

## POTENTIAL INCENTIVES FOR HIGHWAY 99 SUB-AREA

### August 1, 2010 (Administrative, Title 40 Amendments)

**1. Make review process familiar, consistent and fast.** To implement the Form Based Code, Community Development and Public Works staff will form and train a team to review and expedite applications in the Highway 99 sub-area. The process will emphasize early identification and resolution of issues.

**2. Waive fees for tenant improvements/move-in.** This is similar to a program adopted by the City of Gresham in which development fees are waived for businesses that move into vacant space in certain commercial districts. There are a variety of options available. The policy could just waive plan review and inspection fees or it could also include traffic impact fees, etc. There could be a cap on the dollar amount of fees waived or on the duration of the program.

**3. Extend the period for payment in lieu of frontage improvements to 6 years.** Currently, a development can provide payment in lieu of frontage improvements if there is a capital improvement project planned along the road frontage within the next 3 years. This period could be extended to 6 years through a minor code change. It should be noted that any funds provided by developers and not expended on this capital improvement project within 6 years would have to be refunded to the developer. This policy could also be applied county-wide.

**4. Allow trip reductions where transit headways are 30 minutes or less.** The number of trips used in the calculation of traffic impact fees could be reduced by some percentage (probably not more than 10%) where high frequency transit is available based on the assumption that some employees, residents or patrons will use transit. This reduction could be made available just in the Highway 99 sub-area or throughout unincorporated Clark County.

**5. Allow trip reductions for internal trips in all activity centers.** The Form Based Code identifies activity centers where re-development is likely to result in higher intensity uses that are less auto-oriented. The trips used for calculating traffic impact fees could be reduced to account for more internal trips between uses within these activity centers.

**6. Provide TIF credits where bike/ped/transit amenities are provided with development.** The Form Based Code requires that new development provide some amenities that contribute to a pedestrian oriented environment. A program fund could be added to the Transportation Capital Facilities Plan to make these improvements eligible for TIF credits.

**7. Provide TIF credits for all signalization improvements at all intersections or accesses.** Currently, only signal improvements at major intersections are eligible for TIF credits. This would expand eligibility to any signal improvements under the assumption that there are regional benefits derived from these improvements.

**8. Reduce TIFs for certain under-represented uses.** This incentive is based on the assumption that trip lengths will be reduced if businesses locate in the sub-area that are not currently well-represented and that local residents must now travel out of the area to patronize. There is currently a TIF reduction for Quality Restaurants. This idea could be expanded to various other uses based on NAICS or ITE classification. It could also be applied county-wide.

### **December 2010 (Comprehensive Plan Amendment)**

**9. Reduce TIFs by reducing the 20 year transportation CFP costs.** This is a much broader policy decision that would reduce traffic impact fees by reducing the number and cost of transportation projects in the 20 – Year Capital Facilities Plan. Reductions could be achieved by adjusting cost and inflation assumptions, narrowing the planned pavement section and eliminating projects.

**10. Build frontage improvements through capital projects.** The primary incentive identified by developers in the sub-area was additional investments by the County in road frontage improvements, particularly along Highway 99. The County has already made significant investments in this area and plans to complete the NE 88<sup>th</sup> Street improvement project in the next three years. However, there is no funding identified for any other capital projects to improve Highway 99. This would require re-allocation of funds and changes to the TIP Priority Construction Schedule and possibly to the CFP if improvements were contemplated between 63<sup>rd</sup> and 99<sup>th</sup> Streets.

### **December 2011**

#### **(Comprehensive Plan Amendment, Vancouver-Clark Park Comp. Plan)**

**11. Make urban plazas, trails and public open spaces eligible for PIF credits.** The Form Based Code includes standards for urban plazas, trails and public open spaces which are not currently eligible for PIF credits. These areas provide many of the same public benefits as traditional parks and are readily accessible and interwoven into the urban landscape. Implementing this policy would require changes to the Comprehensive Parks, Recreation and Open Space Plan, an update to the Parks CFP and an update to the Parks Impact Fee Program to include commercial uses.