

2nd Reading for:

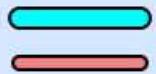
Fee in Lieu
Sidewalk Program
Port Townsend

FOR CITY COUNCIL

JULY 3, 2023



Many Existing Sidewalk Gaps and Lacking ADA Accessibility



ADA Sidewalks
Sidewalks with ADA
Deficiencies and/or
Those Not Yet Evaluated

Fee in Lieu is a:

A practical solution that allows the city to meet its strategic initiatives for improved non-motorized infrastructure and mobility

Consider

- Complete Streets
- Equitable Mobility
- Aging in Place
- Pedestrian Safety
- Sustainability
- Community health and solidarity

More Options

Option 1: Build sidewalk per EDS

Option 2: Sidewalk Deferred

(Deferral: No Protest to LID, expires after 10 years)

New Option 3: Fee in Lieu Program

(Replaces Deferral)



Fee in Lieu of Program

- An option, not an added expense
- Pay a fee rather than construct frontage sidewalk
- Fee = cost to construct sidewalk
- City uses fees to build higher priority sidewalk projects

Fee Determination

Option 1: City sets pre-determined fee:

Sidewalk: \$/ft	Draft Estimate: \$100 to \$200 per ft
ADA Ramp: \$/each	\$2,000 to \$5,000

Option 2: The applicant provides two competitive bids to reflect site:

- Terrain
- Soil conditions
- Existing obstacles

Requires more time for developer and city but reflects actual costs for each location.

Process

If applicant decides fee in lieu...

1. Applicant fills out form
2. City approves or denies. If approved,
3. Applicant pays the fee
4. City builds project with fee(s)

Current Challenges



Current Challenges

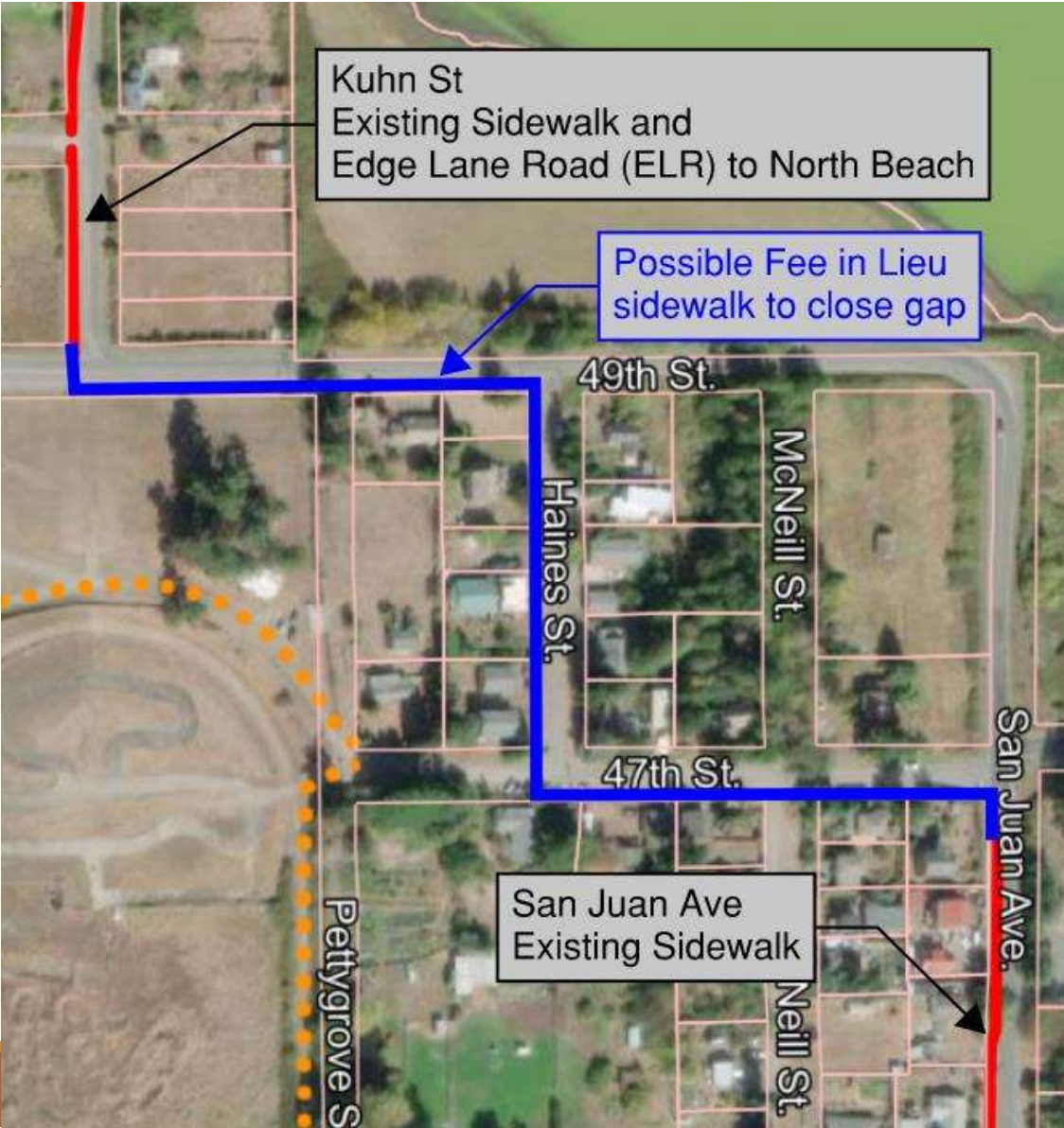


Sidewalk Example



Example: San Juan to Kuhn

Over time, fee in lieu sidewalk infill can close large gaps.



Example: 19th San Juan to Landes

Over time, fee in lieu sidewalk infill can close large gaps.



Updates from 1st Reading

Public Comment: Is sidewalk required in R-1?

Staff Response: No, R-1 does not require sidewalk

Updated Staff Response: R-1 does not require sidewalk, but there are some locations where R-1 fronts collectors or arterials, so sidewalk is required based on the street classification.

Updates from 1st Reading

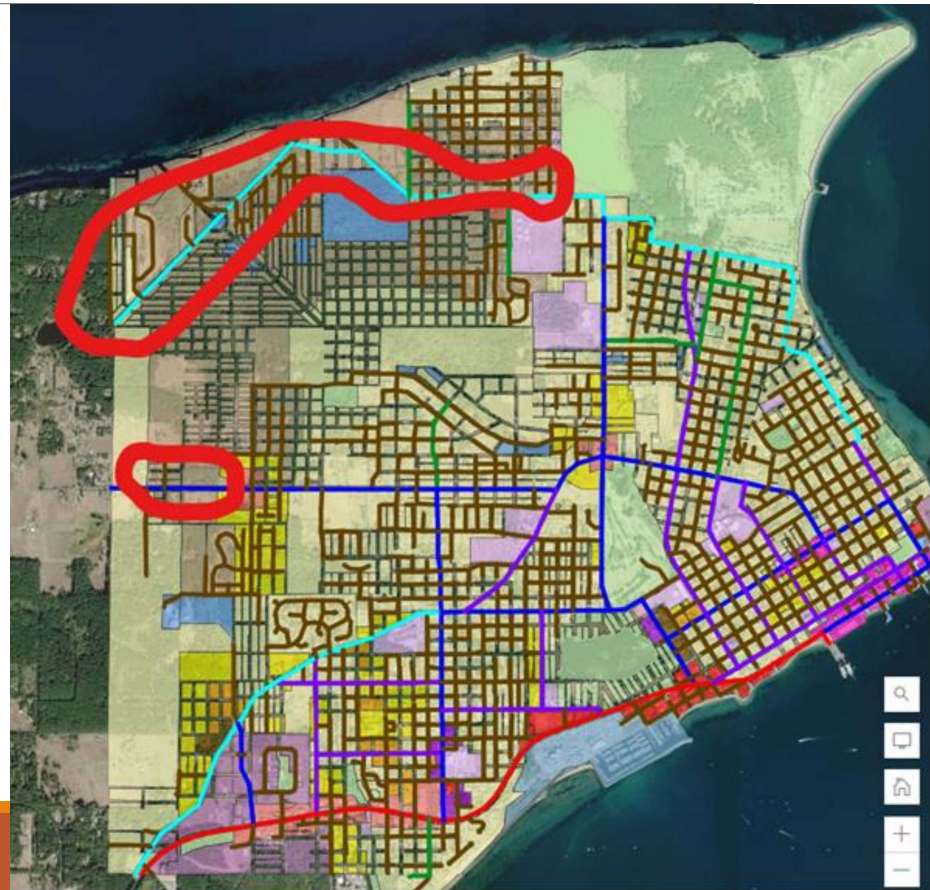
R-I: Brown

49th, 53rd, Cook Avenue

- scenic collector
- sidewalk on one side of the street

Hastings Avenue

- minor arterial
- sidewalk on both sides



Fee in Lieu: Washington State



CITY OF
PUYALLUP



Fee Determined By:

\$/ft of Frontage

Contractor Bid

Updates from 1st Reading

1st Reading: ~~For Sidewalk and Ramps~~

2nd Reading: All improvements


Includes paths not along frontages

Updates from 1st Reading

Most Common:


- Sidewalk and paths
- Street paving

Rare scenarios (if soon constructed by another project):

- Utilities
 - Lighting
 - Curbs
 - Raingardens or other stormwater
- 

Updates from 1st Reading

Fees collected will be used towards improvements that:

- Are ideally applied within 2.0 miles from the contributing parcel.
 - Have a direct nexus to the contributing parcel.
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Fee in Lieu is a:

*A practical solution that allows the city to meet its strategic initiatives for improved **streets and non-motorized infrastructure** and mobility*

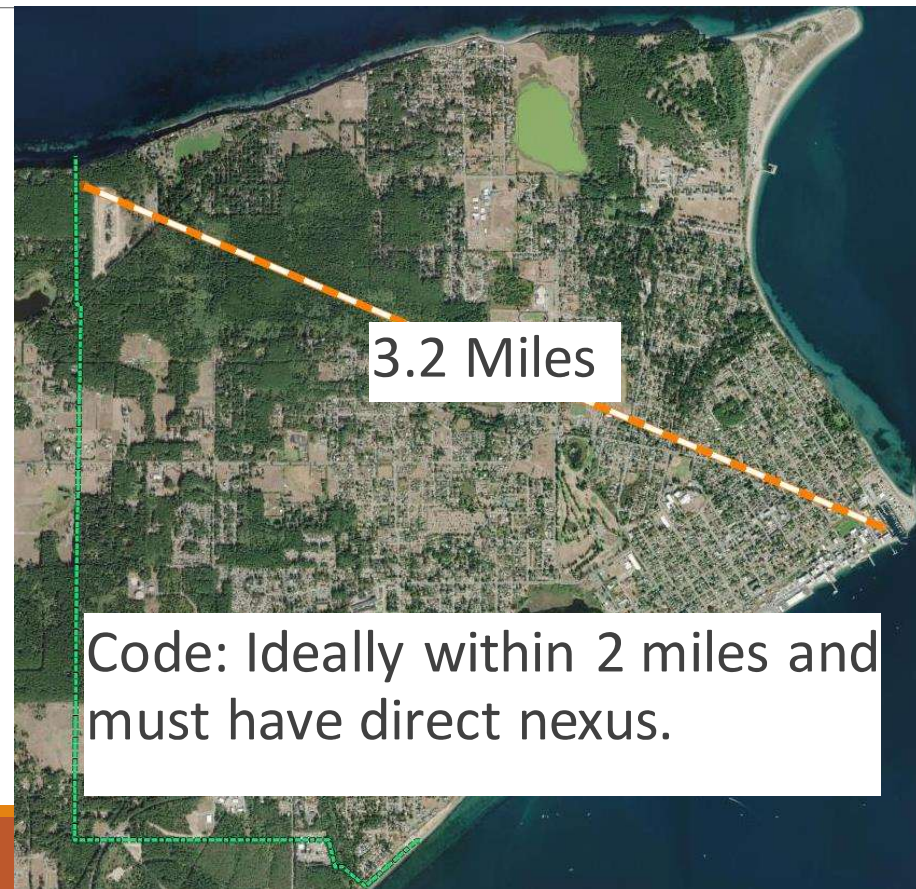
Identify Recipient Projects

Sidewalks (larger nexus radius):

- Nexus radius varies
(neighborhood vs public center sidewalk)
- Select projects from:
 - Non-motorized plan
 - Known gaps

Paving (local nexus):

- Infill development



Paving Fee in Lieu Example



Paving Fee in Lieu Example



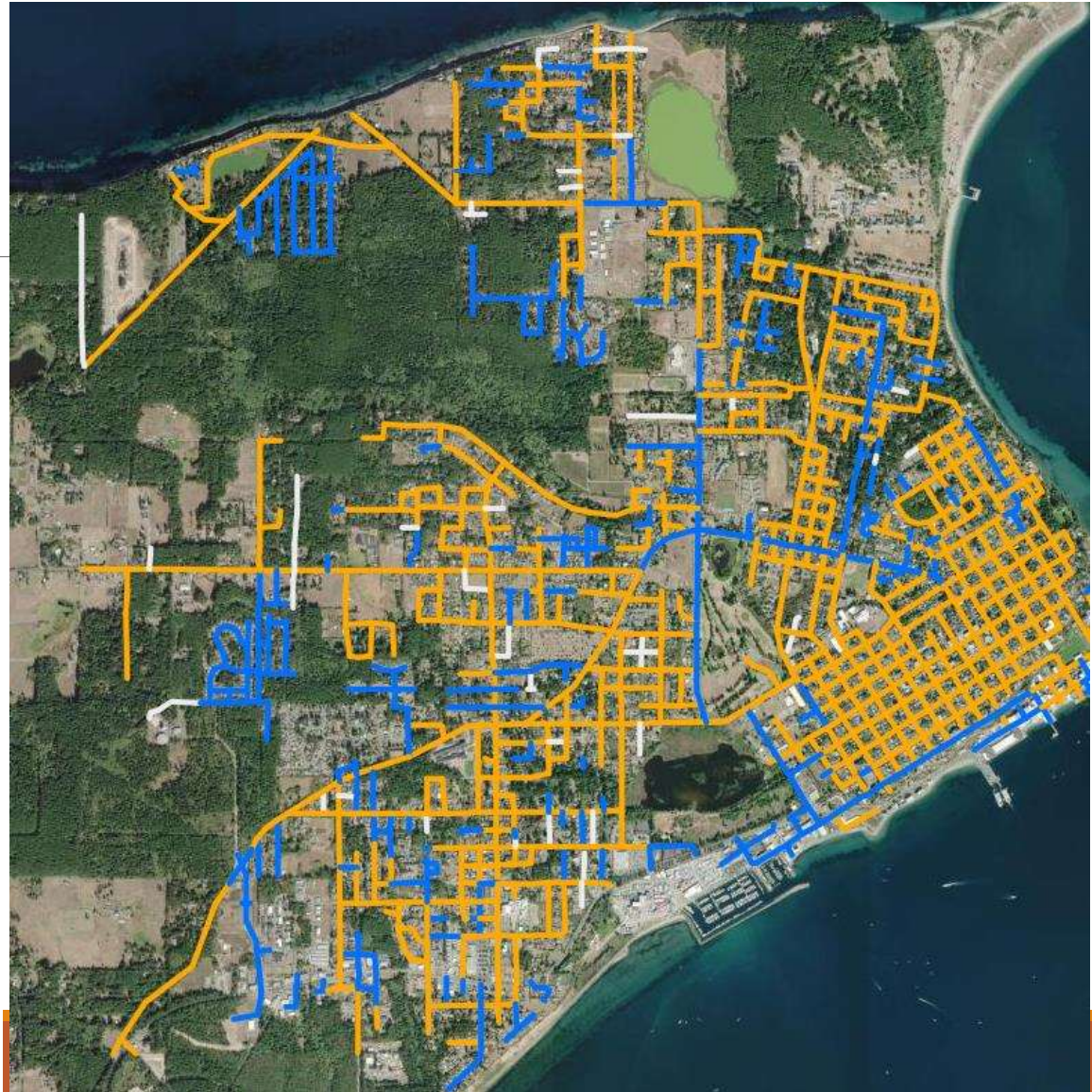
Updates from 1st Reading

Chip seals may be good for:

- Existing gravel streets
- Low volumes
- Dead ends

Streets Maintained by City

- Asphalt
- Chip Seal
- Concrete
- Brick
- Gravel



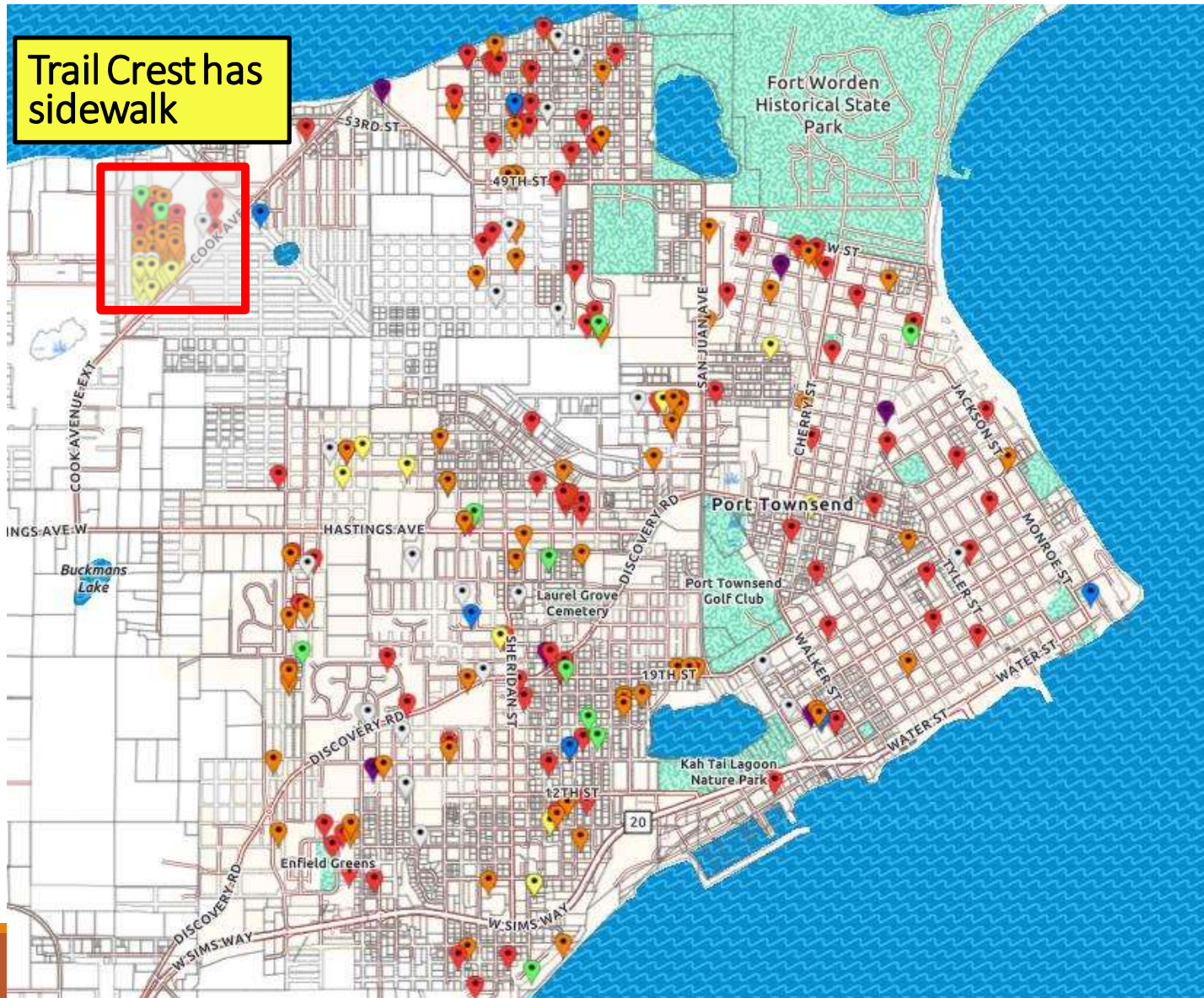
294 SDPs

(233 excluding Trail Crest)

- 2019
- 2020
- 2021
- 2022
- 2023

Permits

-  FINALED
-  ISSUED
-  ROUTED FOR REVIEW
-  CLOSED
-  WITHDRAWN
-  CANCELLED
-  Other



(233 SDPs) x (50' of frontage) = 11,650 linear feet

200 linear feet sidewalk per block

= 58 blocks of sidewalk frontage
(one side of street)

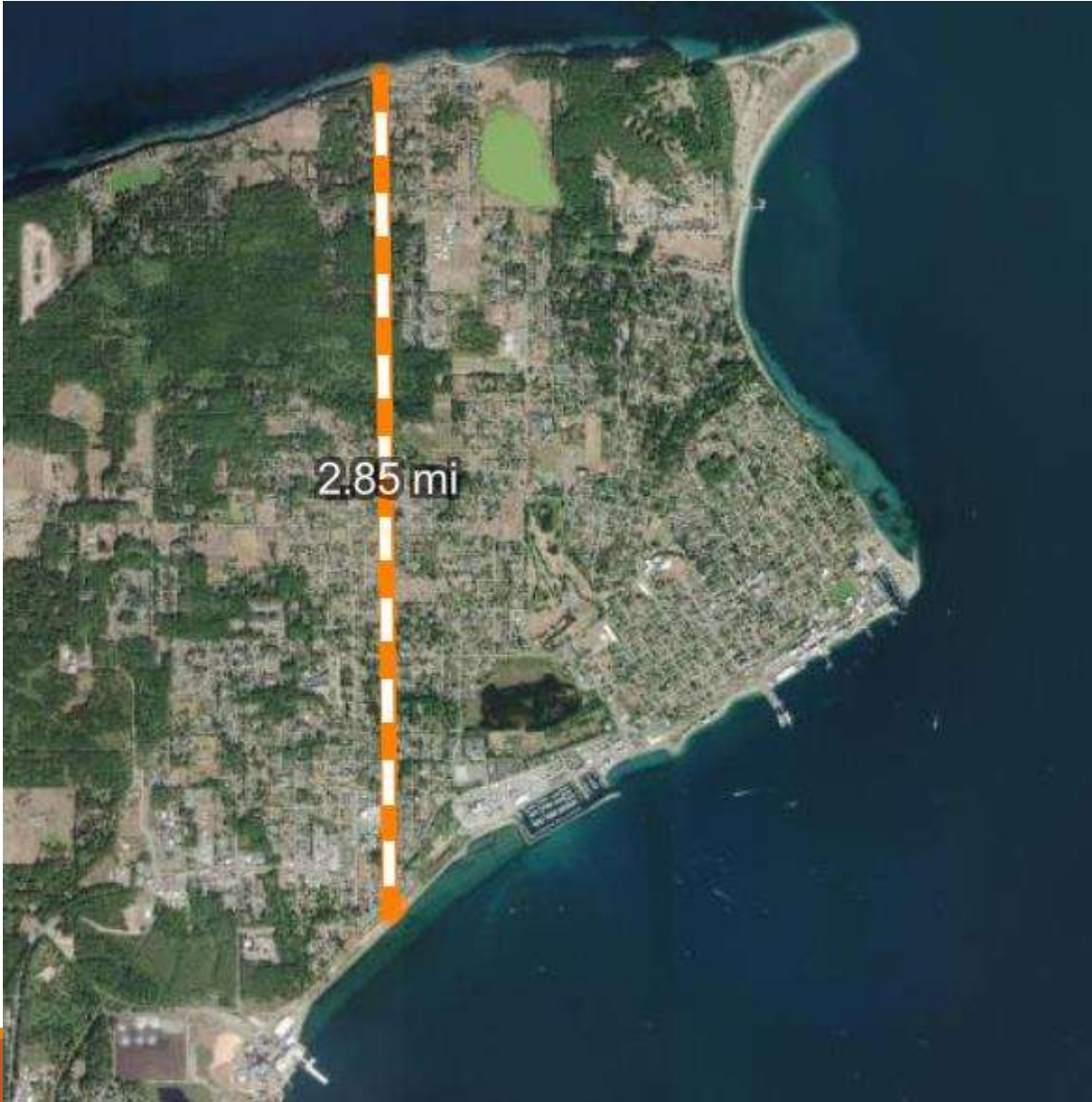
Assumptions:

No sidewalk was installed other than Trail Crest


Includes R-1 which likely would not require sidewalk

All inside lots. Corner lots would require 3X sidewalk

=2.85 miles
including streets



Fee in Lieu of Sidewalk

- Captures sidewalk funding rather than deferring
 - More equitable development
 - Strategic infill of sidewalk, paths, ADA ramps, street paving
 - Expedites development design and construction
 - Follows other cities who have effectively implemented similar programs.
- 

Recommendations and Next Steps

Staff recommends authorizing a fee in lieu program.

Next Steps:

1. Finance Dept establishes fund
2. Public Works/Planning identifies priority projects:
3. Roll out program and grow fund
4. Construct infill pedestrian and paving projects