



city of
covington
growing toward greatness

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The City of Covington is a destination community where citizens, businesses and civic leaders collaborate to preserve and foster a strong sense of unity.

PLANNING COMMISSION AGENDA

March 5, 2015

6:30 PM

CALL TO ORDER

ROLL CALL

Chair Bill Judd, Vice Chair Paul Max, Jennifer Gilbert-Smith, Ed Holmes, Alex White, Jim Langehough, & Krista Bates.

PLEDGE OF ALLEGIANCE

APPROVAL OF CONSENT AGENDA

1. Planning Commission Minutes for February 5, 2015 (Attachment A)

CITIZEN COMMENTS - *Note: The Citizen Comment period is to provide the opportunity for members of the audience to address the Commission on items either not on the agenda or not listed as a Public Hearing. The Chair will open this portion of the meeting and ask for a show of hands of those persons wishing to address the Commission. When recognized, please approach the podium, give your name and city of residence, and state the matter of your interest. If your interest is an Agenda Item, the Chair may suggest that your comments wait until that time. Citizen comments will be limited to four minutes for Citizen Comments and four minutes for Unfinished Business. If you require more than the allotted time, your item will be placed on the next agenda. If you anticipate, in advance, your comments taking longer than the allotted time, you are encouraged to contact the Planning Department ten days in advance of the meeting so that your item may be placed on the next available agenda.*

UNFINISHED BUSINESS – None

NEW BUSINESS – No Action Required

2. Presentation and Discussion on Park Impact Fees by Angie Feser, Parks & Recreation Department Parks Planner & Consultant Randy Young. (Attachment B)

ATTENDANCE VOTE

PUBLIC COMMENT: (Same rules apply as stated in the 1st CITIZEN COMMENTS)

COMMENTS AND COMMUNICATIONS OF COMMISSIONERS AND STAFF

ADJOURN

*Any person requiring a disability accommodation should contact the City at least 24 hours in advance.
For TDD relay service please use the state's toll-free relay service (800) 833-6384 and ask the operator to dial (253) 480-2400*

Web Page: www.covingtonwa.gov

**CITY OF COVINGTON
Planning Commission Minutes**

February 5, 2015

City Hall Council Chambers

CALL TO ORDER

Chair Judd called the regular meeting of the Planning Commission to order at 6:30 p.m.

MEMBERS PRESENT

Jennifer Gilbert-Smith, Ed Holmes, Bill Judd, Jim Langehough, Paul Max and Alex White

MEMBERS ABSENT - None

STAFF PRESENT

Richard Hart, Community Development Director
Salina Lyons, Principal Planner
Ann Mueller, Senior Planner
Kelly Thompson, Planning Commission Secretary
Don Vondran, Public Works Director

APPROVAL OF CONSENT AGENDA

- Ø **1. Commissioner White moved and Vice-Chair Max seconded to approve the January 15, 2015 minutes and consent agenda. Motion carried 6-0.**

CITIZEN COMMENTS – None

PUBLIC HEARING - None

UNFINISHED BUSINESS - None

NEW BUSINESS

2. Presentation and Discussion on Transportation Concurrency by Public Works and Community Development Department Staff

Principal Planner Salina Lyons began by introducing a memo to give an overview of Traffic Concurrency. As growth occurs, traffic infrastructure needs to grow concurrently. The City of Covington is established at service level D, which is a designation of the amount of congestion allowed before certain traffic mitigation is required by private development.

In 2012 the city went through a process of calibrating the traffic model to determine what traffic is really like in the city. Attachment 2 gives a snapshot that the city is already operating below the service level D. Staff anticipates updating this information as part of the 2015 Comprehensive Plan Update.

When a developer proposes a project, the city's traffic consultant enters the data into a traffic model. Projects are evaluated by a set of standards adopted by King County. Staff explained how the city is divided into zones and evaluated on the level of congestion in each zone. Ms. Lyons explained that SE 272nd is identified as a critical link. As such, it fails to meet our level of service D standards for congestion, and until certain improvements are made on that corridor, no new development can be approved or occur east of the Jenkins Creek bridge.

The example provided showed intersections that are operating below a level of service standard D. Ms. Lyons explained how each intersection is evaluated and a determination is made whether to mitigate the impacts through a traffic mitigation fee. The developer can only be held responsible for the added traffic impact to an intersection. They are not responsible for the existing failing level of service and there is a lot of competition for funding for traffic improvements through the State Legislature.

Staff discussed that it is unlikely that the city would be able to build ourselves out of the traffic problems. Community Development Director Richard Hart shared that changes to signals need to be reviewed at a regional level as the impacts are far reaching. Public Works Director Don Vondran explained several factors to be considered when adjusting signal timing and concurred that there is a ripple effect created by changing a single signal.

Chair Judd asked if there is a way to slow down the traffic impacts from outside the city. Projects in Maple Valley and Black Diamond impact the City of Covington streets and intersections. Staff responded that the city has been very successful in participating in the SEPA process and the EIS process for developments outside the city and will receive mitigation fees to put toward future infrastructure and improvements.

Staff reviewed the questions related to concurrency outlined in the memo and talked about how they relate to the Comprehensive Plan. Mr. Vondran and Ms. Lyons explained how staff is working with developers to mitigate impacts. If the city changes the level of service to an E or F rating, all developments could be approved for traffic concurrency which could result in unhappy citizens because of increased traffic congestion. If there is too much traffic congestion, developers may not want to develop here.

ATTENDANCE VOTE - None

PUBLIC COMMENT – None

COMMENTS AND COMMUNICATIONS FROM STAFF

Mr. Vondran shared that the widening of SR 516 from Jenkins Creek Bridge to 185th Ave SE creates an environmental impact crossing at Jenkins Creek. Once the environmental impact review process is complete later this year, staff anticipates moving into the ROW acquisition phase and will be lobbying for construction funds. Mr. Vondran anticipates it will be closer to 2017 before construction begins on this segment of SR 516.

Ms. Lyons distributed the updated Development Activity Report and corresponding map which will be on the city's website next week.

Mr. Hart shared that there will be no Planning Commission meeting on February 19, 2015. The next regularly scheduled meeting is March 5, 2015 and Park Impact Fees will be discussed. The City Council will be appointing the new Planning Commission Member on February 10, 2015.

Senior Planner Ann Mueller shared that Colin Lund from Oakpointe Development will be at the City Council meeting on February 10, 2015 to share the latest information on the Hawk property.

Commissioner Gilbert-Smith will be out of town for the March 5, 2015 Planning Commission meeting.

Vice Chair Max shared his concerns about traffic blocking the intersection at 168th Ave SE and SE 272nd Street.

ADJOURN

The February 5, 2015 Planning Commission Meeting adjourned at 7:55 p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary

Park Impact Fee



Henderson,
Young &
Company

March 5, 2015

Potential Subjects for Code Revisions Related to Park Impact Fee

- Adoption of new park impact fee rates
- Modification of land dedication requirements and fee-in-lieu alternative
- Development design requirements pertaining to parks and open space
- Impact fee credits for land dedication
- HOA park standards
- Treatment of older vested projects

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Definition of an Impact Fee

One time payment...
... by new development ...
... for capital costs of facilities ...
... needed by new development.

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Reasons Governments Charge Impact Fees

- **Revenue: for public facilities**
- **Policy: growth pays a portion of costs**
- **Quality of life: public facilities keep up with growth**

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What Can Impact Fees Pay For?

- **CAN pay for “system improvements” in adopted CIP**
- **NOT pay for repair, replacement, renovation**

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Rules for Impact Fees

1. **“Fair Share”**
= growth yes, deficiency no
2. **“Reasonably needed” & “proportional share”**
= fee proportional to impacts
3. **“Credits”**
= no double charging
4. **“Not rely solely on impact fees”**
= must include some other funding

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Guiding Principles

- Parks and trails land, not improvements
- Open space via dedication, not impact fee
- Residential development, not commercial
- Current LOS ratios, not “standards”
- Neighborhood parks include HOA parks

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Calculation of Park Impact Fees

1. Growth Forecast
2. Cost per Person (5 steps)
3. Impact Fee Rates

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1. Growth Forecast

Population
Table 1, page 14

Time Period	Population
2014 Current	18,480
Growth 2015-2020	1,209
Total as of 2020	19,689

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2. Cost per Person

Level of Service Ratios

Table 2, page 16

Type	Units	Existing Acres	Current Population	LOS Ratio/ 1,000
Community	acres	50.20	18,480	2.72
Neighborhood	acres	92.52	18,480	5.01
Trails	miles	3.84	18,480	0.21

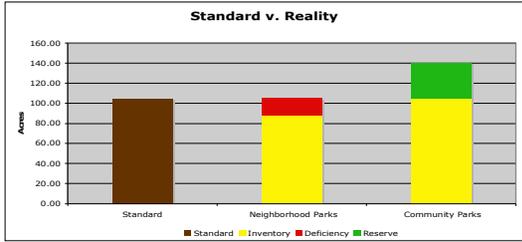
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Deficiency vs. Growth

Park Levels of Service (Kirkland)



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2. Cost per Person

Park Land Needs for Growth

Table 3, page 17

Type	Units	LOS Ratio/ 1,000	Growth 2015-2020	Units for Growth	Units in CFP
Community	acres	2.72	1,209	3.3	20.0
Neighborhood	acres	5.01	1,209	6.1	7.7
Trails	miles	0.21	1,209	0.3	2.0

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2. Cost per Person

Park Land Cost per Acre

Table 4, page 18

Type	Units	Cost	Units	Cost per Unit
Community	acres	\$ 2,010,000	20.0	\$ 100,500
Neighborhood	acres	2,330,000	7.67	304,575
Trails	miles	65,300	2.0	32,650

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2. Cost per Person

Net Cost per Person

Table 5, page 19

Type	Units	Cost per Unit	LOS Ratio/ 1,000	Cost per 1,000	Cost per person
Community	acres	\$100,500	2.72	\$ 273,360	\$ 273
Neighborhood	acres	304,575	5.01	1,525,922	1,526
Trails	miles	32,650	0.21	6,857	7
Total					1,806

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2. Cost per Person

Net Cost per Person

Table 6, page 20

	Cost per Person
Total Cost per Person	\$ 1,806
Percent from Other Funding Sources	19.57%
Cost per Person from Other Funding	353
Net Cost per Person	1,453

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3. Impact Fee Rates

Impact Fee per Dwelling Unit

Table 7, page 21

Type	Cost per Person	Persons per Dwelling	Impact Fee per Dwelling
Single Family	\$ 1,453	2.7	\$ 3,922
Multi Family	1,453	1.9	2,760

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Potential revenue from park impact fees in Covington

- Population growth 2015-2020 = 1,209
- 1,209 people @ \$1,453/person= \$1,756,677
- Park CFP = \$38.9 million
- Park Impact Fee = 1.8 million
- Growth = 5%, City = 95%

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Impact Fee Options:

Impact fee rate study provides sound basis for park impact fees, but Covington has options:

1. Increase City share, decrease growth's share
2. Phase in rates over 2 or more years
3. Exempt low-income housing
4. Do not adopt park impact fees

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Future Steps

- Public outreach to stakeholders and community
- Briefing of Park Commission
- Development of code revisions
- SEPA review
- Department of Commerce review
- Planning Commission review, public hearing, recommendation to Council
- City Council review and decision

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END OF PRESENTATION

Questions?
Discussion!
Policy Direction 

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