

# TRAFFIC IMPACT FEE TECHNICAL PROGRAM DOCUMENT

UPDATED July 13, 2010

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

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## 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 <sup>c</sup>	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	1000 sq. ft.	1
130	Industrial Park	6.97	1000 sq. ft.	1
140	Manufacturing	3.82	1000 sq. ft.	1
150	Warehousing	3.56	1000 sq. ft.	1
151	Mini Warehouse	2.5	1000 sq. ft.	1
210	SFR	9.57	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	2.81	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 <sup>c</sup>	Pass-by Factor
540	Community College	1.2	Student Capacity	1
550	University/College	2.38	Student Capacity	1
560	Church	9.11	1000 sq. ft.	1
565	Day Care Center	79.26	1000 sq. ft.	0.45
590	Library	56.24	1000 sq. ft.	1
610	Hospital	11.81	Beds	1
620	Nursing Home	2.37	Beds	1
710	General Office (<10,000 sf)	11.01	1000 sq. ft.	1
710	General Office (10,001-100k sf) <sup>d</sup>	13.60 (x) - 26	1000 sq. ft.	1
710	General Office (100,001-300k sf) <sup>d</sup>	8.87 (x) + 447	1000 sq. ft.	1
710	General Office (>300k sf) <sup>d</sup>	6.51 (x) +155	1000 sq. ft.	1
720	Medical Dental	36.13	1000 sq. ft.	1
750	Office Park	11.42	1000 sq. ft.	1
770	Business Park	12.76	1000 sq. ft.	1
813	Free-Standing Discount Superstore	53.13	1000 sq. ft.	0.72
815	Free-Standing Discount	57.24	1000 sq. ft.	0.83
817	Nursery Garden Center	36.08	1000 sq. ft.	.45
820	Shopping Center (<25k)	42.94	1000 sq. ft.	.45
820	Shopping Center (25,001-50k) <sup>d</sup>	130.16 (x) - 2180	1000 sq. ft.	.55
820	Shopping Center (50,001-100k) <sup>d</sup>	49.26 (x) + 1865	1000 sq. ft.	.6
820	Shopping Center (100,001-300k) <sup>d</sup>	35.40 (x) + 3250	1000 sq. ft.	.65
820	Shopping Center (300,001-600k) <sup>d</sup>	26.31 (x) + 5978	1000 sq. ft.	.7
820	Shopping Center (>600K) <sup>d</sup>	19.69 (x) + 9947	1000 sq. ft.	0
841	Car Sales	33.34	1000 sq. ft.	1
843	Automobile Part Sales	61.91	1000 sq. ft.	0.57
848	Tire store	24.87	1000 sq. ft.	0.72
851	Convenience Market Open 24 hours	737.99	1000 sq. ft.	0.4
852	Convenience Market Open 15-16 hours	345.7	1000 sq. ft.	0.4
853	Convenience Market w/ Pumps	542.6	Fueling Positions	0.35
854	Discount Supermarket	96.82	1000 sq. ft.	0.77
857	Discount Club	41.8	1000 sq. ft.	0.9
862	Home Improvement	29.8	1000 sq. ft.	0.5
875	Department Store	22.88	1000 sq. ft.	0.3
880	Pharmacy/Drug Store w/o Drive through	90.06	1000 sq. ft.	0.45
890	Furniture Store	5.06	1000 sq. ft.	0.5
912	Drive In Bank	148.15	1000 sq. ft.	0.45
931	Quality Restaurant	89.95	1000 sq. ft.	0.55
932	High Turnover Sit Down Restaurant	127.15	1000 sq. ft.	0.55
934	Fast Food w/ drive thru	496.12	1000 sq. ft.	0.5
936	Coffee/Donut w/o drive thru	407.5	1000 sq. ft.	0.32
942	Auto Repair	33.8	1000 sq. ft.	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=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 7155 from October 2000.**

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.