

From: [Debbie Tarry](#)
To: [Chris Roberts](#)
Cc: [Carolyn Wurdeman](#); [John Norris](#); [Dan Eernisse](#); [Kendra Dedinsky](#); [Tricia Juhnke](#); [Heidi Costello](#)
Subject: RE: Transportation Impact Fees
Date: Monday, January 11, 2016 11:19:20 AM

Chris -

I asked Tricia and Kendra to take a look at the power point. Below is a response from Kendra. We'll put this in the green folder.

The PowerPoint is lacking some context so I'm not sure I am interpreting everything correctly. In terms of the first bullet point, "Adjustments commonly applied to ITE Trip Generation rates to determine impact fee schedules". This is already accounted for in our rate table. Our rates take into account average trip length and deduct for pass by trips associated with uses like grocery stores, etc.

To the other points, I would say that applicants can always submit their own traffic study. One methodology gaining some popularity in our region is Fehr & Peers MXD (mixed use development) Trip Generation model. This method, and others similar to it like NCHRP 684, take into account, denser, multi-use communities where there is better ability to walk to/from destinations. Our future light rail subareas and Aurora Square could resemble this, however we aren't there quite yet in Shoreline. The standard ITE rates are based largely on Cities similar to ours.

Our current TIF structure is pretty standard and similar to other jurisdictions. There are plenty of other ways to do it though and the update of the TMP, including a new multimodal level of service standard, would be an opportune time to reevaluate our goals for the TIF.

Thanks,

Kendra Dedinsky, PE, PTOE
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-----Original Message-----

From: Chris Roberts
Sent: Sunday, January 10, 2016 5:00 PM
To: Debbie Tarry
Cc: Carolyn Wurdeman; John Norris; Dan Eernisse
Subject: Transportation Impact Fees

Debbie,

It appears that there is some ideas of how to set TIF beyond using ITE codes. Have we ever done any analysis of these concepts?

http://growthandinfrastructure.org/proceedings/2010_proceedings/traffic.pdf

Thank you,

Chris

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