

**Planning Commission**  
**July 18, 2005**

Chairperson Schneider called the regularly scheduled meeting to order at 7:02 PM.

The following members were present: Cristi Boyle-Barrett, Ken Smith, Sandy Ramsey and Lisa Cramer. Cindy Maas was absent. Also in attendance was Planning Director Dan Staley.

**Transportation Element:**

Staley stated what his intent is on having the fees is we can't say the impact fees should be X, Y or Z because you have to have facts and figures on it. Gray and Osborne have done a study and these are the figures that they came up with from the study. What he would like to do is say the Planning Commission has reviewed this data saying Bonney Lake and other communities with higher population have less transportation fees and they would like to see the fees stay at the lower rate. Boyle-Barrett asked isn't the fee per trip set at what improvements need to be done within the six year transportation plan. Staley stated in the fall Gray & Osborne did the draft transportation element and then he and Gwen went through it to do some revisions. Some of the explanations and other things did not get done. Cristi stated she doesn't feel she has the complete transportation element. Staley stated he e-mailed that to everyone for the last meeting. None of the commissioners had a copy because they thought they would get a hard copy at the meeting. Staley stated if we are unhappy with the impact fees our job is to make a motion in that regards and ask the City Council to revisit these fees. Schneider stated does he understand correctly that there is no way at this time to differentiate between residential and commercial. Staley stated basically we are locked in right now. Schneider stated the issue before the planning commission then is not what this should be but what we should say to the Council. Staley stated the planning commission needs to let the Council know that these figures are too high. Boyle Barrett stated with fees this high, you are driving out independent businesses. There is no way a small husband and wife business can pay these high fees. Staley stated that is one thing to consider with the high impact fees, it will impact the independent stores so we won't even be following the strategies within the Comprehensive Plan. Boyle-Barrett stated she talked to Administrator Schmidt a little bit about this and one thing he said we could consider is a credit for the street frontage improvements, especially along Highway #410. Montgomery stated being the devil's advocate by lowering the impact fees we are not only making it easier for independent businesses, we are also making it easier for the larger chain stores so doesn't mean we will be able to keep chain stores out if that is what we are trying to do. Staley stated we are not necessarily trying to keep chain stores out, we just don't want the chain look and there actually aren't any large parcels of land along Highway #410 to do big chain stores. There was brief discussion regarding the list that Smith generated for trips per day on our local businesses. Boyle-Barrett stated when she talked to Administrator Schmidt he said there was no way to arbitrarily change the numbers. Cramer stated does that mean if we recommend having an engineer do a traffic study like Bonney Lake did is that realistic. Staley stated the first step is that the planning commission let the Council know that the impact fees in the transportation

element are too high. Then you recommend to City Council that they revisit the impact fees and give them some suggestions such as give credits, find some money to do a study, etc. Boyle-Barrett stated we are supposed to be done with this by August 1<sup>st</sup> so there is no time to do a study. Staley stated no there is not, we have to go with this which won't make a difference right now because we have no sewer and won't for a couple years so we can revisit this next year for a revision. Boyle-Barrett stated this is contrary to the entire Comprehensive Plan. Ramsey asked if we can't change the daily trips, can't we lower the fee per trip rate. Staley stated it was asked to be raised. Boyle-Barrett stated one of the things she thinks is Council has looked far enough to see what the bottom line figure would be for some of these businesses. **Cramer moved to send documentation to the Council stating the transportation impact fees are too high and not representative of the situation on the ground in Buckley and would like the Council to revisit the impact fee. Montgomery seconded the motion.** Smith asked when you are figuring out the trip per day for residences, does that take into consideration that some of these trips are going to the local businesses and also reflecting on the business trips. Boyle-Barrett would like the motion to address the credit for frontage improvements and also the negative impacts that will be put on commercial businesses. It was the commission's consensus to make sure this information is also included in the documentation. **The motion then carried.**

Boyle-Barrett stated she had questioned the Police and Fire impact fees at the last meeting. Since then she has done some research and found out that we cannot charge police impact fees but we can charge fire impact fees, however it appears they can only be used for capital improvements which means they need to be linked to the capital facilities element. Because we are looking into building a new fire station, this is something that needs to be looked into and not forgotten. Next year, we need to research this to somehow include fire impact fees. Schneider stated when we review these again; he would like to look at all the impact fees and what we are charging.

**Boyle-Barrett moved to recommend approval of the Transportation Element to City Council with the prior motion. Smith seconded the motion.** Boyle-Barrett stated when we look into amending this, it is very important to get the appropriate language in there as to what we are charging and why. Montgomery stated we have a six-year plan, did he hear somewhere about a 20 year plan. Staley stated the twenty-year plan is just a conceptual plan. **The motion then carried.**

Cramer thanked Boyle-Barrett and Smith for doing some extra legwork to get this information.

With nothing further the meeting was adjourned at 8:00 PM.

---

Wolfe Schneider, Chairperson