

TRAFFIC IMPACT FEE TECHNICAL PROGRAM DOCUMENT UPDATED _____

This document provides information on the substance and structure of Clark County’s Traffic Impact Fee (TIF) Program.

Contents

- 1) Trip generation table – Adopted Rates
- 2) Fee inflation methodology
- 3) Incentives for Highway 99 Overlay Sub-Area

Exhibits

- a. TIF District Map
- b. Current Impact Fee Rates
- c. TIF Capital Project List
- d. Regional Project Allocation Table
- e. Highway 99 Overlay District Boundary Map

Trip Generation Table – Adopted Rates

The table below presents trip generation rates and other factors by land use type that have been adopted for use in the TIF program. These rates are based on the Institute of Transportation Engineers Trip Generation User’s Guide. However, by statute, an applicant may choose to do an independent fee calculation (if applicable). Trip generation rates are calculated by land use category according to the following formula:

$$\text{TIF} = (\text{Size of development by Unit of Measure}) / (\text{Unit of Measure}) \times (\text{Daily Trips per Unit of Measure}) \times (\text{Pass-by Factor}) \times (\text{BEF})^a \times (0.85)^b \times (\text{Fee per Daily Trip by district})$$

ITE Land Use Code	Land Use	Daily Trips per Unit of Measure	Unit of Measure ^c	Pass-by Factor
010	Waterport/Marine	171.52	# Berths	1
022	General Aviation	1.97	Average Flights Per Day	1
110	General Light Industrial	6.97	1,000 sq. ft. GFA	1
130	Industrial Park	6.97-6.83	1,000 sq. ft. GFA	1
140	Manufacturing	3.82	1,000 sq. ft. GFA	1
150	Warehousing	3.56	1,000 sq. ft. GFA	1
151	Mini Warehouse	2.5	1,000 sq. ft. GFA	1
210	SFR	9.57-9.52	Dwelling Units	1
220	Apartment	6.65	Dwelling Units	1
230	Condo/Townhome	5.81	Dwelling Units	1
240	Mobile Home Park	4.99	Dwelling Units	1
251	Senior Adult Housing Detached	3.71	Dwelling Units	1
254	Assisted Living - Alzheimer	2.74	Occupied Beds	1
255	Continuing Care Retirement	2.84-2.40	Occupied Beds	1
310	Hotel	8.17	Rooms	1
320	Motel	5.63	Rooms	1
412	County Park	2.28	Acres	1

ITE Land Use Code	Land Use	Daily Trips per Unit of Measure	Unit of Measure ^c	Pass-by Factor
540	Community College	1.2 <u>1.23</u>	Student Capacity	1
550	University/College	2.38 <u>1.71</u>	Student Capacity	1
560	Church	9.11	1,000 sq. ft. <u>GFA</u>	1
565	Day Care Center	79.26 <u>74.06</u>	1,000 sq. ft. <u>GFA</u>	0.45
590	Library	56.24	1,000 sq. ft. <u>GFA</u>	1
610	Hospital	11.81 <u>13.22</u>	Beds	1
620	Nursing Home	2.37 <u>2.74</u>	Beds	1
710	General Office (<10,000 sf)	11.01 <u>11.03</u>	1,000 sq. ft. <u>GFA</u>	1
710	General Office (10,001-100k sf) ^d	13.60 (x) - 26	1,000 sq. ft. <u>GFA</u>	1
710	General Office (100,001-300k sf) ^d	8.87 (x) + 447	1,000 sq. ft. <u>GFA</u>	1
710	General Office (>300k sf) ^d	6.51 (x) + 155	1,000 sq. ft. <u>GFA</u>	1
720	Medical Dental	36.13	1,000 sq. ft. <u>GFA</u>	1
750	Office Park	11.42	1,000 sq. ft. <u>GFA</u>	1
770	Business Park	12.76 <u>12.44</u>	1,000 sq. ft. <u>GFA</u>	1
813	Free-Standing Discount Superstore	53.13 <u>50.75</u>	1,000 sq. ft. <u>GFA</u>	0.72
815	Free-Standing Discount	57.24	1,000 sq. ft. <u>GFA</u>	0.83
817	Nursery Garden Center	36.08 <u>68.10</u>	1,000 sq. ft. <u>GFA</u>	.45
820	Shopping Center (<25k)	42.94	1,000 sq. ft. <u>GLA</u>	.45
820	Shopping Center (25,001-50k) ^d	130.16 (x) - 2180	1,000 sq. ft. <u>GLA</u>	.55
820	Shopping Center (50,001-100k) ^d	49.26 (x) + 1865	1,000 sq. ft. <u>GLA</u>	.6
820	Shopping Center (100,001-300k) ^d	35.40 (x) + 3250	1,000 sq. ft. <u>GLA</u>	.65
820	Shopping Center (300,001-600k) ^d	26.31 (x) + 5978	1,000 sq. ft. <u>GLA</u>	.7
820	Shopping Center (>600K) ^d	19.69 (x) + 9947	1,000 sq. ft. <u>GLA</u>	0
841	Car Sales	33.34 <u>32.30</u>	1,000 sq. ft. <u>GFA</u>	1
843	Automobile Part Sales	61.91	1,000 sq. ft. <u>GFA</u>	0.57
848	Tire store	24.87	1,000 sq. ft. <u>GFA</u>	0.72
851	Convenience Market Open 24 hours	737.99	1,000 sq. ft. <u>GFA</u>	0.4
852	Convenience Market Open 15-16 hours	345.7	1,000 sq. ft. <u>GFA</u>	0.4
853	Convenience Market w/ Pumps	542.6	Fueling Positions	0.35
854	Discount Supermarket	96.82 <u>90.86</u>	1,000 sq. ft. <u>GFA</u>	0.77
857	Discount Club	41.8	1,000 sq. ft. <u>GFA</u>	0.9
862	Home Improvement	29.8 <u>30.74</u>	1,000 sq. ft. <u>GFA</u>	0.5
875	Department Store	22.88	1,000 sq. ft. <u>GFA</u>	0.3
880	Pharmacy/Drug Store w/o Drive through	90.06	1,000 sq. ft. <u>GFA</u>	0.45
890	Furniture Store	5.06	1,000 sq. ft. <u>GFA</u>	0.5
912	Drive In Bank	148.15	1,000 sq. ft. <u>GFA</u>	0.45
931	Quality Restaurant	89.95	1,000 sq. ft. <u>GFA</u>	0.55
932	High Turnover Sit Down Restaurant	127.15	1,000 sq. ft. <u>GFA</u>	0.55
934	Fast Food w/ drive thru	496.12	1,000 sq. ft. <u>GFA</u>	0.5
936	Coffee/Donut w/o drive thru	407.5	1,000 sq. ft. <u>GFA</u>	0.32
942	Auto Repair	33.8 <u>31.10</u>	1,000 sq. ft. <u>GLA</u>	1
944	Gasoline/Service Station	168.56	Fueling Positions	0.6

a. BEF means Business Enhancement Factor, a multiplier of 0.70 used to reduce the TIF payment for retail and service related businesses.

b. This adjustment, 0.85, is applied pursuant to CCC 40.620.010(D)

c. Terms: sf sq.ft.=square feet, ksf=thousand square feet, gfa=gross floor area, gla=gross leaseable area

d. In Daily Trip Equation – (x) = total sq ft/1,000 sq ft (unit of measure)

Fee Inflation Methodology

In between full-fledged program updates, per trip fees will be updated annually based on the Engineering News Record (ENR) Construction Cost Index (CCI) for Seattle. This will occur annually using **the base year CCI for Seattle with base year value set at ~~8612.75 from October 2007~~ \$10,388 from January 2015.**

Annual fee adjustments will be made according to the following formula:

$$\text{(newest January CCI) / (base year CCI) x district fee = inflation adjusted fee}$$

Adjustments to project cost for issuance of credits will be calculated as:

$$\text{(newest January CCI) / (base year CCI) x total project cost = inflation adjusted project cost)$$

Incentives for Highway 99 Overlay Sub-Area

Sub-area plan was designed to incorporate a form-based code to regulate development to achieve a specific urban form. An incentive program has been established “to revitalize” the historic Hazel Dell district. Five incentive opportunities may be available to those parcels identified within Appendix F of Title 40 and authorized by CCC 40.630.060 if certain criteria are met.

Approval Process: Separate review/approval application to be submitted directly to Clark County Public Works. Application must be submitted and approved prior to building permit issuance. There will not be any incentive consideration once building permits have been issued, with the exception of TIF credits given for signal improvements. Process is identified in the land use approval.

Incentive 1: 10% Average Daily Trip (ADT) Reduction for High Frequency Transit

Applicant must submit a transit plan that outlines:

- a. Location of transit stop directly related to the site or within ½ mile of proposed development.
- b. Verification of transit frequency of 30 minutes or better for peak hour service.
- c. Time schedules verified by C-Tran.

Incentive 2: TIF credits for bike/ped/transit amenities

As a condition of approval, applicant to provide publicly owned amenities as identified in Appendix F. Only amenities that are public and are permanent pedestrian or bicycle related amenities are eligible for TIF credit.

Applicant must submit location and types of amenities to be constructed as part of the proposed development. The following are features that are approved to receive up to \$1,500 TIF credit per feature installed:

- a. Pedestrian Furniture
- b. Bicycle Racks
- c. Ground-Mounted Pedestrian-scaled lighting
- d. Informational kiosks
- e. Transit Shelters

If the TIF credits are granted and the amenities have not been installed prior to occupancy, occupancy can be denied until additional TIF fees have been paid. Verification of amenities installed will be conducted prior to occupancy.

TIF credits are awarded on a first come, first serve basis and may be limited, can only be redeemed on the development that has required the amenity.

Incentive 3: Provide TIF credits for Signalization improvements.

Signalization improvements within the sub-area are eligible for TIF credits. Credits can be used within the Hazel Dell District. Same requirements apply as outlined in CCC40.630.060.

Incentive 4: Additional 5% Business Enhancement Factor for under-represented uses.

This incentive is based on the assumption that trip lengths will be reduced, therefore limiting traffic congestion and roadway improvement needs elsewhere.

Applicant to submit a study to show that the proposed development is under-represented by proving that there are less than two like businesses within a five miles radius of proposed location.

Incentive 5: Additional 10% Average Daily Trip Reduction for all development in a designated “Activity” center.

This incentive is based on the assumption that the trip generation rate will be reduced to account for internal trips between uses within the designated activity centers.

Applicant to notify TIF Coordinator that the proposed development falls within a designated Activity center. Adjustment to fees will be made to Tidemark to reflect trip reduction.

Exhibit A

Clark County TIF Districts

Legend

- Arterial Streets
- ▣ BOCC Preferred - Urban Growth Area (UGA)
- Preferred Concept**
 - Hazel Dell
 - Mt. Vista
 - Orchards
 - Rural

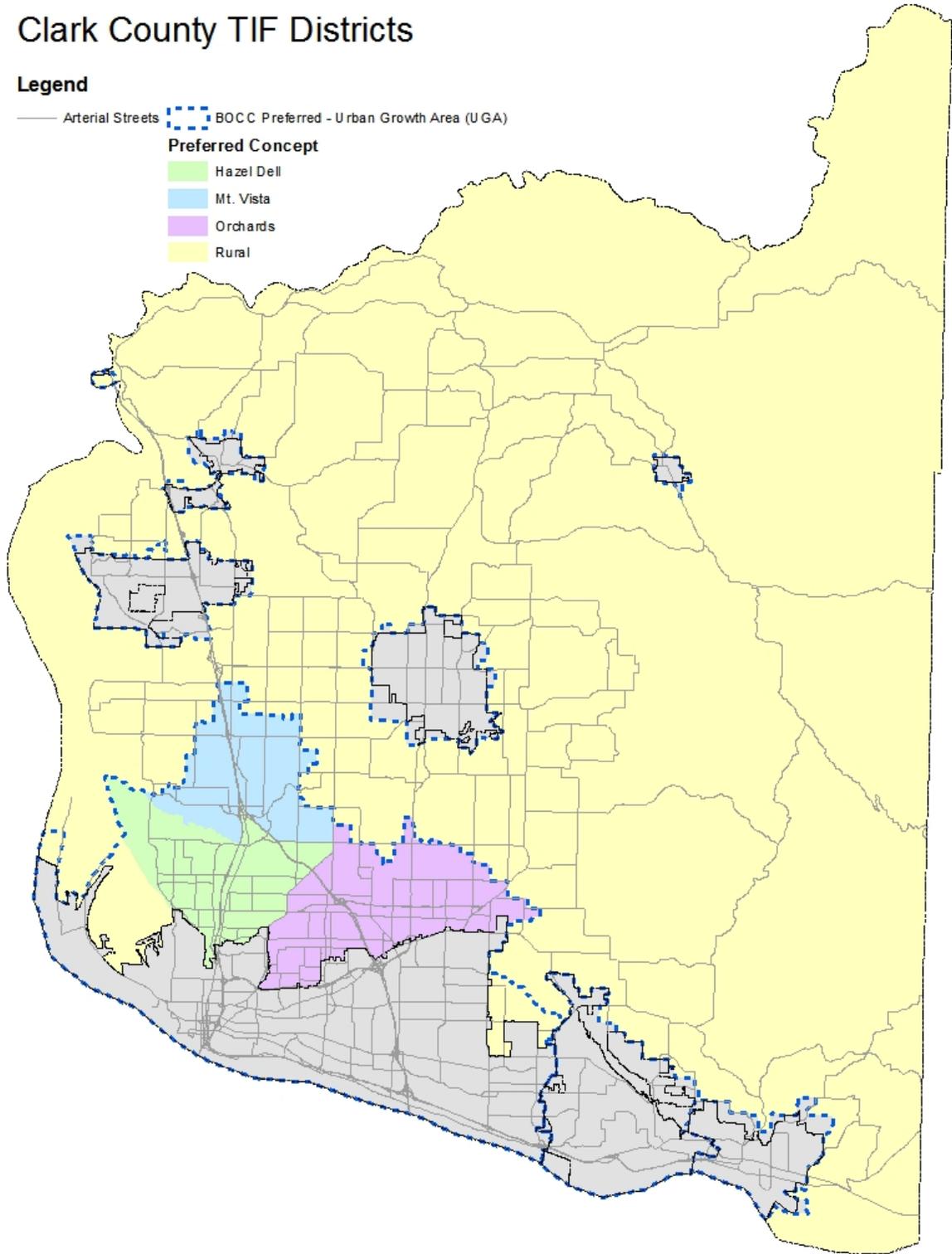


Exhibit B

Impact Fee Rates

District	Fee per Daily Trip
Hazel Dell	\$338
Mt. Vista	\$536
Orchards	\$313
Rural	\$264

Exhibit C

TIF Capital Project List

Projects with a Specific Location				
Road	From	To	2016-2035 Project Costs	County Cost Share
NE 119 th St	NE 72 nd Ave	NE 87 th Ave	\$ 3,744,000	\$ 2,598,000
NE 47 th Ave @ NE 78 th St	Intersection		\$ 214,000	\$ 180,000
NE 94 th Ave	NE Padden Pkwy	NE 99 th St	\$ 5,021,000	\$ 1,026,000
Highway 99	NE 99 th St	NE 103rd St	\$ 10,116,000	\$ 9,757,000
NE 99 th St	NE 94 th Ave	NE 117 th Ave	\$ 9,243,000	\$ 7,919,000
NE 119 th St	NE 50 th Ave	NE 72 nd Ave	\$ 6,225,000	\$ 4,125,000
NE 10 th Ave	NE 154 th St	NE 164 th St	\$ 18,824,000	\$ 8,337,000
Ward Road	NE 88 th St	NE 172 nd Ave Bridge	\$ 9,700,000	\$ 9,700,000
Salmon Creek Ave	WSU Entrance	NE 50 th Ave	\$ 17,940,000	\$ 16,647,000
NE 119 th St	NE 87 th Ave	NE 112 th Ave	\$ 11,342,000	\$ 7,887,000
NE 72 nd Ave	NE 122 nd St	NE 219 th St	\$ 30,000,000	\$ 27,500,000
NE 179 th St/I-5 Interchange	Delfel Rd.	NE 15 th Ave	\$ 29,050,000	\$ 24,787,000
SCIP Phase 2	NE 134 th St	I-205	\$ 17,500,000	\$ 17,500,000
NE 182 nd Ave @ SR-500	Intersection		\$ 3,000,000	\$3,000,000
NE 15 th Ave Extension	NE 179 th St	NE 10 th Ave	\$ 15,000,000	\$ 14,550,000
NE 10 th Ave	NE 149 th St	NE 154 th St	\$ 9,929,000	\$ 7,939,000
NE 179 th St @ 29 th Ave or @ 50 th Ave	Intersections		\$ 5,000,000	\$ 5,000,000
Padden Parkway @ Andresen	Intersection		\$ 15,000,000	\$ 15,000,000
Ward Road	NE 88 th St	NE 172 nd Ave Bridge	\$9,700,000	\$ 9,700,000
NE 172 nd Ave	NE Ward Rd	NE 119 th St	\$ 6,000,000	\$ 6,000,000
NE Ward Rd.	NE 162 nd Ave	NE Davis Rd	\$ 6,000,000	\$ 6,000,000
NE 172 nd Ave	NE 18 th St	NE 39 th St	\$ 4,000,000	\$ 4,000,000
NE 152 nd Ave	NE Padden Parkway	NE 99 th St	\$ 8,000,000	\$ 8,000,000
NW Lakeshore Ave	NW 78 th St	NW 109 th St	\$ 15,000,000	\$ 15,000,000
Unspecified Location General Improvements and Programs				
TSO Projects (5)			\$ 3,766,000	
Rural Road Improvement Program		\$ 2,000,000 Annually	\$ 40,000,000 over 20 Years	
Urban Arterial Intersections			\$ 15,000,000	
Sidewalks and ADA		\$ 1,500,000 Annually	\$ 30,000,000 over 20 Years	
Urban Development Road Program		\$ 1,700,000 Annually	\$ 34,000,000 over 20 Years	
Traffic Signal Optimization		\$ 300,000 Annually	\$ 6,000,000 over 20 Years	

Exhibit D

Regional Project Allocation Table

Road	From	To	TIF Districts				Total	Private Share	TIF Eligible Costs
			Hazel Dell	Mt. Vista	Orchards	Rural			
NE 119th St	NE 72nd Ave	NE 87th Ave	16%	22%	44%	17%	100%	32%	\$824,000
NE 47th Ave @ NE 78th St	Intersection		47%	7%	39%	7%	100%	26%	\$ 46,000
NE 94th Ave	NE Padden Pkwy	NE 99th St	8%	2%	75%	15%	100%	30%	\$ 305,000
Highway 99	NE 99th St	NE 103rd St	67%	24%	3%	6%	100%	26%	\$ 2,507,000
NE 99th St	NE 94th Ave	NE 117th Ave	7%	7%	73%	13%	100%	30%	\$ 2,411,000
NE 119th St	NE 50th Ave	NE 72nd Ave	12%	44%	36%	7%	100%	35%	\$ 1,438,000
NE 10th Ave	NE 154th St	NE 164th St	5%	80%	3%	12%	100%	41%	\$ 3,423,000
Padden Pkwy @ Andresen	Intersection		30%	9%	61%	0%	100%	27%	\$ 4,111,000
Ward Road	NE 88th St	NE 172nd Ave Bridge	0%	0%	38%	62%	100%	33%	\$ 3,190,000
Salmon Ck Ave	WSU Entrance	NE 50th Ave	6%	65%	10%	18%	100%	39%	\$ 6,509,000
NE 119th St	NE 87th Ave	NE 112th Ave	16%	20%	44%	20%	100%	32%	\$ 2,498,000
NE 72nd Ave	NE 122nd St	NE 219th St	0%	34%	51%	15%	100%	35%	\$ 6,762,000
NE 179th St/I-5 Interchange	Delfel	NE 15th Ave	12%	58%	7%	24%	100%	38%	\$ 6,394,000
SCIP Phase 2	NE 134th St	I-205	13%	81%	6%	0%	100%	40%	\$ 6,937,000
NE 182nd Ave @ SR-500	Intersection		5%	5%	42%	48%	100%	32%	\$ 972,000
NE 15th Ave	NE 179th St	NE 10th Ave	13%	56%	5%	26%	100%	38%	\$ 5,460,000
NE 10th Ave	NE 149th St	NE 154th St	6%	79%	4%	11%	100%	41%	\$ 3,236,000
NE 179th St@29th Ave or @50th Ave	Intersections		11%	64%	4%	20%	100%	39%	\$ 1,928,000
TSO Projects (5)	Various		20%	37%	43%	0%	100%	33%	\$ 283,000
Urban Arterial Intersections	Various		20%	37%	43%	0%	100%	33%	\$ 4,894,000
Rural Road Improvement Program			0%	0%	0%	100%	100%	35%	\$ 14,010,000
Sidewalks and ADA			20%	37%	43%	0%	100%	33%	\$ 9,788,000
Urban Development Road Prgm			20%	37%	43%	0%	100%	33%	\$ 11,093,000
Traffic Signal Optimization			20%	37%	43%	0%	100%	33%	\$ 1,958,000
NE 172nd Ave	NE Ward Rd.	NE 119th St.	8%	2%	75%	15%	100%	30%	\$ 1,784,000
NE Ward Rd	NE 162nd Ave	NE Davis Rd.	0%	0%	38%	62%	100%	33%	\$ 1,973,000
NE 172nd Ave	NE 18th St.	NE 39th St	0%	0%	100%	0%	100%	29%	\$ 1,180,000
NE 152nd Ave	NE Padden Pkwy	NE 99th St.	8%	2%	75%	15%	100%	30%	\$ 2,379,000
NW Lakeshore Ave	NW 78th St.	NW 109th St.	67%	24%	3%	6%	100%	26%	\$ 3,854,00

