

## City officials consider impact fee

### Funds would pay for emergency access near Broadview

By Michelle McNiel  
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#### STATE RULES FOR IMPACT FEES

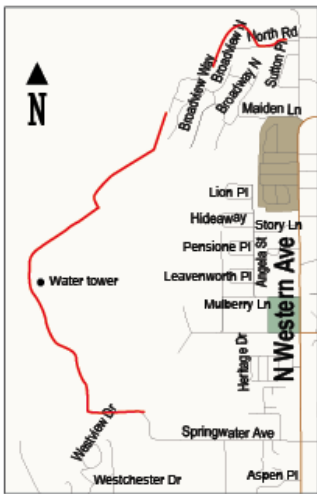
State law allows cities and counties that plan under the Growth Management Act to impose impact fees on development to finance public facility improvement. The fees can only be used for streets and roads, parks and recreation, schools or fire protection facilities.

Six counties and 72 cities in the state have imposed impact fees, according to the Municipal Research and Services Center. Most are in Western Washington, and nearly all of the fees are imposed jurisdiction-wide rather than in a specific area of the city or county.

— Michelle McNiel, World staff

#### Proposed impact fee

City officials are considering imposing the city's first impact fee, to pay for emergency access to Broadview. Access routes are in red.



Source: City of Wenatchee World graphic/  
Brianna Pruitt

WENATCHEE — New homes built around the Broadview subdivision at the western edge of Wenatchee many soon require a new \$5,000 impact fee to pay for future road improvements.

The city is moving forward with plans to impose its first-ever developer impact fees.

Bridgeport is the only city in North Central Washington that has approved the use of impact fees.

The fees would be used to carve out new emergency driving routes from the south end of Broadview to the top of Springwater Avenue and from North Road to Broadhurst Place at the north end of the development.

The City Council is expected to take action on the proposal later this month, before a yearlong moratorium on new construction in the Broadview area expires Feb. 12.

“This would set the stage for 50 years of development in that area,” Mayor Dennis Johnson said during a City Council workshop Thursday evening.

City planners presented options for resolving longstanding access issues to the Broadview area at the workshop. They studied several areas for new access roads and recommended the “Sage Hills” and North Road proposals on Thursday.

The city would like to build gravel roads, 20 to 24 feet wide, along those routes to be used only in emergencies, to allow emergency vehicles to quickly get into the area or allow residents to evacuate. The estimated cost for both roads is about \$750,000, Public Works Director Steve King told council members.

In order to pay for it, the city plans to impose the new impact fee on undeveloped lots surrounding Broadview that could one day be developed. King said the city estimates there are 110 potential building lots in the area.

As the area fills in with more homes, developers eventually will be required to improve both of the proposed new access routes into paved city streets, King said.

He said that in the past, the city generated money for these types of improvements through the formation of local improvement districts or developer extensions, which requires developers to make improvements and then pass the costs on to the home buyers. But he said neither of those options work well in a weak economy when new home building is slow.

He said impact fees do not depend on homes being built now, but allow for improvements to be done as new construction happens.

The city's Planning Commission will consider the new routes and impact fee proposal at its Jan. 19 meeting. The City Council is expected to vote Jan. 27.

King said that if the impact-fee idea works in the Broadview area, the city may consider using it as a tool to resolve access issues in another area west of Western Avenue near the top of Orchard Avenue.

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