

Amendment to Resolution 31551 – Trans. Impact Fee  
Sponsor: Rasmussen

1 The proposed amendment would affirm that the Council will consider the effect of a potential future  
2 transportation impact fee when setting a linkage fee in implementing legislation. Proposed amendments  
3 are shown in [track changes](#).

4 Section 2. Program Parameters. The Council requests that the Department of Planning  
5 and Development (DPD) and the Office of Housing (OH) develop, in cooperation with the  
6 Council, a proposed council bill to implement the Program, subject to the following parameters.

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- 8 b. Affordable Housing Linkage Fees. Fees should not exceed the maximum  
9 supportable level set forth in the nexus analysis, but may be set below that level.  
10 Fees should vary based on the extent of impact on the demand for low and  
11 moderate income housing. Local market conditions, [the potential for a future](#)  
12 [transportation impact fee](#), and effects on development feasibility should be  
13 considered in setting the fees. Fees should be no lower than the range set out in  
14 the table below for commercial and residential land use categories. While these  
15 projected fees are supported by the nexus analysis, the actual fee amounts adopted  
16 or the manner in which the fees are structured, could be adjusted based on further  
17 analysis or information.  
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	Commercial Uses	Residential Uses
Higher Cost Areas	\$16 - 22 / net square foot of new building area (NSF)	\$16 - 22 / NSF
Medium Cost Areas	\$10 - 12 / NSF	\$10 - 12 / NSF
Lower Cost Areas	\$5 - 7 / NSF	\$5 - 7 / NSF

1 For the purposes of this Resolution “net square foot of new building area” means  
2 rentable area in a building available to a tenant and does not include areas  
3 occupied by mechanical equipment, accessory parking, electric closets, walls, or  
4 similar structures and spaces.

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