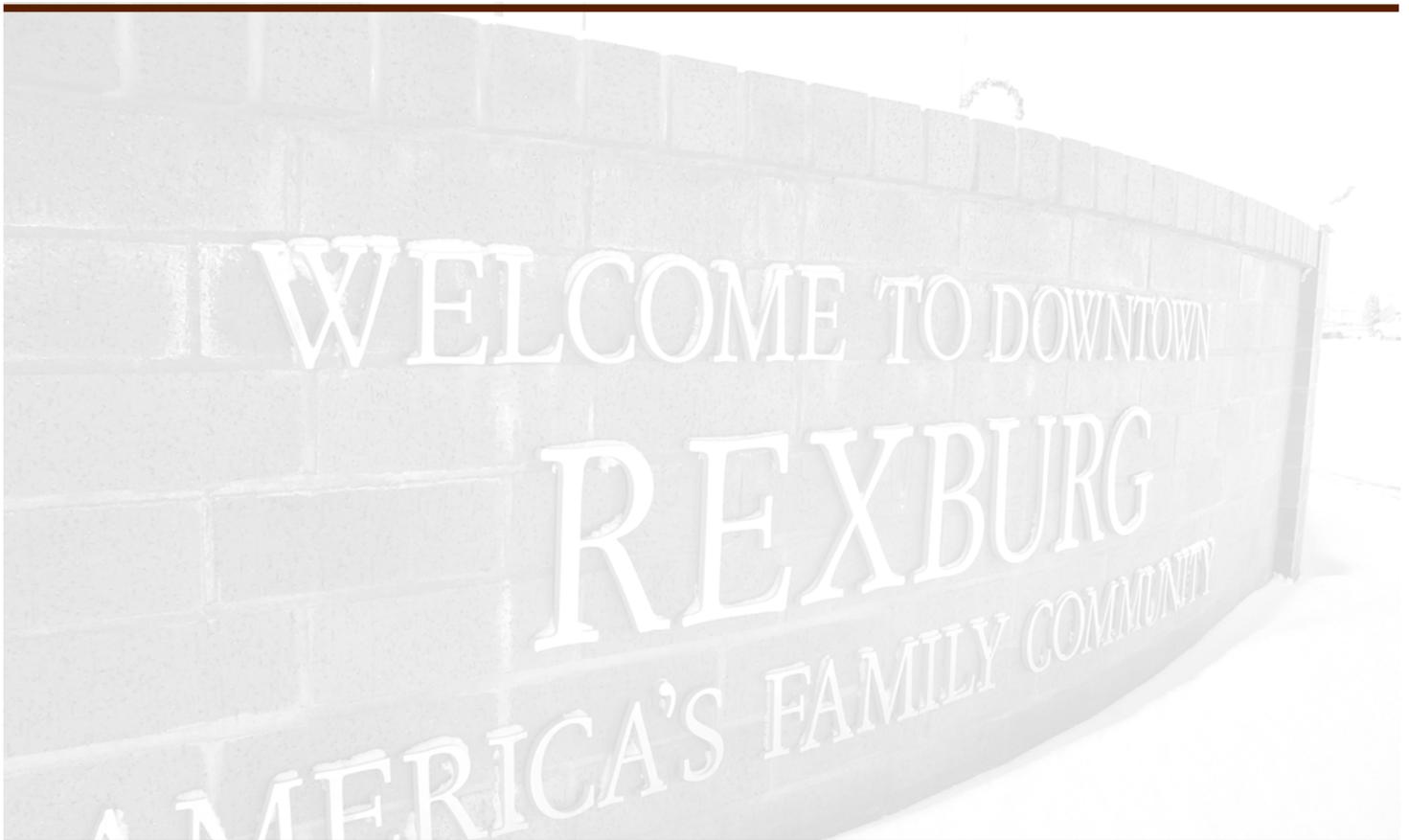


Capital Improvement Plan

Streets Development
Impact Fee Program



July 5, 2006



CITY OF REXBURG

STREETS DEVELOPMENT IMPACT FEE PROGRAM/ CAPITAL IMPROVEMENT PLAN

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EXECUTIVE SUMMARY

The City of Rexburg Development Impact Fee Program provides the necessary detail to support a development impact fee for the identified facilities in conformance with Idaho State Statute Title 67, Chapter 82 Development Impact Fees. This enabling legislation allows for impact fees to be collected and sets parameters to ensure that those fees are both fair and equitable. When implemented, these fees will provide a funding mechanism by which future development will pay an equitable share of the costs associated with future public facility construction and/or improvements. The *City of Rexburg Development Impact Fee Program* and *Development Impact Fee Ordinance* comply with Idaho State Statutes. The format of this report is such that it is comprehensible without sacrificing the detail necessary to withstand close scrutiny, either legal or otherwise.

The *City of Rexburg Development Impact Fee Program* identifies build-out projections for the City of Rexburg and the Area of Impact based on the Madison County Transportation Plan and Rexburg Traffic Analysis prepared by Keller Associates. Build-out projections were used to determine the impacts to public facilities created by the projected future development. The costs required for future facility improvements were then determined and utilized in this report as methodology components to provide a rational nexus between the public facility improvement needs and the impact fee to be paid by future development.

Two definitions will be helpful in understanding this document:

Build Out Projections – the residential forecast of growth within the Study Area from the present time until all available land has been developed to the extent realistically permitted by the terrain. Build out projections are not time dependent.

Performance Standard – A standard applied to a facility that ensures that adequate public facilities are provided at a desirable level. This standard can be population based or square footage based depending on the facility.

The findings of this study can be summarized as follows:

BUILDOUT PROJECTIONS

Dwelling Units

Total Existing Dwelling Units	7,400 Units
Total Future Dwelling Units	14,420 Units
Total Build Out Dwelling Units	21,820 Units

Non-Residential Sq. Footage

Existing Square Feet	6,956,005 Square Feet
Future Square Feet	7,128,161 Square Feet
Build Out Square Feet	14,084,166 Square Feet

Population

Total Existing Population	27,477 Persons
Total Future Population	54,361 Persons
Total Build Out Population	81,838 Persons

FACILITY ANALYSIS

Circulation

Level of Service Standard	LOS C
Estimated Costs to be funded by Impact Fees	\$21,999,450.00
Fee per Single Family Dwelling Unit	\$804.25
Fee per Multi-Family Dwelling Unit	\$643.40
Fee per Average Daily Trip (Non-Residential)	\$16.80

CHAPTER 1 : INTRODUCTION AND PURPOSE

The City of Rexburg, an established community located in eastern Idaho, is anticipating consistent and sustained growth in coming decades. As this growth occurs, an increasing population will place heavier demands upon city services and infrastructure. To maintain desirable levels of service (LOS), and to ensure that future development pays an equitable



portion of the cost for construction of future public facilities, the City of Rexburg elected to enact a development impact fee program to serve as its primary financial mechanism in paying for public facility improvements made necessary by new development.

Specifically, this report identifies appropriate impact fees for the following (public) facilities:

- Circulation Facilities

The Idaho Development Impact Fee Act is the state enabling legislation that allows for impact fees to be collected by a local jurisdiction and sets the parameters to ensure that the fees are fair and equitable. The required contents of the Development Impact Fee Report are outlined in Section 67-8206(2) of the Idaho Development Impact Fee Act. This act specifies that a Capital Improvements Plan (CIP) must be provided to allow for the collection of impact fees. The CIP must include the following information:

- A general description of existing facilities
- A commitment by the City to cure existing deficiencies
- An analysis of capacity and current level of use
- A description of land use assumptions
- An inventory of existing facilities
- A table establishing specific levels of use or consumption by service unit
- A description of all improvements and costs
- The total number of service units attributed to new development
- The projected demand for improvements
- Identification of funding sources
- A time schedule for the commencement and completion of improvements

Facilities Analysis

The *first step* of this study was to inventory land uses and existing facilities. The *next step* in the facilities analysis was to obtain build out projections. These projections, which provided an essential basis for the rest of the process, are explained in the Build Out Projections Chapter. *Step three* in the facilities analysis process was to establish Performance Standards for the facilities being studied. These standards indicate a measurement of the acceptable or appropriate level of service that the City intends to provide to its citizens. Once the performance standards were established, existing facility deficiencies, if any, were identified along with the projected need for additional facilities at build out. The *fourth step* in preparing the facilities analysis was to make cost estimates for the new or expanded facilities that will be needed at build out.

Development Impact Fee

The City Council has determined that development impact fees should be a primary funding mechanism to finance future public facilities improvements needed to serve new development. The facilities analysis provides the necessary information for the development impact fee program for the City of Rexburg. There are provisions in the Idaho Development Impact Fee Act that allow for the modification and updating of the development impact fees. Additionally, the Act (Section 67-8208(2)) requires that all Capital Improvements Plans be updated every five years.

Based on the research conducted, the analysis of impacts to facilities and the costs associated with those impacts, a proportionate share determination must be made to ensure that the resulting development impact fee reasonably relates to the service demands and needs for future development. The proportionate share determination, in accordance with Idaho Code Section 67-8207 specifies a number of "considerations" that must be made by the City to ensure that the development impact is "based on a reasonable and fair formula or method..." Explanations for the proportionate share determinations are provided at the end of each chapter. The final result of the research, discussions, analysis, and re-analysis is a development impact fee study and ordinance that reflect both professional expertise and local experience.

The information provided in this report is intended to be as accurate as possible, and able to withstand close scrutiny, either legal or otherwise. Further, it is the intention of this report to be easily comprehended, without sacrificing necessary detail.

CHAPTER 2 : BUILD OUT ANALYSIS

Build out projections forecast residential and nonresidential growth within an area from existing conditions to the point at which all available land has been developed. Build out projections are not time dependent, meaning there is no projected build out year. The time it will take for a community to reach build out will vary depending on many factors, including the economic market in the region. Therefore, this analysis does not attempt to predict when build out will occur, but rather provides a snapshot of the area at build out. The following defines the Study Area and then discusses the methodology, assumptions and resulting build out projections for both residential and nonresidential development.

I. STUDY AREA

The Study Area for this Development Impact Fee Program is defined as the City of Rexburg's Area of Impact, as identified in Exhibit 1 on page 7. A city's Area of Impact is a planning tool utilized to identify areas that are likely to be annexed into the city in the future. It is appropriate to include the annexation areas into the Development Impact Fee Program since this area will contribute to future demand on city services.

Exhibit 1: Development Impact Fee Study Area

II. RESIDENTIAL BUILD OUT PROJECTIONS

Residential build out projections predict future residential growth. A build out model was developed within the Rexburg Impact Fee Traffic Analysis to assess the amount of existing and future dwelling units in the Study Area. The analysis utilized the Madison County Transportation Plan and employment projections corrected for the Study Area boundaries to predict the build out dwelling units. A more detailed discussion of this methodology can be found in Appendix A.

A. Existing Residential Development

Residential development has been divided into two main categories: single family and multi-family housing. The multi-family category is broken down further to reflect the differences in student dwelling units, with subcategories designated as "singles" and "married/non-singles". Based on the total multi-family units from the Keller study, the breakdown of MF Singles units and MF Non-singles units was derived from information from BYU Idaho, provided by City of Rexburg, as to the ratio of married/non-single to single students and the related dwelling units. The details of this information and methodology are explained further in Appendix B.

Based on the number of existing dwelling units, the existing population is extrapolated based on persons per dwelling unit factors for single family, multi-family singles, and multi-family non-singles. The persons per dwelling unit factors are 3.8¹, 5.6², and 2.3³, respectively. Below is a summary of existing residential development and population projections.

Table 1: Existing Dwelling Units and Population

Housing Type	Existing Dwelling Units	Existing Population
Single Family (SF)	3,060	11,628
Multi-Family (MF)		
MF- Singles	1,778	9,957
MF- Non-singles	2,562	5,893
MF Subtotal	4,340	15,849
Total	7,400	27,477

¹ Persons per dwelling unit for single family is based on the multi-family factors and an overall average of 3.71 per the 2000 Census

² The persons per dwelling unit factors for multi-family were provided by City of Rexburg/BYU Idaho.

³ Ibid.

B. Future Residential Projections

The number of future dwelling units includes all residential units that will develop between now and build out. The future residential development is projected to add 14,420 dwelling units. The same methodology and assumptions discussed above in the existing residential development were used to determine the breakdown of future multi-family units, and the future population. The following table provides a summary of future residential and population projections:

Table 2: Future Dwelling Unit and Population Projections

Housing Type	Future Dwelling Units	Future Population
Single Family	11,470	43,586
Multi-Family		
MF- Singles	1,209	6,770
MF- Non-singles	1,741	4,004
MF Subtotal	2,950	10,775
Total	14,420	54,361

C. Build Out Residential Projections

The build out residential projections are determined by adding the existing development and the future development projections. As a result, the total number of residential dwelling units is projected to reach 21,820 at build out. Based on existing and future population projections, the build out population in the Study Area is expected to be approximately 81,838 people. The following table summarizes the build out residential development in the study area:

Table 3: Build Out Residential Summary

Housing Type	Build Out Dwelling Units	Build Out Population
Single Family	14,530	55,214
Multi-Family		
MF- Singles	2,987	16,727
MF Non-singles	4,303	9,897
MF Subtotal	7,290	26,624
Total	21,820	81,838

III. NON-RESIDENTIAL BUILD OUT PROJECTIONS

Non-residential build out projections predict the future non-residential growth based on the Rexburg Comprehensive Plan land use designations and an average coverage factor. The coverage factor for non-residential development was determined to be 30%. This percentage was determined using aerial photographs to compare the portion of a parcel covered by a building to the size of the entire parcel. Below is a summary of existing development and future projections for non-residential development.

A. Existing Non-Residential Development

There is a total of 6,956,005 square feet of existing non-residential development within the Study Area. Non-residential development exists both in the city limits and the Area of Impact, yet the majority currently exists within the city limits.

B. Future Non-Residential Projections

Projections show that a total of 7,128,161 square feet of non-residential development is expected to occur in the Study Area. The majority of the future non-residential development is expected to occur within the Area of Impact.

C. Build Out Non-Residential Projections

The resulting build out square footage for non-residential development is anticipated to reach 14,084,166 square feet within the Study Area. The following table summarizes the existing, future, and build out non-residential development in the study area:

Table 4: Non-Residential Build Out Summary

Existing Square Footage	Future Square Footage	Build Out Square Footage
6,956,005	7,128,161	14,084,166

CHAPTER 3 : CIRCULATION

The circulation analysis is based on information from the Rexburg Traffic Analysis prepared by Keller Associates dated March 2006. The traffic study analyzes the existing level of service in the City and identifies future circulation needs based on projections of future residential and non-residential development in the study area.

I. LEVEL OF SERVICE

Traffic operations are evaluated based on the level of service (LOS) methodologies of the Highway Capacity Manual (HCM). The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion. The level of service (LOS) as defined by the Highway Capacity Manual is "a qualitative measure describing operational conditions within a traffic stream, generally in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort and convenience and safety." Criteria range from LOS A, indicating free-flow conditions with minimal vehicle delays to LOS F, indicating extreme congestion with significant delays. The level of service standard for this study and impact fee is LOS C.

The following provides a general definition for each level of service:

- LOS A: Very low delay; most vehicles arrive during the green time; most vehicles do not stop at all.
- LOS B: Low delay; more vehicles stop than for LOS A causing higher delays; more vehicles stop but all vehicles clear the traffic signal.
- LOS C: Average delay; vehicles may wait longer due to longer cycle lengths; number of vehicles stopped is significant, although many pass through the intersection without stopping.
- LOS D: Significant delay; congestion becomes more noticeable; long cycle lengths; many vehicles stop and the portion of vehicles not stopping declines; some vehicles may not clear intersection.
- LOS E: Heavy delay; congestion is apparent; longer cycle lengths; almost all vehicles stop; may take waiting through at least one cycle to clear intersection.
- LOS F: Extreme delay; very long cycle lengths; all vehicles stop; takes at least two or more cycles to clear intersection.

II. FACILITY ANALYSIS

Circulation is a key component to the development of a city. Recent growth in the City and the surrounding areas has placed pressures on the existing infrastructure. As previously mentioned, a traffic analysis was prepared by Keller Associates to assess existing level of service in the study area and identify any existing deficiencies and future improvements to the circulation system. The following is a summary of the methodology and facility analysis from the Keller study. The complete analysis can be found in Appendix A.

Intersections of roadways on the primary circulation system were evaluated to assess existing deficiencies and future improvements. A three step approach was used for the intersection evaluations.⁴

- A "Screening Level" evaluation was made to determine which intersections were likely to require existing or future improvements. This analysis is based on a presumption of traffic signal control of the intersections
- Those intersections identified as having potential deficiencies were subject to further evaluation using normal intersection capacity analysis techniques. These analyses verified the need for intersection signalization and defined the number of approach lanes necessary.
- As a secondary check, higher volume intersections not identified as needing signalization or additional approach lanes were further evaluated to determine if acceptable operation was possible with stop sign control.

A. Adequacy of Existing Circulation Infrastructure

As a result of the evaluation discussed above the following existing deficiencies were identified:

- Main Street and 2nd East
- 2nd South and 2nd West
- 2nd South and 2nd East

The specific project recommendations to correct these deficiencies are discussed in the Keller Traffic Analysis located in Appendix A. Impact fees cannot pay for existing deficiencies, as a result these project improvements will need to be funded by another source per Idaho statutes. The City of Rexburg has identified other funding sources for the existing deficiencies. The following table provides a cost estimate to correct the existing deficiencies.

⁴ Rexburg Traffic Analysis, Keller Associates (2006)

Table 5: Existing Deficiencies

Existing Deficiencies	
MAIN AND 2ND EAST Add second southbound right turn lane Add second northbound through lane Upgrade signal	\$1,465,000
2ND SOUTH AND 2ND WEST Add second westbound through lane Add second northbound through lane Upgrade signal	\$37,000
2ND SOUTH AND 2ND EAST Add traffic signal Restripe north and south approaches for L-TR operation	\$381,000
TOTAL COST	\$1,883,000

B. Future Demand for Circulation Infrastructure

The circulation analysis resulted in the identification of project improvements needed to sustain acceptable levels of service through build out. A number of the intersections identified through the analysis are located along State Highway 33. As a result, the Idaho Transportation Department would be responsible, but Rexburg may be required to pay its fair share. A complete list of improvements can be found in the Traffic Analysis in Appendix A. The list of project improvements to be covered by this impact fee include:

- 2nd East from 3rd South to 1st North
- Add Turn Lane at 2nd S / 2nd E
- Restripe Main and 2nd W
- Widen 12th West
- Widen Salem Highway
- Widen 2000 N
- East Parkway
- 2nd West – 1st North Alignment (all improvements between Main St and end of 2nd W-1st N curve)
- Relocate Pioneer/Main Intersection
- Rexburg 2nd E and 7th S
- 7th South from 2nd W to Old Yellowstone Hwy⁵

⁵ City Council recommended inclusion of this project improvement and cost was estimated by City Engineer.

III. CIRCULATION FACILITY COSTS

Development impact fees can only pay for infrastructure and improvements related to future growth, not existing deficiencies. The circulation improvements included within this analysis do not include those improvements that would typically be provided by a development as part of its normal subdivision improvements. Usually, these are improvements for one half the width of streets that the development has frontage on. This typically includes half street paving, curbs, gutters, sidewalks, landscaping and streetlights. The reason these improvements are not included in this analysis is that, under State law, developments must receive a credit for any improvements that they provide that is also an improvement that would be paid by impact fees. This will relieve the city of the burden of processing numerous credit requests and keep a distinction between subdivision improvements and improvements that have a wider public benefit.

Appendix D contains the list of assumptions used in determining what is included in the costs for street construction that will be eligible for funding through the impact fees. Table 6 on the following page provides a description of the project improvements and costs.

Table 6: Circulation Facility Costs

PROJECT	PROJECT ELEMENTS/DESCRIPTION	COST
2nd East From 3rd South To 1st North	Widen 18' from 3rd S to 1st S Widen 5' from 1st S to Main Widen 12' from 1st N to 2nd N Replace storm sewer, curb & gutter, sidewalk Reconstruct full width pavement Traffic signal at 1st N & 2nd E	\$2,590,000
Add Turn Lane at 2nd S / 2nd E	Widen pavement 12' x 350' Replace storm sewer, curb & gutter, sidewalk (one side)	\$238,000
Restripe Main/Restripe 2nd W	Restripe Main/Restripe 2nd W Signal	\$164,000
Widen 12th West	Add storm sewer, curb & gutter, sidewalk (both sides) Replace 130' x 24' bridge with new 130' x 56' bridge Replace 4,600' irrigation canal with 72" pipe Lighting for full length Reconstruct full length	\$5,620,000
Widen Salem Highway	Add storm sewer, curb & gutter, sidewalk (both sides) Replace railroad crossing Includes 2 signals (SH 33 and 2000 N) Replace 6350' irrigation canal with 72" pipe Reconstruct 3900' of road Widen and overlay 4000' of road Add northbound right turn lane at	\$2,870,000
Widen 2000 N	Add storm sewer, curb & gutter, sidewalk (both sides) Replace railroad crossing Reconstruct full length Lighting	\$1,794,450
East Parkway	New roadway with curb & gutter, sidewalks, storm sewer Lighting Teton River bridge (180' x 72') Irrigation canal bridge (90' x 72')	\$17,061,000
2nd West - 1st North Alignment (all improvements between Main St and end of 2nd W-1st N curve)	Widen 12' Reconstruct 63' x 1350' Replace Railroad Crossing Replace storm sewer, curb & gutter, sidewalks	\$2,508,000
Relocate Pioneer/Main Intersection	New roadway with curb & gutter, sidewalks, storm sewer Lighting New traffic signal Box culvert at canal	\$1,356,000
Rexburg 2nd E & 7th S	New roadway with curb & gutter, sidewalks, storm sewer Lighting New traffic signal	\$1,298,000
7th South from 2W to Old Yellowstone Hwy	Widen roadway from 2 to 5 lanes	\$500,000
TOTAL		\$35,999,450

IV. FEE CALCULATION

A. Impact of Future Development

After the costs for circulation facilities have been identified, the next step in calculating the fee is to quantify the impacts of future development.

The fee calculation applies to both residential and non-residential development. The numbers of trips generated by land use are used to determine the impacts of development on roadways. Provided below are the trip generation rates for non-residential and residential development used in this circulation analysis:

Table 7: Trip Generation Rates by Land Uses

Land Use	Trip Generation Rate
Single Family	10 trips/du
Multi-Family	8 trips/du
Commercial	120 trips/ 1000 sq.ft.
Industrial	12 trips/ 1000 sq.ft.

These trips are representative averages used nationally to estimate the impact of development on roadways. Specifically, the commercial standard is based on the trips for a Neighborhood Shopping Center. The trips for industrial land uses is generated from an average of Industrial and combined Industrial/Commercial land use. The multi-family trip generation is an average for all types multi-family dwelling units.

The total impact of future development on roadways is calculated by multiplying the trips for each land use category by the future residential dwelling units and non-residential square footage in the study area.

B. Credit for Non-Residential Development

An adjustment must be made to account for the double counting of commercial and residential trips. For example, round trips from a dwelling unit may include a trip to a commercial destination within the City. This same trip, however, is included in the trips for the commercial land use. To adjust for double counting of trips, this analysis assigns a 40% discount to non-residential development. As a result, this discount factor provides a more accurate trip generation measurement.

To make this adjustment, the percentage of traffic impact is calculated for each land use. The percentage is then multiplied by the total cost for facilities to identify the proportional cost for each land use. The fee credit, however, reduces this cost to non-residential development by 40% and transfers the cost proportionally to residential development. If the cost was reduced by 40% and not transferred to residential development, the fee would be insufficient and

there would be a shortage of funds collected by the City for future improvements.

The transfer of the 40% credit is reapportioned to residential development based on the percentage of single family and multi-family units of residential development within the study area. The transfer of credit for non-residential development to residential development results in a revised cost for each of the four land use categories: SFD, MFD, commercial and industrial land use.

C. Cost per land use

The last step in the fee calculation is to divide the cost per land use by the future trips projected for the four land uses. Due to the credit transfer, the result is a difference in cost per trip between residential and non-residential land uses.

Since the non-residential fee is based on a per trip generation rate and different non-residential land uses have different trip generation rates, all non-residential land uses will not have the same fee. Unfortunately, this tends to complicate the collection of circulation impact fees because it is difficult to assign a trip generation rate for all the various land uses.

The generation rates should be based on either the ITE standards or on another set of generation tables which more closely resemble conditions in Rexburg. A simplified trip generation rate table is provided in Appendix C. This table should be consulted when determining development impact fees for non-residential uses. However, for uses not listed, the Public Works Director shall make the decision regarding the appropriate traffic generation rate. This determination shall be based upon ITE standards or traffic reports submitted with the proposed non-residential use.

A detailed breakdown of circulation impact fee calculations is shown on Table 8.

Table 8: Circulation Fee Calculation

STEP 1: Identify Total Cost							
Total Cost	\$35,999,450.00						
Other Funds	\$14,000,000.00						
	<u>\$21,999,450.00</u>						
STEP 2: Proportional Share of Future Traffic Generation							
Single Family Detached (SFD)	11,470	DUs	x	10	Trips/DU	=	114,700 Trips
Multi-family (MF)	2,950	DUs	x	8	Trips/DU	=	23,600 Trips
Commercial (COMM)	5,203,558	Sq. Ft.	x	120	Trips/1000 sf	=	624,427 Trips
Industrial (IND)	1,924,603	Sq. Ft.	x	12	Trips/1000 sf	=	23,095 Trips
							<u>785,822 Trips</u>
STEP 3: Percent of Total Trips/Proportional Cost							
SFD	114,700	Trips	14.6%	=	\$3,211,078.91		
MF	23,600	Trips	3.0%	=	\$660,692.78		
COMM	624,427	Trips	79.5%	=	\$17,481,116.47		
IND	23,095	Trips	2.9%	=	\$646,561.84		
			100.0%		\$21,999,450.00		
STEP 4: Commercial/Industrial Credit and Reapportionment							
COMM	\$17,481,116.47	x	40%	=	\$6,992,446.59		
IND	\$646,561.84	x	40%	=	<u>\$258,624.74</u>		
					\$7,251,071.32		
SFD Trips	114,700	Trips	=	82.9%	\$6,013,722.93		
MF Trips	23,600	Trips	=	17.1%	<u>\$1,237,348.40</u>		
	<u>138,300</u>				\$7,251,071.32		
STEP 5: Revised Costs based on Reapportionment							
SFD	\$3,211,078.91		+		\$6,013,722.93	=	\$9,224,801.83
MF	\$660,692.78		+		\$1,237,348.40	=	\$1,898,041.18
COMM	\$17,481,116.47		-		\$6,992,446.59	=	\$10,488,669.88
IND	\$646,561.84		-		\$258,624.74	=	<u>\$387,937.11</u>
							\$21,999,450.00
STEP 6: Cost per Trip							
SFD	\$9,224,801.83	/			114,700 Trips		\$80.43 / Trip
MF	\$1,898,041.18	/			23,600 Trips		\$80.43 / Trip
COMM	\$10,488,669.88	/			624,427 Trips		\$16.80 / Trip
IND	\$387,937.11	/			23,095 Trips		\$16.80 / Trip
STEP 7: Cost per Residential Dwelling Unit & Commercial/Industrial Trips							
SFD	\$80.43 / Trip	x			10 Trips/DU		\$804.25 /DU
MF	\$80.43 / Trip	x			8 Trips/DU		\$643.40 /DU
COMM							\$16.80 / Trip
IND							\$16.80 / Trip
							Total to be Collected
Single Family Unit	\$804.25	/	DU	x	11,470 DUs	=	\$9,224,801.83
Multi-family Unit	\$643.40	/	DU	x	2,950 DUs	=	\$1,898,041.18
Non-residential 1000 Sq. Ft.	\$16.80	/	Trip	x	647,522 Trips	=	\$10,876,606.99
					<i>18</i>		<u>\$21,999,450.00</u>

CHAPTER 4 : IMPLEMENTATION

This section addresses the actual mechanics of collecting the impact fee. The implementation measures to be discussed include the application of impact fees, timing of collection, the method of collection and the creation of an inflationary adjustment index.

I. APPLICATION OF IMPACT FEES

All new construction, residential and non-residential, will be subject to development impact fees. For additions and expansions, the key determination is intensification. For example, the remodel and expansion of a single family home that resulted in simply a larger single family home would not be subject to impact fees. A single family home that is torn down and replaced with two dwelling units would be required to pay impact fees for the intensification. Therefore, the impact fee would be required for one dwelling unit. For non-residential development, the concept of intensification is the same. For example, the expansion of a 6,000 square foot building to a 10,000 square foot building would intensify the use and increase the traffic generation rates for the site. In this instance, the development impact fee would apply to the additional 4,000 square feet.

II. TIMING OF FEE COLLECTION

The collection of the impact fee should occur at the time of building permit issuance. There are several reasons for collecting the impact fees at building permit issuance rather than at an earlier development stage or at a later occupancy stage. First, the collection of the fee at building permit issuance is timed more closely to when the actual impacts of the development to public facilities will occur. In most instances, when a building permit is acquired, construction usually occurs in a relatively short period of time. Collecting a fee earlier in the process (e.g. at the development approval stage) contains a greater risk that the development will not actually be constructed. In that event, the City is obligated to refund any fees collected after a certain period of time. This can create both financial and administrative problems for the City, especially if the money has already been spent on a new facility.

Second, collection of the fee at building permit issuance will be administratively easier since most other fees are collected at this time. The developer can pay and the City can collect the fees all at the same time. The necessary accounting of fees to ensure that the monies are spent on facilities actually being impacted by the particular development will be much easier if the money is collected at this stage.

Third, collection the fee at a later stage of development (e.g. time of occupancy) creates another burden on the City to collect the fee after construction is complete. Many people may not be willing to pay the fee at that point making it necessary for the City to institute enforcement procedures. This typically adds another strain on City resources and does not lend itself to good public relations.

III. FEE COLLECTION METHOD

The method the City uses to collect fees is critical to ensure that fees are collected in a proper manner and accounted for in order to withstand any legal challenges. It is recommended that the fees for each facility be charged separately. Although this may sound cumbersome, it is the best way to guarantee an accurate accounting of all fees collected. The basic premise of collecting impact fees is that the fees will be used for specific facilities that are being impacted by the new development. The City is required to account for every penny collected and to set up separate accounts for holding and subsequently spending these fees. Money collected for parks cannot be spent on circulation. Monies collected to pay for a circulation facility cannot be spent somewhere else in the City.

Another reason fees should be collected separately is that if one fee is successfully challenged in the courts, the remaining fees will remain intact. In other words, successful challenge of one fee will not invalidate the entire fee program.

From the developer's point of view, it makes no difference if the fees are accounted for separately. The developer would receive a cost accounting of individual fees, but only one check for the total fee would be required.

IV. INFLATIONARY ADJUSTMENT INDEX

Development impact fees will be collected over a number of years, as development continues to occur. Therefore, the development impact fee ordinance will incorporate an index to automatically adjust the fees each year to factor in inflation. The inflationary factor will be based on an engineering construction index to reflect costs of development at that period in time.

CHAPTER 5 : CAPITAL IMPROVEMENT PHASING

The City of Rexburg Capital Improvement Program (CIP) is a planning document that outlines the expenditures for future capital improvement projects and the corresponding revenues to pay for those expenditures.

The following tables identify the future capital improvement projects, provide a brief description of the project, identify funding source and improvement cost. For some of the proposed improvements it is difficult to determine exactly at what point in the future construction will occur. Therefore, the timing for the CIP projects is based on three categories:

- ✓ Improvements within 5 years
- ✓ Improvements within 5 to 10 years; and
- ✓ 10 year plus improvements

The CIP is a planning document and not a commitment for spending. Spending authorization occurs when the City Council formally adopts the proposed budget and funds are only appropriated for the following fiscal year. The information on projects that will occur in subsequent years is to provide a comprehensive overview of all the future facilities the City of Rexburg plans to construct. The Capital Improvement Plan is a living and breathing document subject to annual change. It will become part of the City's annual budgeting process.

CIP PHASING⁶

PROJECT	PROJECT DESCRIPTION	FUND	BUDGET
0-5 YEARS			
Main Street and 2nd East	Add northbound thru lane Add southbound right turn lane	Other	\$1,465,000
2nd South and 2nd West	Restripe adding left turn lane	Other	\$37,000
2nd South and 2nd East	Traffic Signal Restripe for left turn lanes	Other	\$381,000
2nd E and 7th S	New roadway with curb & gutter, sidewalks, storm sewer	DIF	\$954,000
7th South from 2W to Old Yellowstone Hwy	Widen road from 2 lanes to 5 lanes	DIF	\$500,000
5-10 YEARS			
2nd East From 3rd South To 1st North	Widen 18' from 3rd S to 1st S Widen 5' from 1st S to Main Widen 12' from 1st N to 2nd N Replace storm sewer, curb & gutter, sidewalk Reconstruct full width pavement Traffic signal at 1st N & 2nd E Lighting	DIF	\$2,590,000
Add EB / WB Left Turn Lanes at 2nd S / 2nd E	Add eastbound and westbound turn lanes	DIF	\$238,000
2nd West - 1st North Alignment (all improvements between Main St and end of 2nd W-1st N curve)	Widen 12' Reconstruct 63' x 1350' Replace Railroad Crossing Replace storm sewer, curb & gutter, sidewalks	DIF	\$2,508,000
Restripe Main/Restripe 2nd W	Restripe Main/Restripe 2nd W Signal	DIF	\$164,000
Widen Salem Highway	Add storm sewer, curb & gutter, sidewalk (both sides) Replace railroad crossing Includes 2 signals (SH 33 and 2000 N) Replace 6350' irrigation canal with 72" pipe Reconstruct 3900' of road Widen and overlay 4000' of road Add northbound right turn lane at	DIF	\$2,870,000
2nd E and 7th S	New traffic signal	DIF	\$344,000
10 YEARS PLUS			
East Parkway	New roadway with curb & gutter, sidewalks, storm sewer Lighting Teton River bridge (180' x 72') Irrigation canal bridge (90' x 72')	DIF	\$17,061,000
Widen 12th West	Add storm sewer, curb & gutter, sidewalk (both sides) Replace 130' x 24' bridge with new 130' x 56' bridge Replace 4,600' irrigation canal with 72" pipe Lighting for full length Reconstruct full length	DIF	\$5,620,000
Relocate Pioneer/Main Intersection	New roadway with curb & gutter, sidewalks, storm sewer Lighting New traffic signal Box culvert at canal	DIF	\$1,356,000
Widen 2000 N	Add storm sewer, curb & gutter, sidewalk (both sides) Replace railroad crossing Reconstruct full length Lighting	DIF	\$1,794,450

⁶ The following phasing is a recommendation from Keller Associates based on traffic analysis; City Engineer should review to ensure timing is inline with City needs and priorities.

**APPENDIX A:
REXBURG TRAFFIC ANALYSIS, KELLER ASSOCIATES**

APPENDIX B:

MULTI-FAMILY ASSUMPTIONS

Methodology for breakdown of Multi-family Units into subcategories

The known quantity is future student dwelling units = 2,950

We need to determine breakdown between multi-family single and multi-family non-single. The following information from BYUI was used to calculate the breakdown:

- ❖ BYU says that their student body is currently and should stay at about 75.56% single students and 24.44% married
- ❖ BYU determines its married/non-single housing units based on 77% of total married student population to take into account that both spouses sometimes attend school

Based on the information above, the following methodology was used:

Future population = X

Single students = .75X

Non-Single = .25X

1 du/5.6 single students* (.75X) = Multi-family Singles DUs (Y) = .134X

1 du/1 married student (.25X)(.77)= Multi-family Non-single DUs (Z) = .193X

$$\begin{array}{rcccl} \text{MF Single DUs} & + & \text{MF Non-Single DUs} & = & \text{Total Multi-family DUs} \\ .134X & & .193X & & = 2,950 \end{array}$$

$$X = 9,021$$

MF Single DUs	=	.134(9,021)	=	1,209 MF Singles DUs
MF Non-Single DUs	=	.193(9,021)	=	<u>1,741 MF Non-Single DUs</u>
				2,950 MF Total

**APPENDIX C:
TRIP GENERATION TABLE**

LAND USE	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE
AIRPORT	
Commercial	60/acre, 100/flight, 70/1000 sq. ft.
General Aviation	6/acre, 2/flight, 6/ based aircraft
AUTOMOBILE	
Car Wash	
a. Automatic	900/site, 600/acre
b. Self-serve	100/wash stall
Gas Station	
a. With food mart	160/vehicle fueling space
b. With food mart & car wash	155/vehicle fueling space
c. Old service station design	900/station, 150/vehicle fueling space
Sales (Dealer & Repair)	50/1000 sq. ft., 300/acre, 60/service stall
Auto Repair Center	20/1000 sq. ft., 400/acre, 20/service stall
Auto Parts Sales	60/1000 sq. ft.
Quick Lube	40/service stall
Tire Store	25/1000 sq. ft., 30/service stall
CEMETERY	
	5/acre
CHURCH	
	9/1000 sq. ft., 30/acre (quadruple rates for Sunday, or days of assembly)
COMMERCIAL RETAIL	
Regional Shopping Center	50/1000 sq. ft., 500/acre
Community Shopping Center (10-30 acres, 100,000-300,000 sq. ft. w/usually 1 major store and a detached restaurant)	80/1000 sq. ft., 700/acre
Neighborhood Shopping Center (Less than 10 acres, less than 100,000 sq. ft. w/usually grocery store & drug store)	120/1000 sq. ft., 1200/acre
Commercial Shops	
a. Specialty retail/strip commercial*	40/1000 sq. ft., 400/acre
b. Supermarket	150/1000 sq. ft., 2000/acre
c. Convenience market (15-16 hrs.)	500/1000 sq. ft.
d. Convenience market (24 hrs.)	700/1000 sq. ft.
e. Discount club	60/1000 sq. ft., 800/acre
f. Discount store	60/1000 sq. ft., 600/acre
g. Furniture store	6/1000 sq. ft., 100/acre
h. Lumber store	30/1000 sq. ft., 150/acre
i. Hardware/paint store	60/1000 sq. ft., 600/acre
j. Drug store	90/1000 sq. ft.
k. Garden nursery	40/1000 sq. ft., 90/acre
EDUCATION**	
High School	15/1000 sq. ft., 60/acre
Middle/Junior High	12/1000 sq. ft., 50/acre
Elementary	14/1000 sq. ft., 90/acre
Day Care	80/1000 sq. ft.
FINANCIAL	
Bank	
a. Walk-in only	150/1000 sq. ft., 1000/acre
b. With Drive-through	200/1000 sq. ft., 1500/acre
c. Drive-through only	250 (125 one-way)/lane
Savings & Loan	60/1000 sq. ft., 600/acre
a. Drive-through only	100 (50 one-way)/lane

LAND USE	ESTIMATED WEEKDAY VEHICLE TRIP GENERATION RATE
HOSPITAL	
a. General	20/bed, 25/1000 sq. ft., 250/acre
b. Convalescent/Nursing	3/bed
INDUSTRIAL	
Industrial/Business Park (with commercial)***	16/1000 sq. ft., 200/acre
Industrial Park (no commercial)	8/1000 sq. ft., 90/acre
Industrial Plant (multiple shifts)	10/1000 sq. ft., 120/acre
Manufacturing/Assembly	4/1000 sq. ft., 50/acre
Warehousing	5/1000 sq. ft., 60/acre
Storage	2/1000 sq. ft., 0.2/vault, 30/acre
Science Research & Development	8/1000 sq. ft., 80/acre
Landfill and Recycling Center	6/acre
LIBRARY	
	50/1000 sq. ft., 400/acre
LODGING	
Campground	4/campsite
Hotel (with convention facilities/restaurant)	10/room, 300/acre
Motel	9/room, 200/acre
Resort Hotel	8/room, 100/acre
Business Hotel	7/room
OFFICE	
Standard Commercial Office****	20/1000 sq. ft., 300/acre
Single tenant Office****	14/1000 sq. ft., 180/acre
Office Park (less than 400,000 sq ft)	16/1000 sq. ft.
Office Park (400,000+ sq. ft.)	12/1000 sq. ft., 200/acre
Government (Civic Center)	30/1000 sq. ft.
Post Office	
a. Central/Walk-in Only	90/1000 sq. ft.
b. Community (no mail drop lane)	200/1000 sq. ft. / 1300/acre
c. Community (w/ mail drop lane)	300/1000 sq. ft / 2000/acre
Department of Motor Vehicles	180/1000 sq. ft., 900/acre
Medical/Dental	50/1000 sq. ft., 500/acre
RECREATION	
Bowling Center	30/lane, 300/acre
Golf Course	7/acre, 40/hole, 600/course
a. Driving Range Only	70/acre
Racquetball/Health Club	30/1000 sq. ft., 300/acre, 40/court
Tennis Courts	16/acre, 30/court
Theaters (multiplex)	80/1000 sq. ft., 1.8/seat
RESTAURANT	
Quality	100/1000 sq. ft., 3/seat, 500/acre
Sit-down, high turnover	160/1000 sq. ft., 6/seat, 1000/acre
Fast Food (with drive through)	650/1000 sq. ft., 20/seat, 3000/acre
Fast Food (without drive through)	700/1000 sq. ft.
Delicatessen (7am-4pm)	150/1000 sq. ft., 11/seat

NOTES:

For uses not listed, the Public Works Director shall make the decision regarding the appropriate traffic generation rate. This determination shall be based upon ITE standards or traffic reports submitted with the proposed non-residential use.

ADDITIONAL NOTES:

For all uses in which more than one method of calculation is listed (i.e. ADT/square feet, ADT/acre, ADT/student, etc.), only one method (not the sum) will be used. The Public Works Director shall make the decision regarding which method to use for calculation. This determination shall be based up on ITE standards or traffic reports submitted with the proposed non-residential use.

*Specialty commercial - Examples would be a flower shop, a store with crafts/knick knacks, a ceramics shop etc.

**Education Facilities - For purposes of general impact fee calculation, the fee will be based on square footage. If a traffic study is prepared to look in further detail at traffic impacts, per student ratios are sometimes utilized. Examples of ADT per student are the following: 1.3/student for high school, 1.4/student for junior high, and 1.6/student for elementary. This method of calculation may also be used but the Public Works Director shall make decision on which calculation is appropriate based on ITE Standards or traffic reports submitted with the proposed use.

***Industrial /Business Park (with commercial) - This would be an industrial park that has a deli and/or reproduction that are commercial establishments within the park.

**** Standard Commercial Office -Most offices would fall in this category. Typically this type of office would have customers. Examples would be a Real Estate Office, HR Block (taxes).

****Single tenant office would be a building with only one tenant, often a corporate headquarters. It would likely be a destination more for the employees, rather than bringing in a large amount of public customers.

**APPENDIX D:
ASSUMPTIONS FOR IMPROVEMENT COSTS**



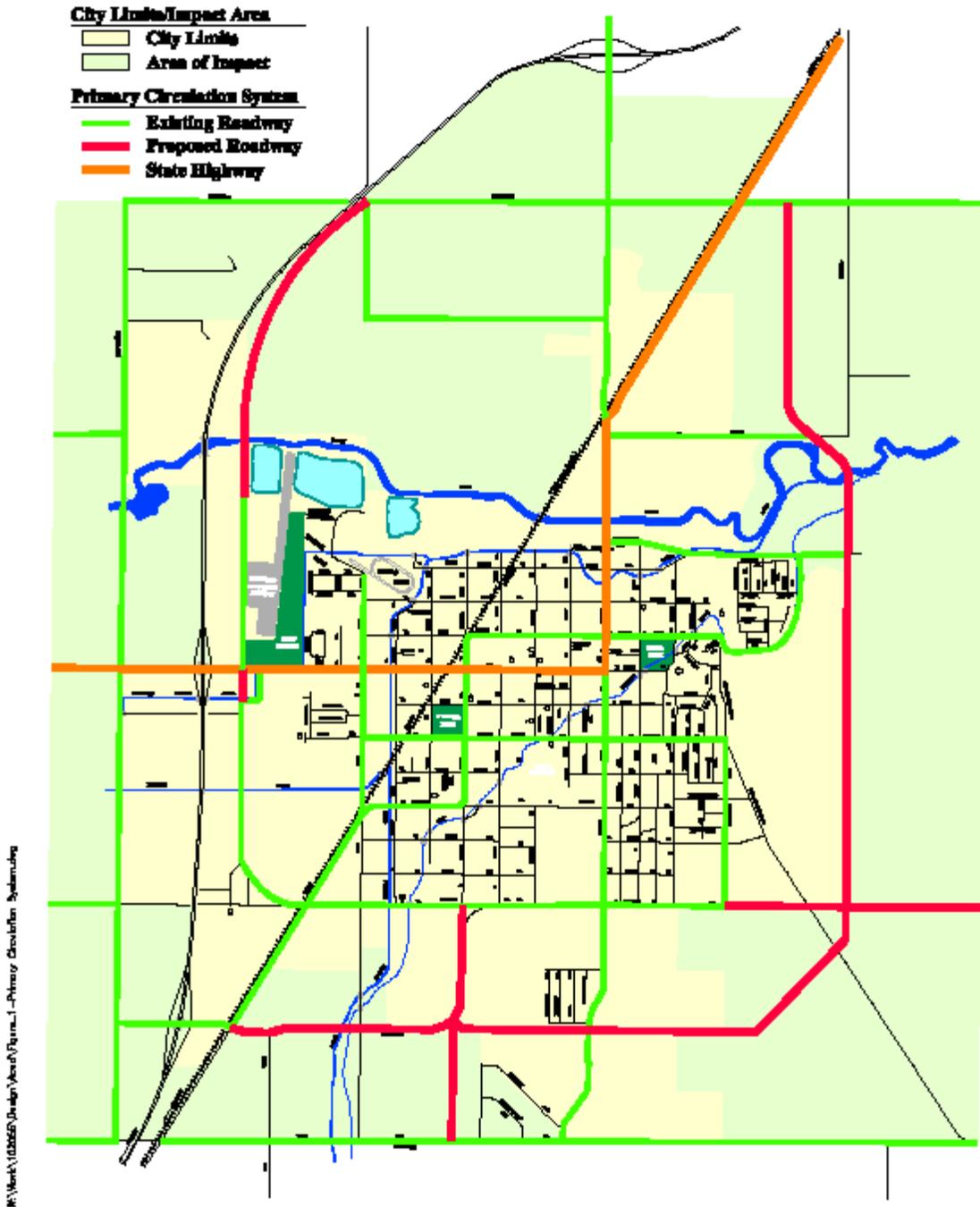
CITY OF
REXBURG
America's Family Community

Rexburg Street Impact Fee Rules for Usage:

The following assumptions are to be used in determining what work is to be included in the costs for street construction that will be eligible for funding through the impact fees. This policy applies to only those streets defined in the street impact fee study.

1. All initial construction of sidewalks, curbs and gutters are to be done by the property owners and are not to be included in impact fees.
2. All initial streets and amenities such as signing, lighting, landscaping, fencing, costs to widen or enlarge irrigation facilities driven by a new development are to be done by the property owners and are not to be included in impact fees.
3. If the new street is part of a street designated in the street impact fee study that requires more than two traffic lanes, the owners on each side of the street are each responsible for 19.5 feet of finished street and applicable amenities. The additional lanes can be funded through the impact fees.
4. Roads that exist can be widened with impact fees but the costs to reconstruct the existing facilities cannot. Seal coating of the widened street can be included one time in the impact fee calculation.
5. Bridges that require widening can be widened but the costs to reconstruct the existing bridge cannot be done with impact fees.
6. Additional storm drainage facilities that are driven by the development of a road widening will be included in impact fee calculations.
7. For existing streets, street amenities such as signing, lighting, landscaping, fencing, costs to widen or enlarge irrigation facilities driven by the road widening will be included.
8. New traffic control devices such as traffic signal can be included in impact fee calculations. If the costs for up-grading of existing traffic signals will increase the traffic capacity, then the costs will be included. If the replacement of an existing signal is required the capacity of the existing signal system cannot be included.
9. Rail crossings that are require widening can have only the costs for the widening included in the fee calculation. New controlled crossings that have changed status because of the increased capacity can be included in the calculations.
10. Ancillary work, such as surveying, flagging, traffic control during construction and similar work can be included in the calculation.

FIGURE 1
City of Rexburg
City Limits, Impact Area, and Primary Circulation System



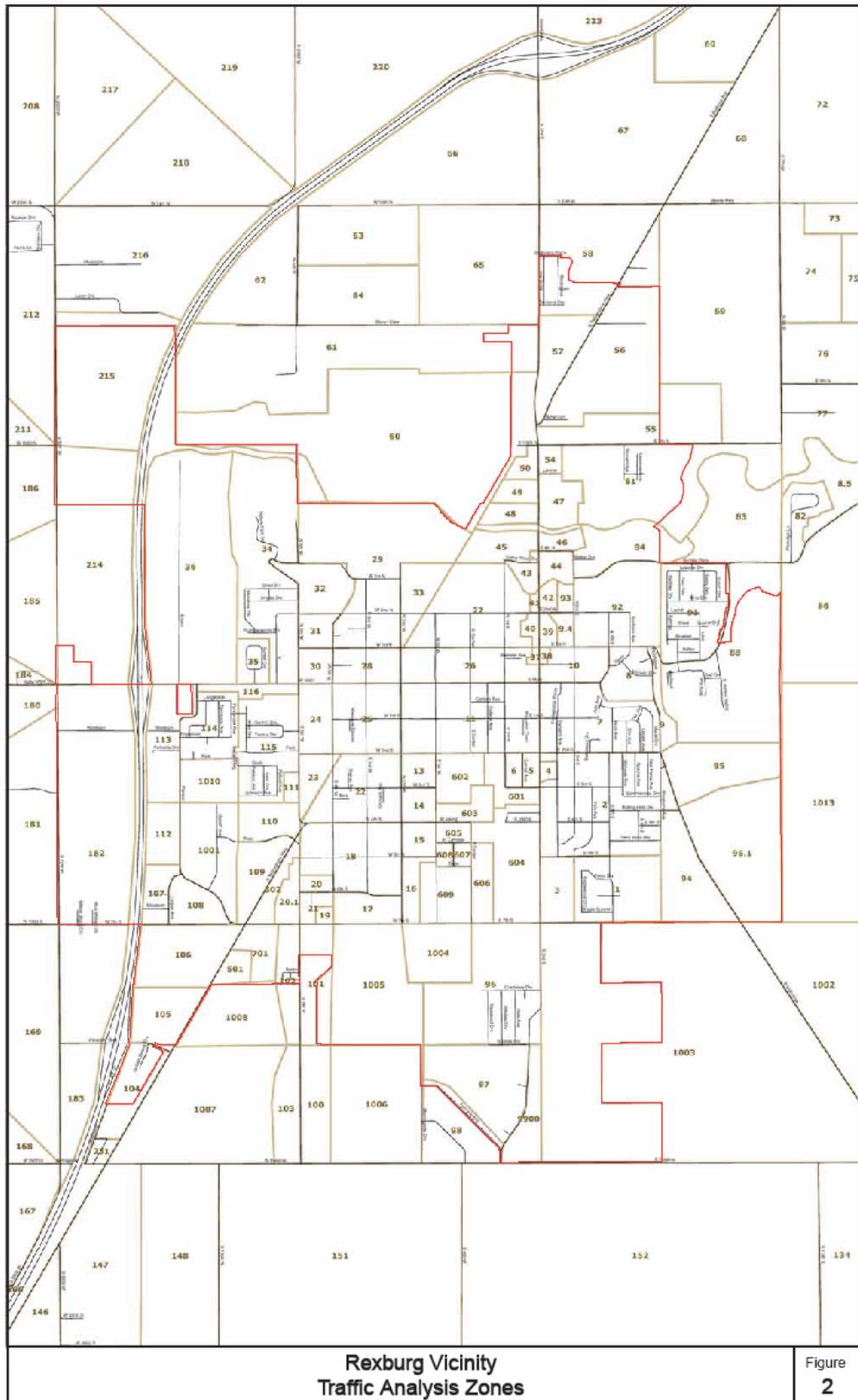


FIGURE 3
City of Rexburg
May, 2005 - Traffic Counts

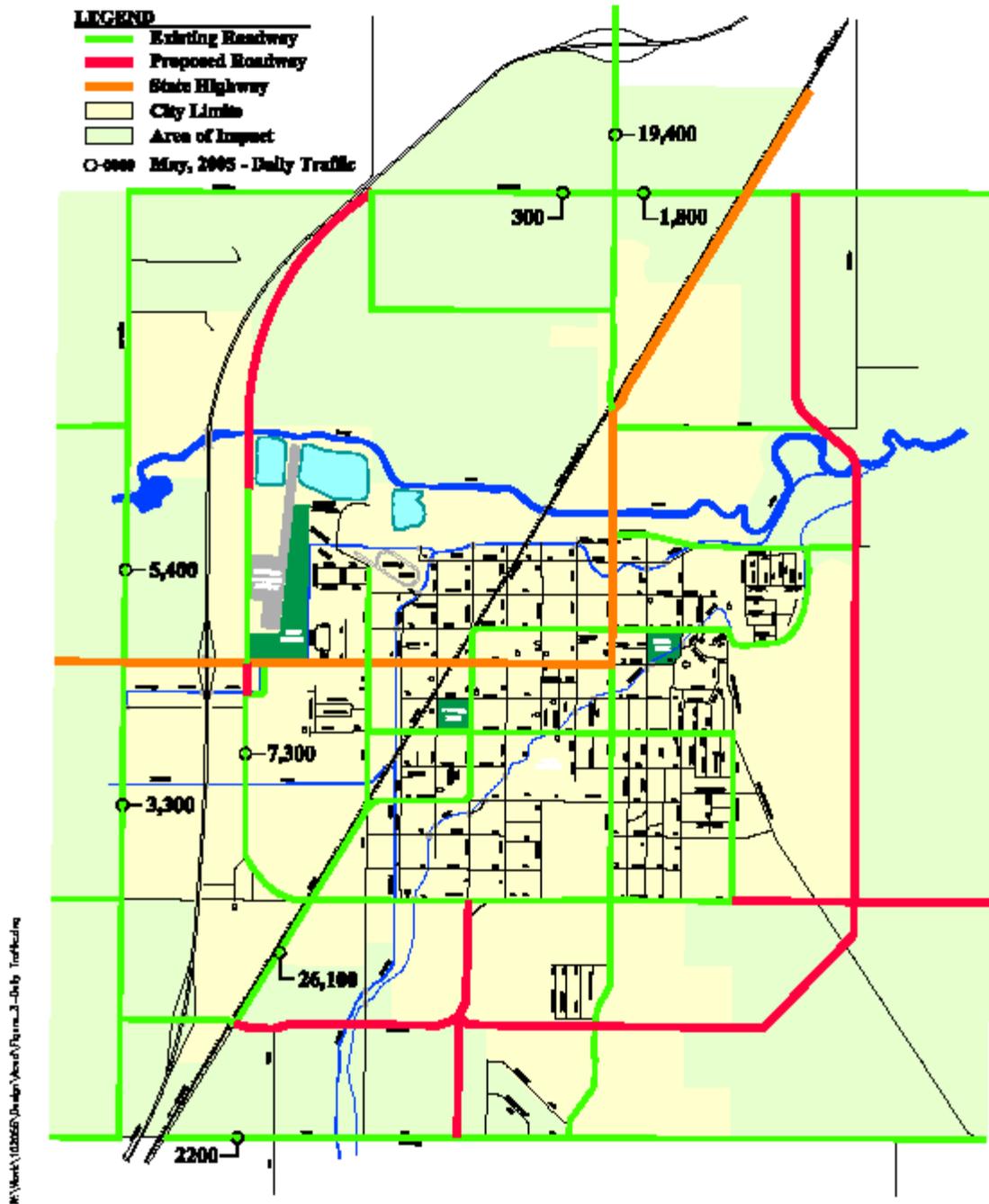


Figure 4
Summary of Street Build-out System Improvements

