
MINUTES

IMPACT FEE ADVISORY COMMITTEE

Thursday May 30, 2013-3:00pm

Jack Reidy Conference Room – 140 W. Pine, Missoula, MT 59802.

A. **Members Present:** Janet Donahue (chair), Dick Ainsworth, John Freer, Jim Galipeau, Elaine Hawk, Nick Kaufman, Katie Sutherland

Members Absent: Jerry Ford, Derek Goldman

Staff and others present: Heidi Bakula, Kevin Slovarp, Dan Jordan, Casey Wilson

B. **Public Comment** – None

C. **Minutes: Dated** April 18, 2013 – Approved as submitted.

D. Transportation Impact Fee contribution to the Hillview Way reconstruction project

Recommended Motion: Approve allocation of impact fee funds to the Hillview Way reconstruction project based on the criteria reviewed.

Vote: The motion carried unanimously.

Bruce Bender, Chief Administrative Officer, stated that the city wanted to fund the project by using transportation impact fees for 33% of the \$2,500,000 project, or \$833,000. This meeting was only for the committee to determine approval of the impact fee allocation.

The committee's concern was how the city determined the total stated units. Staff discussed the boundaries of the total project, how the undeveloped lots were determined inside that boundary, and how those fees were calculated.

Dan Jordan, GIS Manager, pointed out the SID boundaries of the project:

- Hillview Way – Black Pine Trail to 55th Street to include bike lanes, curbs, sidewalks, drainage, and new asphalt paving.
- Controversy was how far west on 55th Street the project would span.
- The transportation impact fees would pay for design and construction engineering services and some materials.

Determining Assessment:

- Generally assessments were made per dwelling unit.
- An assessment was determined by looking at the total square footage and property taxes for that dwelling unit – ½ square footage and ½ taxable value – this is the method that was used when the previous SID was proposed.
- Schools, churches, state land, and non-profits do not pay property taxes so it made it hard to use a taxable value to make an assessment determination – although square footage could be used for exempt properties.

Janet Donahue added that duplexes, 4-plexes and houses are not looked at the same way because a house equals 1 unit and each duplex unit equals .75 units.

Casey Wilson, GIS Technician, was asked to come up with a build out on vacant land using existing neighborhood patterns. She looked at:

- Existing Density
- Per acre build out since it varies within the project boundaries
- The density calculation did not involve schools
- Two of the units were vacant or had hillsides
- There were 10 zoning districts in the project area
- A few very large parcels
- Currently only 8 parcels can be built on
- There were 800 units in the South Hills Master Plan
- Maximum build out could happen in approximately thirty-seven years with a ½% total growth rate

Questions from the committee:

- Would the impact fees fund the increased capacity on the streets?
Answer: Street capacity was not being increased.
- Were sewer and water available in the area?
Answer: Not in Hillview Way but in surrounding streets.
- Would the build out be completed before the improvements wore out?
Answer: Transportation planning is based on gradual growth of an area.
- Is the impact fee appropriate to the calculated impact of growth? Was calculated growth outside the area in question?
Answer: The transportation plan is not site specific, other traffic from other areas use Hillview Way. The transportation plan looked at regional growth and the regional calculation is not specific to the area being discussed.
- Is it a targeted growth area, where is the rest of the traffic coming from? The build out seems like a longer period of time than that discussed previously.
- Will revenue fall short if the build out does not occur?
Answer: The growth is directly funded by the city road district and if there is no reimbursement that is okay. If the city ends up paying more it will be payable over a 10 year period.

- If there is no SID will bicycle lanes and sidewalks be installed?
Answer: No, they will only be built if there is an SID.
- Did the CIP go to Council?
Answer: Yes, Councilman Jason Wiener brought it back to be discussed. Council did not reject the CIP, it was only the first step in the CIP process. Since it is from different funding sources it was a new concept to council. The large assessments on vacant land stalled the SID.
- Why was the CIP taken to council before IFAC?
Answer: When the CIP was taken to council they were told that it had not gone before IFAC yet. The project will not go forward until late 2013 or early 2014.
- Could Mr. Tischler be invited back for a review of impact fee criteria?
Answer: He has now retired and has become quite expensive to retain.

Comments from the committee members:

- Impact fees would not be reimbursed since everyone wants to live closer to services, housing preference surveys have changed, and prices on smaller urban lots have increased.
- More feasible to develop the area for bike lanes and sidewalks instead of traffic.
- The format of the project is a good example and this project fits the criteria.
- Unless you look at modeling, the Rattlesnake and the South Hills are not comparable.
- The land in the Hillview Way area was steep and hard to build on and it is not economically feasible to develop.
- The street needs improving and funding is an issue which makes it difficult.
- Suggest placing this on the fall agenda to revisit the criteria for impact fees.

John Freer made a motion to approve the project and to allocate impact fee funds based on the criteria reviewed. Jim Galipeau seconded the motion. The motion carried unanimously. Nick Kaufman asked that the salient points be taken to council for discussion. The approval of this motion only meant that the impact fees are appropriate and it meets the criteria the committee is tasked to follow.

Kate Sutherland added that it was not in the committee's scope to ask if the city will be reimbursed, the vote has to be based on the criteria the committee is tasked with.

E. Adjournment

The meeting adjourned at 4:20 p.m.

Supporting Documents:

[Hillview Way Presentation](#)

[SID 542 Map](#)

[Hillview Way SID Aerial](#)

[SID 542 Build out Model Summary](#)

[Hillview Way SID Parcels](#)

[Hillview Way Impact Fees](#)

[CIP S-09 Hillview Way Street Improvements](#)