

Planning Commission
July 25, 2005

Chairperson Schneider called the regularly scheduled meeting to order at 7:01 PM.

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

Cramer moved to approve the minutes of the July 11, 2005 commission meeting. Boyle-Barrett seconded the motion and the motion carried.

Smith had a question on the July 18, 2005 minutes about the sentence where Boyle-Barrett asked if the fee per trip was set at what improvements need to be done within the six-year transportation plan. There is nothing in the minutes whether this was answered or not. Secretary Boyle stated it was a generic question with no definite answer given. Smith had a question about when he asked about figuring out the trip per day for residences and taking into consideration that some of these trips are going to local businesses which is being reflected on the business trips. Smith wanted to make sure everyone knew he was talking about is that there would be a double dip for the impact fees. **Montgomery moved to approve the minutes of the July 18, 2005 commission meeting. Cramer seconded the motion and the motion carried.**

Discussion about last week's motion and the possible move to amend:

Staley stated he forgot to include the funded study so we need to include that. Schneider stated he felt the consensus of the commission was to include that. Cramer stated especially if we can get a grant to do the study. Boyle-Barrett stated both fees will also go forward to the Council. She stated the only thing she has thought about over the last week and finding out we are going to submit both the lower and higher fees and us recommending the lower fees and allowing for the frontage improvement credits. She feels that the frontage improvement credits will allow us to get Highway #410 done because the State has no intentions of doing anything that far in the near future. She is concerned that if we take the lower fee and allow the frontage improvement credits and also do the study, we may find out in the study that these fees should be substantially lower and therefore possibly not allowing enough money coming in. Her recommendation would be to go with the lower fees and the frontage improvement credits but not do the study at this time. Cramer stated she is concerned with the businesses that are downtown; they won't be allowed the frontage improvement credits, so they will just get hit with whatever the impact fees are. Administrator Schmidt stated existing businesses will not be charged an impact fee. Montgomery asked what about a business that moves into an existing building on Main Street. Administrator Schmidt stated they would not; it is only for new development or re-development. There is a possibility fees could be charged depending on how extensive the re-development is. Administrator Schmidt stated he would caution the commission on doing any type of study. It can be very costly and would also be a constantly changing document. Planning Director Staley stated his argument is he thinks we can get a grant to fund a baseline

study for the trips per day. We wouldn't be taking money out of the general funds or park funds; we would have to get a grant to do this study.

Smith asked where the grant money would be coming from. Would it be dipping it into a can that can be used for something else? Administrator Schmidt stated usually when you apply for grants you have to specify what the monies would be used for and have a defined scope of work.

Boyle-Barrett stated so even if we find a grant to do the initial study, will it be the City's responsibility to have that updated every year. Planning Director Staley stated it would be up to us. We could do it after we get 1,000 new dwelling units in town. Schneider stated why would we be forced to update it if we were happy with the numbers? Boyle-Barrett stated even if you do the study regardless of what numbers come up, it will be up to the Council to take the low number or the high number and if they take the high number you still have a huge impact fee charge and isn't it written that they can do their own traffic study. Schneider stated since there would not be much of an interest to do the study with City funds, if we don't get a grant for it it's not going to happen so there won't be a great risk involved.

Boyle-Barrett moved to approve the Transportation Element for Public Hearing, with recommendation that after submission to City Council consider adopting the lower of the two fees, due to finding by the Planning Commission that the trips per day figure is not representative of Buckley traffic; in addition, Council should consider allowing an impact fee credit for the amount of frontage improvements to avoid the negative effect on new businesses – especially small, independent businesses, as excessively burdensome fees to business is against the intent of the Comprehensive Plan including that Council consider approving a traffic study if we can get a grant to fund this study. Maas seconded the motion and the motion carried.

Schedule Hearings for the Transportation Element and Critical Areas Ordinance: Schneider asked if we are planning on doing these hearings together. Planning Director Staley stated yes we are. After a lengthy discussion, the hearings were scheduled for August 15, 2005 at 6:30 PM.

The next meeting will be August 15, 2005.

With nothing further the meeting was adjourned at 7:50 PM.

Wolfe Schneider, Chairperson