



MEMORANDUM

Council Agenda
Item No. XI. T
8/15/2023

The City of OKLAHOMA CITY

TO: Mayor and City Council

FROM: Craig Freeman, City Manager

Public hearing regarding Ordinance relating to Streets and Sidewalks, amending Chapter 50 of the Oklahoma City Municipal Code, 2020, by amending Section 50-14, Streets Development Fees, Subsection (m); declaring an emergency and providing for an effective date of September 1, 2023.

Purpose:

Impact fees (also known as system development charges) are one-time charges on new development assessed and spent for the purpose of constructing infrastructure serving new development. The goal of the City is to establish a partnership between the public and private sectors to share in the cost of providing infrastructure for new growth. The Streets Development Fees are being modified to provide credit to a developer for traffic signals constructed following City requirements with a new development.

Background:

In March 2023, the City completed an engagement with a consultant to review the City's Streets Development Impact Fee program and provide a comparative analysis with impact fee programs in competitor and peer cities. The consultant's review confirmed the City's current program is well-reasoned and generally reflects best practices. In addition, the review concluded that the current program does not pose a significant cost burden on residential and non-residential development. The review made a few recommendations for improvement, which will be addressed through a new study expected to be underway this fall once a consultant is under contract.

This ordinance will address one issue brought forward by developers during the March 2023 study, which was a request to broaden the scope of the credits allowed by the current ordinance. The Public Works Department, Planning Department and the Municipal Counselors Office have worked together to provide an update to the Street Development Fees amending Chapter 50-14 to provide credits for signals and intersection improvements at arterial intersections. The amendment will expand credits to apply to warranted traffic signals with lane additions on arterial streets. The credit will no longer be limited to arterial/arterial intersections. The new process will require Traffic Commission approval and Public Works will authorize the credit up to the amount of assessed impact fees.

Review:

Public Works Department

Recommendation: Public hearing be held.