



## Staff Report

*March 4, 2019 Council Consent Agenda Item*

### **\$196,050 in Traffic Impact Fee (TIF) Credits to Camas School District**

Staff Contact	Phone	Email
James Carothers, Engineering Manager	360.817.7230	<a href="mailto:jcarothers@cityofcamas.us">jcarothers@cityofcamas.us</a>

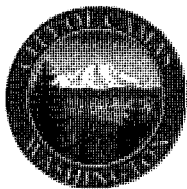
**PURPOSE:** The Camas School District has completed the NW 16<sup>th</sup> Avenue & NW Brady Road Traffic Signal Improvements (off-site improvements associated with Discovery High School). TIF is being collected for installation of the traffic signal at this intersection, which is identified as TIF Intersection Project 15 in the Camas 2012 TIF Study Update.

Staff has verified that Camas School District request for \$196,050 in TIF credits is the accurate pro rata share for the traffic signal installation at this intersection. Staff has attached to this agenda item the Camas School District application form and the supporting documentation for this calculation.



**Camas School District Traffic Signal Improvements at Intersection of NW Brady Road & NW 16<sup>th</sup> Ave. (looking west)**

**RECOMMENDATION:** Staff recommends Council approval of these TIF credits.



# 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  
☐ Water System Development Charge ☐ Sewer System Development Charge

Company Name: Camas School District Work Phone: 360-833-5593  
Contact Name: Heidi Rosenberg  
Address: 841 NE 22<sup>nd</sup> Ave  
City: Camas State: WA Zip: 98607 Fax: \_\_\_\_\_  
E-mail Address: heidi.rosenberg@camas.wednet.edu

## Associated Development Proposal:

**16<sup>th</sup> & Brady Traffic Signalization (off-site improvement associated with Discovery High School)**

Case Number: 17-00356 Parcel Number: 125661000  
Site Address: 5125 NW Nan Henriksen Way, Camas, WA 98607

## Location of Request:

Address of Location: Intersection at NW 16<sup>th</sup> Ave and NW Brady Rd  
Intersection from: \_\_\_\_\_ Intersection to: \_\_\_\_\_

Amount of Credit Requested: \$196,050 per TIF credit calculations dated 7/17/2018 by Curleigh Carothers (see attached)

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.

Printed Name: Jeff Snell, Superintendent

Applicant Signature: *Jeff Snell* Date: February 20, 2019

## For Office Use Only:

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

7/17/2018

TIF Credit Calculation for Lacamas Lake Elementary Frontage

NE 9<sup>th</sup> Street (now North Shore Blvd.)

Total Distance of 9<sup>th</sup> = 2600 LF

2018 eligible TIF improvement cost for 9<sup>th</sup> =  $\$2,900,000 * 1.039^7 = \$3,790,000$

2018 eligible TIF improvement credit/fee collection cost per lineal foot =  $\$3,790,000 / 2600 \text{ LF} * (0.60 \text{ reduction factor}) = \$875/\text{LF}$  (46' wide)

Credit per lineal foot for 26' of Improvements =  $\$875 * (26' / 46') = \$495/\text{LF}$

Total Frontage Improvements Distance on 9<sup>th</sup> = 1318 LF (STA 14+00 to 27+18)

1318 LF \*  $\$495/\text{LF} = \$652,410$

NE 232<sup>nd</sup> Avenue

Total Distance of 232<sup>nd</sup> = 5400 LF

2018 eligible TIF cost for 232<sup>nd</sup> =  $\$4,700,000 * 1.039^7 = \$6,143,000$

2018 eligible TIF improvement credit/fee collection cost per lineal foot =  $\$6,143,000 / 5400 \text{ LF} * (0.60 \text{ reduction factor}) = \$683$  (46' wide)

Credit per lineal foot for 26' of Improvements =  $\$683 * (26' / 46') = \$386/\text{LF}$

Total Proposed Frontage Improvements Distance on 9<sup>th</sup> = 300 LF (STA 11+00 to 14+00)

300 LF \*  $\$386/\text{LF} = \$115,800$

Total TIF Credits Eligible =  $\$652,410 + \$115,800 = \$768,210$

TIF Cost for 104 PM Peak Hour Trips =  $\$13,880 * (0.60 \text{ reduction factor}) * 104 \text{ Trips} = \$866,112$ .

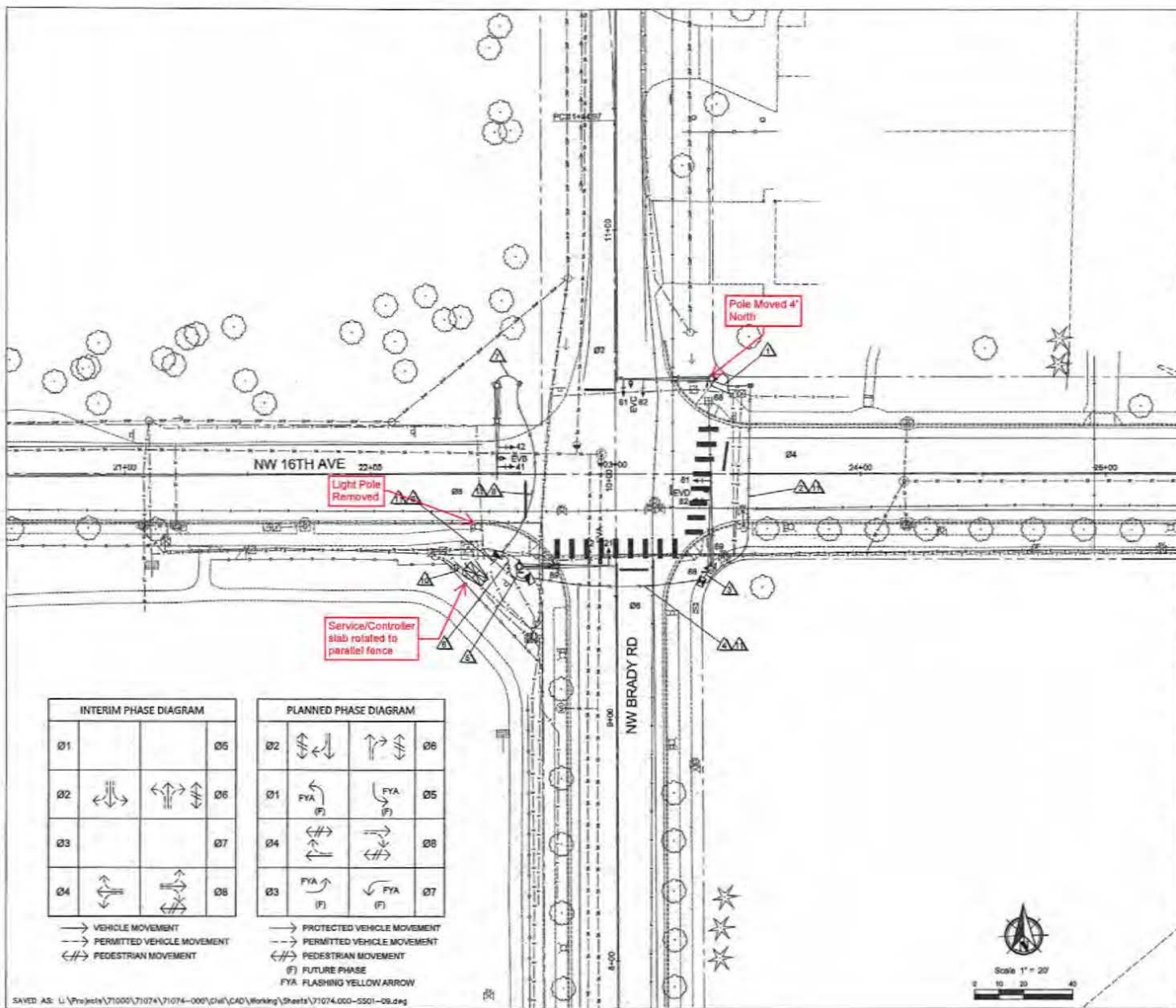
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Traffic Signal Credits (2018) (NW 16<sup>th</sup> Ave. & NW Brady Rd.)

2018 eligible TIF for improvements reimbursement =  $\$250,000 * 1.039^7 * (0.60) = \$196,050$

James E. Carothers, P.E.  
Engineering Manager/City Engineer  
City of Camas  
616 NE 4th Avenue  
Camas, WA 98607  
360-817-7230  
360-834-1535 FAX  
[jcarothers@cityofcamas.us](mailto:jcarothers@cityofcamas.us)





# CONSTRUCTION NOTES:

## SIGNAL INSTALLATION NOTES:

- 20 INSTALL TRAFFIC SIGNAL POLE INCLUDING FOUNDATION AND TERMINAL BOX.
- 21 INSTALL TYPE (B) JUNCTION BOX: 1 & 2 - SEE WSDOT STD PLAN J-40.10, 8 - SEE WSDOT STD PLAN J-40.30, SHEETS 8512 & 8513.
- 22 NOT USED.
- 23 INSTALL TRAFFIC SIGNAL HEAD INCLUDING WIRE FROM HEAD TO TERMINAL CABINET.
- 24 NOT USED.
- 25 INSTALL PEDESTRIAN HEAD AND MOUNT INCLUDING WIRE FROM HEAD TO CABINET TERMINAL.
- 26 NOT USED.
- 27 INSTALL ACCESSIBLE PEDESTRIAN PUSHBUTTON SYSTEM INCLUDING WIRE FROM PUSHBUTTON TO TERMINAL CABINET.
- 28 NOT USED.
- 29 INSTALL LUMINAIRE ARM & LED LUMINAIRE HEAD.
- 30 INSTALL ADVANCE RADAR DETECTOR SYSTEM INCLUDING FIELD WIRE FROM DETECTOR TO TRAFFIC SIGNAL CABINET AS SHOWN ON THE PLANS.
- 31 INSTALL GRIDSMART CAMERA INCLUDING FIELD WIRE FROM DETECTOR TO TRAFFIC SIGNAL CABINET AS SHOWN ON THE PLANS. SEE DETAIL ON SHEET SS05.
- 32 INSTALL WSDOT TYPE-D SERVICE CABINET ON CONCRETE PAD PER WSDOT STD PLAN J-10.21, SEE SHEETS SS08 & SS12.
- 33 INSTALL SIGNAL CONTROLLER CABINET ON CONCRETE PAD, SEE SHEETS SS09 TO SS11.
- 34 INSTALL OPTICAL PREEMPTION DETECTION INCLUDING FIELD WIRE FROM DETECTOR TO TERMINAL CABINET.
- 35 PAVE PEDESTRIAN LANDING AT NEW SIGNAL POLE.
- 36 DRAW POWER FROM EXISTING TRANSFORMER, COORDINATE WITH CLARK PUBLIC UTILITIES (CPU).
- 37 PROTECT EXISTING UTILITY POLE & GUY WIRE.

## STRIPING

- 60 PROTECT EXISTING STOP BAR.
- 61 PROTECT EXISTING CROSSWALK.

## SIGNING

- 60 REMOVE EXISTING STOP (R1-1) SIGN, 4-WAY (R1-3) PLAQUE, STREET NAME SIGNS, AND SIGN POLE. PROTECT AND RETURN TO CITY OF CAMAS.
- 61 REMOVE EXISTING STOP (R1-1) SIGN AND 4-WAY (R1-3) PLAQUE. PROTECT AND RETURN TO CITY OF CAMAS.
- 62 INSTALL STREET NAME SIGN AS SHOWN ON THE SIGNAL LEGEND, SHEET SS05.
- 63 REMOVE EXISTING STOP (R1-1) SIGN, 4-WAY (R1-3) PLAQUE, AND SIGN POLE. PROTECT AND RETURN TO CITY OF CAMAS.
- 64 EXISTING SIGN TO REMAIN.
- 65 REPLACE STOP SIGN AHEAD WARNING SIGN WS-1 WITH TRAFFIC LIGHT AHEAD WARNING SIGN WS-3 PER WS-3 DETAIL, SHEET SS01.

## WIRING

SEE SHEETS SS03 TO SS04 FOR WIRE DETAILS

**APPROVED**

The approval of the plans and specifications shall not constitute the City Engineer's responsibility for the construction of any work shown on these plans or for any resulting construction conditions being worked on the site. The City Engineer shall be responsible for the construction of any work shown on these plans or for any resulting construction conditions being worked on the site.

Camas Public Works Department/Checked By: C.A. Date: 1/15/18



CALL 2 BUSINESS DAYS BEFORE YOU DIG  
 1-800-424-5555  
 "It's the 3rd"

DESIGN DATE	DEC 2017
AS-BUILT DATE	
SCALE	AS SHOWN
HORIZONTAL	N/A
VERTICAL	N/A
CONTACT	MOB
DESIGNED BY	JAM
APPROVED BY	JAM
PROJECT NO.	233-306
DATE	DAH



CAVAS SCHOOL DISTRICT  
 NW BRADY ROAD AND NW 16TH AVENUE  
 INTERSECTION - TRAFFIC SIGNAL DESIGN  
 SIGNAL PLAN FOR BELOW GROUND EQUIPMENT



1/15/18  
 CAMAS PROJECT NUMBER

STATUS	PAGE
DRAFT	10 of 22
CONSTRUCTION	
AS-BUILT	
CAMAS DRAWING NUMBER	
SS02	
CAMAS CATALOG NUMBER	

# City of Camas TIF PROJECT LOCATIONS



NO SCALE

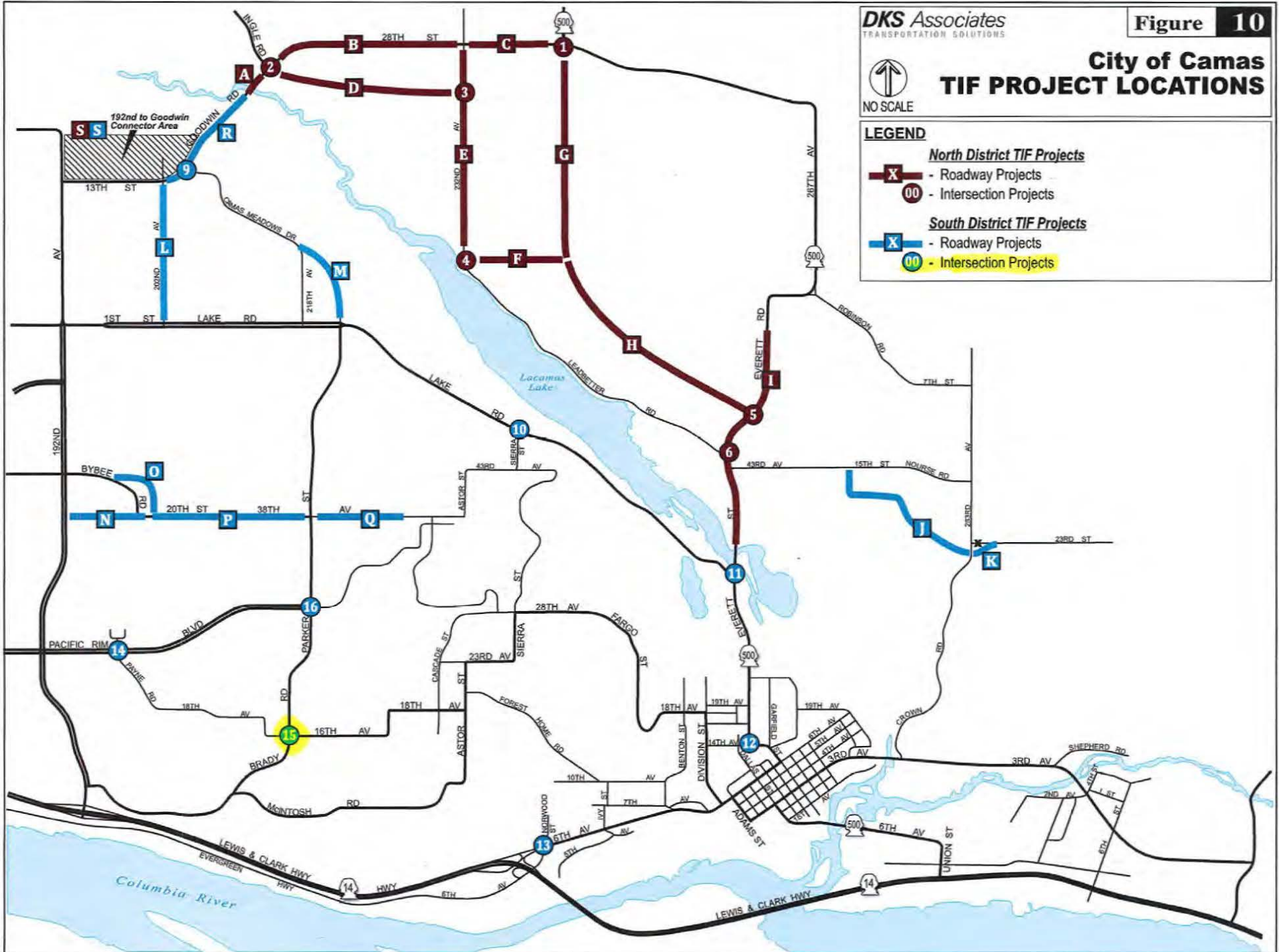
## LEGEND

### North District TIF Projects

- X - Roadway Projects
- 00 - Intersection Projects

### South District TIF Projects

- X - Roadway Projects
- 00 - Intersection Projects





Element	Improvement Project	Improvement	Total Construction Project Cost (millions)	TIF Eligible Cost (millions)
1	242 <sup>nd</sup> Avenue/Goodwin/28th	Install a traffic signal. Add SB left turn lane.	\$0.5	\$0.14
2	Ingle Road/28 <sup>th</sup> Street	Install a traffic signal.	\$0.25	\$0.25
3	232 <sup>nd</sup> Avenue/22 <sup>nd</sup> Street	Install roundabout	\$0.5	\$0.27
4	232 <sup>nd</sup> Avenue/9 <sup>th</sup> Street	Install roundabout	\$0.5	\$0.50
5	SR 500/New Road (242 <sup>nd</sup> Avenue Extension)	Install traffic signal	\$0.25	\$0.25
6	SR 500/Leadbetter	Install median, converting intersection to right-in/right-out only access	\$0.05	\$0.05
<b>North Intersection Projects</b>			<b>\$2.05</b>	<b>\$1.45</b>
9	Camas Meadows Drive/Goodwin Road	Install traffic signal.	\$0.25	\$0.25
10	Lake Road/Sierra Street	Install traffic signal.	\$0.25	\$0.25
11	Lake Road/Everett Street/ SR 500	Install roundabout with two approach lanes on west, east and south legs, and one approach lane on north leg due to bridge limitations to north.	\$2.0	\$2.0
12	14 <sup>th</sup> /Everett/SR 500	Install barrier restricting access to intersection from south and west approaches.	\$0.05	\$0.05
13	6 <sup>th</sup> Avenue/Norwood Street	Install traffic signal	\$0.25	\$0.25
14	Payne Road/ Pacific Rim Boulevard	Install Traffic Signal	\$0.25	\$0.25
15	Brady Road/16 <sup>th</sup> Avenue	Install Traffic Signal	\$0.25	\$0.25
16	Parker Street/ Pacific Rim Boulevard	Install Traffic Signal	\$0.25	\$0.25
<b>South Intersection Projects</b>			<b>\$3.55</b>	<b>\$3.55</b>
<b>Total Cost of Intersection Improvement Projects</b>			<b>\$5.6</b>	<b>\$5.0</b>
<b>Right-of-Way Costs</b>			<b>\$32.3</b>	<b>\$8.0</b>
<b>Total TIF Improvement Cost (Roadway + Intersection)</b>			<b>\$135.9</b>	<b>\$79.6</b>

## 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
<b>2018 Net Rate</b>	<b>\$8,328</b>	<b>\$3,170</b>
2019 Net Rate	\$8,653	\$3,294

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