



City of Camas  
Community Development  
Application Form  
Impact Fee Credit

Impact Fee Credit Applying for:

- ☒ Traffic Impact Fee ☐ Fire Impact Fee ☐ School Impact Fee  
☐ Open Space Impact Fee ☐ Parks Impact Fee

Company Name: Three Hills at Round Lake Work Phone: 360-892-0514  
Contact Name: Ryan Tuttle  
Address: P.O. Box 61426  
City: Vancouver State: WA Zip: 98666 Fax: \_\_\_\_\_  
E-mail Address: Ryan@HootGroupInc.com

Associated Development Proposal:

NORTH HILLS

Case Number: SUB 10-02 Parcel Number: 178423010  
Site Address: 27639 SE 15TH ST CAMAS, WA 98607

Location of Request:

Address of Location: 27639 SE 15TH ST - WOODBURN DRIVE  
Intersection from: N/A Intersection to: \_\_\_\_\_  
Amount of Credit Requested: \$165,141

The undersigned hereby certifies that this application has been made with the consent of the lawful property owner(s) and that all information submitted with this application is complete and correct. False statements, error, and/or omissions may be sufficient cause for denial of the request.

Applicant Signature: [Signature] Date: 6/17/16

For Office Use Only:

☐ Approved  
☐ Disapproved Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## Curleigh (Jim) Carothers

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**From:** Curleigh (Jim) Carothers  
**Sent:** Friday, May 13, 2016 9:54 AM  
**To:** Wes Heigh  
**Cc:** Pam O'Brien; Robert Maul; Bob Cunningham; Cathy Huber Nickerson; Steve Wall; Kari Murphy  
**Subject:** Woodburn Drive Transportation Impact Fee Credits Available  
**Attachments:** HARL 1&2 & North Hills Credits.pdf

All,  
I wanted to let you know that there are currently some unclaimed TIF credits for the segmented construction of Woodburn Drive.

The 2016 rate for Woodburn Drive TIF credits is as follows:

\$3.8 Million (total TIF eligible cost for entire roadway in year 2011 dollars) x 1.211 (annual adjustment growth factor) x 0.6 (reduction factor) / 5200 LF (total length of roadway) = \$531 per Lineal Foot

TIF Eligible Cost for frontage for The Hills at Round Lake Phases 1 and 2

1,165 LF x \$531 per LF = \$618,615

TIF Eligible Cost for frontage for North Hills

311 LF x \$531 per LF = \$165,141

Wes,  
Can you please pass this information on to the developer(s) so that the application for credits can be made? Thank you.

James E. Carothers, P.E.  
Engineering Manager/City Engineer



616 NE 4th Avenue  
Camas, WA 98607  
360-817-7230  
360-834-1535 FAX  
[jcarothers@cityofcamas.us](mailto:jcarothers@cityofcamas.us)

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**From:** Pam O'Brien  
**Sent:** Monday, April 25, 2016 11:23 AM  
**To:** Robert Maul <[RMaul@cityofcamas.us](mailto:RMaul@cityofcamas.us)>; Bob Cunningham <[BCunningham@cityofcamas.us](mailto:BCunningham@cityofcamas.us)>; Curleigh (Jim) Carothers <[jcarothers@cityofcamas.us](mailto:jcarothers@cityofcamas.us)>; Cathy Huber Nickerson <[chuber@cityofcamas.us](mailto:chuber@cityofcamas.us)>; Steve Wall <[SWall@cityofcamas.us](mailto:SWall@cityofcamas.us)>; Kari Murphy <[KMurphy@cityofcamas.us](mailto:KMurphy@cityofcamas.us)>  
**Subject:** Impact Fees Report Summary.xlsx

Good Morning,

Element	Improvement Project	Improvement	Total Construction Project Cost (millions)	TIF Eligible Cost (millions)
J	Woodburn Drive (Greg Reservoir area)	New 2 lane roadway between 15 <sup>th</sup> Street and 283 <sup>rd</sup> Avenue.	\$5.3	\$3.8
K	23 <sup>rd</sup> Street Realignment	Realign 23 <sup>rd</sup> Street east of 283 <sup>rd</sup> Avenue to intersect with new East-West Collector	\$0.6	\$0.5
L	Friberg (1 <sup>st</sup> Street to 13 <sup>th</sup> Street)	Widen from 2 lanes to 3 lanes between 1 <sup>st</sup> Street and 13 <sup>th</sup> Street	\$5.0	\$3.9
M	Extend Camas Meadows Drive	Extend Camas Meadows Drive from Payne Street to Lake Road as a three lane collector, includes signal modification at Lake/1 <sup>st</sup> /Parker	\$3.8	\$2.9
N	38 <sup>th</sup> Avenue Extension	New 3 lane roadway between 650 feet east of Bybee and 500 feet east of 192 <sup>nd</sup>	\$2.7	\$2.0
O	Bybee Realignment	Realign Bybee between NW 199 <sup>th</sup> and SE 20 <sup>th</sup>	\$1.2	\$1.0
P	Widen 38 <sup>th</sup> Avenue (West) (650 feet east of Bybee to Parker)	Widen from 2 lanes to 3 lanes between 650 feet east of Bybee and Parker Street	\$4.7	\$3.7
Q	Widen 38 <sup>th</sup> Avenue (East) (Parker Street to 800 feet west of Dahlia)	Widen from 2 lanes to 3 lanes between Parker Street and Astor Street	\$2.9	\$2.2
R	Goodwin Road (Friberg Road to Lacamas Creek)	Widen from 2 to 5 lanes between Friberg Street and Ingle Road and Lacamas Creek	\$5.9	\$4.8
S	192 <sup>nd</sup> -Goodwin Connector	Camas share (39%) of potential connection between 192 <sup>nd</sup> and Goodwin. Specific project and alignment to be determined. (South proportionate cost only)	\$4.0	\$1.3
<b>South Roadway Projects</b>			<b>\$36.1</b>	<b>\$26.1</b>
<b>Total Roadway Projects (North + South)</b>			<b>\$98.0</b>	<b>\$66.6</b>



# City of Camas TIF PROJECT LOCATIONS



NO SCALE

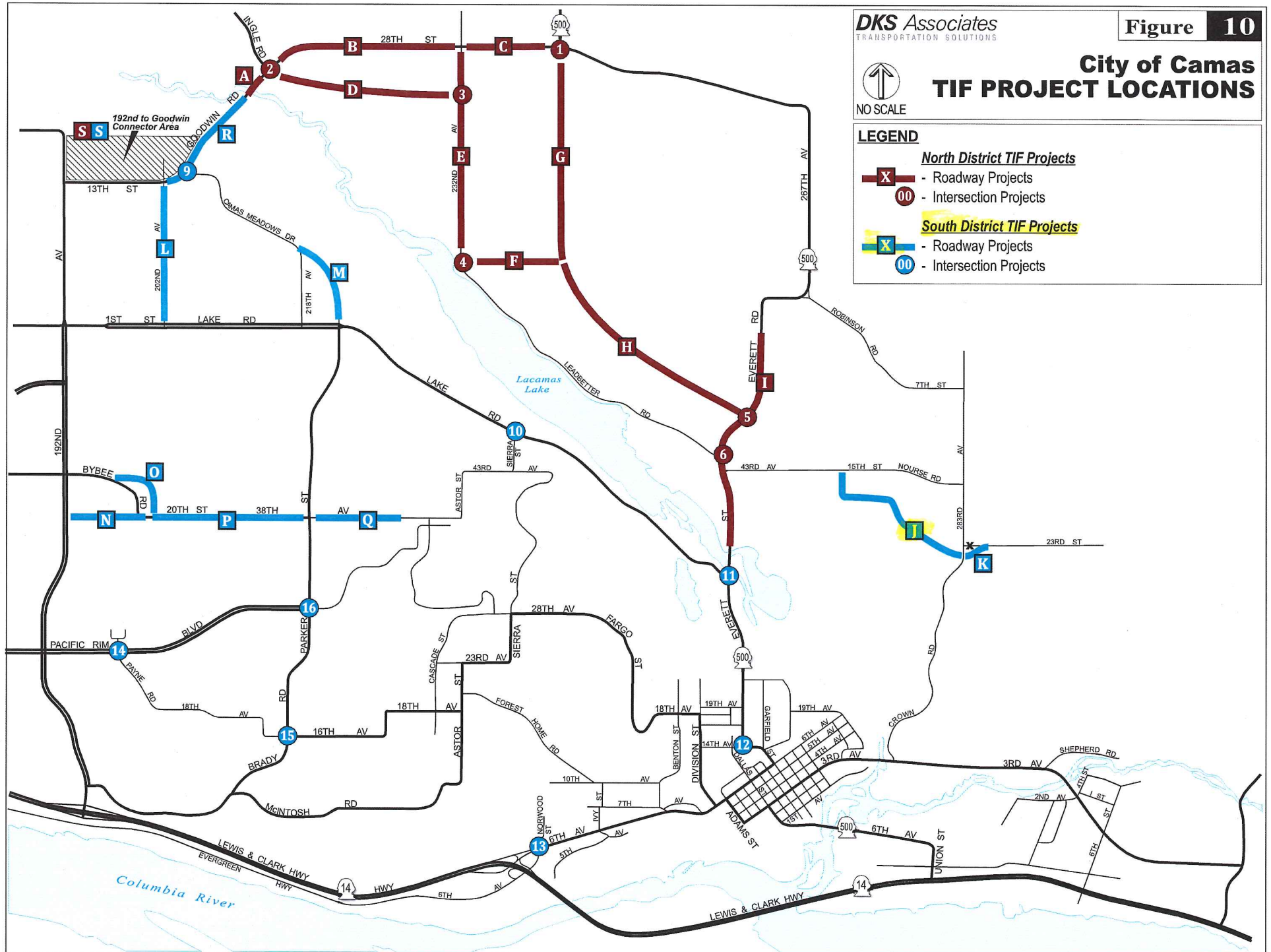
## LEGEND

### North District TIF Projects

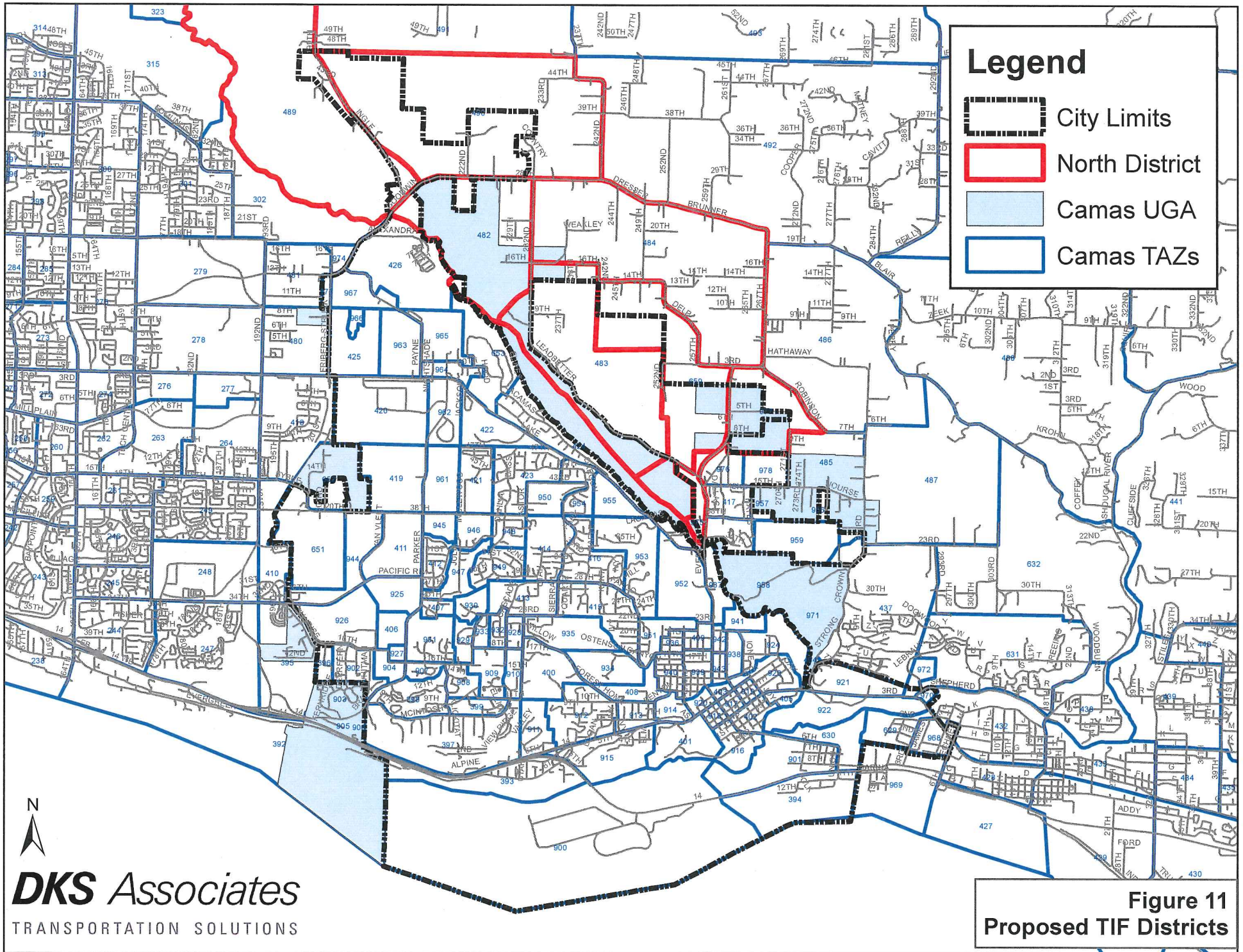
- X - Roadway Projects
- 00 - Intersection Projects

### South District TIF Projects

- X - Roadway Projects
- 00 - Intersection Projects









## CHAPTER 3: TIF STRUCTURE

The current traffic impact fee calculation methodology has been utilized since 2003. The basis of the calculation is the assessment of PM peak hour vehicle trips from the Institute of Transportation Engineer's *Trip Generation: An ITE Informational Report* and a cost rate applied to each trip-end on a citywide basis. Chapter 5 of the previous TIF study provides background into the basis of the TIF. The following sections summarize the key components of the staff's recommended proposed TIF update:

- TIF will be collected based on PM peak hour trip generation rates
- Two TIF districts will be formed (see Figure 11) with project costs allocated either to the North district or the South district, with the exception of the 192<sup>nd</sup>/Goodwin connector project, which would be allocated between the districts proportionate to their use of the connector, based on growth.
- TIF will fund curb-to-curb plus storm sewer costs
- TIF will fund right-of-way outside the UGA proportionate to the expected Camas share of each project
- TIF will fund 20% of right-of-way inside the UGA
- TIF costs will be indexed at 3.9% per year, with new rates taking effect the first of each year

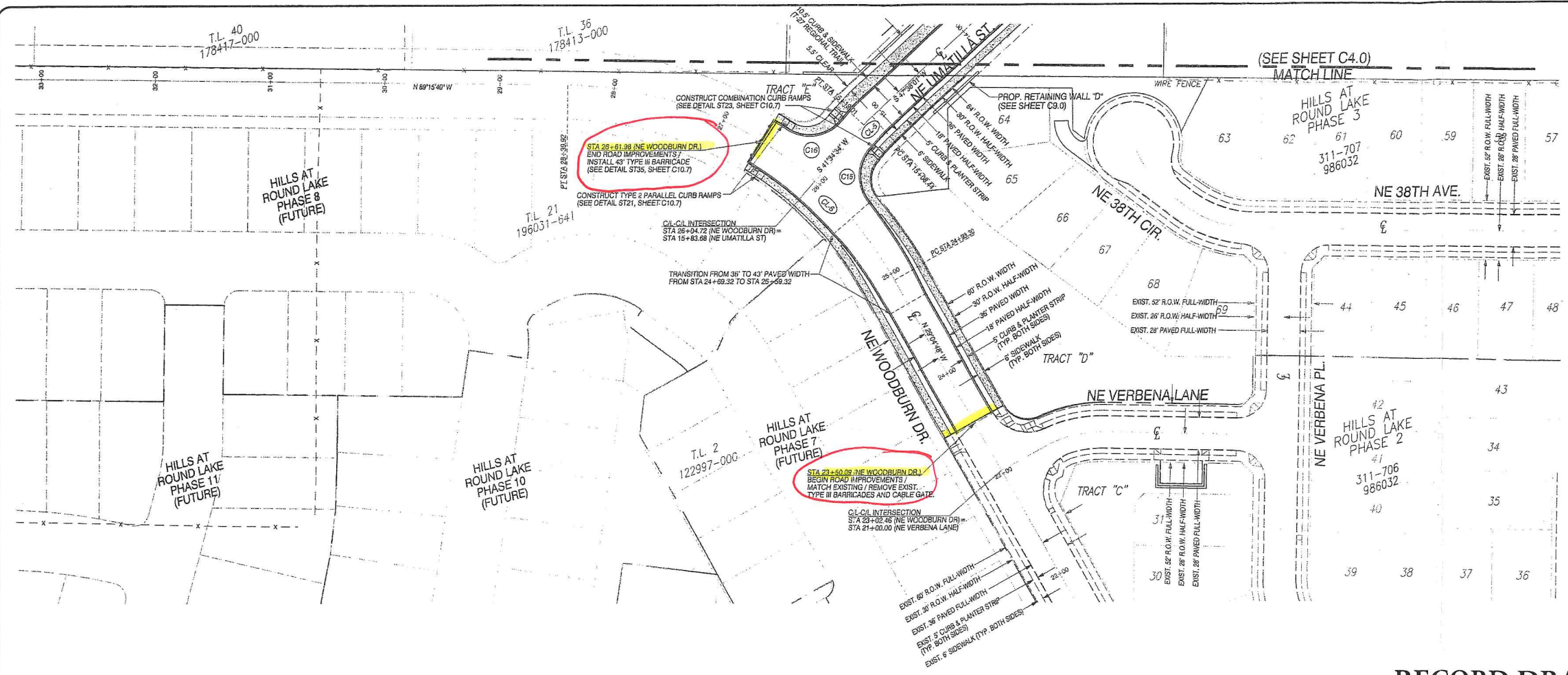
Table 10 summarizes staff's recommendation and the anticipated TIF fee associated with this recommendation, along with adjustments that would be made based upon a 60% reduction factor (as described previously).

**Table 10: Staff Recommended TIF Fee**

<b>TIF Fee Summary</b>	<b>North</b>	<b>South</b>
Curb-to-Curb+Storm+ROW*	\$10,619	\$4,042
60% reduction Factor	-\$4,248	-\$1,617
<b>2011 Net Rate</b>	<b>\$6,371</b>	<b>\$2,425</b>
2012 Net Rate	\$6,620	\$2,520
2013 Net Rate	\$6,878	\$2,618
2014 Net Rate	\$7,146	\$2,720
2015 Net Rate	\$7,425	\$2,826
2016 Net Rate	\$7,715	\$2,936
2017 Net Rate	\$8,015	\$3,051
2018 Net Rate	\$8,328	\$3,170
2019 Net Rate	\$8,653	\$3,294

\* Includes ROW outside the UGA + 20% of ROW inside UGA

26+62  
23+51  
311 LF  
36' W  
1,244 SY

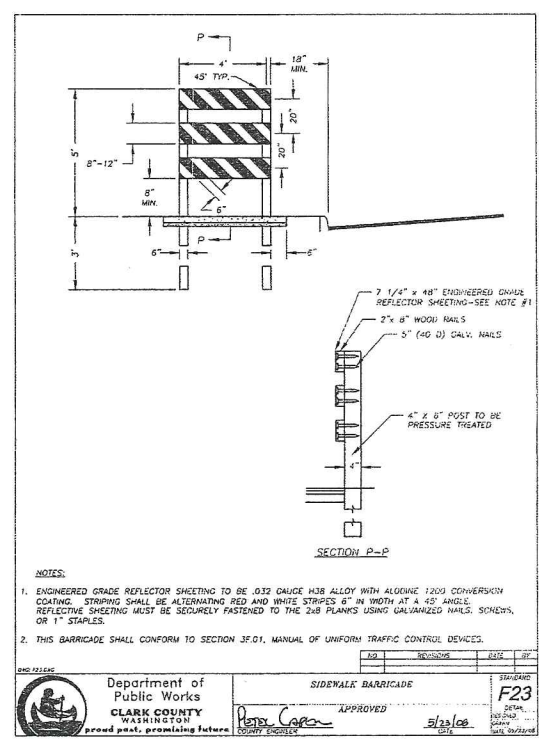


CLIENT:  
HILLS AT ROUND LAKE, LLC  
P.O. BOX 87970  
VANCOUVER, WA 98687-7970  
PHONE: (360) 892-0514  
FAX: (360) 892-1818

OFFSITE STREET PLAN (NE WOODBURN DR.) FOR:  
**NORTH HILLS SUBDIVISION**

**OLSON** LAND SURVEYORS  
ENGINEERS  
ENGINEERING INC. 222 E. EVERGREEN BLVD., VANCOUVER, WA 98660  
360-466-1995  
509-289-9056

### RECORD DRAWING



- NOTES:
1. ENGINEERED GRADE REFLECTOR SHEETING TO BE .032 GAUGE H38 ALLOY WITH ALUMINE 1200 COHERSION COATING. STRIPING SHALL BE ALTERNATING RED AND WHITE STRIPES 6" IN WIDTH AT A 45° ANGLE. REFLECTIVE SHEETING MUST BE SECURELY FASTENED TO THE SUB PLANS USING GALVANIZED NAILS, SCREWS, OR 1" STAPLES.
  2. THIS BARRICADE SHALL CONFORM TO SECTION 3F.01, MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

Department of Public Works  
CLARK COUNTY WASHINGTON  
DESIGNED: [Signature] DATE: 5/23/08  
APPROVED: [Signature] DATE: 5/23/08  
F23  
DETAIL: [Signature] DATE: 5/23/08

CENTERLINE CURVE DATA		
CLS	PC STA 15+06.44 (NE UMATILLA ST.)	PT STA 15+19.01 (NE UMATILLA ST.)
	DELTA=66°03'28"	
	R=100.00'	
	L=10.37'	
CLS	PC STA 24+33.30 (NE WOODBURN DR.)	PT STA 28+39.92 (NE WOODBURN DR.)
	DELTA=60°10'32"	
	R=330.00'	
	L=349.52'	

CURB RETURN DATA		
	ICR ELEV.	
(C15)	BCR STA 25+59.32 (21.50' RT - NE WOODBURN DR.)	410.93 (6')
	DELTA=82°07'06"	411.88 (6')
	R=38.00'	412.84 (6')
	L=50.16'	413.55 (6')
	ECR STA 15+30.63 (18.00' LT - NE UMATILLA ST.)	413.66 (6')
(C16)	BCR STA 15+30.63 (18.00' RT - NE UMATILLA ST.)	413.66 (6')
	DELTA=82°02'45"	414.22 (6')
	R=38.00'	415.54 (6')
	L=50.12'	417.05 (6')
	ECR STA 26+50.11 (21.50' RT - NE WOODBURN DR.)	418.19 (6')

- INDICATES SIDEWALK TO BE CONSTRUCTED WITH OTHER SUBDIVISION IMPROVEMENTS.
- NOTES:
- 1) SEE SHEETS C4.4 AND C4.5 FOR TYPICAL STREET SECTIONS.
  - 2) SEE CITY OF CAMAS STD. STREET NOTES AND DETAILS ON SHEETS C10.6 AND C10.7.
  - 3) TRACTS A, B, C, D, E, F, G, & H TO BE OWNED AND MAINTAINED BY THE H.O.A.

**APPROVED**

Scale: 1"=50'

DESIGNED: RWP  
DRAWN: RWP  
CHECKED: PAT  
DATE: JULY 2015  
SCALE: H: 1"=50'  
V: 1"=50'  
COPYRIGHT 2015, OLSON ENGINEERING, INC.  
NORTH HILLS SUBDIVISION  
7436.03.02  
SHEET  
C4.1

CLARK COUNTY, WA  
APPROVED FOR CONSTRUCTION  
JUL 2 2015  
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