

AGENDA

Transportation Development Impact Fee Study Stakeholder Meeting #4

Date: 11/2/2021

Time: 10:30 am

1. Attendees:

- Martin Lucero (City of Surprise Lead/Transportation Planning)
- Lloyd Abrams (City of Surprise Community Development)
- Stacie Cameron (City of Surprise Finance)
- Kristin Tytler (City of Surprise Public Works)
- Dana Owsiany (City of Surprise Engineering)
- Eric Boyles (City of Surprise Procurement)
- Ben Griffin (TischlerBise)
- Michael Grandy (Kimley-Horn)
- Jackson Moll (Home Builders Association of Central Arizona)
- Andrew Yancey (Bergin, Frakes, Smalley & Oberholtzer)
- Jeffrey Blilie (Beus Gilbert McGroder)
- Andrew Lorentzen (Rose Law Group)
- Tom Abraham (Fulton Homes)
- Jeri Ni (HomeSmart)
- Angela Carmitchel (Taylor Morrison)
- Sara Andrews (LGI Homes)
- Tyler Martinez (Landsea Homes)

2. Updates to Preliminary Infrastructure Improvement Plan (IIP) Development (Kimley- Horn)

- Michael reviewed the prior draft IIP options considered and indicated the revised draft IIP focuses on regional rail and drainageway crossings, Deer Valley Road just west of US 60, and traffic signals. More specifically, the revised IIP includes: two railroad crossings and 12 traffic signals in the South service area; a bridge over the CAP Canal along Pat Tillman Blvd and seven traffic signal in the North service area; and widening the north half of Deer Valley Road between US 60 and 187th Avenue, including a new wash bridge

- Ben reviewed the revised gross fees for the South (\$1,067), North (\$747), and West (\$3,098) impact fee service areas.

3. Next Steps

- Ben reviewed the next steps in the project schedule, which include a public hearing on the land use assumptions in early 2022. Adoption of the IIP and associated impact fees is anticipated to take place in Spring 2022 such that the impact fees can go into effect in Summer 2022.

4. Stakeholder Roundtable Discussion

- Martin thanked the stakeholders for their attendance and indicated that the stakeholder presentation would be posted on the project website for easy access by stakeholders for review.
- Initial comments provided by stakeholders included the following:
 - *Question:* Jeff indicated developers were already paying their share of some traffic signals and asked how that would be accounted for if impact fees are used for traffic signals.
Response: The impact fee would replace the current in-lieu fee for traffic signals. It would apply to traffic signals not already covered by the in-lieu fee. There would be no reimbursement of in-lieu fees paid in the past.
 - *Question:* Andrew asked how the list of signals was picked.
Response: The locations selected are locations where signals are expected to be needed over the next 10 years and are generally the half-mile or mile signals as these are considered “regional” in that they improve safety and flow for all traffic in the area.
 - *Question:* Jeff indicated the bridge over the CAP Canal seems to benefit SPA 4 more than SPA 2 and asked how that is equitable.
Response: The North impact fee service area includes both SPA 2 and the southern part of SPA 4 (south of Dove Valley Road) to help address the equity issue.
 - *Question:* Jeff asked why only the north half of Deer Valley Road and the wash bridge are being improved and why the improvements here aren’t being covered by the City as a capital improvement program (CIP) project instead of being covered by developers to make up for Austin Ranch not being required to do the typical developer-funded improvements. *Response:* The City has jurisdiction over the north side and no additional development is anticipated there that would be responsible for funding improvements to Deer Valley Road. Planned developments along

Deer Valley Road west of US 60 that will utilize US 60 will benefit from widening Deer Valley Road between US 60 and 187th Avenue.

- *Question:* Jeff asked if the West service area can be split into two because the development west of 195th Avenue can't access the existing Deer Valley Road east of 195th Avenue so improvements to the eastern segment don't benefit the western segment at all. *Response:* When Deer Valley Road ultimately connects between 219th Avenue and 195th Avenue, the developments on the west end of Deer Valley Road will benefit from the east end of Deer Valley Road being improved.
- *Question:* Angela noted that Rancho Mercado in SPA 2 has already invested a lot in in-lieu fees but hasn't seen much in terms of infrastructure improvements and asked what determines when a developer has to pay impact fees. *Response:* Once an impact fee goes into effect, developments that pull a building permit on a single family residential plat within two years of that time, or have an approved site plan (if a commercial development) within two years of that time, are not subject to the impact fee.
- *Question:* Jackson asked if the transportation impact fee update cycle can be on the same cycle as the other types of impact fees. *Response:* Yes, that is the long-term goal, but first need to establish the transportation impact fee. Then it can be updated later on the same cycle as the other impact fees.