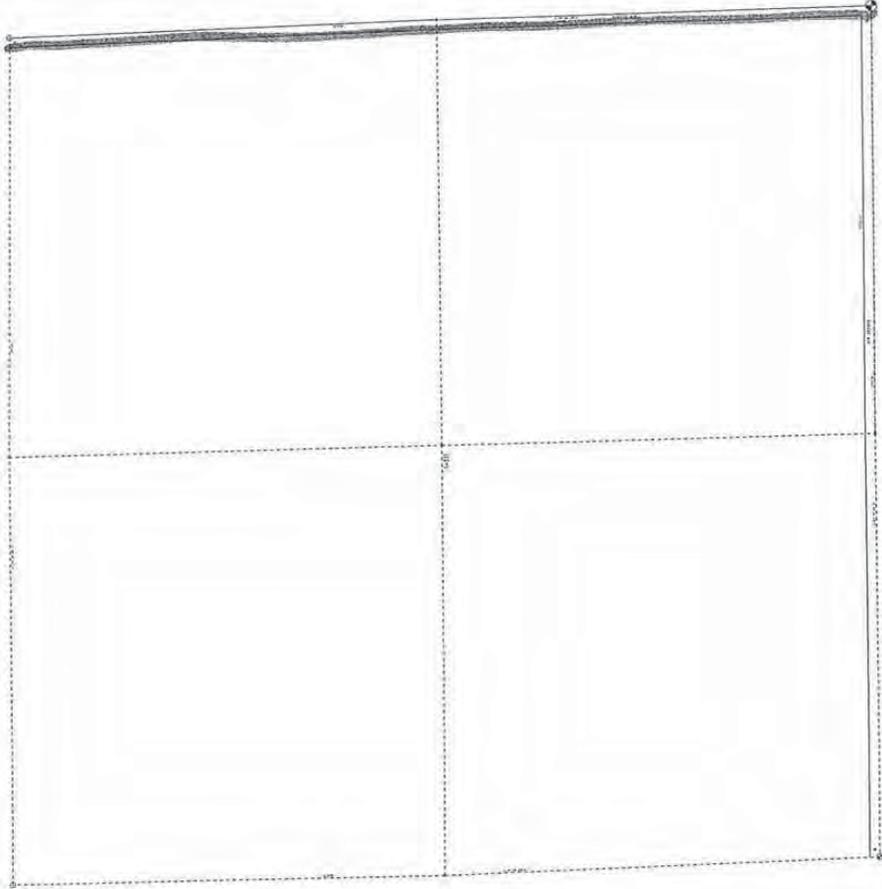


DATE OF LAST REVISION: 01/19/18

THIS SURVEY WAS MADE BY
JAMES H. HARRIS, JR.
REGISTERED SURVEYOR

Pierce County
Assessor-Treasurer

THIS IS NOT A SURVEY
IF YOU ARE INTERESTED IN THIS SURVEY
PLEASE CONTACT THE REGISTERED SURVEYOR
FOR FURTHER INFORMATION



NE22-T19N-ROSE



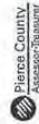
PROPERTY	OWNER	ACRES
SECTION 6	SECTION 7	SECTION 8
SECTION 9	SECTION 10	SECTION 11
SECTION 12	SECTION 13	SECTION 14
SECTION 15	SECTION 16	SECTION 17
SECTION 18	SECTION 19	SECTION 20



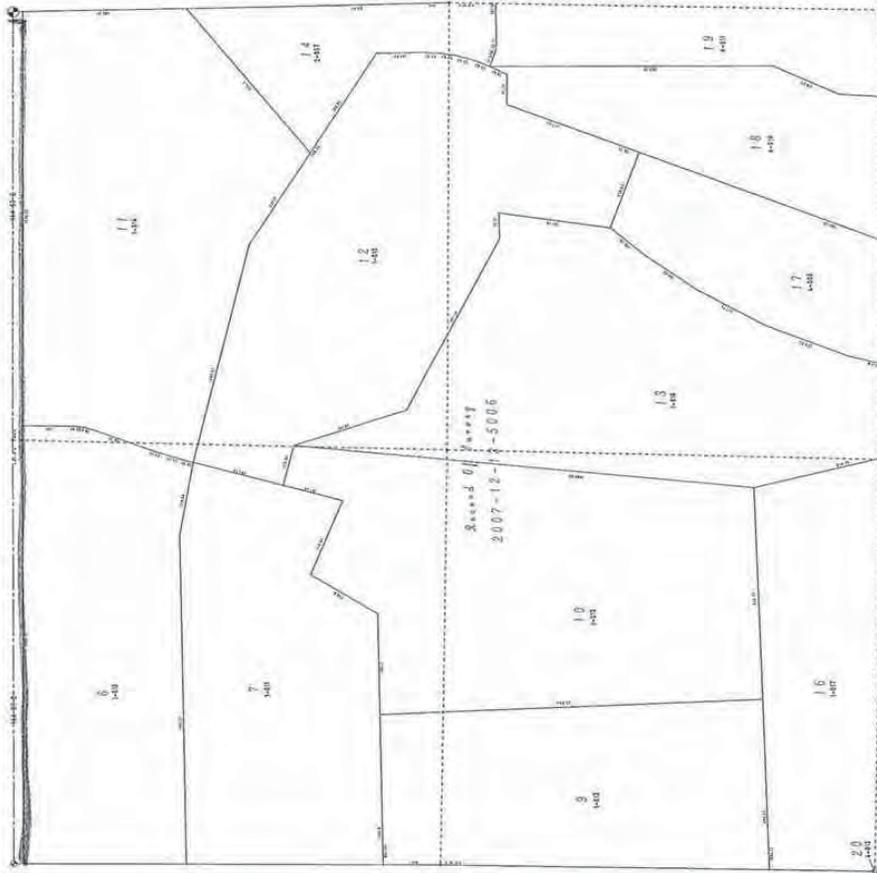
DATE OF MAP PRODUCTION 07/19/11

PIERCE SURVEY ENGINEERS
200 E. 215th Street, Room 102
Lansing, Michigan 48204

Information taken from the Survey Data Sheet, 07/19/11



THIS IS NOT A SURVEY
UNLESS SO INDICATED
NO GUARANTEE OF ACCURACY
IS MADE BY THIS SURVEY
ENGINEER FOR ANY PURPOSE
OTHER THAN THAT SPECIFIED
ON THE ACCURACY STATEMENT



NW22-T19N-R05E



5628 1" = 200'



100-0-0	100-0-0	100-0-0	100-0-0
100-0-0	100-0-0	100-0-0	100-0-0
100-0-0	100-0-0	100-0-0	100-0-0
100-0-0	100-0-0	100-0-0	100-0-0



DATE OF MAP PRODUCTION: 10/10/04
04-10-102

State Services Building
2001 S. 35th Street, Room 12
Tulsa, Oklahoma 74103

Approved by the State Surveyor, State of Oklahoma, Oklahoma



Pierce County
Assessor/Treasurer
THIS IS NOT A SURVEY
DO NOT USE THIS MAP AS A BASIS FOR
ANY LEGAL OR CONTRACTUAL OBLIGATION
OR LIABILITY. THE USER SHALL BE RESPONSIBLE
FOR VERIFYING THE DATA.



VEZITION-ROSE



UNIMPROVED	IMPROVED	WATER	SEWER
ROADWAY	RAILROAD	RAILROAD	RAILROAD
RAILROAD	RAILROAD	RAILROAD	RAILROAD
RAILROAD	RAILROAD	RAILROAD	RAILROAD



DATE OF MAP PRODUCTION: 04/2011

Public Services Building
2401 S. 25th Street, Room 112
Trenton, Washington 81408

Map prepared by: Pierce County Assessor's Office



Pierce County
Assessor's Office
THIS IS NOT A SURVEY
DO NOT PUT ANY FENCE OR TIE WITH
ANYTHING IN JURISDICTION OF ANY OTHER
AGENCY OR ACTUAL SURVEY
OR SURVEY OF THE LAND



SE16-T19N-R05E



100-000	100-000	100-000	100-000
100-000	100-000	100-000	100-000
100-000	100-000	100-000	100-000
100-000	100-000	100-000	100-000



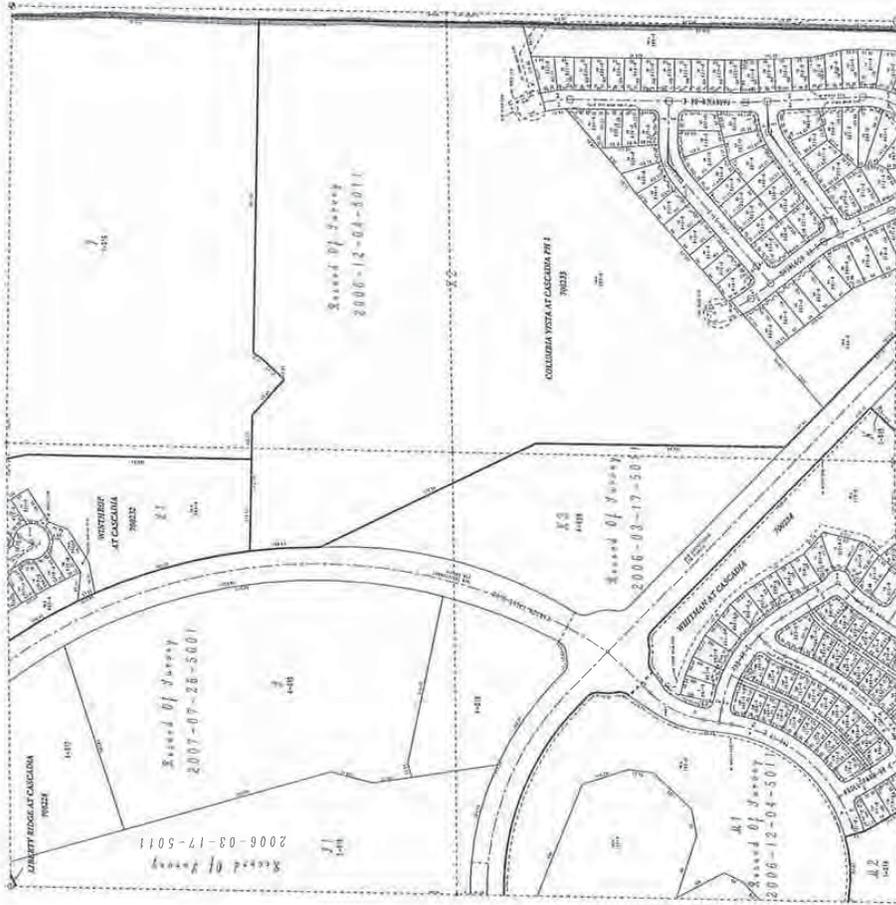
PIERCE COUNTY ASSESSOR'S OFFICE

Pierce County Assessor's Office
1000 1st Avenue, NW
Tacoma, WA 98401

Copyright 2006, Pierce County, Washington

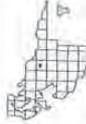


THIS IS NOT A SURVEY
AND NOT TO BE USED FOR ANY PURPOSE
EXCEPT AS AUTHORIZED BY THE
ASSessor's OFFICE



NE16-T19N-R06E





DATE OF MAP REVISION (M/D/Y)

Public Service Building
2401 S. 23rd Street, Room 104
Tulsa, Oklahoma 74109

Information on this map was taken from the following sources:

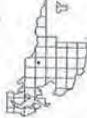


Pierce County
Assessor-Measurer
THIS IS NOT A SURVEY
It will not show lines on the cap
of a building or other structure
that are not shown on the cap
of the building and are not
shown on the cap.



SE09-T19N-R05E





DATE OF MAP PRODUCTION 10/19/20
15-19-04-1

Public Service Building
101 E. 20th Street, Room 102
Tulsa, Oklahoma 74103

Author: [Name], Date: [Date], Scale: [Scale]



Pierce County
Assessor-Recorder
THIS IS NOT A SURVEY
IT IS THE DATA FROM THE LAST
RECORDED SURVEY AND IS NOT
GUARANTEED BY PIERCE COUNTY
THE ASSessor-Recorder'S OFFICE



NE09-T19N-R05E



1-10-10	1-10-11	1-10-12	1-10-13
1-11-10	1-11-11	1-11-12	1-11-13
1-12-10	1-12-11	1-12-12	1-12-13
1-13-10	1-13-11	1-13-12	1-13-13



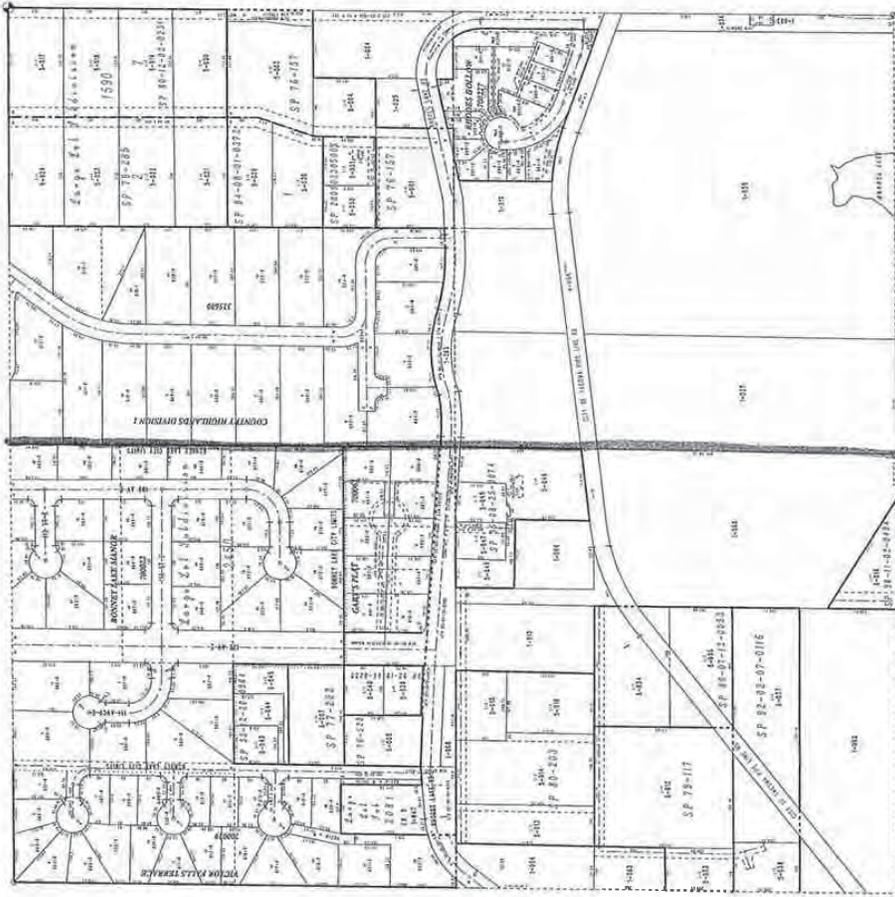
DATE OF SURVEY: 10/19/18
BY: [Signature]

Public Service Building
200 S. 3rd Street, Room 102
Fargo, North Dakota 58103

Assessment and Surveying



Pierce County Assessor's Office
THIS IS NOT A SURVEY
IT IS AN ASSESSMENT OF THE VALUE
OF THE PROPERTY FOR TAXATION
PURPOSES ONLY.



SE04-T19N-R05E



1000	1000	1000	1000
1000	1000	1000	1000
1000	1000	1000	1000
1000	1000	1000	1000



PIERCE COUNTY
ASSessor-Recorder

PIERCE COUNTY BLDG
205 E. 2ND STREET, ROOM 402
TACOMA, WASHINGTON 98401

Copyright 2004 Pierce County Assessor-Recorder

Pierce County
Assessor-Recorder
THIS IS NOT A SURVEY
IT IS A PUBLIC RECORD OF THE
RECORDS OF PIERCE COUNTY
AS MAINTAINED BY THE
ASSessor-Recorder



SW03-T19N-R05E



Area	Area	Area	Area	Area	Area
Area	Area	Area	Area	Area	Area
Area	Area	Area	Area	Area	Area
Area	Area	Area	Area	Area	Area
Area	Area	Area	Area	Area	Area
Area	Area	Area	Area	Area	Area



DATE OF MAP PRODUCTION 10/0/04
D-20-0-0-0

PLAT: Section 36, T19N, R05E, S14W, Pierce County, Washington 98423

Prepared by: [Name], [Firm], [Address]



Pierce County
Assessor/Registrar
THIS IS NOT A SURVEY
IT IS FOR INFORMATION ONLY
AND DOES NOT CONSTITUTE A GUARANTEE
OR WARRANTY OF ANY KIND
BY ANYONE FOR ANY PURPOSE



RESOLUTION NO. 2051

A RESOLUTION OF THE CITY OF BONNEY LAKE, PIERCE COUNTY, WASHINGTON, STATING ITS INTENT TO PLAN FOR PUBLIC SAFETY AND OTHER STAFFING NEEDS IN ANTICIPATION OF THE ANNEXATION OF CERTAIN PORTIONS OF THE CUGA, AS CONTAINED IN RESOLUTION NO. 2050.

WHEREAS, the City Council commissioned an annexation study of the Comprehensive Urban Growth Area (CUGA) adjacent to the Southern border of the City; and

WHEREAS, the City Council has adopted Resolution No. 250 proposing to annex a portion of the CUGA; and

WHEREAS, in order to plan for adequate police protection and other services to the area, the Council desires to outline initial public safety related and other staffing levels that may be required to serve the area upon annexation;

NOW THEREFORE, the City Council of the City of Bonney Lake, Washington hereby resolves as follows:

Section 1. It is the intent of the City Council to make advance plans for police protection, code enforcement and other services to the annexed area. In order to estimate the number of positions that may be required to serve the area, staffing models, based on studies, may be developed to provide a data base from which preliminary budget planning for the annexation area can be developed. The Council hereby recognizes the staffing model attached hereto as Appendix "A" to serve as a basis to establish police patrol staffing for the City and any newly annexed areas. While it is recognized that the City Council sitting at the time the area is annexed will have authority to approve and/or modify the City budget in order to serve the newly annexed area, it is the intent of Council to plan for initial police staffing increases as listed below. Should post-annexation dispatched calls for service indicate a need for a modified police response, staffing will be adjusted as provided by the model based on actual post-annexation experience:

Planned New Public Safety Personnel Hired and in Place by Annexation Effective Date:

<u>Number</u>	<u>Position</u>
1	Code Enforcement Officer (may be housed in PD or CD Department)
1	Community Service Officer (CSO) or Records Clerk
3	Police Officers (any combination of patrol, traffic, or investigation as needed)
1	Police Commander (Lt., Capt., or Asst. Chief)

Section 2. It is the intent of the City Council to develop a complete annexation area staffing plan for all City services as part of the 2011-2012 Biennial Budget process, and to actually adopt such a plan prior to, or as part of, the adoption of the 2012 Mid-Biennial Budget Amendment, should the Annexation be approved as proposed.

PASSED BY THE CITY COUNCIL this _____ day of July, 2010.

Neil Johnson, Jr., Mayor

ATTEST:

Harwood T. Edvalson, City Clerk

APPROVED AS TO FORM:

James J. Dionne, City Attorney

CUGA Police Patrol Staffing Model

ELEMENT	Hours	Standard/Notes
Community Generated Workloads		
2009 CUGA Calls for Service (CFS)	2,268	Pierce County Dispatch Records CUGA Subareas 1,2,3
Required Police Time to Handle CFS		
Primary Unit Handling Time	1,058	28 Min. Ave.(includes statement taking)
Backup Unit Time	397	50% Rate 75% of Time
Report Writing	278	Ave. 45 Min. @ 35% of CFS
Transport and Booking	30	90 minutes @5% of CFS
Total Hours Required for Calls For Service	1,763	Annual Patrol Hours Required
Proactive Self Initiated Officer Activity		
Hours Required @ 15% of Shift		
Hours Required @ 30% of Shift		
Hours Required @ 45% of Shift		
Hours Needed to Respond + 30% Time for Proactive Activity	2,230	467 Hours available for proactive policing
Patrol Officer Availability		
Gross Hours Scheduled	2,080	
Less Leave and Training Time	416	Standard 20% of Gross Hours Available
Less Hours for Court, Meals, Meetings, Misc.	104	Standard 5% of Gross Hours Available
Net Annual Hours in Service	1,558	
Min. Total Patrol Officers Required to Handle CUGA Calls	1,113	Patrol Staffing Only; Doesn't include investigations, traffic, etc.
Total Officers Required to Handle Calls + Proactive Patrol	1,443	

Average annual calls for service in bedroom communities such as the CUGA (little or no commercial area) are around .35 per capita; .55 per capita in a mixed community such as Bonney Lake with significant commercial area and major highway. According to the number of dispatched CFS, the CUGA had a .30 per capita CFS rate, which is in the normal range for its community type.

Source: Matrix Consulting Group Police Staffing Model

CUGA Annexation

Draft Staffing Plan - First Year

DEPARTMENT STAFFING	Staff	Salary	Benefits	Labor Cost	Supplies	Services	Equipment	Total O&M	Notes
Police									
Police Commander	1	84,000	30,240	114,240	7,997	11,424	8,000	141,661	
Police Officer/Investigator	3	58,800	21,168	239,904	16,793	23,990	36,000	316,688	Annualized equipment costs
Community Service Officer	1	48,000	17,280	65,280	4,570	6,528	600	76,978	
Records Clerk	0	39,600	14,256	0	0	0	0	0	
Public Works									
Eng Tech/Asst Engineer	1	64,200	23,112	87,312	6,112	8,731	2,000	104,155	Annualized equipment costs
Administrative Specialist	1	33,000	11,880	44,880	3,142	4,488	2,000	54,510	
Maintenance Worker I	5	36,000	12,960	244,800	17,136	24,480	10,000	296,416	Street & Stormwater
Community Development									
Planner	0	48,000	17,280	0	0	0	0	0	0 1 if permit activity rebounds
Asst GIS Tech	1	45,600	16,416	62,016	4,341	6,202	2,000	74,559	Convert temp to regular
Administrative Specialist	0	33,000	11,880	0	0	0	0	0	0 1 if permit activity rebounds
Building Inspector	0	48,000	17,280	0	0	0	0	0	0 1 when Plateau 465 develops
Asst. Eng. - Dev. Review	0	64,200	23,112	0	0	0	0	0	0 1 when Plateau 465 develops
Code Enforcement Officer	1	48,000	17,280	65,280	4,570	6,528	2,000	78,378	May be assigned to PD
Community Services									
Administrative Specialist	0.5	33,000	11,880	22,440	1,571	2,244	1,000	27,255	
Senior Center Aide	0.5	26,400	9,504	17,952	1,257	1,795	1,000	22,004	
Parks/Fac Maintenance Worker	0	36,000	12,960	0	0	0	0	0	0 1 if City assumes County Park
Court									
Court Clerk	1.5	34,000	12,240	69,360	4,855	6,936	3,000	84,151	
Judge	0.5	57,000	20,520	38,760	2,713	3,876		45,349	
Administration and Finance									
Administrative Specialist-HR	1	33,000	11,880	44,880	3,142	4,488	2,000	54,510	
Administrative Specialist-Admin	1	33,000	11,880	44,880	3,142	4,488	2,000	54,510	
Accounting Specialist	1	34,000	12,240	46,240	3,237	4,624	2,000	56,101	
Asst. City Attorney/Prosecutor	0.5	75,600	27,216	51,408	3,599	5,141	1,000	61,147	
Total	20.5			\$1,145,392	\$80,177	\$114,539	\$66,600	1,406,709	
General Fund Share				\$1,032,294	\$72,261	\$103,229	\$62,400	1,270,184	
Stormwater Fund Share				\$113,098	\$7,917	\$11,310	\$4,200	136,524	

Equipment Costs are annualized over life of equipment

REVENUE TABLE I

CUGA Annexation Study
Annual Revenue Estimates

Revenue Category	Revenue Estimate
General Fund Revenues	
Property Tax	\$581,384
Sales Tax (1)	\$214,000
B&O Tax	\$0
State Shared Revenues	\$195,443
Criminal Justice Sales Tax Distribution	\$136,538
Utility Taxes - Electric (2)	\$221,478
Utility Taxes - Gas	\$104,280
Utility Taxes - Refuse	\$85,974
Utility Taxes - Telephone	\$74,068
Utility Taxes - Water (3)	\$135,000
Utility Taxes - Sewer (4)	\$0
Franchise Fees- CATV	\$128,000
Licenses and Permits (5)	\$201,069
Fines and Forfeitures	\$285,874
Miscellaneous	\$64,300
Investment Interest	\$40,000
SubTotal Annual General Revenues	\$2,467,408
Fees Restricted to Stormwater Use	
Stormwater Fees	\$344,000
Fees Restricted to Capital Use	
Real Estate Excise Tax	\$410,000
Park Impact Fees (6)	\$50,558
Transportation Impact Fees (7)	\$68,731
Gas Tax	\$138,699
SubTotal Restricted Revenues	\$667,988

Total Revenues

- 1: Est. sales tax from taxable destination based sales in annexation area
- 2: Assume TPU agrees to utility tax imposed in service area
- 3: Utility tax on area in City water service area; Plus est. 5% franchise fee if Tacoma agrees to fee
- 4: No sewer utility tax until area has sewers installed
- 5: Normal infill development only, plus remodels. See appendix "X" for Plateau 465 estimate
- 6: Assumes 17 units per year at \$2974 PIF Rate; Excludes 465 & Cascadia
- 7: Assumes 17 units per year at \$4,043 TIF Rate

Subareas 1, 2, and 3 only. Cascadia excluded.

CITY COUNCIL WORKSHOP

**July 6, 2010
5:30 p.m.**

DRAFT MINUTES



“Where Dreams Can Soar”

The City of Bonney Lake’s Mission is to protect the community’s livable identity and scenic beauty through responsible growth planning and by providing accountable, accessible and efficient local government services.

Website: www.ci.bonney-lake.wa.us

Audio Time Stamp ↓

Location: City Hall Council Chambers, 19306 Bonney Lake Blvd., Bonney Lake.

I. Call to Order: Deputy Mayor Dan Swatman called the workshop to order at 5:30 p.m.

II. Roll Call: [A1.3]

Records & Information Specialist Susan Duis called the roll. In addition to Deputy Mayor Swatman, elected officials attending were Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember Randy McKibbin, and Councilmember James Rackley. Mayor Neil Johnson, Jr. and Councilmember Donn Lewis were absent.

Councilmember Hamilton moved to excuse Councilmember Lewis from the workshop. Councilmember Carter seconded the motion.

Motion approved 6 – 0.

[Staff members in attendance were City Administrator Don Morrison, Chief Financial Officer Al Juarez, Community Development Director John Vodopich, Public Works Director Dan Grigsby, Police Chief Mike Mitchell, Community Services Director Gary Leaf, City Attorney Jim Dionne, and Records & Information Specialist Susan Duis.]

III. Agenda Items:

5:31:33

A. Council Open Discussion:

Upcoming Events: Councilmember Carter said the 2010 Relay for Life event is on July 30 and 31, 2010, and donations are welcome. National Night Out is on August 3rd with events at two local parks. She said volunteers are needed and she suggested the Council cancel its Workshop that night. Chief Mitchell said the event starts with a barbeque and activities at Ken Simmons Park, followed by a caravan of police and fire trucks driving to Cedarview Park, with more food and activities for attendees.

Lake Bonney Boat Launch: Councilmember Carter said the Lake Bonney Conservation Society told her people are parking vehicles at the end of the boat ramp. They asked if the City can post signs that parking is not allowed by the water to prevent harmful chemicals from getting into the lake. Director Leaf said the Lake Bonney boat launch is managed by the Department of Fish & Wildlife and he will ask them if they are willing to post signs.

AWC Conference: Councilmember Carter said the AWC Conference was a great event, and she particularly enjoyed the walking tours of Vancouver, Washington, and discussions on supermarkets and parks. Councilmember Rackley asked Director Grigsby to do research on ways to make the City more walkable, including zero-height curbs, using tiles or cobblestones instead of paint on roadways, etc., as was

demonstrated in Vancouver. Councilmember Carter said she and Councilmember Decker received Municipal Leaders certificates at the conference as well. Deputy Mayor Swatman said he attended discussions on Transportation Benefit Districts and Metropolitan Parks Districts. He encouraged Councilmembers to review the information Councilmember Carter provided about supermarkets.

Heritage Trees: Councilmember Carter asked about information she received about preserving historic trees. Director Leaf said the current Municipal Code does not include specific criteria for selecting heritage trees, and he is doing research on how other cities and agencies evaluate possible heritage trees. He said policies usually give a lot of leeway to determine the definition of historic trees. He said the Council may want to consider adding an environmental element to the existing code.

Building & Fire Code: Deputy Mayor Swatman said staff members are working on modifications to the recently approved building and fire codes (Ordinances 1353 and 1354) which will be on the July 13, 2010 Meeting agenda.

Midtown Plan: Deputy Mayor Swatman thanked Councilmembers Carter and McKibbin for working on a draft Midtown Plan, which he feels is very important.

Boat Launch: Councilmember Hamilton asked for updates on a recent incident at the Allan Yorke Park boat launch bollards. Director Leaf said the City replaced sensors in the asphalt last year after the bollards malfunctioned, but the bollards failed again in the last week of June causing injuries and damage to a boat trailer and vehicle. He said the bollards were disabled and will remain down while the situation is reviewed. He said the City is working with its insurance agent to review the incident and history of the bollard system repairs and issues.

Councilmembers discussed the reason for having boat launch fees and alternatives to the bollard system. Director Leaf said in the past, staff members were assigned to collect fees in cash at the boat launch. This led to concerns about costs, security issues, customer complaints, and issues raised by the State Auditor. He said the City would need to assign two full-time staff to work at the launch. Councilmember Hamilton said he has heard from residents who dislike the bollards and fees and believe it is a money-making venture for the City.

City Administrator Morrison said staff have discussed various options and are considering assigning a staff person to collect fees at the launch, either through credit card payments or invoices. Councilmember Rackley said launch fees help reduce over-use of the launch and crowding on the lake. Councilmember Carter suggested this issue be discussed at the next boating advisory committee meeting. Chief Financial Officer Juarez said he will provide information on boat launch revenues and expenses for review at the next Finance Committee meeting as well.

5:58:42

B. **Review of Council Minutes:** June 15, 2010 Workshop Draft Minutes and June 22, 2010 Meeting Draft Minutes.

Councilmember Carter noted a typographical error on the June 15, 2010 minutes, p. 6, correcting from 266th Ave E to 226th Ave E. The minutes were forwarded to the July 13, 2010 Meeting for action with this correction.

5:59:28

- C. **Discussion:** AB10-112 – Resolution 2050 – A Resolution Of The City Of Bonney Lake, Pierce County, Washington, Declaring A Proposed Annexation To Be In The Best Interest And General Welfare Of The City And Calling For An Election In The Territory Proposed For Annexation.

City Administrator Morrison summarized the proposed resolution. He noted that wording about assuming a bonded indebtedness may not be needed since this will not be an issue after 2011 when the Public Safety Building bond is paid off. Deputy Mayor Swatman supported removing this language from the proposed resolution. The City Administrator said if the annexation is approved by election, the City will submit a variety of documents to the County for review with more detailed information on utilities and other services. City Administrator Morrison said the draft resolution includes all three annexation sub-areas together.

Deputy Mayor Swatman spoke in favor of annexing all these sub-areas. He said the proposed annexation areas are already urbanized and residents expect the level of service the City can provide. He said he feels the City has quality staff who can provide these services after annexation, and the election process gives residents a chance to vote on whether or not to annex.

Councilmember Carter said annexation could increase the City's population by over 7,000 people, and a larger population could increase funding resources and give the City more influence in regional issues. Councilmember Hamilton expressed concern that annexation will negatively impact buildable lands statistics and the City's options to acquire the Corliss property in the middle of the City, outside the CUGA. Deputy Mayor Swatman said the City is working on options to acquire the property and he does not think annexation will have a negative impact on this process. Councilmember McKibbin said that although annexation may cause difficulties in the short-term, he feels it is worthwhile.

Councilmember Hamilton expressed concern that increasing the City's population will negatively affect staff and set back existing projects. He spoke in favor of moving forward with annexation of sub-area 1 only, and waiting to annex sub-areas 2 and 3 at a later date. Deputy Mayor Swatman said that until all these areas are annexed, the City cannot control development and does not receive revenues from any development. Councilmember Rackley said an annexation election would likely occur in February 2011, and afterwards the City will have nearly a year to prepare before the annexation goes into effect. City Administrator Morrison said in his past experience, it is easier to annex a complete area at one time rather than in stages. He said the proposed annexation areas are homogenous and he believes City staff will have adequate time to plan for providing services.

City Administrator Morrison next described the public process. He said the Council can hold a public hearing before acting on the proposed resolution, though it is not required. If the Council approves the annexation resolution, the City will submit a Notice of Intent to the County, which will then hold their own public hearing and decide whether to accept the annexation boundaries or reduce them. After that, the election will be scheduled and later held, and if the annexation measure is approved, the area would be annexed on a specific date.

Councilmember Hamilton said the City needs to provide complete information to residents in the proposed annexation areas, and recommended the Council hold a public hearing and informational meetings for residents. Councilmember Carter spoke in favor of moving forward with annexation of all three areas at the same time and holding a public hearing.

City Administrator Morrison recommended that the Council consider zoning in the annexation areas during the pre-annexation process, rather than waiting until after the annexation is complete. He said this allows residents to know how their property will be zoned before they vote on annexation. He said the Council can choose to adopt existing County zoning, hold a pre-zoning process, or annex all areas at the lowest zoning at first and determine zoning later on.

Council consensus was to set a public hearing regarding proposed Resolution 2050 on July 13, 2010 at 7:00 p.m., during the regularly scheduled City Council Meeting.

6:39:34

- D. **Discussion:** AB10-113 – Resolution 2051 – A Resolution Of The City Of Bonney Lake, Pierce County, Washington, Stating Its Intent To Plan For Public Safety And Other Staffing Needs In Anticipation Of The Annexation Of Certain Portions Of The CUGA, As Contained In Resolution No. 2050.

City Administrator Morrison provided an overview of the resolution, which includes rough estimates for minimum staffing needs, equipment costs, and revenues related to annexation. He said based on his research, the revenues gained in annexed areas should cover the costs of minimum staffing increases. Deputy Mayor Swatman said if the areas are not annexed and the economy does not improve, the City will need to make significant staff cuts in the future. He said annexation will actually benefit current staff by maintaining staff levels, providing new positions, and increasing revenues. Councilmember Rackley said the plans for annexation should not come as a surprise to department heads, who have known for years that the Council planned to expand the City's size. Councilmember Decker asked whether the Council should discuss staffing issues in executive session. City Attorney Dionne said as written, the proposed resolution is not subject to collective bargaining and therefore does not need to be discussed in executive session.

Councilmember Carter asked about police staffing increases in annexed areas. City Administrator Morrison said the proposed staffing rates are based on the current volume of service calls, which may increase slightly after annexation. Councilmember Hamilton said public safety is the main reason people want to annex into the City, and he feels it is important to maintain the same level of staffing based on population. City Administrator Morrison said that while many cities used total population to determine staffing levels, most have moved to basing staff levels on calls for service data, which is more accurate and takes into account other factors. He said the model used in this staffing plan sets aside about one-third of an officer's time for self-initiated activity after calls for service are handled. Chief Mitchell said he is comfortable with the draft staffing plan for the Police Department, and feels it offers a good starting point and outline for serving the annexed areas. City Administrator Morrison said if annexation moves forward, a detailed staffing plan would be incorporated with a mid-biennial budget amendment for 2012, which gives staff plenty of time to refine the plan.

Councilmember Hamilton asked how long it will take until the City receives tax revenues from annexed areas. City Administrator Morrison said it depends on the timing of the election, but if the process moves forward with a February 2011 election, the City might see revenues from the annexed areas by May 2012. He said there is not a large up-front cost to annexation and the City can set aside funds for the initial months after annexation to bridge the gap.

At 7:11 p.m. Councilmember Rackley moved for a ten-minute break. Councilmember Carter seconded the motion.

Motion approved 7 – 0.

Deputy Mayor Swatman reconvened the Workshop reconvened at 7:23 p.m.

7:23:36

- E. **Discussion:** AB10-111 - Ordinance 10-111 - An Ordinance of the City of Bonney Lake, Pierce County, Washington, Updating R-2 and R-3 Zoning.

Director Vodopich said changes to R-3 zoning are based on recommendations from the Pierce County buildable lands report, and changes to R-2 zoning were recommended by the Planning Commission. The Commission noticed that the code was not internally consistent, with R-2 zoning criteria based on lot size rather than density like other zones. He confirmed that the zoning changes would only apply to new developments.

Councilmember Rackley spoke in support of the proposed ordinance. Deputy Mayor Swatman said few areas in the City are zoned R-2 currently, and some of those do not currently have sewer service. He asked about the requirement to leave 40% of a lot with pervious surfaces, which Director Vodopich said is consistent with other portions of the zoning code. Councilmembers discussed the issues related to buildable lands, future development, and the need to increase densities in the urban center.

Deputy Mayor Swatman suggested removing the 40 foot minimum lot width in the R-2 zone, and removing the maximum density of 20 units per acre in the R-3 zone. He suggested that Section 18.18.050 (F) be revised to: “Minimum setback to a single-family residential zone: 10 feet ~~from~~ in addition to any required landscape buffer” to clarify the intent that the setback is in addition to, not including, the required landscape buffers. Councilmembers supported the amendments and the item was forwarded to the July 13, 2010 Meeting by Council consensus.

7:51:59

- F. **Discussion:** Transportation Impact Fee - A Disincentive to Economic Recovery?

Councilmember Rackley moved to table discussion to the next workshop. Councilmember McKibbin seconded the motion.

Motion approved 6 – 0.

IV. Executive Session: None.

7:52:02

V. Adjournment:

At 7:52 p.m. Councilmember Rackley moved to adjourn the workshop. Councilmember Carter seconded the motion.

Motion approved 6 – 0.

Harwood T. Edvalson, CMC
City Clerk

Neil Johnson, Jr.
Mayor

Items presented to the Council at the July 6, 2010 Council Workshop: None.

DRAFT

CITY COUNCIL MEETING

**June 22, 2010
7:00 P.M.**



The City of Bonney Lake's Mission is to protect the community's livable identity and scenic beauty through responsible growth planning and by providing accountable, accessible and efficient local government services.

Website: www.ci.bonney-lake.wa.us

DRAFT MINUTES

"Where Dreams Can Soar"

Audio Time
Stamp ↓

Location: City Hall Council Chambers, 19306 Bonney Lake Blvd., Bonney Lake.

I. CALL TO ORDER – Deputy Mayor Dan Swatman called the meeting to order at 7:00 p.m.

A. Flag Salute: Deputy Mayor Swatman led the audience in the Pledge of Allegiance.

B. Roll Call:

Administrative Services Director/City Clerk Harwood Edvalson called the roll. In addition to Deputy Mayor Swatman, elected officials attending were Councilmember Laurie Carter, Councilmember Dan Decker, Councilmember Mark Hamilton, Councilmember Donn Lewis, Councilmember Randy McKibbin and Councilmember Jim Rackley. Mayor Neil Johnson, Jr. was absent.

[Staff members in attendance were City Administrator Don Morrison, Public Works Director Dan Grigsby, Chief Financial Officer Al Juarez, Community Development Director John Vodopich, Community Services Director Gary Leaf, Building Official Jerry Hight, City Attorney Jim Dionne, Administrative Services Director/City Clerk Harwood Edvalson and Records & Information Specialist Susan Duis.]

C. Announcements, Appointments and Presentations:

1. Announcements: None.

2. Appointments:

a. **Administration of Oath of Office:** Community Service and Reserve Officers.

Judge Ron Heslop administered the oath of office to Officers Kristine Yanez, Ryan Harberts, and Lance Panush. The Council congratulated the officers on their achievement.

3. Presentations: None.

D. Agenda Modifications: None.

7:04:19

II. PUBLIC HEARINGS, CITIZEN COMMENTS & CORRESPONDENCE:

A. Public Hearings:

1. **Public Hearing:** AB10-112 – Resolution 2050 – Annexation of a Portion of the CUGA.

Deputy Mayor Swatman opened the hearing at 7:05 p.m.

Blaine Wesner, 20609 Bonanza Dr E, Bonney Lake, spoke in favor of annexation. He said he looks forward to being able to vote on local issues and improved police response times. He said annexation provides the City with a wider tax base and opportunities to add to park spaces, such as Ponderosa Park. He thanked the Council and said he hopes they will approve the resolution.

Brad Doll, 20212 101st St E, Bonney Lake, is president of the Ponderosa Estates HOA, located south of S Prairie Rd across from the WSU Forest. He said residents have been interested in annexation for several years. They want improved police and code enforcement services and a voice in local issues. He said the HOA is interested in deeding their 4-acre park to the City, similar to the agreement that made Cedarview Park a public park. He said his fellow residents already feel like part of the City, as they participate in activities and shopping in town. He said he hopes the Council will move forward with annexation.

Robert Tansey, 19617 94th St E, Bonney Lake, said he does not support annexation because he does not feel the City adequately serves existing Bonney Lake citizens. He said his neighborhood was recently rezoned to R-3, but the area is filled with single-family homes. He said he cannot sell his home due to the rezoning, and his property value is going down.

Bob Howard, 20618 108th St E, Bonney Lake, said he opposes annexation because he has concerns about plans to widen S Prairie Rd E and about another road that was recently improved. Director Grigsby said a lane will be added to S Prairie Rd at the WSU Medical Office Building site to accommodate a traffic signal, but there are no plans to widen other parts of the road at this time. Councilmember Rackley responded to Mr. Howard's concerns about the City's ability to take property by eminent domain, and said City residents have a better chance to be heard by the City Council as opposed to the County Council.

Shane Dahlman, 14410 215th Ave E, Bonney Lake, spoke against annexation. He said he owns property in the Cedarview area, which was recently rezoned to R-3. He said the area does not have sewer service and it is not feasible for single-family homeowners to develop sewer connections on their own. He said he is against annexation until the City provides sewer service in Cedarview.

Larry Duncan, 10606 202nd Ave E, Bonney Lake, lives in Ponderosa Estates and is undecided about annexation. He expressed concerns about improvements to roads and parking issues after annexation, though he would be happy to have improved police services the City provides. He said he did not receive any notices about the public hearing and had hoped more people would attend.

Councilmember Rackley said if the area was annexed the City would handle maintenance of public roads. Councilmember Hamilton asked how public notifications occur during the annexation process. City Administrator Morrison said the Council can continue the Public Hearing or offer information meetings and open houses to provide people with information on annexation and rezoning issues. He said residents can speak before the Council, attend open houses, speak before the Boundary Review Board, and eventually vote in the

election in 2011. Councilmember Hamilton said the City should host additional information meetings and invite all residents to attend.

Seeing no additional speakers, Deputy Mayor Swatman closed the public hearing at 7:22 p.m.

Deputy Mayor Swatman explained that the Council will consider Resolution 2050 at a future meeting. If the Council approves the resolution, he said the annexation would likely be included in the February 2011 election ballot.

B. Citizen Comments:

Jody Kerth, 18302 103rd St Ct E, Bonney Lake, urged the Council to ban fireworks in the City. He said fireworks use has become excessive, and on July 4th he had to call the police after a neighbor's fireworks landed on his roof. He said wind blew debris and sparks onto his property. He said he used to enjoy fireworks, but he now thinks the City should ban fireworks as other cities have done.

Deputy Mayor Swatman said he has asked several homeowner's associations to let the Council know how residents feel about fireworks laws. He noted that residents in neighborhoods with homes built close together may feel differently about fireworks issues than those in less developed areas or on the lake.

Debbie McDonald, P.O. Box 7125, Bonney Lake, thanked Councilmembers who attended and participated in the first annual Relay for Life Summer vs. Bonney Lake softball game, including Councilmembers Carter and Rackley and Mayor Johnson. Councilmember Rackley said the event was a lot of fun even though Bonney Lake's team did not win.

Larry Ingraham 18023 Hwy 99, Suite I, Lynwood, presented Councilmembers with a packet about economic stimulus via Council action. He said it is very difficult for developers to secure funding in the current economy. He asked the Council to review the informational he provided and to use it during their discussions on TIF fees and economic stimulus at the July 20, 2010 Workshop. He gave examples of properties whose values have decreased dramatically and instances where fee changes impacted project funding. He said high fees pose an impediment to development, and the City's rates are higher than the state average. Mr. Ingraham said his colleague, Raymond Frey, plans to attend the July 20th Workshop and can provide more information if the Council wishes. He asked the Council to contact him if they have additional questions. Councilmember Hamilton asked about the current lending market. Mr. Ingraham said the market has not improved and there is virtually no funding available for small businesses to build new buildings or start new projects.

Shane Leahy, 19616 94th St E, Bonney Lake, expressed concern about the Cedarview area. He said that without adequate sewer utilities, property owners cannot develop their own land and they are being left behind other parts of the City. He said the area rezone requires property owners to connect to City sewer before they can build a new home, but most people cannot afford to extend the sewer or build multi-family homes themselves. Deputy Mayor Swatman said Councilmember Carter is working on a draft Midtown Plan, which may help address some of these issues.

Robert Tansey, 19617 94th St E, Bonney Lake, said other lots in his neighborhood (Cedarview) are duplexes, but City staff told him he could not build a duplex on his property even though it is a larger lot. He said the City told him he would have to install a sewer connection in order to develop his land.

Shane Dahlman, 14410 215th Ave E, Bonney Lake, asked why the City is installing a sewer system in Easttown but not in the Cedarview neighborhood. He said it is difficult to get a developer interested in their land since there is no sewer service, and it would cost \$250,000 to install a sewer system. He said property owners cannot do anything with their vacant land, because they were required to remove mobile homes from their lots but now cannot build single-family homes.

- C. Correspondence: None.

7:47:52

III. COUNCIL COMMITTEE REPORTS:

- A. Finance Committee: Deputy Mayor Swatman said the committee met at 5:30 p.m. earlier in the evening and forwarded the following items to the current agenda: Resolution 2044, Resolution 2052, Ordinance D10-115, Ordinance D10-117, and Ordinance D10-123. The committee forwarded the following items to the July 27th Meeting for action: Resolutions 2053, 2054 and 2055 (related to the Conservation Futures Grant Program), Resolution 2057 (amending Resolution 2012), and Resolutions 2047 and 2048 (for network cabling in the Interim Justice Center and Public Safety Building). The committee also received an update on the boat launch.
- B. Community Development Committee: The Committee's July 5th meeting was cancelled due to the Independence Day holiday and will meet next on July 19th.
- C. Public Safety Committee: The Committee's July 5th meeting was cancelled due to the Independence Day holiday and is scheduled to meet next on July 19th.
- D. Other Reports: None.

At 7:50 p.m., Councilmember Rackley moved to recess the meeting for 10 minutes. Councilmember Decker seconded the motion.

Motion approved 7 – 0.

Deputy Mayor Swatman brought the meeting back to order at 8:02 p.m.

8:02:31

IV. CONSENT AGENDA:

- A. **Approval of Minutes**: June 15, 2010 Workshop Minutes and June 22, 2010 Meeting Minutes.
- B. **Accounts Payable Checks/Vouchers**: Accounts Payable checks/vouchers #58881 thru 58936 (including wire transfer #'s 6044008, 6152010, 6172010) in the amount of \$2,034,245.38. Accounts Payable checks/vouchers #58937 thru 58975 (including

wire transfer #'s 6222010, 61720101) in the amount of \$53,051.76. Accounts Payable checks/vouchers #58976 thru 59015 in the amount of \$294,880.56. Accounts Payable checks/vouchers #59016 thru 59042 for utility refunds in the amount of \$2,717.39.

- C. **Approval of Payroll:** Payroll for June 16-30 2010 for checks **29097-29142** including Direct Deposits and Electronic Transfers in the amount of **\$624,464.81**.
- D. **AB10-108** - A Motion Of The Bonney Lake City Council To Accept As Complete The Downtown Improvements Project With Johansen Excavating, Inc.
- E. **AB10-109** - Motion Of The Bonney Lake City Council To Accept As Complete The Interlake Islands, W Tapps Hwy & 194th Ave E Water Main Project With A & A Excavating Inc.
- F. **AB10-121** – A Motion of the Bonney Lake City Council Setting a Public Hearing for 6-Year Transportation Improvements Program (2011 - 2016) on July 27, 2010 at 7:00 p.m.

Councilmember Rackley moved to approve the Consent Agenda. Councilmember Lewis seconded the motion.

Consent Agenda approved 7 – 0.

8:03:15

V. FINANCE COMMITTEE ISSUES:

- A. **AB10-99 - Resolution 2044** - A Resolution Of The City Council Of The City of Bonney Lake, Pierce County, Washington, Authorizing The City To Accept A \$10,000 2010 Community Forestry Grant From The Washington State Department Of Natural Resources.

Councilmember Decker moved to approve Resolution 2044. Councilmember Lewis seconded the motion.

Resolution 2044 approved 7 – 0.

- B. **AB10-114 – Resolution 2052** – A Resolution Of The City Council Of The City of Bonney Lake, Pierce County, Washington, Authorizing A Professional Services Agreement With KPG Consultants For Construction Services and Survey For The TWD Intertie S. Prairie Road E Waterline Project.

Councilmember Lewis moved to approve Resolution 2044. Councilmember Rackley seconded the motion.

Councilmember Rackley said this contract for survey services is separate from the previously awarded construction project. Deputy Mayor Swatman noted that Attachment B is incorrect and asked if this affects the cost of the agreement. Director Grigsby said the costs are accurate in the information provided.

Resolution 2052 approved 7 – 0.

- C. **AB10-117 – Ordinance 1357** – An Ordinance Of The City Of Bonney Lake, Pierce County, Washington, Amending Chapter 15.16 Of The Bonney Lake Municipal Code And Ordinance Nos. 700, 711, 778, 826, 851, and 885, And Repealing Ordinance No. 1354, Relating To Adoption Of Revised Regulations Related To The Installation Of Automatic Fire Extinguishing Systems.

Councilmember Decker moved to approve Ordinance 1357. Councilmember Lewis seconded the motion.

Deputy Mayor Swatman explained that proposed Ordinances AB10-117, AB10-123 and AB10-115 clarify and correct the effective dates of recently approved Ordinances 1353 and 1354. Councilmember Hamilton said he plans to vote against these ordinances, based on the same reasons he gave at the previous meeting. He said the City of Sumner recently passed their building and fire code ordinances with the 5,000 square foot exemption left in place. He said sprinkler systems save lives but he does not feel the City should impose these requirements during the current economic downturn, and should instead phase the requirements in over time. He said property owners and developers in the potential annexation areas may oppose annexation due to the City's sprinkler requirements. Councilmember Rackley said the cost of a fire is far greater than the cost to install a sprinkler system.

**Ordinance 1357 approved 5 – 2.
Councilmembers Decker and
Hamilton voted no.**

- D. **AB10-123 – Ordinance 1358** – An Ordinance Of The City Of Bonney Lake, Pierce County, Washington, Amending Chapter 15.04, 15.08, And 15.24 Of The Bonney Lake Municipal Code And Ordinance Nos. 700, 711, 778, 826, 851 And 885, And Repealing Ordinance No. 1353, Relating To Adoption Of Revised International Codes Of Building And Related Regulations.

Councilmember Rackley moved to approve Ordinance 1358. Councilmember Decker seconded the motion.

**Ordinance 1358 approved 6 – 1.
Councilmember Hamilton voted no.**

- E. **AB10-115 – Ordinance 1356** – An Ordinance Of The City Of Bonney Lake, Pierce County, Washington, Amending Chapter 13.04 Of The Bonney Lake Municipal Code Relating To Adoption Of Revised Water Regulations To Implement Installation Of Residential Fire Sprinkler Systems.

Councilmember Rackley moved to approve Ordinance 1356. Councilmember Decker seconded the motion.

Deputy Mayor Swatman said the proposed ordinance clarifies substantial portions of the code and makes water rates reasonable for residents who have to install sprinkler systems in their new homes. He noted that the proposed ordinance was revised to reflect current base rates, which are calculated each year based on CCI and CPI

adjustments. He stressed that the proposed ordinance does not include a rate increase, but simply reflects the current rates that became effective in January 2010.

**Ordinance 1356 approved 5 – 1 – 1.
Councilmember Hamilton voted no.
Councilmember Decker abstained.**

VI. COMMUNITY DEVELOPMENT COMMITTEE ISSUES: None.

VII. PUBLIC SAFETY COMMITTEE ISSUES: None.

8:16:13 VIII. FULL COUNCIL ISSUES:

A. **AB10-111 – Ordinance 1355** – An Ordinance Of The City Of Bonney Lake, Pierce County, Washington, Updating R-2 And R-3 Zoning.

Councilmember Lewis moved to approve Ordinance 1355. Councilmember Decker seconded the motion.

Director Vodopich explained that the proposed ordinance brings criteria for R-2 zones in line with the other zoning areas in the municipal code, which used density rather than lot size. Councilmember Decker said he favors keeping the 10,000 square feet minimum lot size and is concerned that the ordinance will increase the maximum density allowed. Councilmember McKibbin said the Planning Commission discussed the proposed changes in depth, including density calculations.

Ordinance 1355 approved 7 – 0.

IX. EXECUTIVE SESSION: None.

8:22:37 X. ADJOURNMENT:

At 8:22 p.m., Councilmember Rackley moved to adjourn the meeting. Councilmember Decker seconded the motion.

Motion approved 7 – 0.

Harwood Edvalson, CMC
City Clerk

Neil Johnson
Mayor

Items submitted to the Council Meeting of July 13, 2010:

- Developer – *Creating Economic Stimulus through Council Action via Fee Reductions & Deferments* – Larry Ingraham, CCIM, Emerald Properties.

**City of Bonney Lake, Washington
City Council Agenda Bill (C.A.B.) Approval Form**

<u>Department / Staff Contact:</u> Exec / Don Morrison	<u>Workshop / Meeting Date:</u> 19 Jul 2010	<u>Agenda Bill Number:</u> AB10-129
<u>Ordinance Number:</u> TBD	<u>Resolution Number:</u>	<u>Councilmember Sponsor:</u>

Agenda Subject: TIFF Fee Review and Payment Options

Proposed Motion:

Administrative Recommendation: Should the Council determine to amend the fee schedule, vary the current policy of requiring impact fee payment at time of building permit issuance, or provide alternate means of guaranteeing impact fee payment, the Administration would work with legal counsel to amend BLMC Title 19 and bring back for Council consideration.

Background Summary: A number of cities have reduced or are actively considering a reduction in impact fees as an economic incentive during the recession. Other cities, while not reducing TIF rates, are looking at various payment options to facilitate development, other than requiring full TIF payment before the issuance of a building permit.

While it is commonly assumed that the absence of a reasonable traffic impact fee means existing residents must subsidize future transportation system expansion needs, it has also been argued that unreasonably high TIF rates grant existing residents a break as TIF fees are used to subsidize system expansions that benefit not only new development, but existing development as well, all funded by TIF. High TIF rates raise the price of new development that can translate into higher prices for its substitute—existing development – so existing residents have little reason to oppose exorbitant fees on development. It is not clear who subsidizes who.

The TIF statute requires fees to be based on a rational nexus of costs and benefits and on rough proportionality of a fee with the external cost imposed by new development. But how are these external costs measured? Can government know the marginal impacts of all homes before they are built? Do all developments have the same marginal impact on infrastructure, and, if not, should they all be charged different fees? The answer is no.

Developers respond to high TIF rates and SDC charges by building less, and prices of the existing building stock increase. There is less developed property for new housing as well as new and existing businesses, causing rents to rise, businesses to close or relocate, and employment to fall. Impact fees increase the price of housing and commercial development. While development impact fees are not legally considered taxes, their economic effect is the same as a unit tax on new development. Taxes on new construction raise prices for consumers, lower revenue to developers, depress prices for undeveloped land, and decrease the quantity of new construction.

Many jurisdictions mistakenly think that increases in fees always lead to increased City revenue. However, as fees increase, the cost of developing increases. This increase in cost reduces the supply and increases the price of development.

<u>BUDGET INFORMATION:</u>			
Budget Amount	Required Expenditure	Budget Impact	Budget Balance
Budget Explanation:			

COMMITTEE/BOARD REVIEW:

Subcommittee Review Date: -

Commission/Board Review Date: -

Hearing Examiner Date:

COUNCIL ACTION:

Workshop Date(s): 7/20/10

Public Hearing Date(s):

Meeting Date(s):

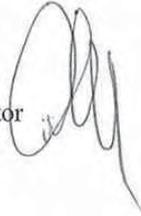
Tabled To Date:

Signatures:

Director Authorization	Mayor	Date City Attorney Reviewed
------------------------	-------	-----------------------------

Memo

To: Mayor and Council
From: Don Morrison, City Administrator
Date: July 14, 2010
Re: **Impact Fee Options**



As shown on the attached, a number of cities have reduced impact fees as an economic incentive during the recession. The final article attached argues that TIF reductions may not be an effective incentive as there appears to be little correlation between impact fees and economic activity (other factors such as location and financing seem to outweigh the marginal costs of impact fees in building decisions). I do believe, however, that we compete with Sumner, Buckley, Puyallup and Enumclaw for market share in East Pierce County (15 minute market drive time), and that we do need to price our impact fees in line with those cities to be more competitive in our immediate market.

If the Council chooses not to tinker with the TIF rates themselves, at least there should be some consideration of various ways to make compliance easier. A few suggestions are listed below:

1. **Timing of Payment.** From the building industry's point of view, it is preferable for the impact fee amount to be determined at the earliest possible time (i.e. development agreement or plat map recordation) but, A. to fall due and payable at the latest possible time (i.e. certificate of occupancy) for residential and commercial, or B. be deferred until the sale, and then a lien placed if not paid at closing, or C. tie the fee payment to some other benchmark that would be collectible and enforceable.
2. **Credits.** Credits should also apply when there is a change in existing land use. For example, if a land use is changed from residential to commercial, or a lesser intense commercial use to a more intensive commercial use, there will be an impact due to increased traffic. But the impact fees should not be based on the total number of trips generated by the commercial use but on the net increase in trips. This would not apply to new development on raw land, but only apply when there is a change of existing use from less to more intense.
3. **Increase Impact Fee Threshold.** It is the City's definition of development that triggers impact fees. Currently, development doesn't occur until the permit valuation of the project exceeds \$15,000. This allows for minor conversions and remodels of existing buildings without TIF being triggered. This could be raised to \$25,000-\$50,000 or some other threshold amount. That would make it easier for an existing business to relocate within the City without having to pay a new TIF that may otherwise keep them from relocating, or worse drive them out of town entirely.

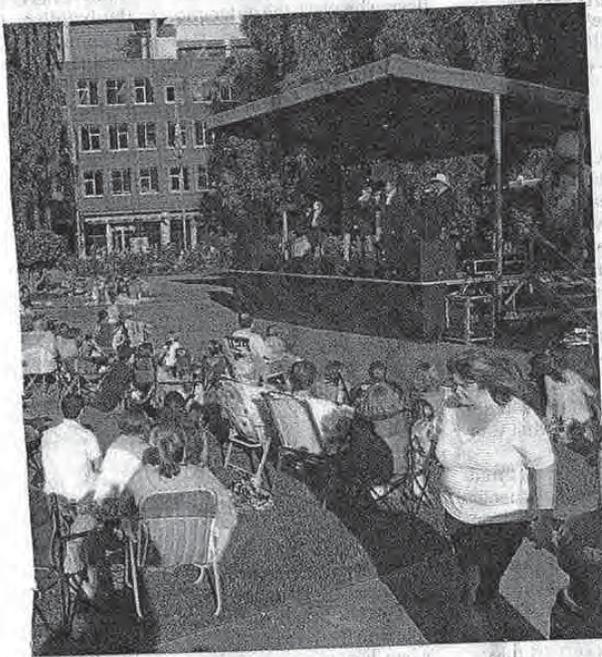
4. **Property Tax Rebates for Commercial Projects.** We have a sales tax rebate option for new retail businesses that can meet certain sales targets. We have nothing for new service related businesses. Some cities are granting TIF rebates to new businesses and using a portion of the newly generated property taxes generated to help fund the rebates. This may work for businesses as the property tax on commercial properties generally covers all general government services, and then some. It is not the case with single family residences.
5. **Irrevocable Letter of Credit.** Impact fee payments could be deferred until the building is sold or occupied. An irrevocable letter of credit or some other financial mechanism could be used to guarantee future payment when the developer has sold the project and is in a better position repay the impact fee. This is a common means to guarantee completion of subdivision improvements and could be used for the payment of impact fees and/or SDC charges as well.
6. **Deed in Trust.** Deed in trust or escrow conveying real estate to the city. In other words, the City would assume an ownership interest in the property until the impact fees and/or SDC fees were paid in full.

Bonney Lake Market Area Impact Fee Rates

SF Residence Impact Fees

City	PIF	TIF
Buckley	\$772	\$4,153
Sumner	---	\$1,777
Auburn	\$3,500	\$3,883
Pierce County TSA_5 Zone	\$792	\$1,602
Puyallup	\$491	\$4,545
Bonney Lake	\$2,985	\$4,035
Enumclaw	\$1,209	\$2,937

\$3,276 ave.



Herald file photos/Collleen Carroll

g Concerts in the Park in Pioneer Park. The first concert is July 15.



area food vendors and a "really good lineup" of Doug Wisness with the a cappella group The Coats entertains an eager audience at Concerts in the Park in Pioneer Park.

free entertainment, Scheurman added.

Friday Night Flix

Earlier in the year, the city of Bonney Lake's Coordinator, David Wells, im-

Traffic impact fees stretch resources

Puyallup City Council held vote this week that could delay fee requirements

BY NEIL PIERSON
of The Herald

Shaun Brobak is not about to give up on his new business plan in downtown Puyallup, despite spending two years and about \$100,000 on the project, he says.

"I'm fully committed," said Brobak, who plans to open Crockett's Public House along East Stewart Avenue in October. "I'm at the point where there's no turning back."

Nearly one-fifth of the total costs to build the 4,500-square-foot restaurant, which Brobak envisions as "a bar with fantastic food," came from traffic impact fees charged through the city of Puyallup. The city charges \$4,500 for each expected new vehicle trip during peak traffic hours of 4 to 6 p.m.

Brobak says he understands new development brings increased traffic flow to an area. But he also questions the necessity of an \$18,405 fee for his project, equating to more than four new peak-hour vehicle trips.

The city previously tacked on a traffic impact fee of \$3,000 per additional trip for any new development, whether it was residential, commercial or industrial in nature. The fee was changed in November 2007 to generate \$18 million for four arterial projects: A new signal at 23rd Street and 39th Avenue Southeast and widening or extension efforts along Shaw Road, 39th Avenue Southeast and Ninth Street Southwest.

Future money generated by traffic impact fees are designed to pay for improvements listed on the city's capital improvement plan, which in-

East Pierce
ities

FEES: Some say business climate is negatively affected

from page A1

clude numerous water, sewer and road projects. The money can't be used to fix existing problems on items that serve existing developments.

Brobak's original estimate for a traffic impact fee, generated by a private engineer, was \$80,000. That amount dropped to \$40,000 after a meeting with Jon Walls, the city's development services director, and eventually to an agreed upon price of \$18,405.

Walls said that Brobak's project was able to take advantage of its proximity to the Sound Transit train station. That drastically reduced the average trip length a customer might have to reach his restaurant.

However, Brobak thinks the city's traffic impact fee requirements might scare away many prospective business owners who might otherwise settle in Puyallup.

"I have been able to negotiate my way through this but I think that I'm probably the exception to the rule," he said. Neighboring jurisdictions vary in their approach to traf-

fic impact fees. Lakewood and Tacoma don't have them. Some municipal governments charge the same rates for residential, commercial and industrial developments, while others use a formula based on location or square footage. Discounts are sometimes given based on the fees already paid by a building's previous occupants.

In Sumner, for example, the developer of a new 4,500-square-foot restaurant could expect to pay \$8,725. That number skyrockets to \$84,700 in Olympia and \$47,600 in South Hill.

The Puyallup City Council was scheduled to address the issue of impact fees at its July 13 meeting, results that came too late for publication.

Walls said a proposed ordinance, if approved, would delay payments for several impact and system development fees. Puyallup currently charges fees for developments that impact sewer, stormwater and water systems, parks, roads and schools.

Changing the law would mean multi-family residential, commercial and industrial developers wouldn't pay the fees until their buildings were occupied, Walls said. Impact fees for single-family homes and system development fees for stormwater projects would also be collected up front.

Mayor Kathy Turner said she is sympathetic to the plight of many business owners and indicated she would vote to make the fees a post-occupancy requirement.

"Traffic impact fees are very difficult because we all know we have traffic impact," Turner said. "On the other hand we want to make the business environment as friendly as possible."

Councilmember Rick Hansen also favored the changes, saying Puyallup would get the money it needs for infrastructure improvements but at a time that's more convenient for an entrepreneur's wallet. "A good example would be looking at a hotel," Hansen said. "If they could delay pay-

ing (the fees) until they start having rooms that are available to rent, just think how much easier it would be."

Doug Harbaugh owns several buildings, including the ones that Brobak's restaurants will be located in. He said delaying the impact fees wouldn't be that helpful.

"Many of my buildings have been empty for years," Harbaugh said. "Nobody can afford to pay those types of fees." Brobak opened Trackside Pizza on North Meridian in 2006. He says about 6 percent of his profits go to the city for various taxes and fees and expects Crockert's Public House won't be any different. He wonders why the city is charging for traffic impact when he sees many empty buildings.

Puyallup's latest estimates show that sales tax revenues are expected to drop by about \$2.3 million from what was originally budgeted for 2010. "Isn't the tax revenue that I'm generating good for the city?" Brobak asked. "They

want the money now and they want the money later." Brobak isn't the only downtown entrepreneur concerned about Puyallup's approach to business.

Chris Johnston, who owns Sparks Firehouse Deli, said traffic impact fees were part of an \$18,000 bill for his building permit. Prior to the deli's construction in 2009, the property was the site of a small grocery store, so the increased burden on roads was minimal, he said.

While traffic impact fees weren't much of a concern for Johnston, he criticized the "unnecessary red tape" that caused his business to open several months late. Specifically, he cited the thousands of dollars he spent for open vents in the roof when it appeared many other restaurants didn't have them.

Johnston said Walls, Mayor Kathy Turner and Councilmember Rick Hansen helped get his project up and running but felt other city employees he encountered weren't as com-

modating. "Bottom line, they got it done," Johnston said. "It was just much harder than I ever thought it would be."

Steve Samples opened The Station U-Brew on West Stewart this spring. A first-time business owner, he paid about \$8,200 in traffic impact fees, which was an improvement upon an initial \$18,000 estimate. But his margin for startup costs largely evaporated, he said.

"It made it pretty difficult here the first couple months, having \$8,000 taken away," Samples said.

Samples' business is also located close to the train station, which led him to believe he was alleviating traffic problems by getting people off the road in the late afternoon.

"(The city) wanted to get some of the people when they get off the train to come to the businesses," Samples said. "My business is exactly the type that would attract that type of people."



Cities Find New Uses for Abandoned Commercial Property

by Caitlin Geary

Despite upticks in some national economic measures, recent struggles in the commercial property market will continue to dampen local recovery.

The National Association of Realtors (NAR) reports that in the fourth quarter of 2009, vacancy rates for office, retail and industrial properties are at or above 12 percent. Like declines in the residential property market, commercial vacancies are harmful to city fiscal conditions, as commercial property is a significant generator of local property tax revenues. The decline in the commercial property market by and large has lagged the national economic recession and will only contribute to an even slower economic and fiscal recovery for cities.

Commercial property includes any building or piece of land intended to generate a profit either through capital gain or rental income. This includes office buildings, medical facilities, shopping malls,

farm land, warehouses, hotels, etc. When commercial property is abandoned or vacant, there are considerable negative consequences posed to the surrounding community, including loss of tax revenue, blight and public safety concerns.

Because of the worsened economy, cities have recently begun to explore creative ways to continue to use vacant and abandoned commercial property. Many of these new ideas are city-specific and may not work in every community. However, what is common among the examples is that each city understands what its assets are and knows what areas need improvement in order to accomplish city economic goals.

The following are a few examples of some creative approaches.

Wilkes-Barre, Pa.

In 2004, the City of Wilkes-Barre Chamber of Commerce redeveloped an old Woolworth's building and

turned it into an Innovation Center designed to be an incubator for business growth in the community.

More recently, the city is developing a second incubator in another abandoned department store and will turn the original into an "accelerator" to assist businesses that are past the initial growth stage. In redeveloping vacant commercial property, the city is strategically moving away from "big box" development to a strategy where businesses are nurtured and grown from within their community.

Whittier, Calif.

Due to the recent economic downturn and subsequent retrenchment of many major U.S. auto firms, dealerships in California have been closing at an alarming rate. This has resulted in roughly 9.1 million square feet, or over 1,000 acres, of vacant commercial property left scattered throughout the state. Many cities are reorienting their economic develop-

ment strategies to create more economically diverse uses of vacant and abandoned properties.

In Whittier, a changing auto industry has prompted policymakers to shift away from auto-specific zoning to a more diverse mix of business and retail. The city hopes this strategy will help its budget and economic well-being be less susceptible to industry fluctuations in the future. This move will allow the city to maintain steady sales tax revenues and will likely shore up some of the city's lost revenue.

Gresham, Ore.

Recently the historic downtown of this small Oregon town went through a major revitalization, which included the addition of 5,436 square feet of premium retail space. However, since the recession hit Gresham, the downtown area has not seen any additional business growth and much of the spaces intended for occupation have remained vacant.

The City of Gresham wanted to jump-start business growth by becoming a friendlier, less complicated place to conduct business. The Vibrant Storefront Initiative is the city's new program that entices businesses to Gresham's key commercial districts.

For one year, the city will waive all business start-up fees, development-related fees, and system development charges in order to attract new businesses. City officials say that in the past, businesses were interested in moving to Gresham but were uncertain of the risk that was associated with growth in a down economy. By easing the initial barriers to entry, companies are more likely to invest and expand in the downtown.

Details: To learn more about NLC's Center for Research and Innovation's work on economic development issues, contact Caitlin Geary at Policy1@nlc.org or Christiana McFarland at McFarland@nlc.org.

Cities Dump Fees To Bolster Building In Recession

By John Miller

MERIDIAN, Idaho — Developer Frank Varriale hoped his plans to build shops, apartments and a hotel in this sprawling Boise suburb would have become reality by now. Instead, about the only things standing on his land are knee-high wheat and corn.

But the city has taken steps to help revitalize those projects by eliminating what are commonly known as “impact fees” — charged by municipalities nationwide to pay for the additional services that come with increased development, such as schools, sewer lines and roads.

Meridian is among a growing list of hard-hit communities across the country that are lowering or suspending impact fees. Measures have been debated in Washington state, Texas, New Mexico, New Hampshire, California and elsewhere. Florida made it easier for residential developers to challenge fees; Arizona lawmakers are considering freezing them.

Cities are increasingly realizing that they need to eliminate as many deterrants to development as possible during the economic slump, and the impact fee are among them.

“They want business to come here,” Varriale said.

Average 2008 fees were \$1,520 in Texas; California’s average was \$19,536, up 38 percent from 2004 excluding sewer and water fees, according to a 185-city survey by Duncan Associates, an Austin, Texas-based planning consultancy.

The trend to suspend or lower fees has prompted debate over whether spurring a construction resurgence is more important than forcing new businesses or residents to pay upfront for services, or if these communities are laying the groundwork for haphazard development and higher taxes for current residents.

In Arizona, the Home Builders Association of Central Arizona argued for a three-year moratorium on impact fees after the state’s construction industry shed 100,000 jobs. The League of Arizona Cities and Towns argued that the proposal would leave towns unable to cover road, sewer and water systems bonds.

State lawmakers are considering a compromise two-year freeze, though the issue is still undecided.

Cities such as Queen Creek, a Phoenix suburb whose population has risen from 4,000 to 24,000 since 2000, could have been forced to tap deeper into its \$19 million budget to make \$4.7 million in annual bond payments had the measure passed, said Marnie Schubert, a city spokeswoman.

Though growth has slowed, there are still 176 new homes or commercial buildings going in this year; each one pays about \$16,000 in impact fees.

“We basically had to build a community from scratch,” Schubert said. “Impact fees have been essential.”

More Cities Offer Incentives to Spur Development

By: Rachel Z. Azoff

An increasing number of cities are reducing or suspending impact fees; implementing tax rollbacks; and offering additional incentives in a desperate attempt to stimulate development activity.

The rollback of impact fees—which municipalities often require developers to pay in order to cover the costs of expanded infrastructure and public services—is the most common tool used by cities to spur development. Cities are open to the idea because they have little to lose: Few new building permits means they aren't receiving much money from developers in the first place. "This summer, there has been a lot of activity, notably in Georgia, Florida, and California," says Thais Austin, infrastructure and public finance specialist for the Washington, D.C.-based National Association of Home Builders. "Once one community starts cutting impact fees, it's easier to make the case. After one city has done it and the world hasn't fallen apart, the level of comfort increases."

Most recently, at the end of July, Loveland, Colo.'s city council voted to roll back the city's capital expansion fees for developers of multifamily housing and duplexes by about 25 percent. Certain expansion fees were not reduced, while nine others were lowered by 61 percent. The net effect is to reduce the fees on a multifamily unit from about \$23,000 to about \$17,000, according to the city council.

But Ed McMahon, a senior resident fellow at the Washington, D.C.-based Urban Land Institute, doesn't think reduced impact fees will translate into increased development activity. "I don't think these rollbacks will produce much new development. The reason development is not taking place has little, if anything, to do with development impact fees," McMahon says. "It has to do with the marketplace; it has to do with the lack of financing."

El Paso Gets Creative

The city of El Paso, Texas, recently announced its latest in a string of incentives to encourage development and accommodate the estimated 67,000 new troops and dependents heading to Fort Bliss over the next two years. In late July, the El Paso City Council approved a program that will offer developers a five-year break on city property taxes if they build complexes with more than 150 units. (*Multifamily Executive* reported on other incentive programs in El Paso earlier this year.)

Atlanta-based developer Place Properties, for one, plans to take advantage of these new tax incentives. "I think the underlying significance of these new incentives is the message it sends not just to developers but to capital providers that there is money to be made in new construction in El Paso," says Trevor Tollett, the firm's development manager for the El Paso market. "This is important in today's environment where a lot of the capital is either sitting on the sidelines trying to make sense of the market or hunting for distressed assets."

Impact fees: A vote of confidence for economic growth? 2003

by Joel R. Theis and Richard D. Giardina

An unpopular reaction is often the result any time a local government attempts to increase its funding of infrastructure by raising fees, taxes, etc. The implementation or increasing of impact fees is no different. However, while generally opposed by developers and home-builders, impact fees are typically supported by current citizens. That is because impact fees shift the cost burden associated with new facilities to new residents. For this and other reasons, impact fees are a widely used infrastructure-funding source that has been opposed by developers as a deterrent to economic growth.

Growth brings to the community increased property and sales tax revenues, and jobs that further contribute to the demand for government-provided services. Although there are many who oppose impact fees under the premise that they limit or restrict growth and economic development, there is little empirical or quantitative evidence to support this conclusion. In fact, there is some evidence that impact fees can act as a precursor or impetus to growth, especially if implemented appropriately and with careful consideration of their application.

This article provides a summary of two relatively current research documents on the question of whether impact fees deter growth.

Impact fees and economic growth

A report by The Milken Institute¹ ranked the largest 200 cities and metropolitan areas based on economic growth. The report does not measure specific business costs or cost-of-living components. Instead, it focuses on outcomes such as job creation, wage and salary levels, and technology growth.

Each year, Milken's report lists factors that were associated with cities that had strong growth. These factors include: government employment, service-based industries, healthcare

related services, and population-driven growth. One can deduce from this report the following: if an area has the resources and cultural amenities to meet the demands of new citizens, then businesses will locate in such areas provided their employment needs are met and key resources are available at a reasonable price.

One of the requisites for growth, therefore, is to understand what types of entities can best be supported by a location, and making the location attractive by providing the appropriate services.

In order to assess whether there may be a correlation between impact fees and growth, a comparison was made of impact fees in the top three highest and lowest ranked cities. The results of these comparisons are summarized in TABLE 1. Comparisons shown in TABLE 1 include fees for parks and recreation, water, sewer, roads, and schools.

In addition, a comparison was made of impact fees for the three cities that moved up in ranking the most, to the cities that moved down in ranking the most. Based on these results, there appears to be no clear correlation between high impact fees and low growth, or low impact fees and high growth. Furthermore, discerning which characteristics led to growth is not simple, as one might expect. The reader is referred to the Milken report for the detailed explanations that contribute to a community's growth.

The topic of whether impact fees impede growth has also recently been researched by the Brookings Institute² which found that rather than impede growth, impact fees may serve as a

catalyst for growth, or at least do not deter growth. In their study, 67 counties in Florida were analyzed using a quantitative approach designed to assess the association of impact fees with job growth. The results indicate that there was no direct correlation there or implied cause-and-effect relationship.

Thus, there is little evidence that impact fees significantly influence an entity deciding on where to locate. The recent evidence uncovered for this article seems to support this conclusion, and is consistent with the Brookings Institute findings. Specifically, impact fees can send a message that a community is planning for and securing the financing of infrastructure to meet the demands of new development.

continued next page

Table 1: Residential Impact Fees

Category of Growth (1)	Fees (2)
Top Three in Growth	
Fayetteville, AK	\$0
Las Vegas, NV	\$9,043
Fort Meyers-Cape Coral, FL	\$6,805-\$10,523
Bottom Three in Growth	
Flint, MI	\$0
Youngstown-Warren, OH	\$0-\$2,496
Gary, IN	\$0
Three Most Improved	
Savannah, GA	\$1,000
Des Moines, IA	\$1,668
Newburgh, PA-NY	\$0
Three Greatest Decline	
Santa Cruz-Watsonville, CA	\$4,556-\$31,099
Boston, MA	0
Portland-Vancouver, OR-WA	\$5,748-\$8,888

(1) As ranked in "Best Performing Cities: Where America's Jobs Are Created," The Milken Institute, July 2003.

(2) Fees for parks and recreation, water, sewer, roads, and schools as tabulated by RGA.

Table 2: Influential factors for choosing a locality

<i>Business Environment</i>	<i>Resources</i>	<i>Public Services</i>	<i>Governmental Policies and Regulation</i>
State and local taxes	Educational institutions	Parks and recreation	Business activity related regulations
Cost-of-living	Natural resources	Water and wastewater services	Growth and development policies
Competition/business Location	Financial resources	Public transportation	Environmental regulations
Geographic location	Police and fire protection	Zoning restrictions	
Workforce characteristics	Information technology services	Air, water, and land transportation access	Health services
Social, recreational, and cultural amenities		Electric power	

Where to locate

What factors do businesses consider when deciding where to locate? A review of the literature and various news media suggests that any number of factors could influence an entity's decision to choose a given area or city. Yet, no definitive surveys have been uncovered.

High priority characteristics of a relocation or expansion decision might focus on proximity to competitors and transportation, both of which may be a higher priority than the cost-of-living or one-time relocation costs. Some of the factors entities consider in choosing a location involve infrastructure and associated services such as those listed in TABLE 2. The factors influencing a relocation or expansion decision are often business specific. However, it is likely that any number of the factors listing in TABLE 2 would take higher priority than the impact fees that might be paid, but it is difficult to determine which ones, if any, consistently rank higher than the others.

In short, financial timing considerations and how businesses balance many objectives influence their decisions on where to locate. These considerations include the current economic environment and business activity.

Advantages of impact fees

One of the advantages of impact fees is the credibility and fairness aspect that can coincide with the process associated with developing impact fees. Fairness can be ascribed to impact fees by carefully identifying the

facilities that growth will require, and calculating the fees from reasonable cost estimates so that those paying the fee receive "value" for the promised service (e.g., parks, roadways and utilities). In contrast, implementing sales taxes or property taxes to finance "growth-related" facilities, often shifts cost responsibility based on factors other than who the facilities were constructed for (i.e., property value or sale volume).

Credibility is gained with impact fees through a public approval process that relies on demonstrating how the costs of growth are determined. City councils and county boards can be shown through a properly conducted impact fee calculation who pays how much and why. Whereas, in the case of implementing a sales tax to pay for new facilities needed to meet growth, only general correlations can be made between who pays and who benefits from the facilities. As such, with impact fees there is a link between cost causation and revenue; links typically not found in sales and property taxes.

While it can be difficult as a public finance director to win favorability by marshaling an effort to obtain more revenue from those viewed as bringing "growth and prosperity" to the community (i.e., developers and homebuilders), there are clear advantages associated with impact fees. These include:

- ◆ Impact fees are a one-time payment, not a recurring payment like most taxes.

- ◆ Impact fees are often not noticeable to the end-user (in many instances the fee, in part or in whole, is paid by the land owner, developer or home builder), but when they are, they can have clear purposes and can be supported by a comprehensive impact fee study.
- ◆ Impact fees are targeted for specific projects, and are restricted to funding those projects from a separately managed fund.
- ◆ Considering the alternative sources of funding, there is less chance of biases and inequities if impact fees are used.

Conclusion

In summary, with careful planning, impact fees can provide the funding source to maintain service levels in a growing community. They represent an affordable one-time entrance fee into a highly desirable place in which to live and conduct business.

They can also be encouraging for certain types of entities in terms of providing a funding source for infrastructure. In this way, instead of being viewed as a deterrent to growth, impact fees may actually support growth.

Notes

- 1 "Best Performing Cities: Where America's Jobs Are Created," The Milken Institute, July 2003.
- 2 "Paying for Prosperity: Impact Fees and Job Growth," The Brookings Institute, Center On Urban and Metropolitan Policy, June 2003.

Joel R. Theis and Richard D. Giardina are with Rick Giardina & Associates, Inc.
Reprinted from Colorado GFOA Footnotes, December 2003

EXAMPLES OF IMPACT FEE RELIEF

Communities nationally are considering impact fee moratoria, reductions and rollbacks as a strategy for stimulating the local economy during the current downturn as well as a way to encourage the production of more affordable housing. Local jurisdictions are seeing a significant decline in their impact fee revenues in 2008 and 2009. Rather than collecting fees and risking a future refund, many communities are choosing to suspend this economically sensitive infrastructure financing tool.

Below is a listing of cities and counties that are considering such measures. Communities listed in red have completed their political process and passed their changes to their impact fees.

IMPACT FEE INITIATIVE PASSED

Fremont, California – reduction approved
Status as of April 10, 2009

The Fremont City Council lowered impact fees by 75 percent in an effort to attract more residential construction and business to the area.

Eagle Lake, Florida – waiver approved
Status as of March 17, 2009

The Eagle Lake City Commission voted unanimously to waive impact fees for construction and redevelopment within the city's Community Redevelopment Area. This change was approved as a stimulus for business development.

Bradenton, Florida – suspension approved
Status as of March 12, 2009

Bradenton City Council approved the suspension of impact fees for one year with the final vote scheduled for March 25, 2009. Impact fee collections for parks have declined by 75 percent since the housing downturn began in 2007.

North Port, Florida – reduction approved
Status as of March 10, 2009; updated April 8, 2009

City Commissioners voted to reduce most impact fees (excluding utilities capacity fee and parks and recreation fee) by 50 percent. This reduction does not include impact fees charged by Sarasota County and the Sarasota County School District. This reduction will be in effect for a year and a half. This reduction was in response to the drastic slowing of building permit activity. Only seven new building permits were issued in March, 2009. North Port's budget was based on an estimate of \$6 million in impact fee revenues in 2008-09 but has only collected \$622,000 in the first six months.

Brevard County, Florida – moratorium approved

Status as of March 5, 2009

Brevard County Commission unanimously passed a two-year moratorium on fees for commercial and residential construction projects. Details of the moratorium include requirements for builders to obtain permits within the next year and certificates of occupancy within two years.

Collier County, Florida – suspension approved

Status as of February 24, 2009

The Collier County Commission approved a two-year suspension of change-of-use impact fees as a strategy for stimulating the local economy if the building has had a certificate of occupancy for five years.

Santa Rosa County, Florida – suspension approved

Status as of February 19, 2009

All transportation impact fees in Santa Rosa County will be subject to a moratorium for the 2009 fiscal year. In addition, businesses or industries that purchase building permits during 2009 will also not have to pay county impact fees including those in the process of paying their fees in installments. These measures were passed as way to encourage commercial and residential construction and local economic stimulus.

Gallatin County, Montana – defeated proposed fee

Status as of February 18, 2009

Gallatin County Commissioners voted against the establishment of a school impact fee for the Monforton School District. Improvements and expansions of local schools will continue to be funded through voter-approved bond measures.

Issaquah, Washington – reduction passed

Status as of January 27, 2009

Issaquah City Council passed an amendment to the city's traffic impact fees which exempts up to 10,000 square feet of commercial development from those fees with the intention of filling empty storefronts. This exemption will be reviewed for effectiveness in March, 2010.

Naperville, Illinois – moratorium passed

Status as of January 26, 2009

The Naperville City Council approved a one-year moratorium on road impact fees in response to an initiative by the Naperville Development Partnership which is working to recruit commercial businesses in the city.

Bonita Springs, Florida – rollback approved
Status as of January, 23, 2009

The Bonita Springs City Council approved a rollback for road impact fees along the main commercial area of the city. Businesses that can access the rollback must occupy at least 1,000 square feet of space.

Citrus County, Florida – reduction approved
Status as of January 16, 2009

Citrus County Commissioners lowered impact fees by fifty percent and are examining an even larger reduction. The fee reduction saves around \$3000 for a single-family home.

Charlotte County, Florida – rollback extension
Status as of January 16, 2009

Charlotte County Commissioners initially rolled back impact fees on residential development in 2006 followed by a rollback on commercial. The county is applying for state affordable housing money that is available to communities that rollback their fees by 25 percent for at least 18 months.

Kaufman, Texas – reduction approved
Status as of January 14, 2009

The Kaufman City Council approved a significant reduction in its water and street impact fees. Rather than collecting fees that are calculated on 50 percent of the projected impact costs, the fees will be calculated on 5 percent of the impact cost for the next two years. After two years, the fees will increase to 10 percent in the third year, 25 percent in the fourth year and return to 50 percent in the fifth year. The reduction was intended as a stimulus for the local economy.

Emmitsburg, Pennsylvania – reduction passed
Status as of December 2, 2008

The Emmitsburg Town Council reduced the municipality's water and sewer surcharges as well as the impact fee. This reduction was passed as a method to cut new home construction costs.

Redding, California – suspension and reduction passed
Status as of May 9, 2008

Redding City Council approved an incentive plan aimed at boosting home building that includes a four month period where building fees are cut in half and the annual impact fee increase is postponed.

University Place, Washington – reduction passed
Status as of April 10, 2008

University Place City Council reduced its traffic impact fees by 22 percent from \$4,825 to \$3,894 for every vehicle trip created during rush hour.

Bay County, Florida – reduction approved
Status as of April 1, 2008

The Bay County Commission reduced some impact fees by 50 percent and suspended the transportation impact fee for 18 months. This action was taken to stimulate the construction industry.

Cabot, Arkansas – rollback approved
Status as of April, 2008

The Cabot, Arkansas City Council unanimously approved the elimination of impact fees in that community as a method to stimulate the home building industry. Alternative financing mechanisms are being considered for the construction of the new fire station.

IMPACT FEE REDUCTIONS IN PROCESS

Manatee County, Florida – reduction proposed
Status as of April 8, 2009

The Manatee County Commission has followed the lead of the Bradenton City Council and Manatee County School Board by directing their county attorney's office to prepare a resolution for consideration that would reduce road impact fees by 50 percent for two years.

Albuquerque, New Mexico – reduction proposed
Status as of March 18, 2009

The Mayor of the City of Albuquerque has proposed a reduction in impact fees as a strategy to encourage new construction activity and create jobs. Residential building permit activity has declined from 300 to 400 permits per month to only around two dozen.

Clarkdale, Arizona – suspension proposed
Status as of March 16, 2009

The Clarkdale impact fee was established in November, 2007 with an estimated revenue stream of \$243,000 for the first year and \$3.8 million in the first five years. After two years, the Town of Clarkdale has only received less than \$170,000. Due to the lack of fee revenue, the Home Builders Association of Central Arizona is requesting a suspension of the fees. The cities of Yuma and Tuscon are also discussing fee suspension.

Hernando County, Florida – moratorium proposed
Status as of March 15, 2009

County Commission is proposing a short term moratorium on impact fees to stimulate the home

building market in Hernando County. The proposal would suspend the impact fees for six months to a year.

Clay County, Florida – moratorium scheduled for vote

Status as of March 15, 2009

The Clay County Commission has taken the first steps to pass a two year moratorium on their transportation impact fee. The final approval is scheduled for May after Planning Commission review and public hearings.

Yavapai County, Arizona – suspension proposed

Status as of March 14, 2009

Yavapai County is considering the suspension of its road impact fees as a stimulus for promoting growth during the current recession.

Bartow County, Florida – reduction scheduled for vote

Status as of March 14, 2009

County Commissioners are considering a reduction in transportation impact fees based on a study by Tindale-Oliver and Associates Inc. Commissioners are debating whether to reduce fees, by what percentage and for what period of time.

Tuscon, Arizona – waiver recommended

Status as of March 10, 2009

City Council appointed a committee to study ways to stimulate the local economy. The committee has recommended waiving impact fees for affordable-housing development. Some city council members have also recommended a one year waiver of impact fees to stimulate home building.

Mesquite, Utah – reduction proposed

Status as of March 6, 2009

Developers requesting water district to reconsider fees for new projects. The Virgin Valley Water District Board increased fees by \$5,400 to \$11,170 on January 20, 2009 which more than doubled the previous charges for new development.

Mount Pleasant, South Carolina – reduction proposed

Status as of March 2, 2009

Town administrator is recommending an impact fee reduction for a year of fifty percent. The Town's Economic Development Committee is considering his suggestion and will make it recommendation after receiving additional information.

Belleview, Florida – waiver hearings

Status as of February 19, 2009

A second reading and public hearing on an impact fee moratorium has been scheduled for March by the Belleview City Commission. The proposed waiver will only be applied to for-profit businesses that produce enough jobs and revenue for the city to offset the loss of fees.

State of Florida – moratorium bill filed

Status as of February 18, 2009

State Senator Mike Bennett filed a bill in the Florida Legislature that would create a moratorium on the collection of developer impact fees for three years as a way to stimulate economic growth in the state.

Kalispell, Montana – discount proposed

Status as of February 12, 2009

The City of Kalispell is considering the inclusion of a 25 percent discount on the traffic impact fee upon the pulling of a building permit as an incentive for developers to break ground on a project. Developers will have two years to begin construction after pulling the permit. The vote on this item is scheduled for March.

Kane County, Illinois – freeze proposed

Status as of February 9, 2009

Kane County Board members are considering a one-year freeze on impact fees as a local economic stimulus. The fees are scheduled to increase by 8 percent but the Board is now considering holding the fees at their current level for one year.

Yuma, Arizona – moratorium proposed

Status as of February 2, 2009

The Yuma County Chamber of Commerce has proposed a suspension of impact fees for one year as part of an economic recovery strategy called "Project Jumpstart."

Jefferson County, Florida – reductions considered

Status as of January 29, 2009

Jefferson County is considering eliminating fees from law enforcement and transportation while keeping the fees the same for Fire and EMS. As an alternative, they are also considering the option to reduce the fees by 50% for Fire and EMS. A hearing is scheduled.

Putnam County, Florida – suspension scheduled for vote

Status as of January 27, 2009

Putnam County Commissioners are considering a six month suspension on impact fees for new construction as an incentive to spur new growth. Impact fees have been in place since March, 2007.

Volusia, Florida – reduction proposed

Status as of January 28, 2009

Volusia County Council is investigating the lowering of impact fees as an incentive to build affordable housing and participate in the State of Florida's affordable housing programs.

Largo, Florida – reduction proposed

Status as of January 23, 2009

City commissioners are considering the reduction of park impact fees by as much as 33 percent. This change does not include a change in the level of service to the community.

Bradford County, Florida – moratorium proposed

Status as of January 12, 2009

The Bradford County Commission is considering a moratorium on the collection of impact fees which include a time limit for beginning construction after a permit is pulled.

Transportation Impact Fee Rates for Cities and Unincorporated Counties in Washington State

By: City of Lynnwood, DM, 7/13/2009

County	City	Population	Cost per peak hour trip	Cost per Single Family Unit	Source of Rates
King	Sammamish	40,550	\$14,707	\$14,854	Perteet survey May 2009
King	Redmond	51,320	\$8,462	\$6,901	Perteet survey May 2009
King	Kenmore	20,220	\$7,287		Federal Way Study 2009
King	Maple Valley	20,480	\$6,272		Federal Way Study 2009
Snohomish	Marysville	37,060	\$6,238	\$6,300	Perteet survey May 2009
Pierce	Fife	7,525	\$5,830		Federal Way Study 2009
Snohomish	Sultan	4,550	\$5,272		Federal Way Study 2009
Pierce	Edgewood	9,595	\$4,615		Federal Way Study 2009
Pierce	Puyallup	36,930	\$4,502		Federal Way Study 2009
Pierce	Buckley	4,560	\$4,340		Federal Way Study 2009
Pierce	Bonney Lake	16,220	\$4,003		Federal Way Study 2009
Pierce	University Pl	31,440	\$3,989		Federal Way Study 2009
Pierce	Auburn	6,605	\$3,884	\$3,883	Perteet survey May 2009
King	Newcastle	9,720	\$3,376		Federal Way Study 2009
Snohomish	Arlington	17,050	\$3,355		Federal Way Study 2009
King	Covington (Average)	17,360	\$3,053		Federal Way Study 2009
Snohomish	Mill Creek	17,770	\$2,939	\$2,968	Per web site
King	Federal Way	88,040	\$2,729	\$3,112	Per web site
King	Auburn	60,400	\$2,663		Federal Way Study 2009
King	Enumclaw	11,470	\$2,643		Federal Way Study 2009
King	Des Moines	29,180	\$2,615		Federal Way Study 2009
Snohomish	Snohomish Co.	325,000	\$2,453	\$2,478	Perteet survey May 2009
Snohomish	Stanwood	5,445	\$2,316		Federal Way Study 2009
Snohomish	Granite Falls	3,290	\$2,250		Federal Way Study 2009
King	Bothell	17,130	\$2,191	\$2,093	Per web site
Pierce	Gig Harbor	6,910	\$2,124		Federal Way Study 2009
King	Milton	825	\$2,026		Federal Way Study 2009
Pierce	Milton	5,710	\$2,026		Federal Way Study 2009
Snohomish	Woodinville	9,200	\$1,966	\$1,986	Perteet survey May 2009
Snohomish	Mukilteo	20,050	\$1,875		Per web site
King	Woodinville	10,560	\$1,792		Federal Way Study 2009
Snohomish	Monroe	16,550	\$1,759		Federal Way Study 2009
Snohomish	Snohomish	9,020	\$1,436		Federal Way Study 2009
Pierce	Sumner	9,060	\$1,415		Federal Way Study 2009
Snohomish	Mountlake Terr	20,930	\$1,280		Per web site (see note 4)
King	Tukwila	18,080	\$1,244	\$783-\$1,659	Perteet survey May 2009
King	Sea Tac	25,720	\$1,020		Federal Way Study 2009
King	Burien	31,540	\$948		Federal Way Study 2009
Snohomish	Everett	102,300	\$900	\$909	Per web site (see note 3)
Snohomish	Edmonds	40,760	\$764	\$841	Per web site
King	Renton	78,780	\$711	\$718	Perteet survey May 2009
King	Bellevue	119,200	\$411	\$332-\$512	Per web site (see note 2)
King	Seattle	602,000	\$0	\$0	No traffic impact fee
Clark	Vancouver	162,400		\$1,883	2008 Duncan Assoc. Survey
King	Issaquah	26,320		\$2,444	Per web site
King	King Co.			\$1,715	2008 Duncan Assoc. Survey
King	Kirkland	48,410		\$3,432	Per web site
Pierce	Pierce Co.			\$1,759	2008 Duncan Assoc. Survey
Skagit	Anacortes	14,600		\$900	2008 Duncan Assoc. Survey
Skagit	Burlington	6,800		\$3,834	2008 Duncan Assoc. Survey
	Average	47,388	\$3,200	\$3,151	

NOTE 1: Values are may not be 100% accurate

NOTE 2: Bellevue will increase rates to \$2000 in 2010, \$3500 in 2012, and \$5000 in 2014. They can justify \$8000

NOTE 3: Everett is currently revisiting their rates and will likely increase in early 2010.

NOTE 4: Mountlake Terrace began charging traffic impact fees two years ago.

Impact Fees by Type/Unit (2008 AWC Tax and User Fee Survey)

City	2008 Population	Transportation Single family	Per unit	Multi-Family	Per unit	Non-residential	Per unit
Redmond	51,320	\$6,900.00	Dwelling	\$4,236.00	Dwelling	\$20.59 (avg)	Sq. ft. gross floor area
Fife	7,525	\$6,478.00					
Maple Valley	37,060	\$6,300.00	1	\$3,906.50	1	\$2,000.00	P.M.PHT
Duvall	20,480	\$6,272.00	1.01	Various		\$6,272.00	P.M. peak hour trip
	5,925	\$4,820.73	P.M. peak trip	Multi-family multiplier varies		\$4,773.00	Per peak p.m. trip
Edgewood	9,595	\$4,661.00					
Puyallup	36,930	\$4,545.00					
Buckley	4,560	\$4,153.00					
University Place	31,440	\$4,029.00					
Bonney Lake	16,220	\$4,035.00	Per new home	\$2,477.00	Unit	Depends on type of use	Per p.m. peak hour trip
Auburn	67,485	\$3,883.00					
Burlington	8,460	\$3,834.00	P.M. peak hour trip & ITE factor	\$3,834.00	P.M. peak hour trip & ITE factor	\$3,834.00	P.M. peak hour trip & ITE factor
Kirkland	48,410	\$3,432.00	Unit	\$2,012.00	Unit	\$3,398.00	Trip end
Arlington	17,050	\$3,355.00	P.M. peak trip	Same	Unit	Same	
Auburn	67,005	\$3,137.90	Unit	\$455.02	Unit	Varies by type	
Enumclaw	11,470	\$2,973.00	Unit	\$1,685.48	Unit	Per peak hour trip per use	
Kenmore	20,220	\$2,602.42	Unit	\$1,542.00	Dwelling unit	\$257.00	ADT
Camation	1,905	\$2,570.00	Dwelling unit	\$1,500.18	Unit	\$0.52-\$51.99	Sq.ft.
Issaquah	26,320	\$2,443.83	Unit	\$2,389.00	Unit		Per peak p.m. hour trip charge
Milton	6,335	\$2,389.00					
Olympia	44,800	\$2,228.00	Unit	\$183.00	Unit	Varies by use	Varies by use
Stanwood	5,445	\$2,216.12	Unit	\$1,556.15	Unit	\$208.41	Per A.D.T.
Yacolt	1,470	\$2,050.00					
Montrose	16,550	\$2,043.00	Dwelling unit	\$1,161.00	Unit		
Lynden	11,350	\$1,986.00	SFU	\$1,219.00	MFU	\$1,967.00	Peak hour trip
Ridgefield	4,015	\$1,943.00	Dwelling	\$203.00	Per A.D.T.	\$203.00	Per A.D.T.
Bellingham	75,750	\$1,894.00				\$1,875.00	
Sumner	8,504	\$1,177.00					
Vancouver	162,400	\$1,506.00	Trip	\$1506.69 avg.	Trip	\$1506.69 avg.	Trip
Yelm	5,150	\$1,288.76	Unit	\$765.60	Unit	\$1,276.00	P.M. peak trip
Enumclaw	11,470	\$1,200.00					
Turnwater	13,780	\$1,083.00	Unit	\$703.00	Unit	Varies by type	Varies by type
Mountlake Terrace	20,930	\$1,071.00	Per new peak hour trip plus adm. fee \$344.00/project	\$1,071.00	Per new peak hour trip plus adm fee \$344.00/project	\$1,071.00 plus \$210.00 additional per new peak hour trip plus adm. fee \$344.00/project	New peak hour trip
Richland	46,080	\$915.00	Dwelling unit	\$614.00	Dwelling unit	\$916.00	P.M. peak hr trip
Oak Harbor	22,980	\$907.00	Unit	\$907.00	Unit	\$589.00	Per peak hour trip
Anacortes	16,640	\$900.00	Single family	\$900.00	Unit	Fees based on use of building per Appendix C of the transportation ordinance	
Blaine	4,665	\$770.10	Per peak trip \$755.00		Percentage/unit x trip	\$755.00	Per peak trip
Gold Bar	2,710	\$624.70	\$65.08/trip	\$423.02	\$65.08/trip		
Poulsbo	7,840	\$400.00	Trip	\$400.00	Trip	\$400.00	Trip
Deer Park	3,345	\$350.00	Parking space	\$350.00	Parking space	\$250.00	Parking space
Renton	78,780	\$75.00	Per each new average daily trip	\$75.00	Per each new average daily trip	\$75.00	Per each new average daily trip

2009 Traffic Impact Fee Comparison

City	Residential Single Family	Restaurant Quality 1-Hr + for Dining	Restaurant High Turnover Applebee's/Mazatlan	Fast Food w/ drive thru KFC/McDonalds	Fast Food w/ no drive thru Quiznos/Jersey Mike	Notes 3 March 2009
Fife	\$6,478	\$15,521	\$13,712	\$7,132	*****	1
Bonney Lake '09	\$4,913	\$20,401	\$30,275	\$84,244	\$63,596	2
Puyallup	\$4,545	\$18,855	\$27,990	\$77,940	\$58,860	
Buckley	\$4,153	\$39,038	\$56,568	\$215,316	*****	
Bonney Lake '08	\$4,035	\$16,757	\$24,866	\$69,193	\$52,235	3
University Place	\$4,029	\$16,710	\$25,370	\$67,490	\$52,180	
Auburn	\$3,883	\$22,380	\$22,007	\$3,827	*****	
Enumclaw	\$2,973	\$20,180	*****	\$38,400	\$43,110	
Pierce County	\$1,602	\$4,890	\$6,100	\$11,660	*****	
Sumner	\$1,177	\$4,829	\$7,391	\$19,988	\$15,612	
Renton '09	\$718	\$6,748	\$9,538	\$53,700	\$37,204	4
Renton '08	\$76	\$314	\$467	\$1,299	\$981	
Shoreline						
Sammamish						
Edgewood						
			Highest			
			2nd Highest			
			3rd Highest			

NOTES:

1. The cost estimate for restaurants and fast food businesses were based on 1,000 s.f. of GFA. The total cost is determined by multiplying this unit cost against the actual size of the business.
2. Bonney Lake 2009 TIF with WSDOT CPI Adjustment of 21.74% = \$4,864 per PM Trip.
3. Bonney Lake 2008 TIF = \$3,995
4. Renton ADT = \$75; Average Daily Trip