# Staff Report
## May 12, 2020

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| **TO:** | Honorable Mayor and Members of the Town Council |
| **FROM:** | Brit Snipes, Public Works Director |
| **DATE:** | May 12, 2020 |
| **RE:** | 2020 Impact Fee Update |

**Recommendation**

Staff recommends the Town Council adopt the attached resolution increasing the Town of Loomis Impact Fees

**Issue Statement and Discussion**

On August 9, 2005 the Town of Loomis adopted an ordinance enabling the establishment of development impact fees and adopted Resolution 05-33 adopting development impact fees in specified amounts. In February 2009 the Town of Loomis adopted resolution 09-12 updating the impact fees.

Impact fees are fees paid by developers for the infrastructure needed to provide services to the property. For example, the Town might need a new road to help manage additional traffic. The Town can only require a developer to pay their fair share. That fair share must be proportional to the impact that particular piece of property is anticipated make.

The purpose of the fee adjustment is to assure that there is a reasonable relationship between the amount of the fees and the cost of the facilities attributable to the development on which the fee is imposed. The fee adjustment provision in Resolution 05-33 authorizes adjustments to the development impact fees based on changes in construction costs and land costs, as reflected by the Engineering News Record Construction Cost Index (the ENR-CCI) and the percentage change in sales prices of vacant land.

The Town contracted with Finance DTA (to evaluate and prepare an update to the development impact fee program. Finance DTA prepared a study dated April 24, 2020 linking the types and amounts of proposed development fees to future impacts of anticipated development.

The study uses the following methodology:

1. determines the current level of services, infrastructure and associated costs
2. determines the Town's anticipated population at build-out
3. calculates the cost of future services and infrastructure needed to maintain existing levels
4. allocates said increased costs amongst anticipated residential, commercial and industrial development
5. calculates the types and amounts of proposed fees.

The fees do not constitute a special tax because the impact fee program specifies the fees collected do not exceed the cost of services. There is also a reasonable relationship between the need for the public

services, infrastructure and facilities that the fees will pay for and the types of development projects on which the fees are imposed.

The fees in these programs will not be used to underwrite the cost of current services; rather, they will be used exclusively to pay for increased services over time, necessitated as a direct result of increased population and traffic from residential, commercial and industrial development, in order to maintain existing levels of service.

Development Impact Fees per unit/Square Feet

| Land Use | Storm Drain Fee | | Road Circulation/Major Road Fee | | Horseshoe Bar Interchange | |
|---|---|---|---|---|---|---|
| | Existing | Proposed | Existing | Proposed | Existing | Proposed |
| Single Family | $572.00 | $994.21 | $2,460.00 | $3,813.11 | $1,415.00 | $3,096.65 |
| Multi Family | $356.00 | $605.17 | $1,500.00 | $2,649.66 | $864.00 | $2,151.80 |
| Commercial | $3,007.00 | $455.16 | $3,247.00 | $7,002.52 | $1,868.00 | $5,686.77 |
| Industrial | $3,007.00 | $321.52 | $2,238.00 | $2,777.16 | $1,288.00 | $2,255.34 |

| Land Use | Sierra College Circulation | | Community Facilities | | Parks and Rec Facilities | |
|---|---|---|---|---|---|---|
| | Existing | Proposed | Existing | Proposed | Existing | Proposed |
| Single Family | $762.00 | $1,364.05 | $2,488.00 | $2,636.60 | $3,011.00 | $6,781.11 |
| Multi Family | $465.00 | $947.85 | $1,650.00 | $5,587.49 | $2,011.00 | $5,587.49 |
| Commercial | $1,006.00 | $2,504.98 | $488.00 | $0.00 | $593.00 | $0.00 |
| Industrial | $694.00 | $993.46 | $360.00 | $0.00 | $439.00 | $0.00 |

**CEQA Requirements**

Adoption of these fees is not subject to the California Environmental Quality Act (CEQA) because this action constitutes the establishment of fees to obtain funds to maintain services within existing service areas and such action is expressly exempted from CEQA by Public Resources Code § 21080(b)(8).

**Financial and/or Policy Implications**

Funds collected by the development fees would increase but the expectation is that the money will be simply be expended on higher cost public works projects or on land acquisitions in the case of parks or open space land that are purchased in time by the Town.

**Attachments**

A. Resolution
B. Impact Fee update

**Attachment A**

# TOWN OF LOOMIS

## RESOLUTION NO. 20 - ___

## A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF LOOMIS REVISING DEVELOPMENT IMPACT FEES IN SPECIFIED AMOUNTS

**WHEREAS**, on August 9, 2005 the Town of Loomis adopted an ordinance enabling the establishment of development impact fees, and adopted Resolution 05-33 adopting development impact fees in specified amounts; and

**WHEREAS**, In February 2009 the Town of Loomis adopted resolution 09-12 updating the impact fees; and

**WHEREAS**, the Town of Loomis desires to update its development impact fees, based on a study dated April 24, 2020 prepared by Finance DTA (consultant), linking the types and amounts of proposed development fees to future impacts of anticipated development, and the fee adjustment provision in Resolution 05-33; and

**WHEREAS,** the fee adjustment provision in Resolution 05-33 authorizes adjustments to the development impact fees based on changes in construction costs and land costs, as reflected by the Engineering News Record Construction Cost Index (the ENR-CCI) and the percentage change in sales prices of vacant land; and

**WHEREAS,** the Town contracted with ADT to prepare a revised study of the Impact Fee program and update the Impact Fees to current construction costs and program needs; and

**WHEREAS,** the purpose of the fee adjustment is to assure that there is a reasonable relationship between the amount of the fees and the cost of the facilities attributable to the development on which the fee is imposed; and

**WHEREAS,** the study uses the following methodology: (1) determines the current level of services, infrastructure and associated costs; (2) determines the Town's anticipated population at build-out; (3) calculates the cost of future services and infrastructure needed to maintain existing levels, based on the assumption that those costs will bear the same relationship to increased population levels as current costs for existing services bear to the current population level; (4) allocates said increased costs amongst anticipated residential, commercial and industrial development based on the degree to which each is expected to contribute to the need for increased services and infrastructure; and (5) based thereon, calculates the types and amounts of proposed fees; and

**WHEREAS,** the Town Council adopted Resolution 09-12 making certain changes to the amount of the fees based on changes in construction costs; and

**WHEREAS,** the Town Council now wishes to adjust the amount of development fees based on changes in construction costs since February 2009; and

**NOW, THEREFORE**, the Loomis Town Council resolves as follows:

Section 1. The Town Council hereby adopts the fee amounts specified in Exhibit "A" and directs staff to begin collecting same from future developers beginning sixty (60) days from the effective date of this resolution.

Section 2. The Town Council makes the following findings, which are supported by substantial evidence in the record, justifying the types and amounts of fees enumerated in Table "A:"

1. The fees do not constitute a special tax because the consultant's study and the fee adjustments assure that the fee amounts do not exceed the cost of services the fees are to pay for;

2. There is a reasonable relationship between the uses to which the fees will be put, and the types of development projects on which the fees are imposed because the methodology employed in the consultant's study and the fee adjustments assure that the Town will assess differing types of development (e.g. residential, commercial, industrial) differing fee amounts in accordance with the degree to which they contribute to the need for increased services required to maintain current levels of service as the Town's population grows;

3. There is a reasonable relationship between the need for the public services, infrastructure and facilities that the fees will pay for and the types of development projects on which the fees are imposed, because the Study was designed to determine the types and amounts of fees needed to assure the continuance of current levels of service over time, and current levels of service, infrastructure and facilities are minimal and designed to maintain the rural atmosphere of Loomis, while also affording assurance that basic municipal services and infrastructure will continue to be provided over time;

4. The fees adopted by this resolution will not be used to underwrite the cost of current services; rather, they will be used exclusively to pay for increased services over time, necessitated as a direct result of increased population and traffic from residential, commercial and industrial development, in order to maintain existing levels of service;

5. Adoption of these fees is not subject to the California Environmental Quality Act (CEQA) because this action constitutes the establishment of fees to obtain funds to maintain services within existing service areas and such action is expressly exempted from CEQA by Public Resources Code § 21080(b)(8).

Section 3. Table "A" applies a fee adjustment to each fee, as follows:

Table A Development Impact Fee per unit/ Square Feet

| Land Use | Storm Drain Fee | Road Circulation/ Major Road Fee | Horseshoe Bar Interchange | Sierra College Circulation | Community Facilities | Parks and Rec Facilities |
|---|---|---|---|---|---|---|
| Single Family | $ 994.21 | $ 3,813.11 | $ 3,096.65 | $1,364.05 | $ 2,636.60 | $ 6,781.11 |
| Multi Family | $ 605.17 | $ 2,649.66 | $ 2,151.80 | $ 947.85 | $ 5,587.49 | $ 5,587.49 |
| Commercial | $ 455.16 | $7,002.52 | $ 5,686.77 | $ 2,504.98 | $ 0.00 | $ 0.00 |
| Industrial | $321.52 | $ 2,777.16 | $ 2,255.34 | $ 993.46 | $ 0.00 | $0.00 |

Section 4. The adoption of this resolution shall entirely supersede the previously approved development impact fee amounts for the fees included in Table "A".

**PASSED AND ADOPTED** by the Town Council of the Town of Loomis this 12th day of May, 2020 by the following vote:

**AYES:**
**NOES:**
**ABSTAINED:**
**ABSENT:**

_____
Mayor

ATTEST:

_____
Town Clerk

Attachment B

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# DRAFT
# DEVELOPMENT IMPACT FEE JUSTIFICATION STUDY

## TOWN OF LOOMIS

Report Date: April 24, 2020

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# TOWN OF LOOMIS

# DRAFT DEVELOPMENT IMPACT FEE JUSTIFICATION STUDY

**Prepared for:**

**Town of Loomis**

Department of Public Works

3665 Taylor Road

Loomis, CA 95650

Attention: Brit Snipes, Public Works Director

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# I EXECUTIVE SUMMARY

In order to adequately plan for new development and identify the public facilities and costs associated with mitigating the direct and cumulative impacts of new development, DTA (formerly David Taussig and Associates) was retained by the Town of Loomis (the "Town") to update the existing impact fee program by preparing a new Assembly Bill ("AB") 1600 Development Impact Fee ("DIF") Justification Study (the "Fee Study"). The Fee Study is intended to comply with Section 66000 *et seq.* of the Government Code, which was enacted by the State of California in 1987, by identifying additional public facilities required by new development ("Future Facilities") and determining the level of fees that may be imposed to pay the costs of the Future Facilities. The Fee amounts to be determined will finance Storm Drain, Road Circulation/Major Roads, Horseshoe Bar Road/Interstate 80 Interchange, Sierra College Circulation, Community Facilities, and Parks and Recreation Facilities at levels identified by the Town's Department of Public Works as being necessary to meet the needs of new development through 2039. The Future Facilities and associated construction costs are identified in the Needs List, which is included in Section V of the Fee Study. A description of the methodologies used to calculate the fees is included in Section VI. The purpose of this report is to ensure that all new development is required to pay its "fair share" of the cost of the new infrastructure through the development fee program.

## A Organization of The Report

This Development Impact Fee report will be presented in the following seven (7) sections:

- Section I contains an Executive Summary and provides a brief introduction to the report and includes an overview of the proposed fees.
- Section II of this report introduces the study including a brief description of Town surroundings, and background information on development fee financing.
- Section III provides an overview of the legal requirements for implementing and imposing the fee amounts identified in the Fee Study. Included is a discussion of the findings required under the Mitigation Fee Act and requirements necessary to be satisfied when establishing, increasing, or imposing a fee as a condition of new development, and satisfies the nexus requirements for each facility included as part of this study.
- Section IV includes a discussion of land use characteristics on projected new development and demand variables such as population, the number of housing units and non-residential building square feet assuming current growth trends in housing, commercial, and industrial development extrapolated through 2039. Projections of future development are based on data provided by the Town, the Town's General Plan, the Town's Capital Improvement Program, various publications from the Town, Town officials, and additional sources determined to be reliable by DTA.

- Section V includes a description of the Needs List, which identifies the facilities needed to serve new development through General Plan build-out in 2039 that are eligible for funding by the impact fees. The Needs List provides the total estimated facilities costs, offsetting revenues, net costs to the Town, and costs allocated to new development for all facilities listed in the Needs List.
- Section VI contains the description of the methodologies used to determine the fees for all facility types and presents the proposed fees for each of the land types.
- Section VII presents the calculations and fees for each facility type.

This report will also include an appendix section presenting the calculations used to determine the findings presented in this report.

- Appendix A includes the Facilities Needs List; and
- Appendix B includes the calculations used to determine the various fee levels.

## B Impact Fee Summary

The total fee amounts required to finance new development's share of the facilities identified in the Needs List are summarized in Table ES-1 below. Fees presented in this study reflect the maximum fee levels that may be imposed on new development.

**Table ES-1: Development Impact Fees per Unit/1,000 Square Feet Summary**

| Land Use | Storm Drain Fee | Road Circulation/ Major Roads Fee | Horseshoe Bar/ Interchange Fee | Sierra College Circulation Fee | Community Facilities Fee | Parks and Recreation Facilities Fee | Total Fees |
|---|---|---|---|---|---|---|---|
| Single Family | $994.21 | $3,813.11 | $3,096.65 | $1,364.05 | $2,636.60 | $6,781.11 | **$18,685.73** |
| Multifamily | $605.17 | $2,649.66 | $2,151.80 | $947.85 | $2,172.50 | $5,587.49 | **$14,114.46** |
| Commercial | $455.16 | $7,002.52 | $5,686.77 | $2,504.98 | $0.00 | $0.00 | **$15,649.43** |
| Industrial | $321.52 | $2,777.16 | $2,255.34 | $993.46 | $0.00 | $0.00 | **$6,347.48** |

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# II INTRODUCTION

Incorporated in 1984, the Town of Loomis (the "Town") is in western Placer County, a fast-growing metropolitan region in the Central Valley of California, approximately 25 miles northeast of the City of Sacramento, along Interstate 80. Loomis is in the western portion of the Loomis Basin, an 80 square mile area of the Placer County foothills. The Town maintains a distinct small-town, semi-rural community and is home to a population of over 6,000 people.

For this study, DTA will update all development impact fees, including the adoption of new fees, if appropriate. Revised impact fees are calculated here using updated information on development and Town facilities.

Moreover, the methods used to calculate impact fees in this study are intended to satisfy all legal requirements governing such fees, including provisions of the U.S. Constitution, the California Constitution, and the California Mitigation Fee Act (Government Code Sections 66000 *et seq.*). Impact fees calculated in this report are intended to replace the Town's existing impact fees.

The fees are calculated to fund the cost of facilities needed to meet the needs of new development. The steps followed in the Fee Study include:

1. **Demographic Assumptions**: Identify future growth that represents the increased demand for facilities.
2. **Facility Needs and Costs**: Identify the amount of public facilities required to support the new development and the costs of such facilities. Facilities costs and the Needs List are discussed in Section IV.
3. **Cost Allocation**: Allocate costs per Equivalent Dwelling Unit ("EDU").
4. **Fee Schedule**: Calculate the fee per residential unit or per non-residential square foot or other specific unit of measurement.

# III LEGAL REQUIREMENTS TO JUSTIFY DEVELOPMENT IMPACT FEES

The levy of impact fees is one authorized method of financing the public facilities necessary to mitigate the impacts of new development. A fee is "a monetary exaction, other than a tax or special assessment, which is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project..." (California Government Code, Section 66000).

A fee may be levied for each type of capital improvement required for new development, with the payment of the fee typically occurring prior to the beginning of construction of a dwelling unit or non-residential building. Fees are often levied at final map recordation, issuance of a certificate of occupancy, or more commonly, at building permit issuance.

AB 1600, which created Section 66000 *et seq.* of the Government Code was enacted by the State of California in 1987.

In 2006, Government Code Section 66001 was amended to clarify that a fee cannot include costs attributable to existing deficiencies, but can fund costs used to maintain the existing level of service ("LOS") or meet an adopted level of service that is consistent with the General Plan.

Section 66000 *et seq.* of the Government Code thus requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of new development:

1. Identify the purpose of the fee. [Government Code Section 66001(a)(1)]
2. Identify the use to which the fee will be put. [Government Code Section 66001(a)(2)]
3. Determine that there is a reasonable relationship between the fee's use and the type of development on which the fee is to be imposed. [Government Code Section 66001(a)(3)]
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is to be imposed. [Government Code Section 66001(a)(4)]
5. Demonstrate how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. [Government Code Section 66001(b)]

This section presents each of these items as they relate to the imposition of the proposed fees in the Town of Loomis. Additionally, while the "rough proportionality" standard does not apply here, DTA firmly believes this Fee Study and the calculations herein do, in fact, also meet that standard.

# SECTION III
# LEGAL REQUIREMENTS TO JUSTIFY DEVELOPMENT IMPACT FEES

## A PURPOSE OF THE FEE [GOVERNMENT CODE SECTION 66001(A)(1)]

New residential and non-residential development within the Town will generate additional residents and employees who will require additional public facilities. Land for these facilities will have to be acquired and public facilities and equipment will have to be expanded, constructed, or purchased to meet this increased demand.

The Fee Study has been prepared in response to the projected direct and cumulative effect of future development. Each new development will contribute to the need for new public facilities. Without future development many of the new public facilities on the Needs List would not be necessary as the existing facilities are generally adequate for Loomis's present population. In instances where facilities would be built regardless of new development, the costs of such facilities have been allocated to new and existing development based on their respective level of benefit.

Given the distinct small-town size and geographic footprint, the proposed impact fee will be charged to all future development, irrespective of location, in the Town. First, the property owners and/or the tenants associated with any new development in the Town can be expected to place additional demands on the Town facilities funded by the fee. Second, these property owners and tenants are dependent on and, in fact, may not have chosen to utilize their development, except for residential, retail, employment, and recreational opportunities located nearby on other existing and future development.

As a result, all development projects in the Town contribute to the cumulative impacts of development.

The impact fees will be used for the acquisition, installation, and construction of public facilities identified on the Needs Lists to mitigate the direct and cumulative impacts of new development in the Town.

## B THE USE TO WHICH THE FEE IS TO BE PUT [GOVERNMENT CODE SECTION 66001(A)(2)]

The fee will be used for the acquisition, installation, and construction of the public facilities identified on the Needs Lists, included in Section IV of the Fee Study and other appropriate costs to mitigate the direct and cumulative impacts of new development in the Town. The fee will provide a source of revenue to the Town to allow for the acquisition, installation, and construction of public facilities, which in turn will both preserve the quality of life in the Town and protect the health, safety, and welfare of the existing and future residents and employees.

## C THERE IS A REASONABLE RELATIONSHIP BETWEEN THE FEE'S USE AND THE TYPE OF DEVELOPMENT PROJECT UPON WHICH THE FEE IS IMPOSED (BENEFIT RELATIONSHIP) [GOVERNMENT CODE SECTION 66001(A)(3)]

As discussed in Section A above, it is the projected direct and cumulative effect of future development that has prompted the preparation of the Fee Study. Each development will contribute to the need for new public facilities. Without future development, the Town would have no need to construct many of the public facilities on the Needs List. For all other facilities, the costs have been allocated to both existing and new development based on their level of benefit. Consequently, all new development within the Town, irrespective of location, contributes to the direct and cumulative impacts of development on public facilities and creates the need for new facilities to accommodate growth.

The fees will be expended for the acquisition, installation, and construction of the public facilities identified on the Needs List and other authorized uses, as that is the purpose for which the fee is collected. As previously stated, all new development creates either a direct impact on public facilities or contributes to the cumulative impact on public facilities. Moreover, this impact is generally equalized among all types of development because it is the increased demands for public facilities created by the future residents and employees that create the impact upon existing facilities.

For the aforementioned reasons, new development benefits from the acquisition, construction, and installation of the facilities on the Needs Lists.

## D THERE IS A REASONABLE RELATIONSHIP BETWEEN THE NEED FOR THE PUBLIC FACILITY AND THE TYPE OF DEVELOPMENT PROJECT UPON WHICH THE FEE IS IMPOSED (IMPACT RELATIONSHIP) [GOVERNMENT CODE SECTION 66001(A)(4)]

As previously stated, all new development within the Town, irrespective of location, contributes to the direct and cumulative impacts of development on public facilities and creates the need for new facilities to accommodate growth. Without future development, many of the facilities on the Needs Lists would not be necessary. For certain other facilities, the costs have been allocated to both existing and new development based on their level of benefit.

For the reasons presented herein, there is a reasonable relationship between the need for the public facilities included on the Needs List and all new development within the Town.

## E THERE IS A REASONABLE RELATIONSHIP BETWEEN THE AMOUNT OF THE FEE AND THE COST OF THE PUBLIC FACILITIES ATTRIBUTABLE TO THE DEVELOPMENT UPON WHICH THE FEE IS IMPOSED (REASONABLE RELATIONSHIP) [GOVERNMENT CODE 66001(B)]

This study is additionally intended to comply with the reasonable relationship standard that is supported by the Mitigation Fee Act. [Government Code 66001(b)]. As set forth above, all new development in the Town impacts public facilities. Moreover, each individual development project and its related increase in population and/or employment, along with the cumulative impacts of all development in the Town, will adversely impact existing facilities. Thus, imposition of the fee to finance the facilities on the Needs Lists is an efficient, practical, and equitable method of permitting development to proceed in a responsible manner.

New development impacts facilities directly and cumulatively. In fact, without any future development, the acquisition, construction, and/or installation of many of the facilities on the Needs Lists would not be necessary as existing Town facilities are generally adequate. Even new development located adjacent to existing facilities will utilize and benefit from facilities on the Needs List.

The proposed fee amounts are reasonably related to the impacts resulting from new development based on the analyses contained in Section VI.

# IV DEMOGRAPHICS

In order to determine the public facilities needed to serve new development, as well as establish fee amounts to fund such facilities, the Town provided DTA with material containing projections of future population and development within the Town and its Sphere of Influence ("SOI") through 2039. For the purpose of this study, DTA categorized developable residential land uses as single family and multi-family residences. Developable non-residential land uses within the Town's commercial and industrial zones are categorized as Commercial and Industrial, respectively. Additional details are included in Table 1 below. Based on these designations, DTA has established development impact fees for the following four (4) land use categories to acknowledge the difference in impacts resulting from various land uses and to make the resulting fee program implementable.

**Table 1: Summary of Land Use Categories**

| Land Use Classification Fee Study | Definition |
|---|---|
| Single family | Includes Single family detached homes. |
| Multi-Family | Includes buildings with attached residential units including apartments, town homes, condominiums, accessory dwelling units, and all other residential units not classified as Single family. |
| Commercial | Includes, but is not limited to, buildings used as the following:<br>▪ Retail;<br>▪ Service-oriented business activities;<br>▪ Department stores, discount stores, furniture/appliance outlets, home improvement centers;<br>▪ Entertainment centers;<br>▪ Sub-regional and regional shopping centers;<br>▪ Business/professional office; and<br>▪ Professional medical office. |
| Industrial | Includes, but is not limited to, buildings used as the following:<br>▪ Light manufacturing, warehouse/distribution, logistics, wholesaling;<br>▪ Wholesale and warehouse retail; and<br>▪ Support commercial services. |

Numbers from the California Department of Finance were used as estimates for the number of housing units and non-residential building square feet to be built within the Town. The Town's land use decisions will also affect properties within its SOI. California law requires that a General Plan "cover the territory within the boundaries of an adopted City...as well as any land outside its boundaries which in the planning agencies judgement bears relation to its planning." In addition, the State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2017-2019* was used to project the additional population generated from new development. Notably, DTA

attempted to utilize metrics (e.g., average household size) that standardized existing demographics with the projections calculated from the *E-5 Population and Housing Estimates.*

Future residents and employees will create additional demand for facilities that cannot be adequately served by existing public facilities. In order to accommodate new development in an orderly manner, while maintaining the current quality of life in the Town, the facilities on the Needs List (Section V), as reviewed and approved by the Town of Loomis, Department of Public Works, will need to be constructed. For those facilities that are needed to mitigate demand from new development, facility costs have been allocated to new development only. In those instances when it has been determined that the new facilities will serve both existing and new development, facility costs have been allocated based on proportionate benefit (see the EDU discussion in Section IV).

## A Existing Population for Land Use Categories

### *A.1 Existing Residential Land Use*

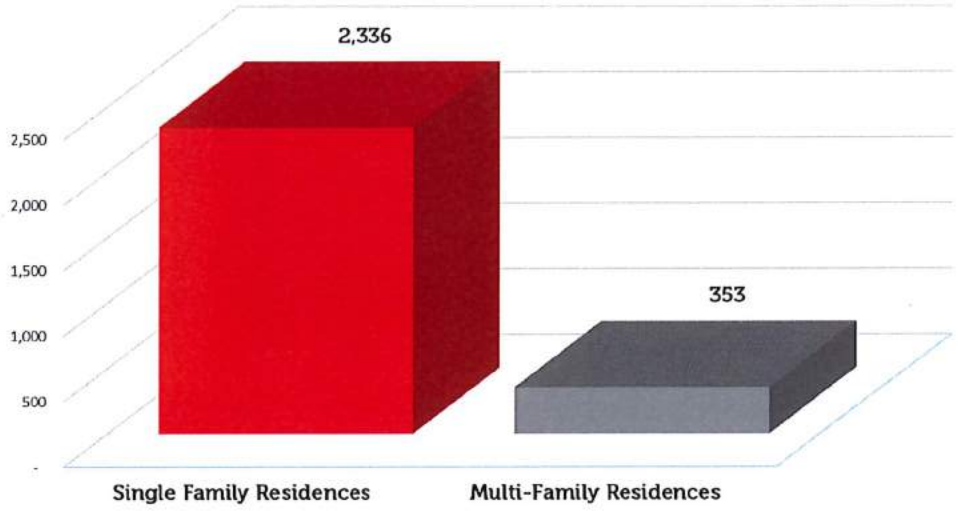
According to the information provided by the Town of Loomis and obtained from the California Department of Finance, and generally confirmed by the U.S. Census Bureau, there are currently 6,074 existing single family residents and 756 multi-family residents residing in 2,336 and 353 units, respectively, within the Town.

Using the following demographic information attained from the *E-5 Population and Housing Estimates,* DTA has assigned a Town resident-per-unit factor of 2.60 for single family residential units and 2.14 for multi-family residential units. Combined, the current Town population is comprised of 6,830 current residents living in 2,689 single family and multi-family homes. Table 2 and Figure 1 summarize the existing demographics for the residential land uses.

Table 2: Estimated Existing Residential Development

| Residential Land Use | Existing Residents | Existing Housing Units | Average Household Size |
|---|---|---|---|
| Single family Residential | 6,074 | 2,336 | 2.60 |
| Multi-Family Residential | 756 | 353 | 2.14 |
| **Total** | **6,830** | **2,689** | **N/A** |

Figure 1: Existing Residential Land Use Development (Units)




## *A.2 Existing Non-Residential Land Use*

DTA has also utilized demographic information to estimate existing Town employees. There are approximately 426,740 square feet of existing commercial development and 1,072,948 square feet of industrial development, and according to the *E-5 Population and Housing Estimates*, there are 2,183 Commercial employees and 706 Industrial employees.

Non-residential EDUs are calculated based on the number of residents or employees ("Persons Served") generated by each land use class. Persons Served equals Residents plus 50% of Employees, which is a customary industry practice designed to capture the reduced levels of service demanded by employees. DTA has calculated Persons Served per 1,000 Square Feet of Non-Residential Land Use as 2.56 for Commercial development and 0.33 for Industrial development, i.e., on average there are 2.56 Persons Served per thousand square feet of Commercial development and 0.33 Persons Served per thousand square feet of Industrial development. This results in a total of 1,445 Persons Served comprised of 1,092 Commercial development Persons Served and 353 Industrial development Persons Served within the Town and its SOI, as shown in Table 3 and Figure 2.

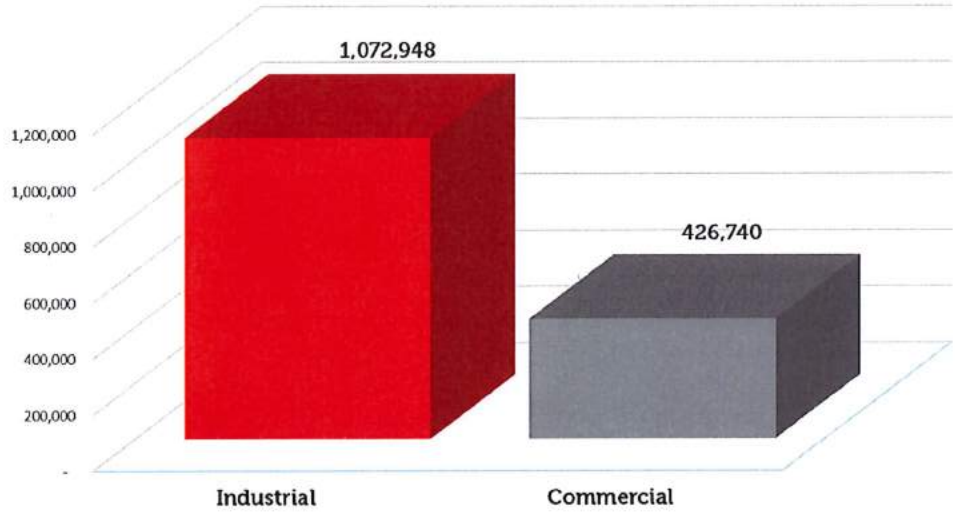
Table 3: Estimated Existing Non-Residential Development[1]

| Non-Residential Land Use | Existing Building Square Feet | Existing Employees | Existing Persons Served[2] | Persons Served per 1,000 Square Feet |
|---|---|---|---|---|
| Commercial | 426,740 | 2,183 | 1,092 | 2.56 |
| Industrial | 1,072,948 | 706 | 353 | 0.33 |
| **Total** | **1,499,688** | **2,889** | **1,445** | **N/A** |

Notes:

1. May not sum due to rounding.
2. Persons Served equal Residents plus 50% of employees.

Figure 2: Existing Non-Residential Land Use Development (Square Footage)




Using these figures and standard employment generation rates for industrial and commercial square footage, DTA has estimated the potential Persons Served capacity (for both industrial and commercial) available in the Town.

Note that the actual total Persons Served figures for both commercial and industrial space will likely vary somewhat from DTA estimates because of vacancies, property utilizations, etc. However, for purposes of the fee calculation, the Town is interested in the total number of Persons Served that could be generated by the identified square footage for a particular land use. The same logic is applied to future non-residential space and associated Persons Served estimates.

For many of the facilities considered in this Fee Study, EDU calculations are based on the number of residents or employees ("Persons Served") generated by each land use

class (EDUs are covered in more detail in the following sections).

Based on 35 years of performing fiscal and economic impact studies, and with experience in a variety of areas both public and private, DTA has determined that utilizing a service population, or Persons Served population, comprised of all residents and 50% of employees is common fiscal practice in quantifying the impact of a new development in a given service area. This number suggests that a resident generally has twice the fiscal impact of an employee. For existing Persons Served estimates for non-residential development, please reference Table 3.

## B Future Population for New Land Use Categories (2039)

### *B.1 Future Residential Land Use*

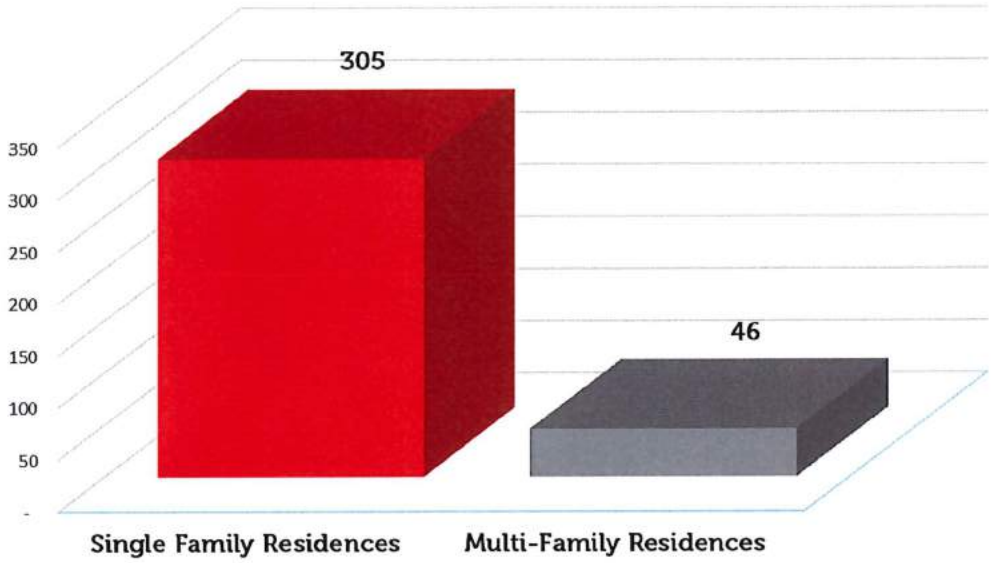
Using the State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State – January 1, 2017-2019,* DTA projected there to be 305 single family housing units and 46 multi-family housing units built in the Town through 2039, the time horizon utilized for this fee study.

For the purpose of this study, DTA will maintain the Town resident-per-unit factor introduced earlier of 2.60 for single family residences and 2.14 for multi-family residences. This results in 892 additional residents living in 351 single family and multi-family homes Town-wide through the 2039 build-out period. Table 4 and Figure 3 summarize the projected future demographics for the residential land uses over the build-out period.

**Table 4: Future Residential Development**

| Residential Land Use | Future Residents | Future Housing Units | Average Household Size |
|---|---|---|---|
| Single family Residence | 793 | 305 | 2.60 |
| Multi-Family Residences | 99 | 46 | 2.14 |
| **Total** | **892** | **351** | **N/A** |

Figure 3: Estimated Future Residential Land Use Development through 2039
(Projected Units)




### *B.2 Future Non-Residential Land Use*

In terms of non-residential property, the Town expects the development of approximately 109,077 square feet of future commercial development and 274,252 square feet of future industrial space to be built in the Town through 2039.

Using the same methodology presented in the previous section, and in order to determine how many Persons Served that the Town has in these categories, DTA has maintained the same Persons Served-per-thousand square-foot factor of 2.56 for the commercial sector and 0.33 for the industrial sector over the build-out period. These calculations result in 279 future commercial development Persons Served and 90 future industrial Persons Served within the Town, as shown in Table 5 and Figure 4 on the following page.

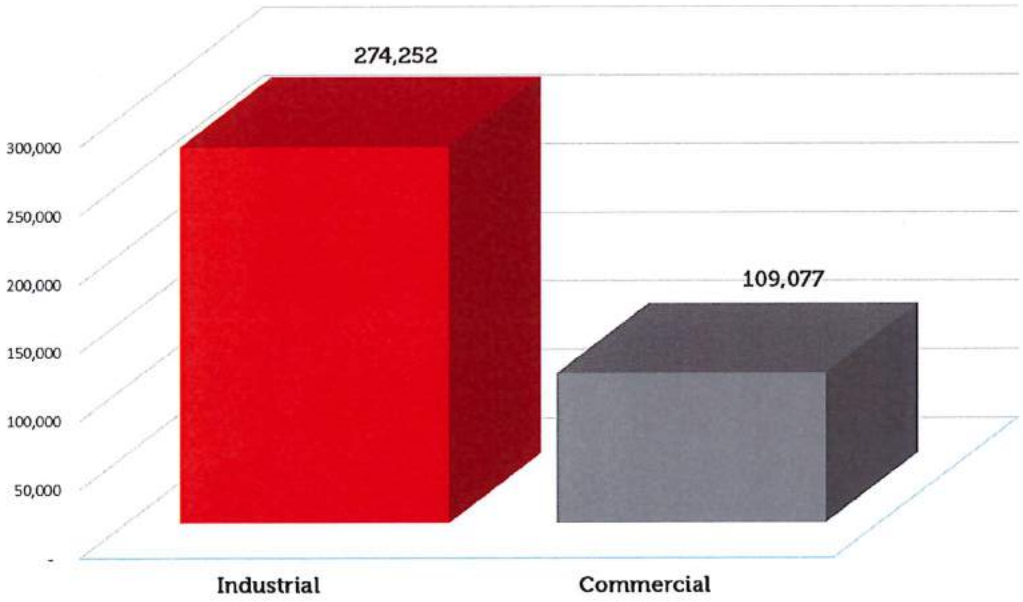
Table 5: Future Non-Residential Development[3]

| Non-Residential Land Use | Future Building Square Feet | Future Employees | Future Persons Served | Future Persons Served per 1,000 Square Feet[4] |
|---|---|---|---|---|
| Commercial | 109,077 | 558 | 279 | 2.56 |
| Industrial | 274,252 | 180 | 90 | 0.33 |
| **Total** | **383,329** | **738** | **369** | **N/A** |

Notes:

3. May not sum due to rounding.
4. Persons Served equal Residents plus 50% of employees.

Figure 4: Estimated Future Non-Residential Land Use Development through 2039 (Projected Square Footage)




Notably, for many of the facilities considered in this Fee Study, EDUs are calculated based on the number of residents or employees ("Persons Served") generated by each land use class. "Persons Served" equal Residents plus 50% of employees and is a customary industry practice designed to capture the reduced levels of service demanded by employees. For future Persons Served estimates over the build-out period, please reference Table 5 and Figure 4.

## C EDU Projections

EDUs are a means of quantifying different land uses in terms of their equivalence to a residential dwelling unit, where equivalence is measured in terms of potential infrastructure use or benefit for each type of public facility. They are generated in the demographic portion of the report.

As indicated in Table 6, the building development impact fee per unit for a single family residence is the same as the cost per EDU, (a ratio of 1:1). The cost per EDU is calculated separately for each individual facility type examined in this report. Since a multi-family unit generates approximately 0.82 EDUs, the fee for a multi-family residence is given by the cost allocation per unit, i.e., 0.82 times the single family fee. The same reasoning applies to the non-residential sector.

The proposed non-residential fees are equal to the cost allocation by square footage for each land use category. The commercial sector generates approximately 0.99 EDUs; thus, the fee for commercial development is given by the cost allocation per unit, i.e. 0.99 times the single family residence fee. This same methodology (0.13 EDUs times the single family fee) is used to calculate a fee per 1,000 square feet for industrial development. These calculations are presented in detail in Appendix B.

**Table 6: EDUs (Persons Served)**

| Land Use Type | EDUs per Unit/1,000 Non-Res S.F. |
|---|---|
| Single family Residential | 1.00 |
| Multi-Family Residential | 0.82 |
| Commercial | 0.99 |
| Industrial | 0.13 |

Since nearly all of the facilities proposed to be financed by the levy of impact fees will serve both residential and non-residential property, DTA projected the number of future EDUs based on the number of residents or employees generated by each land use class.

# V THE NEEDS LIST

Identification of the facilities to be financed is a critical component of any development impact fee program. In the broadest sense, the purpose of impact fees is to protect the public health, safety, and general welfare by providing for adequate public facilities. "Public Facilities" per Government Code Section 66000 includes "public improvements, public services, and community amenities."

Government Code Section 66000 requires the identification of those facilities for which impact fees are going to be used as the key financing mechanism. Identification of the facilities may be made in an applicable general or specific plan, other public documents, or by reference to a Capital Improvement Program ("CIP").

DTA has worked closely with Town staff to develop the list of facilities to be included in the Fee Study ("the Needs List"). For purposes of the Town's fee program, the Needs List is intended to be the official public document identifying the facilities eligible to be financed, in whole or in part, through the levy of a development impact fee on new development within the Town. The Needs List is organized by facility element (or type) and includes a cost section consisting of six (6) columns, which are defined in Table 7 below.

**Table 7: Explanation of Cost Section**

| Column Title | Contents | Source |
|---|---|---|
| Total Cost for Facility | The total estimated facility cost including engineering, design, construction, land acquisition, and equipment (as applicable) | Town |
| Offsetting Revenues to New and Existing Development | Share of Total Offsetting Revenues allocated to new and existing development | Town |
| Net Cost to Town | The difference between the Total Cost and the Offsetting Revenues (column 1 plus column 2) | Calculated by DTA |
| Percent of Cost Allocated to New Development | Net Cost Allocated to New Development based on New Development's Share of Facilities | Calculated by DTA & Town |
| Net Cost Allocated to New Development | The Net Cost to Town Multiplied by the Percentage Cost Allocated to New Development | Calculated by DTA |
| Policy Background or Objective | Identifies policy source or rationale for facility need | Town General Plan and Other Documents |

# SECTION V
# THE NEEDS LIST

DTA surveyed Town staff on required facilities needed to serve new development as a starting point for its fee calculations. The survey included the project description, justification, public benefit, estimated costs, and project financing for each proposed facility. Through discussions between DTA and Town staff, the Needs List has gone through a series of revisions to fine-tune the needs, costs, and methodologies used in allocating the costs for each facility.

The Summary of the final Facility Needs List is presented in Table 8 on the following page. The entire detailed Needs list is presented in full in Appendix A at the end of this report.

Table 7 outlines the process used in putting the Needs List together. The facilities included on the list are provided by the Town and reflect either the Town's goals of maintaining and improving a specific area or objective or are part of a more formal policy document such as a General Plan, Capital Improvement Plan, etc. Specific estimated facility costs are provided by the Town and are used as a basis for determining the allocation of revenues between new and existing development.

**Table 8: DIF Program for the Town of Loomis Public Facilities Needs List through 2039 (Needs List Summary)[5]**

| Facility Name | Total Cost for Facility |
|---|---|
| A. Storm Drain | |
| Storm Drain Facilities | $3,830,000 |
| Existing/Offsetting Revenues | $285,644 |
| Total Storm Drain | $3,544,356 |
| B. Road Circulation/Major Roads | |
| Road Circulation/Major Roads Facilities | $19,202,300 |
| Existing/Offsetting Revenues | $580,578 |
| Total Road Circulation/Major Roads | $18,621,722 |
| C. Horseshoe Bar/Interchange | |
| Horseshoe Bar/Interchange Facilities | $15,605,000 |
| Existing/Offsetting Revenues | $482,218 |
| Total Horseshoe Bar/Interchange | $15,122,782 |
| D. Sierra College Circulation | |
| Sierra College Circulation Facilities | $7,259,990 |
| Existing/Offsetting Revenues | $598,521 |
| Total Sierra College Circulation | $6,661,469 |
| E. Community Facilities | |
| Community Facilities | $8,660,000 |
| Existing/Offsetting Revenues | $829,444 |
| Total Community Facilities | $7,830,556 |
| F. Park and Recreation Facilities | |
| Park and Recreation Facilities | $2,956,309 |
| Existing/Offsetting Revenues | $630,478 |
| Total Park and Recreation Facilities | $2,325,832 |
| **Grand Total** | **$54,106,717** |

Notes:

5. May not sum due to rounding.

## VI METHODOLOGIES USED FOR CALCULATING IMPACT FEES

There are many methods or ways of calculating fees, but they are all based on determining the cost of needed improvements and assigning those costs equitably to various types of development. Each of the fee calculations employs the concept of an EDU to allocate benefit among the four (4) land use classes. EDUs are a means of quantifying different land uses in terms of their equivalence to a residential dwelling unit, where equivalence is measured in terms of potential infrastructure use or benefit for each type of public facility. For many of the facilities considered in this Fee Study, EDUs are calculated based on the number of residents or employees ("Persons Served") generated by each land use class. For other facilities, different measures, such as number of trips or impervious surface coefficients, more accurately represent the benefit provided to each land use class. Table 9 below shows total existing and projected EDUs by facility type.

**Table 9: EDUs**

| Facility Type | Service Factor[6] | Existing EDUs/EBUs[7] | Projected EDUs/EBUs[7] |
|---|---|---|---|
| Storm Drain Facilities | Impervious Surface Coefficients | 3,093 | 472 |
| Road Circulation/Major Roads Facilities | Daily Trip Generation Rate | 4,147 | 737 |
| Horseshoe Bar/Interchange Facilities | | | |
| Sierra College Circulation Facilities | | | |
| Community Facilities | Persons Served and /or Usage Factor | 2,627 | 343 |
| Park and Recreation Facilities[8] | Acres per 1,000 Residents | 2,627 | 343 |

Notes:

6. Service Factor is determined by DTA and is specific to the Facility Type.
7. Existing and Projected EDUs are determined by DTA and explained in detail in Section IV.
8. Park development fee calculations utilize only projected EDUs.

In determining a reasonable nexus for each specific type of public facility, DTA will utilize one of the methodologies discussed below, depending upon the data and other information available from the Town, and its current infrastructure policies.

## A Plan-Based Fee Methodology

The Plan-based methodology used by DTA to establish the development impact fees used in this report is based on a "Plan," such as a Master Plan of Facilities, Capital Improvement Plan or Town General Plan, which identifies a finite set of improvements. These facility plans generally identify a finite set of facilities needed by the public agency and are developed according to assessments of facilities needs prepared by staff and/or outside consultants and adopted by the public agency's legislative body. Using this Plan-Based approach, specific costs can be projected and assigned to all land uses planned, often with a specific time period in mind that reflects new development projections. By using population and commercial/industrial/office square footage numbers provided by the Town and other sources, it is possible to assign development impact fees between new and existing development levels by percentage. This methodology will be used to calculate Road Circulation/Major Roads Facilities, Horseshoe Bar Road/Interstate 80 Interchange Facilities, Sierra College Circulation Facilities, and Community Facilities fees. In preparing an impact fee analysis, facilities costs can be allocated in proportion to the demand caused by each type of future development.

## B Capacity-Based Fee Methodology

The capacity-based methodology used to establish the development impact fees generated in this report are based on the "capacity" of a service or system. This method is not dependent on a particular land use plan (i.e., amount or intensity) but rather it is based on a rate or cost per unit of capacity that can be applied to any type of development, as long as the system has adequate capacity. This type of fee is useful when the costs of the facility or system are unknown, however, it requires that the amount of capacity used by a development be measured or estimated. Capacity-based impact fees are assessed per unit of demand rate by dividing the cost of the facility by the facility capacity. This methodology will be used to calculate Storm Drain Facilities using California's Impervious Surface Coefficients.

## C Standards-Based Fee Methodology

The standards-based methodology used to establish the development impact fees generated in this report are based on "standards" where costs are based on units of demand. This method establishes a generic unit cost for capacity, which is then applied to each land use per unit of demand. Park fees examined in this report are an excellent example of this type of fee structure. This standard is not based on cost but rather on a standard of service. In this study, the standards-based methodology is used to calculate Park and Recreation Facilities fees. This methodology provides several advantages, including not needing to know the cost of a specific facility, how much capacity or service is provided by the current system or having to commit to a specific size of the facility.

The methodologies used for each specific facility type are presented in Table 10.

Table 10: Town of Loomis Methodologies (By Facility Type)

| Facility Type | Methodology | Sources of Apportioning Costs | Units of Measure |
|---|---|---|---|
| Storm Drain Facilities | Capacity-based | Existing Infrastructure Plan | Impervious Surface Coefficients |
| Road Circulation/Major Roads Facilities | Plan-based | Existing Infrastructure Plan | Daily Trip Generation Rate |
| Horseshoe Bar/Interchange Facilities | | | |
| Sierra College Circulation Facilities | | | |
| Community Facilities | Plan-based | Existing Infrastructure Plan | Persons Served and/or Usage Factor |
| Park and Recreation Facilities | Standards-based | Existing Standard | Acres per 1,000 Residents |

Many of the tables presented in this report using the above methodologies generate numbers carried out to several decimal places but have been rounded down or up for format purposes and to fit into the tables. As a result, many of the totals presented throughout the report may not sum.

# VII BUILDING DEVELOPMENT IMPACT FEES

## A Storm Drain Facilities Fees

### *A.1 Storm Drain Facilities (Nexus Requirement of AB 1600)*

Storm Drain facilities include those used by the Town to provide storm drainage services to residents and employees within the Town. The Storm Drain facilities fee will include facilities and improvements necessary to handle the storm drain run-off created by new development through the year 2039. The Town's Department of Public Works identified the need for facilities and improvements as shown in the following Needs List.

**Table 11: Storm Drain Facilities Nexus Requirement**

| Identify the Purpose of the Fee | Storm Drain Facilities |
|---|---|
| **Identify Use of Fee** | Improvements to certain facilities including storm drainage facilities. |
| **Demonstrate how there is a reasonable relationship between the need for the public facility, the use of the fee, and the type of development project on which the fee is imposed.** | New residential and non-residential development will generate additional residents and employees who will increase the demand for Storm Drainage Facilities. Population growth has a direct impact on the need for Storm Drain Facilities. Therefore, new development and the consequential increase in demand will necessitate the improvement and/or expansion of existing facilities. Fees collected from new development will be used exclusively for Storm Drain Facilities on the Needs List. |

Table 12 presented on the following page identifies the proposed facilities and improvements to be funded in whole or in part with the fees collected for Storm Drain Facilities. Specific project detail is presented in Appendix A. The facility costs presented are based on estimates provided by the Town.

### *A.2 Calculation Methodology*

Storm drainage improvements benefit residents and employees throughout the Town and its SOI. Using the Plan-based approached introduced earlier, the Storm Drain fee was calculated for both residential and non-residential land uses as detailed in Appendix A. The specific facilities and improvements required within the Town were identified from the Drainage Master Plan and the Town's Capital Improvement Program.

Each of the Storm Drain improvements listed in the preceding table benefit both residents and employees by providing adequate storm drainage throughout the Town.

Each land use classification was assigned an EDU factor, based on California's Impervious Surface Coefficients ("ISC"), which was derived from the decimal value

that reflects the percent of the area within each land use classification that is made up of hardened surfaces, obtained from the User's Guide for the California Impervious Surface Coefficients.

**Table 12: Storm Drain Facilities Costs**

| Storm Drain Facilities | Facility Cost |
|---|---|
| Magnolia St. Drainage Improvements | $70,000 |
| Barton Ranch Drainage Improvements | $35,000 |
| Taylor Road Drainage Improvements (south of Del Oro High School) | $65,000 |
| Drainage Master Plan | $3,660,000 |
| **Storm Drain Facilities Subtotal** | **$3,830,000** |
| Offsetting Revenues | $285,644 |
| **Storm Drain Facilities Total** | **$3,544,356** |

As illustrated in Table 13, using this methodology, DTA has determined that 86.77% of the costs of the new facilities will be allocated to existing development and must be funded by other means such as taxes, grants, other fees, etc. while 13.23% of the costs will be allocated to new development.

All the Storm Drain facilities listed in this section were sized to meet the needs of both existing and future residents and employees. Therefore, the costs of these facilities have been allocated between existing development and new development based on their percentage of build-out EDUs.

As illustrated in Appendix B at the end of this report, the total number of EDUs calculated for both residential and non-residential development equals 3,565 (Total EDUs), with 3,093 (Existing EDUs) assigned to existing development and 472 (New EDUs) assigned to new development.

In order to calculate the Facility Cost Allocation percentage of new development shown in the table on the following page, the number of EDUs assigned to new development is divided by the overall total number of EDUs and is illustrated with the following equation: New EDUs/Total EDUs = 13.23%. Therefore, 13.23% of the $3,544,356 in total facilities costs equals $468,971. So, in total, $468,971 out of $3,544,356 in Gross Storm Drain Facilities costs would be covered by impact fees on new development

Table 13: Storm Drain Facilities Cost Allocation Summary[9]

| Development Type | Percentage Allocated to New Development | Facility Cost Allocation |
|---|---|---|
| Existing Development | 86.77% | $3,075,386 |
| New Development | 13.23% | $468,971 |
| **Total** | **100.00%** | **$3,544,356** |

Notes:

9. May not sum due to rounding.

The fee amounts required by each land use type to finance new development on the Needs List are presented below in Table 14. The single family and multi-family residential fees are calculated per housing unit and the commercial and industrial development fees are calculated per 1,000 square feet. All of the calculations are based on costs per EDUs generated by dividing the cost to new development of $468,971/New EDUs resulting in a $994 cost per EDU.

As shown in Table 14 below, the building development impact fee is $994 per unit for a single family residence, which is the same as the cost per EDU: $994 per unit (a ratio of 1:1). Since a multi-family unit generates approximately 0.61 EDUs, the fee for a multi-family residence is given by the cost allocation per unit, i.e., 0.61 times the single family fee, or $605 per unit.

Similarly, the proposed non-residential fees are equal to the cost allocation by square footage for each land use category. The commercial sector generates approximately 0.46 EDUs; thus, the fee for commercial development is given by the cost allocation per unit, i.e. 0.46 times the single family fee or $455 per 1,000 square feet.

The same methodology (0.32 EDUs times the single family fee) is used to calculate a fee of $322 per 1,000 square feet for industrial development.

Table 14: Storm Drain Facilities Fee Derivation[10]

| Land Use Type | Development Impact Fee Per Unit | Development Impact Fee Per 1,000 sq. ft. | Storm Drain Facilities Costs Financed by Fees |
|---|---|---|---|
| Single family Residential | $994 | | $303,244 |
| Multi-Family Residential | $605 | | $27,902 |
| Commercial | | $455 | $49,647 |
| Industrial | | $322 | $88,178 |
| | | **Total** | **$468,971** |
| | | Gross Costs Allocated to Other Sources | $3,075,386 |
| | | **Total Gross Storm Drain Costs** | **$3,544,356** |

Notes:

10. May not sum due to rounding.

## B Road Circulation/Major Roads Facilities Fees

### *B.1 Road Circulation/Major Roads Facilities (Nexus Requirement of AB 1600)*

Road Circulation/Major Roads facilities include infrastructure such as roads, overlay, crosswalk construction, turn lanes, bridge widening, traffic signals, and the additional infrastructure support necessary to provide safe and efficient vehicular access throughout the Town and its SOI. The Road Circulation/Major Roads Facilities Fee will include infrastructure necessary to minimize congestion and maintain Level of Service on all roads and intersections within the Town of Loomis. These improvements are listed in the Town's General Plan. In order to meet the transportation demand of new development through the year 2039, the Town's Department of Public Works identified additional needs for road construction and equipment as shown in the following Needs List.

**Table 15: Road Circulation/Major Roads Facilities Nexus Requirement**

| Identify the Purpose of the Fee | Road Circulation/Major Roads Facilities |
|---|---|
| Identify Use of Fee | Construction of new roadways, interchanges, intersections, traffic signals, and related improvements. |
| Demonstrate how there is a reasonable relationship between the need for the public facility, the use of the fee, and the type of development project on which the fee is imposed. | New residential and non-residential development will generate additional residents and employees who will create additional vehicular and non-vehicular traffic. Streets will have to be improved or extended to meet the increased demand. Thus, there is a relationship between new development and the need for new transportation facilities. Fees collected from new development will be used exclusively for Road Circulation/Major Roads facilities on the Needs List. |

Table 16 presented on the following page identifies the proposed areas where the roads, signalization, improvements, traffic facilities, and other projects to be funded in whole or in part with the fees collected for Road Circulation/Major Roads Facilities. Specific project detail is presented in Appendix A. The facility costs presented are based on estimates provided by the Town.

### *B.2 Calculation Methodology*

Road Circulation/Major Roads improvements benefit residents and employees throughout the Town and its SOI. Using the Plan-based approached introduced earlier, the Road Circulation/Major Roads fee was calculated for both residential and non-residential land uses as detailed in Appendix A.

Each of the Road Circulation/Major Roads improvements listed in the table benefit both residents and employees by providing safe and efficient vehicular access throughout the Town.

Each land use classification was assigned an EDU factor, based on a daily trip generation rate, which was found using data in ITE's publication of Trip Generation, 8th Edition (the "Report"). The Report used peak hours to define daily trip generation per dwelling unit (for residential units) and daily trip generation per 1,000 building square feet of each category of non-residential development. Total EDUs were then calculated by applying these EDU factors, driven by the daily trip generation rates, to the various dwelling unit counts and non-residential square feet identified in the demographics section of this Fee Study.

**Table 16: Road Circulation/Major Roads Facilities Costs**

| Road Circulation/Major Roads Facilities | Facility Cost |
|---|---|
| Library Dr, Laird St, Webb St, Horseshoe Bar, Angelo Ct, and Rippey Asphalt Treatments | $360,000 |
| Barton Road Cape Seal | $65,000 |
| Bankhead Road Reconstruction | $110,000 |
| Barton Road Overlay | $280,000 |
| Train Depot Lighting | $84,000 |
| Crosswalk Construction (from Shawn to Oak) | $25,000 |
| Laird Road Overlay (White Lane to South Town Limit) | $270,000 |
| Wells Ave. Overlay (Morgan Place to Rickety Rack Road) | $320,000 |
| Barton and Rocklin Signalization | $650,000 |
| King Road - add turn lane from King Road to Boyington Road | $120,000 |
| Widen Barton Road | $6,854,000 |
| Widen Brace Road | $3,235,000 |
| Boyington Road Extension | $3,682,100 |
| Webb Street Improvements | $807,200 |
| Bankhead Road Widening | $1,940,000 |
| Del Oro High School/Taylor Road | $400,000 |
| **Road Circulation/Major Roads Facilities Subtotal** | **$19,202,300** |
| Offsetting Revenues | ($580,578) |
| **Road Circulation/Major Roads Facilities Total** | **$18,621,722** |

As illustrated in Table 17 on the following page, using this methodology, DTA has determined that 84.91% of the costs of the new facilities will be allocated to existing development and must be funded by other means such as taxes, grants, other fees, etc., while 15.09% of the costs will be allocated to new development.

All the Road Circulation/Major Roads facilities listed in this section were sized to meet the needs of both existing and future residents and employees. The costs of these facilities have been allocated between existing development and new development based on their percentage of build-out EDUs.

As illustrated in Appendix B at the end of this report, the total number of EDUs calculated for both residential and non-residential development equals 4,884 (Total EDUs), with 4,147 (Existing EDUs) assigned to existing development and 737 (New EDUs) assigned to new development.

In order to calculate the Facility Cost Allocation percentage of new development shown in the table below, the number of EDUs assigned to new development is divided by the overall total number of EDUs and is illustrated with the following equation: New EDUs/Total EDUs = 15.09%. As illustrated below, 15.09% of the $18,621,722 in total facilities costs equals $2,810,656. So, in total, $2,810,656 out of $18,621,722 in Gross Road Circulation/Major Roads Facilities costs would be covered by impact fees on new development.

**Table 17: Road Circulation/Major Roads Facilities Cost Allocation Summary[11]**

| Development Type | Percentage Allocated to New Development | Facility Cost Allocation |
|---|---|---|
| Existing Development | 84.91% | $15,811,067 |
| New Development | 15.09% | $2,810,656 |
| **Total** | **100.00%** | **$18,621,722** |

Notes:

11. May not sum due to rounding.

The fee amounts required by each land use type to finance new development on the Needs List are presented on the following page in Table 18. The single family and multi-family residential fees are calculated per housing unit and the commercial and industrial development fees are calculated per 1,000 square feet. All the calculations are based on costs per EDUs generated by dividing the cost to new development of $2,810,656/New EDUs resulting in a $3,813 cost per EDU.

As shown on the following page, the building development impact fee is $3,813 per unit for a single family residence which is the same as the cost per EDU: $3,813 per unit (a ratio of 1:1). Since a multi-family unit generates approximately 0.69 EDUs, the fee for a multi-family residence is given by the cost allocation per unit, i.e., 0.69 times the single family fee, or $2,650 per unit.

Similarly, the proposed non-residential fees are equal to the cost allocation by square footage for each land use category. The commercial sector generates approximately 1.84 EDUs; thus, the fee for commercial development is given by the cost allocation per unit, i.e. 1.84 times the single family fee or $7,003 per 1,000 square feet. The same methodology (0.73 EDUs times the single family fee) is used to calculate a fee of $2,777 per 1,000 square feet for industrial development.

Table 18: Road Circulation/Major Roads Facilities Fee Derivation[12]

| Land Use Type | Development Impact Fee Per Unit | Development Impact Fee Per 1,000 per sq. ft. | Storm Drain Facilities Costs Financed by Fees |
|---|---|---|---|
| Single family Residential | $3,813 | | $1,163,034 |
| Multi-Family Residential | $2,650 | | $122,165 |
| Commercial | | $7,003 | $763,816 |
| Industrial | | $2,777 | $761,642 |
| | | **Total** | **$2,810,656** |
| | | Gross Costs Allocated to Other Sources | $15,811,067 |
| | | **Total Gross Road Circulation/Major Roads Costs** | **$18,621,722** |

Notes:

12. May not sum due to rounding.

## C Horseshoe Bar Road/Interstate 80 Interchange Facilities Fees

### *C.1 Horseshoe Bar Road/Interstate 80 Interchange Facilities (Nexus Requirement of AB 1600)*

Horseshoe Bar Road/Interstate 80 Interchange facilities include infrastructure such as new turn lanes, signalization, off-ramp widening, over-crossing, roundabouts, and the additional infrastructure support necessary to improve the Horseshoe Bar/Interstate 80 interchange and its SOI. The Horseshoe Bar Road/Interstate 80 Interchange Facilities Fee will include infrastructure necessary to minimize congestion and maintain Level of Service at the Horseshoe Bar Road/Interstate 80 interchange. These improvements are listed in the Town's General Plan. In order to meet the transportation demand of new development through the year 2039, the Town's Department of Public Works identified additional needs for road construction and equipment as shown in the following Needs List.

Table 19: Horseshoe Bar Road/Interstate 80 Interchange Facilities Nexus Requirement

| Identify the Purpose of the Fee | Horseshoe Bar Road/Interstate 80 Interchange Facilities |
|---|---|
| **Identify Use of Fee** | Construction of new roadways, interchanges, intersections, traffic signals, and related improvements |
| **Demonstrate how there is a reasonable relationship between the need for the public facility, the use of the fee, and the type of development project on which the fee is imposed.** | New residential and non-residential development will generate additional residents and employees who will create additional vehicular and non-vehicular traffic. Streets will have to be improved or extended to meet the increased demand. Thus, there is a relationship between new development and the need for new transportation facilities. Fees collected from new development will be used exclusively for Horseshoe Bar Road/Interstate 80 Interchange facilities on the Needs List. |

Table 20 identifies the proposed areas where the roads, signalization, improvements, traffic facilities, and other projects to be funded in whole or in part with the fees collected for Horseshoe Bar Road/Interstate 80 Interchange Facilities. Specific project detail is presented in Appendix A. The facility costs presented are based on estimates provided by the Town.

### *C.2 Calculation Methodology*

Horseshoe Bar Road/Interstate 80 Interchange Facilities improvements benefit residents and employees throughout the Town and its SOI. Using the Plan-based methodology, the Horseshoe Bar Road/Interstate 80 Interchange fee was calculated for both residential and non- residential land uses as detailed in Appendix A.

Each of the Horseshoe Bar Road/Interstate 80 Interchange improvements listed in the following table benefit both residents and employees by providing safe and efficient vehicular access at the interchange of Horseshoe Bar and Interstate 80.

Each land use classification was assigned an EDU factor, based on a daily trip generation rate, which was found using data in ITE's publication of Trip Generation, 8th Edition (the "Report"). The report used peak hours to define daily trip generation per dwelling unit (for residential units) and daily trip generation per 1,000 building square feet of each category of non-residential development. Total EDUs were then calculated by applying these EDU factors, driven by the daily trip generation rates, to the various dwelling unit counts and non-residential square feet identified in the demographics section of this Fee Study.

**Table 20: Horseshoe Bar Road/Interstate 80 Interchange Facilities Costs**

| Horseshoe Bar/Interchange Facilities | Facility Cost |
|---|---|
| Town Center Impl. Plan Phase 2 - Horseshoe Bar to King | $860,000 |
| Taylor and Horseshoe Bar Road Intersection Modifications | $180,000 |
| Horseshoe Bar Road Asphalt Treatment | $120,000 |
| Town Center Impl. Plan - Horseshoe Bar Rd from Taylor to Interchange | $1,500,000 |
| Horseshoe Bar Road/I-80 Overcrossing Widening | $3,000,000 |
| Roundabouts at the intersections of I-80 on and off ramps | $6,000,000 |
| WB I-80 Overcrossing Modification | $3,945,000 |
| **Horseshoe Bar Road/Interstate 80 Interchange Facilities Subtotal** | **$15,605,000** |
| Offsetting Revenues | ($482,218) |
| **Horseshoe Bar Road/Interstate 80 Interchange Facilities Total** | **$15,122,782** |

As illustrated in Table 21, using this methodology, DTA has determined that 84.91% of the costs of the new facilities will be allocated to existing development and must be funded by other means such as taxes, grants, other fees, etc. while 15.09% of the costs will be allocated to new development.

All the Horseshoe Bar Road/Interstate 80 Interchange facilities listed in this section were sized to meet the needs of both existing and future residents and employees. The costs of these facilities have been allocated between existing development and new development based on their percentage of build-out EDUs.

As illustrated in Appendix B at the end of this report, the total number of EDUs calculated for both residential and non-residential development equals 4,884 (Total EDUs), with 4,147 (Existing EDUs) assigned to existing development and 737 (New EDUs) assigned to new development.

In order to calculate the Facility Cost Allocation percentage of new development shown in the table below, the number of EDUs assigned to new development is divided by the overall total number of EDUs and is illustrated with the following equation: New EDUs/Total EDUs = 15.09%. As illustrated below, 15.09% of the $15,122,782 in total facilities costs equals $2,282,546. So, in total, $2,282,546 out of $15,122,782 in Gross Horseshoe Bar Road/Interstate 80 Interchange Facilities costs would be covered by impact fees on new development.

**Table 21: Horseshoe Bar Road/Interstate 80 Interchange Facilities Cost Allocation Summary[13]**

| Development Type | Percentage Allocated to New Development | Facility Cost Allocation |
|---|---|---|
| Existing Development | 84.91% | $12,840,236 |
| New Development | 15.09% | $2,282,546 |
| **Total** | **100.00%** | **$15,122,782** |

Notes:

13. May not sum due to rounding.

The fee amounts required by each land use type to finance new development on the Needs List are presented on the following page in Table 22. The single family and multi-family residential fees are calculated per housing unit and the commercial and industrial development fees are calculated per 1,000 square feet. All the calculations are based on costs per EDUs generated by dividing the cost to new development of $2,282,546/New EDUs resulting in a $3,097 cost per EDU.

As shown below, the building development impact fee is $3,097 per unit for a single family residence which is the same as the cost per EDU: $3,097 per unit (a ratio of 1:1). Since a multi-family unit generates approximately 0.69 EDUs, the fee for a multi-family residence is given by the cost allocation per unit, i.e., 0.69 times the single family fee, or $2,152 per unit.

Similarly, the proposed non-residential fees are equal to the cost allocation by square footage for each land use category. The commercial sector generates approximately 1.84 EDUs; thus, the fee for commercial development is given by the cost allocation per unit, i.e. 1.84 times the single family fee or $5,687 per 1,000 square feet. The

same methodology (0.73 EDUs times the single family fee) is used to calculate a fee of $2,255 per 1,000 square feet for industrial development.

**Table 22: Horseshoe Bar Road/Interstate 80 Interchange Facilities Fee Derivation[14]**

| Land Use Type | Development Impact Fee Per Unit | Development Impact Fee Per 1,000 sq. ft. | Horseshoe Bar Road/Interstate 80 Interchange Costs Financed by Fees |
|---|---|---|---|
| Single family Residential | $3,097 | | $944,505 |
| Multi-Family Residential | $2,152 | | $99,211 |
| Commercial | | $5,687 | $620,298 |
| Industrial | | $2,255 | $618,532 |
| | | **Total** | **$2,282,546** |
| | | Gross Costs Allocated to Other Sources | $12,840,236 |
| **Total Gross Horseshoe Bar Road/Interstate 80 Interchange Costs** | | | **$15,122,782** |

Notes:

14. May not sum due to rounding.

## D Sierra College Circulation Facilities Fees

### *D.1 Sierra College Circulation Facilities (Nexus Requirement of AB 1600)*

Sierra College Circulation facilities include infrastructure such as roads, intersection overlay, road signalization, study, planning and design of new undercrossing and road extension, and the additional infrastructure support necessary to provide safe and effectual vehicular circulation at Sierra College Boulevard and its SOI. The Sierra College Circulation Facilities Fee will include transportation system improvements aimed to address future traffic congestion. In particular, the fee will include improvements to Sierra College Boulevard that will be essential to maintain the current level of service as development arises. These improvements are listed in the Town's General Plan and Capital Improvement Program. In order to meet the transportation demand of new development through the year 2039, the Town's Department of Public Works identified additional needs for road construction and equipment as shown in the following Needs List.

Table 23: Sierra College Circulation Facilities Nexus Requirement

| Identify the Purpose of the Fee | Sierra College Circulation Facilities |
|---|---|
| Identify Use of Fee | Construction of new roadways, interchanges, intersections, traffic signals and related improvements |
| **Demonstrate how there is a reasonable relationship between the need for the public facility, the use of the fee, and the type of development project on which the fee is imposed.** | New residential and non-residential development will generate additional residents and employees who will create additional vehicular and non-vehicular traffic. Streets will have to be improved or extended to meet the increased demand. Thus, there is a relationship between new development and the need for new transportation facilities. Fees collected from new development will be used exclusively for Sierra College Circulation facilities on the Needs List. |

Table 24 presented on the following page identifies the proposed areas where the roads, signalization, improvements, traffic facilities, and other projects to be funded in whole or in part with the fees collected for Sierra College Circulation Facilities. Specific project detail is presented in Appendix A. The facility costs presented are based on estimates provided by the Town.

### *D.2 Calculation Methodology*

Sierra College Circulation improvements benefit residents and employees throughout the Town and its SOI. Applying the Plan-based approach, the Sierra College Circulation fee was calculated for both residential and non- residential land uses as detailed in Appendix A.

Each of the Sierra College Circulation improvements listed in the table below benefit both residents and employees by providing reliable and efficient vehicular entry to Sierra College Boulevard.

Each land use classification was assigned an EDU factor, based on a daily trip generation rate, which was found using data in ITE's publication of Trip Generation, 8th Edition (the "Report"). The Report used peak hours to define daily trip generation per dwelling unit (for residential units) and daily trip generation per 1,000 building square feet of each category of non-residential development. Total EDUs were then calculated by applying these EDU factors, driven by the daily trip generation rates, to the various dwelling unit counts and non-residential square feet identified in the demographics section of this Fee Study.

Table 24: Sierra College Circulation Facilities Costs

| Sierra College Circulation Facilities | Facility Cost |
|---|---|
| Sierra College Blvd and Taylor Road Intersection Overlay | $280,000 |
| Sierra College Blvd Overlay - King to Town limit | $350,000 |
| Brace Road Overlay (Sierra College to Laird) | $500,000 |
| Sierra College Boulevard/Bankhead Road Signalization | $400,000 |
| Sierra College Boulevard Widening | $4,248,000 |
| Study, Planning and Design a new 4 lane undercrossing at UPRR crossing at Sierra College Boulevard | $750,000 |
| Study, Planning, and Design of Swetzer Road Extension | $731,990 |
| **Sierra College Circulation Facilities Subtotal** | **$7,259,990** |
| Offsetting Revenues | $598,521 |
| **Sierra College Circulation Facilities Total** | **$6,661,469** |

As illustrated in Table 25 on the following page, using this methodology, DTA has determined that 84.91% of the costs of the new facilities will be allocated to existing development and must be funded by other means such as taxes, grants, other fees, etc. while 15.09% of the costs will be allocated to new development.

All the Sierra College Circulation facilities listed in this section were sized to meet the needs of both existing and future residents and employees. The costs of these facilities have been allocated between existing development and new development based on their percentage of build-out EDUs.

As illustrated in Appendix B at the end of this report, the total number of EDUs calculated for both residential and non-residential development equals 4,884 (Total EDUs), with 4,147 (Existing EDUs) assigned to existing development and 737 (New EDUs) assigned to new development.

In order to calculate the Facility Cost Allocation percentage of new development shown in the table below, the number of EDUs assigned to new development is divided by the overall total number of EDUs and is illustrated with the following equation: New EDUs/Total EDUs = 15.09%. As illustrated below, 15.09% of the $6,661,469 in total facilities costs equals $1,005,444. So, in total, $1,005,444 out of $6,661,469 in Gross Traffic Facilities costs would be covered by impact fees on new development.

Table 25: Sierra College Circulation Facilities Cost Allocation Summary[15]

| Development Type | Percentage Allocated to New Development | Facility Cost Allocation |
|---|---|---|
| Existing Development | 84.91% | $5,656,025 |
| New Development | 15.09% | $1,005,444 |
| **Total** | **100.00%** | **$6,661,469** |

Notes:

15. May not sum due to rounding.

The fee amounts required by each land use type to finance new development on the Needs List are presented below in Table 26. The single family and multi-family residential fees are calculated per housing unit and the commercial and industrial development fees are calculated per 1,000 square feet. All the calculations are based on costs per EDUs generated by dividing the cost to new development of $1,005,444/New EDUs resulting in a $1,364 cost per EDU.

As shown on the following page, the building development impact fee is $1,364 per unit for a single family residence which is the same as the cost per EDU: $1,364 per unit (a ratio of 1:1). Since a multi-family unit generates approximately 0.69 EDUs, the fee for a multi-family residence is given by the cost allocation per unit, i.e., 0.69 times the single family fee, or $948 per unit.

Similarly, the proposed non-residential fees are equal to the cost allocation by square footage for each land use category. The commercial sector generates approximately 1.84 EDUs; thus, the fee for commercial development is given by the cost allocation per unit, i.e. 1.84 times the single family fee or $2,505 per 1,000 square feet. The same methodology (0.73 EDUs times the single family fee) is used to calculate a fee of $993 per 1,000 square feet for industrial development.

Table 26: Sierra College Circulation Facilities Fee Derivation[16]

| Land Use Type | Development Impact Fee Per Unit | Development Impact Fee Per 1,000 sq. ft. | Sierra College Circulation Costs Financed by Fees |
|---|---|---|---|
| Single family Residential | $1,364 | | $416,047 |
| Multi-Family Residential | $948 | | $43,701 |
| Commercial | | $2,505 | $273,237 |
| Industrial | | $993 | $272,459 |
| | | **Total** | **$1,005,444** |
| | | Gross Costs Allocated to Other Sources | $5,656,025 |
| | | **Total Gross Sierra College Circulation Costs** | **$6,661,469** |

Notes:

16. May not sum due to rounding.

## E Community Facilities Fees

### *E.1 Community Facilities (Nexus Requirement of AB 1600)*

Community facilities include infrastructure such as depots, bike lanes, sidewalks, a Class 1 Bike and Pedestrian facility, and the additional infrastructure support necessary to provide community services and facilities to the Town and its SOI. The Community Facilities Fee will include the development of future community facilities. These improvements are listed in the Town's General Plan and Capital Improvement Program. In order to meet the Community Facilities demand of new development through the year 2039, the Town's Department of Public Works identified additional needs for road construction and equipment as shown in the following Needs List.

In this analysis, only residential land uses will be taken into consideration.

**Table 27: Community Facilities Nexus Requirement**

| Identify the Purpose of the Fee | Community Facilities |
|---|---|
| **Identify Use of Fee** | Development of future community services and facilities. |
| **Demonstrate how there is a reasonable relationship between the need for the public facility, the use of the fee, and the type of development project on which the fee is imposed.** | New residential development will generate additional residents who will increase the demand for Community Facilities. Population growth has a direct impact on the need for Community Facilities. Therefore, new development and the consequential increase in demand will necessitate the improvement and/or expansion of existing facilities. Fees collected from new development will be used exclusively for Community Facilities on the Needs List. |

Table 28 identifies the proposed areas where the community facilities and other projects to be funded in whole or in part with the fees collected for Community services and facilities improvements. Specific project detail is presented in Appendix A. The facility costs presented are based on estimates provided by the Town.

### *E.2 Calculation Methodology*

Community facilities improvements benefit residents throughout the Town and its SOI. The Community Facilities fee is calculated for residential land uses only (non-residential land uses will be excluded) and is detailed in Appendix A. Each of the Community Facilities improvements listed in the table below serve the residents of the development by providing community services and facilities through the Town and its SOI. Using the Plan-based approach, the Community Facilities fee was calculated for residential land uses only as detailed in Appendix A.

Each land use classification was assigned an EDU factor, based on population, which

was derived from the number of persons served, defined as the persons per household (for residential units).

Table 28: Community Facilities Costs

| Community Facilities | Facility Cost |
|---|---|
| Loomis Depot and Blue Anchor Park Parking Lot Slurry | $10,000 |
| Taylor Road Bike Lanes (Alice Fruitshed to Feed Store) | $85,000 |
| Sidewalk from Sunrise to Del Oro High School | $65,000 |
| Bikeway Master Plan | $2,250,000 |
| Class 1 Bike & Pedestrian Facility | $6,250,000 |
| **Community Facilities Subtotal** | **$8,660,000** |
| Offsetting Revenues | $829,444 |
| **Community Facilities Total** | **$7,830,556** |

As illustrated in Table 29, using this methodology, DTA has determined that 88.45% of the costs of the new facilities will be allocated to existing development and must be funded by other means such as taxes, grants, other fees, etc. while 11.55% of the costs will be allocated to new development.

All the Community facilities listed in this section were sized to meet the needs of both existing and future residents. The costs of these facilities have been allocated between existing development and new development based on their percentage of build-out EDUs.

As illustrated in Appendix B at the end of this report, the total number of EDUs calculated for both residential and non-residential development equals 2,970 (Total EDUs), with 2,627 (Existing EDUs) assigned to existing development and 343 (New EDUs) assigned to new development.

In order to calculate the Facility Cost Allocation percentage of new development shown in the table below, the number of EDUs assigned to new development is divided by the overall total number of EDUs and is illustrated with the following equation: New EDUs/Total EDUs = 11.55%. As illustrated below, 11.55% of the $7,830,556 in total facilities costs equals $904,318. So, in total, $904,318 out of $7,830,556 in Gross Traffic Facilities costs would be covered by impact fees on new development

Table 29: Community Facilities Cost Allocation Summary[17]

| Development Type | Percentage Allocated to New Development | Facility Cost Allocation |
|---|---|---|
| Existing Development | 88.45% | $6,926,238 |
| New Development | 11.55% | $904,318 |
| **Total** | **100.00%** | **$7,830,556** |

Notes:

17. May not sum due to rounding.

The fee amounts required by each land use type to finance new development on the Needs List are presented below in Table 30. The single family and multi-family residential fees are calculated per housing unit. All of the calculations are based on costs per EDUs generated by dividing the cost to new development of $904,318/New EDUs resulting in a $2,637 cost per EDU.

As shown on the following page, the building development impact fee is $2,637 per unit for a single family residence which is the same as the cost per EDU: $2,637 per unit (a ratio of 1:1). Since a multi-family unit generates approximately 0.82 EDUs, the fee for a multi-family residence is given by the cost allocation per unit, i.e., 0.82 times the single family fee, or $2,173 per unit.

Table 30: Community Facilities Fee Derivation[18]

| Land Use Type | Development Impact Fee Per Unit | Development Impact Fee Per 1,000 sq. ft. | Community Facilities Costs Financed by Fees |
|---|---|---|---|
| Single family Residential | $2,637 | | $804,186 |
| Multi-Family Residential | $2,173 | | $100,132 |
| Commercial | | $0 | $0 |
| Industrial | | $0 | $0 |
| | | **Total** | **$904,318** |
| | | Gross Costs Allocated to Other Sources | $6,926,238 |
| | | **Total Gross Community Facilities Costs** | **$7,830,556** |

Notes:

18. May not sum due to rounding.

## F Park and Recreation Facilities Fees

### *F.1 Park and Recreation Facilities Fees (Nexus Requirement AB 1600)*

The Park and Recreation Facilities element will serve the residents of Loomis by providing facilities for recreation while enhancing the community's appeal and quality of life. The Fee Study includes a component for the development of new park and recreation facilities to serve new residential development for the Town through 2039. This fee will be utilized to procure park land and recreation facilities to serve the new residential development.

In this analysis, only residential land uses will be taken into consideration.

**Table 31: Parks and Recreation Facilities**

| Identify the Purpose of the Fee | Parks and Recreation Facilities |
|---|---|
| **Identify Use of Fee** | Procure park land, construction of new parks, recreational facilities, and park facility improvements. |
| **Demonstrate how there is a reasonable relationship between the need for the public facility, the use of the fee, and the type of development project on which the fee is imposed.** | New residential development will generate an increased demand for Park and Recreational Facilities. Population and growth will have a direct impact on the need for Park and Recreation facilities. New development and the consequential increase in demand will necessitate the improvement/expansion of existing Park and Recreational facilities. Fees collected from new development will be used exclusively for the improvement of Park and Recreation Facilities on the Needs List. |

### *F.2 Calculation Methodology*

Park and Recreation development impact fees in this study have been calculated utilizing the "standards-based" methodology introduced in Section V. The fee levels are a function of (i) the Town's existing inventory and facility standard per 1,000 residents, (ii) the estimated cost per acre for new park and recreation facilities, and (iii) the estimated person per household (for residential land use categories).

One global assumption utilized within the Park and Recreation Facilities section of this study for the allocation of costs between existing and new development relates to the allocation of costs based on the facilities standard. The public parks and recreation facilities described in this section are 100% allocated to new development because these facilities are specifically a function of projected new residents within the Town and do not reflect any unmet needs or deficiencies pertaining to existing development.

Using the Town's current inventory of Community Parks obtained from the Town's

previous fee study and verified by the Town's Department of Public Works, DTA calculated the Town's existing facility standard of 5.42 per 1,000 residents, as shown in Table 32 below.

**Table 32: Parks and Recreation Existing Facility Standard**

| Facility Type | Facility Quantity per Acre | Existing Number of Residents | Existing Facility Standard per 1,000 Resident |
|---|---|---|---|
| Community Parks | 37.00 | 6,830 | 5.42 |

DTA links the demand for park facilities (per residential dwelling unit, for each land use type) to the acreage of park land needed to be developed and improved to satisfy this level of demand. By adding the specified acreage of parks and recreation facilities based on the demand resulting from new development, the Town can meet the requirements of its Future Park Standard. As previously determined, the Town expects an increase of 892 residents through build-out through 2039. Therefore, the Town will need an additional 4.83 acres of parkland to meet the future park standard, as shown below in Table 33.

**Table 33: Parks and Recreation Future Facility Standard**

| Facility Type | Existing Facility Standard per 1,000 Residents | Future Number of Residents | Acres Needed to Meet Future Park Standard |
|---|---|---|---|
| Community Parks | 5.42 | 892 | 4.83 |

DTA calculated the estimated costs of parkland construction and improvements at $611,962 per acre. Costs to improve parkland may include land acquisition, construction, and installation costs for park improvements or equipment, as well as design, engineering, and project management costs.

Once the costs were calculated, DTA then proceeded to allocate the costs among the various land use types according to the total demand generated by each category of new development. The future park standard was sized to meet the needs of future residents. Therefore, the costs of the additional park and recreation facilities have only been allocated between new development.

The fee amounts required by each land use type to finance the additional acreage are presented on the following page in Table 34. The single family and multi-family residential fees are calculated per housing unit. Since future non-residential is not taken into consideration, all of the calculations are based on costs per EDUs generated by dividing the cost to new development of $2,325,832/New Single family Residential EDUs resulting in a $6,781 cost per EDU.

Using the EDUs determined earlier in Table 6, the building development impact fee is $6,781 per unit for a single family residence which is the same as the cost per EDU: $6,781 per unit (a ratio of 1:1). Since a multi-family unit generates approximately 0.82 EDUs, the fee for a multi-family residence is given by the cost allocation per unit, i.e.,

0.82 times the single family fee, or $5,587 per unit.

**Table 34: Parks and Recreation Future Facility Standard[19]**

| Land Use Type | Development Impact Fee Per Unit | Park and Recreation Facilities Costs Financed by Fees |
|---|---|---|
| Single family Residential | $6,781 | $2,068,300 |
| Multi-Family Residential | $5,587 | $257,532 |
| | **Total** | **$2,325,832** |
| | Gross Costs Allocated to Other Sources | $0.00 |
| | **Total Gross Park and Recreation Facilities Costs** | **$2,325,832** |

Notes:

19. May not sum due to rounding.

# APPENDIX A

Town of Loomis
Draft Development Impact Fee Justification Study

## NEEDS LIST

DEVELOPMENT IMPACT FEE PROGRAM
TOWN OF LOOMIS
PUBLIC FACILITIES NEEDS LIST THROUGH (2039)

| | Facility Name | Total Cost for Facility | Off-setting Revenues | Net Cost to City | Percent of Cost Allocated to New Development | Cost Allocated to New Development | Policy Background or Objective |
|---|---|---|---|---|---|---|---|
| A | **Storm Drain Fee Facilities** | | | | | | |
| 1 | Magnolia St. Drainage Improvements | $70,000 | $5,221 | $64,779 | 13.23% | $8,571 | Capital Improvement Program |
| 2 | Barton Ranch Drainage Improvements | $35,000 | $2,610 | $32,390 | 13.23% | $4,286 | Capital Improvement Program |
| 3 | Taylor Road Drainage Improvements (south of Del Oro HS) | $65,000 | $4,848 | $60,152 | 13.23% | $7,959 | Capital Improvement Program |
| 4 | Drainage Master Plan | $3,660,000 | $272,965 | $3,387,035 | 13.23% | $448,155 | Capital Improvement Program |
| | **Total Storm Drain Fee Facilities** | **$3,830,000** | **$285,644** | **$3,544,356** | | **$468,971** | |
| B | **Road Circulation/Major Roads Fee Facilities** | | | | | | |
| 1 | Library Dr, Laird St, Webb St, Horseshoe Bar, Angelo Ct, and Rippey Asphalt Treatmen | $360,000 | $2,411 | $357,589 | 15.09% | $53,972 | Capital Improvement Program |
| 2 | Barton Road Cape Seal | $65,000 | $65,000 | $0 | 15.09% | $0 | Capital Improvement Program |
| 3 | Bankhead Road Reconstruction | $110,000 | $110,000 | $0 | 15.09% | $0 | Capital Improvement Program |
| 4 | Barton Road Overlay | $280,000 | $280,000 | $0 | 15.09% | $0 | Capital Improvement Program |
| 5 | Train Depot Lighting | $84,000 | $563 | $83,437 | 15.09% | $12,594 | Capital Improvement Program |
| 6 | Crosswalk Construction (from Shawn to Oak) | $25,000 | $167 | $24,833 | 15.09% | $3,748 | Capital Improvement Program |
| 7 | Laird Road Overlay (White Lane to South Town Limit) | $270,000 | $1,809 | $268,191 | 15.09% | $40,479 | Capital Improvement Program |
| 8 | Wells Ave. Overlay (Morgan Place to Rickety Rack Road) | $320,000 | $2,144 | $317,856 | 15.09% | $47,975 | Capital Improvement Program |
| 9 | Barton and Rocklin Signalization | $650,000 | $4,354 | $645,646 | 15.09% | $97,450 | Capital Improvement Program |
| 10 | King Road - add turn lane from King Road to Boyington Road | $120,000 | $804 | $119,196 | 15.09% | $17,991 | Draft CIP |
| 11 | Widen Barton Road | $6,854,000 | $45,911 | $6,808,089 | 15.09% | $1,027,574 | Draft CIP |
| 12 | Widen Brace Road | $3,235,000 | $21,669 | $3,213,331 | 15.09% | $485,002 | Draft CIP |
| 13 | Boyington Road Extension | $3,682,100 | $24,664 | $3,657,436 | 15.09% | $552,032 | Draft CIP |
| 14 | Webb Street Improvements | $807,200 | $5,407 | $801,793 | 15.09% | $121,018 | Draft CIP |
| 15 | Bankhead Road Widening | $1,940,000 | $12,995 | $1,927,005 | 15.09% | $290,851 | Draft CIP |
| 16 | Del Oro High School/Taylor Road Signalization | $400,000 | $2,679 | $397,321 | 15.09% | $59,969 | Draft CIP |
| | **Total Road Circulation/Major Roads Fee Facilities** | **$19,202,300** | **$580,578** | **$18,621,722** | | **$2,810,655** | |
| C | **Horseshoe Bar/Interchange Fee Facilities** | | | | | | |
| 1 | Town Center Impl. Plan Phase 2 - Horseshoe Bar to King | $860,000 | $26,575 | $833,425 | 15.09% | $125,792 | Capital Improvement Program |
| 2 | Taylor and Horseshoe Bar Road Intersection Modifications | $180,000 | $5,562 | $174,438 | 15.09% | $26,329 | Capital Improvement Program |
| 3 | Horseshoe Bar Road Asphalt Treatment | $120,000 | $3,708 | $116,292 | 15.09% | $17,552 | Capital Improvement Program |
| 4 | Town Center Impl. Plan - Horseshoe Bar Rd from Taylor to Interchange | $1,500,000 | $46,352 | $1,453,648 | 15.09% | $219,405 | Capital Improvement Program |
| 5 | Horseshoe Bar Road/I-80 Overcrossing Widening | $3,000,000 | $92,705 | $2,907,295 | 15.09% | $438,810 | Draft CIP |
| 6 | Roundabouts at the intersections of I-80 on and off ramps | $6,000,000 | $185,409 | $5,814,591 | 15.09% | $877,621 | Draft CIP |
| 7 | WB I-80 - overcrossing modification | $3,945,000 | $121,907 | $3,823,093 | 15.09% | $577,036 | Draft CIP |
| | **Total Horseshoe Bar/Interchange Fee Facilities** | **$15,605,000** | **$482,218** | **$15,122,782** | | **$2,282,546** | |
| D | **Sierra College Circulation Fee Facilities** | | | | | | |
| 1 | Sierra College Blvd and Taylor Road Intersection Overlay | $280,000 | $23,083 | $256,917 | 15.09% | $38,777 | Capital Improvement Program |
| 2 | Sierra College Blvd Overlay - King to Town limit | $350,000 | $28,854 | $321,146 | 15.09% | $48,472 | Capital Improvement Program |
| 3 | Brace Road Overlay (Sierra College to Laird) | $500,000 | $41,221 | $458,779 | 15.09% | $69,246 | Capital Improvement Program |
| 4 | Sierra College Boulevard/Bankhead Road Signalization | $400,000 | $32,976 | $367,024 | 15.09% | $55,396 | Draft CIP |
| 5 | Sierra College Boulevard Widening | $4,248,000 | $350,209 | $3,897,791 | 15.09% | $588,310 | Draft CIP |
| 6 | Study, Planning and Design a new 4 lane undercrossing at UPRR crossing at Sierra Co | $750,000 | $61,831 | $688,169 | 15.09% | $103,868 | Draft CIP |
| 7 | Study, Planning and Design of Swetzer Road Extension | $731,990 | $60,346 | $671,644 | 15.09% | $101,374 | Draft CIP |
| | **Total Sierra College Circulation Fee Facilities** | **$7,259,990** | **$598,521** | **$6,661,469** | | **$1,005,444** | |
| E | **Community Facilities Fee Facilities** | | | | | | |
| 1 | Loomis Depot and Blue Anchor Park Parking Lot Slurry | $10,000 | $958 | $9,042 | 11.55% | $1,044 | Capital Improvement Program |
| 2 | Taylor Road Bike Lanes (Alice Fruitshed to Feed Store) | $85,000 | $8,141 | $76,859 | 11.55% | $8,876 | Capital Improvement Program |
| 3 | Sidewalk from Sunrise to Del Oro HS | $65,000 | $6,226 | $58,774 | 11.55% | $6,788 | Capital Improvement Program |
| 4 | Bikeway Master Plan | $2,250,000 | $215,502 | $2,034,498 | 11.55% | $234,956 | Capital Improvement Program |
| 5 | Class 1 Bike & Pedestrian Facility | $6,250,000 | $598,617 | $5,651,383 | 11.55% | $652,655 | Draft CIP |
| | **Total Community Facilities Fee Facilities** | **$8,660,000** | **$829,444** | **$7,830,556** | | **$904,318** | |
| | **Total All Facilities** | **$54,557,290** | **$2,776,404** | **$51,780,886** | | **$7,471,934** | |

# APPENDIX B

Town of Loomis
Draft Development Impact Fee Justification Study

## FEE DERIVATION WORKSHEETS

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Town of Loomis
Storm Drain Fee Facilities

V. Allocation of Facilities to Existing & New Development (based on total EDUs)

Magnolia St. Drainage Improvements

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs [b]+[c] | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Service Standard per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing Beyond Existing [g]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 3,093.29 | 471.70 | 3,564.99 | 0.00 | 0.28 | 0.28 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units Allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Proposed Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 3,093.29 | N/A | 3,093.29 | 86.77% | 0.87 | N/A | 0.87 |
| New Development | N/A | 471.70 | 471.70 | 13.23% | 0.13 | 0.00 | 0.13 |
| | | Total | 3,564.99 | 100.00% | 1.00 | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | Facility Cost |
|---|---|---|---|
| Existing | 0.87 | 86.77% | $56,208 |
| New Development | 0.13 | 13.23% | $8,571 |
| Total | 1.00 | | $64,779 |

Burton Kerch Drainage Improvements

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [g]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 3,093.29 | 471.70 | 3,564.99 | 0.00 | 0.28 | 0.28 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units Allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 3,093.29 | N/A | 3,093.29 | 86.77% | 0.87 | N/A | 0.87 |
| New Development | N/A | 471.70 | 471.70 | 13.23% | 0.13 | 0.00 | 0.13 |
| | | Total | 3,564.99 | 100.00% | 1.00 | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | Facility Cost |
|---|---|---|---|
| Existing | 0.87 | 86.77% | $28,104 |
| New Development | 0.13 | 13.23% | $4,286 |
| Total | 1.00 | | $32,390 |

Taylor Road Drainage Improvements (south of Del Oro HS)

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [g]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 3,093.29 | 471.70 | 3,564.99 | 0.00 | 0.28 | 0.28 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 3,093.29 | N/A | 3,093.29 | 86.77% | 0.87 | N/A | 0.87 |
| New Development | N/A | 471.70 | 471.70 | 13.23% | 0.13 | 0.00 | 0.13 |
| | | Total | 3,564.99 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.87 | 86.77% | $53,193 |
| New Development | 0.13 | 13.23% | $7,959 |
| Total | 1.00 | | $60,152 |

Drainage Master Plan

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [g]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 3,093.29 | 471.70 | 3,564.99 | 0.00 | 0.28 | 0.28 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 3,093.29 | N/A | 3,093.29 | 86.77% | 0.87 | N/A | 0.87 |
| New Development | N/A | 471.70 | 471.70 | 13.23% | 0.13 | 0.00 | 0.13 |
| | | Total | 3,564.99 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.87 | 86.77% | $2,938,880 |
| New Development | 0.13 | 13.23% | $448,155 |
| Total | 1.00 | | $3,387,035 |

| Storm Drain Coefficients | | | |
|---|---|---|---|
| VI. Cost Summary | | | |
| Facility Type | Cost Allocated 100% to New Development | Total Future EDUs | Cost per EDU |
| Storm Drain Fee Facilities | 468,970.77 | 472 | $994.21 |
| Total | 468,970.77 | | 994.21 |

VII. Development Impact Fee per Unit or Acre

| Land Use Type | EDUs per Unit /1,000 Non-Res. SF | Fees per Unit /1,000 Non-Res. SF | Number of Units /1,000 Non-Res. SF | Cost Financed by DIF |
|---|---|---|---|---|
| Single Family | 1.00 | $994.21 | 305 | $303,243.77 |
| Multifamily | 0.61 | $605.17 | 46 | $27,902.05 |
| Commercial | 0.46 | $455.16 | 109 | $49,647.26 |
| Office | 0.00 | $0.00 | 0 | $0.00 |
| Industrial | 0.32 | $321.52 | 274 | $88,177.69 |
| Institutional | 0.00 | $0.00 | 0 | $0.00 |
| | | | Total Allocated to New Development | $468,970.77 |
| | | | Outside Funding Responsibility | $3,075,385.55 |
| | | | Total Cost | $3,544,356.32 |

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**Town of Leeds**
**Road Circulation (Major Roads Fee Facilities)**

**V. Allocation of Facilities to Existing & New Development (based on total EDUs)**

**Library Dr, Laird St, Webb St, Horseshoe Bar, Angelo Ct, and Hoppy Aruba's Treatments**

| (a) Existing Integrated Facility per 1,000 EDUs | (b) Existing EDUs | (c) Future EDUs | (d) Total Projected EDUs (b+c) | (e) Integrated Facility Allocated 100% To New Development (a*c) | (f) Proposed Service Standard per 1,000 EDUs | (g) Service Standard per EDU Beyond Existing (f-a) | (h) Integrated Facility Beyond Existing Beyond Existing (f-a)*d/d1000 | (i) Total Proposed Integrated Facility (a+h) |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Proposed Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | 1.00 | | 1.00 |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $103,616 |
| New Development | 0.15 | 15.09% | $53,972 |
| Total | 1.00 | | $157,589 |

**Barton Road Cape Seal**

| (a) Existing Integrated Facility per 1,000 EDUs | (b) Existing EDUs | (c) Future EDUs | (d) Total Projected EDUs | (e) Integrated Facility Allocated 100% To New Development (a*c) | (f) Proposed Service Standard per 1,000 EDUs | (g) Integrated Facility Beyond Existing (f-a) | (h) Integrated Facility Beyond Existing (f-a)*d/d1000 | (i) Total Proposed Integrated Facility (a+h) |
|---|---|---|---|---|---|---|---|---|
| 0.24 | 4,146.50 | 737.10 | 4,883.60 | 0.18 | 0.41 | 0.17 | 0.82 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.70 | N/A | 0.70 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.12 | 0.18 | 0.30 |
| | | Total | 4,883.60 | 100.00% | 0.82 | | 1.00 |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.70 | 69.81% | $0 |
| New Development | 0.30 | 30.19% | $0 |
| Total | 1.00 | | $0 |

**Barnyard Road Reconstruction**

| (a) Existing Integrated Facility per 1,000 EDUs | (b) Existing EDUs | (c) Future EDUs | (d) Total Projected EDUs | (e) Integrated Facility Allocated 100% To New Development (a*c) | (f) Proposed Service Standard per 1,000 EDUs | (g) Integrated Facility per EDU Beyond Existing (f-a) | (h) Integrated Facility Beyond Existing (f-a)*d/d1000 | (i) Total Proposed Integrated Facility (a+h) |
|---|---|---|---|---|---|---|---|---|
| 0.24 | 4,146.50 | 737.10 | 4,883.60 | 0.18 | 0.41 | 0.17 | 0.82 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.70 | N/A | 0.70 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.12 | 0.18 | 0.30 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.70 | 69.81% | $0 |
| New Development | 0.30 | 30.19% | $0 |
| Total | 1.00 | | $0 |

**Barton Road Overlay**

| (a) Existing Integrated Facility per 1,000 EDUs | (b) Existing EDUs | (c) Future EDUs | (d) Total Projected EDUs | (e) Integrated Facility Allocated 100% To New Development (a*c) | (f) Proposed Service Standard per 1,000 EDUs | (g) Integrated Facility per EDU Beyond Existing (f-a) | (h) Integrated Facility Beyond Existing (f-a)*d/d1000 | (i) Total Proposed Integrated Facility (a+h) |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

**Cost Allocated Between Existing and New Development**

| | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $0 |
| New Development | 0.15 | 15.09% | $0 |
| Total | 1.00 | | $0 |

**Train Depot Lighting**

| (a) Existing Integrated Facility per 1,000 EDUs | (b) Existing EDUs | (c) Future EDUs | (d) Total Projected EDUs | (e) Integrated Facility Allocated 100% To New Development (a*c) | (f) Proposed Service Standard per 1,000 EDUs | (g) Integrated Facility per EDU Beyond Existing (f-a) | (h) Integrated Facility Beyond Existing (f-a)*d/d1000 | (i) Total Proposed Integrated Facility (a+h) |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $73,144 |
| New Development | 0.15 | 15.09% | $12,194 |
| Total | 1.00 | | $85,437 |

Crosswalk Construction (from Pawn to 0.0)

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $21,084 |
| New Development | 0.15 | 15.09% | $3,748 |
| Total | 1.00 | | $24,833 |

Ladd Road Overlay (White Lane to South Town Limit)

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $211,712 |
| New Development | 0.15 | 15.09% | $40,479 |
| Total | 1.00 | | $248,191 |

Wells Ave. Overlay (Morgan Place to Rickety Rack Road)

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $269,881 |
| New Development | 0.15 | 15.09% | $47,975 |
| Total | 1.00 | | $317,856 |

Barton and Rocklin Signalization

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $548,196 |
| New Development | 0.15 | 15.09% | $97,450 |
| | Total | 1.00 | $645,646 |

King Road - add turn lane from King Road to Boyington Road

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $101,205 |
| New Development | 0.15 | 15.09% | $17,991 |
| Total | 1.00 | | $119,196 |

Widen Barton Road

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $5,780,515 |
| New Development | 0.15 | 15.09% | $1,027,574 |
| Total | 1.00 | | $6,808,089 |

Widen Brace Road

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $2,718,329 |
| New Development | 0.15 | 15.09% | $485,002 |
| Total | 1.00 | | $3,213,331 |

Boyington Road Extension

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $3,105,403 |
| New Development | 0.15 | 15.09% | $552,032 |
| Total | 1.00 | | $3,657,436 |

Webb Street Improvements

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $680,775 |
| New Development | 0.15 | 15.09% | $121,018 |
| Total | 1.00 | | $801,793 |

Bankhead Road Widening

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $1,636,154 |
| New Development | 0.15 | 15.09% | $290,851 |
| Total | 1.00 | | $1,927,005 |

Del Oro High School/Taylor Road Signalization

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | **Total** | **4,883.60** | **100.00%** | | | **1.00** |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $337,351 |
| New Development | 0.15 | 15.09% | $59,969 |
| **Total** | **1.00** | | **$397,321** |

Trip Ends

VI. Cost Summary

| Facility Type | Cost Allocated 100% to New Development | Total Future EDUs | Cost per EDU |
|---|---|---|---|
| Road Circulation/Major Roads Fee Facilities | 2,810,655.50 | 737 | $3,813.11 |
| Total | 2,810,655.50 | | 3,813.11 |

VII. Development Impact Fee per Unit or per 1,000 Non-Res. SF

| Land Use Type | EDUs per Unit /1,000 Non-Res. SF | Fees per Unit /1,000 Non-Res. SF | Number of Units /1,000 Non-Res. SF | Cost Financed by DIF |
|---|---|---|---|---|
| Single Family | 1.00 | $3,813.11 | 305 | $1,163,033.53 |
| Multifamily | 0.69 | $2,649.66 | 46 | $122,164.78 |
| Commercial | 1.84 | $7,002.52 | 109 | $763,815.65 |
| Office | 0.00 | $0.00 | 0 | $0.00 |
| Industrial | 0.73 | $2,777.16 | 274 | $761,641.54 |
| Institutional | 1.47 | $5,591.50 | 0 | $0.00 |
| | | | Total Allocated to New Development | $2,810,655.50 |
| | | | Outside Funding Responsibility | $15,811,066.83 |
| | | | Total Cost | $18,621,722.33 |

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Town of Loomis
Horseshoe Bar/Interchange Fee Facilities

V. Allocation of Facilities to Existing & New Development (based on total EDUs)

Town Center Impl. Plan Phase 2 - Horseshoe Bar to Eng

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs [b+c=d] | [e] Integrated Facility Allocated 100% To New Development [a*c=e] | [f] Proposed Service Standard per 1,000 EDUs | [g] Service Standard per EDU Beyond Existing [f/1=g] | [h] Integrated Facility Beyond Existing Beyond Existing [f/1*d/1,000=h] | [i] Total Proposed Integrated Facility [a+h=i] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Proposed Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | 1.00 | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $707,632 |
| New Development | 0.15 | 15.09% | $125,792 |
| Total | 1.00 | | $833,425 |

Taylor and Horseshoe Bar Road Intersection Modifications

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c=e] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility Beyond Existing [f/1=g] | [h] Integrated Facility Beyond Existing [f/1*d/1,000=h] | [i] Total Proposed Integrated Facility [a+h=i] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | 1.00 | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $148,109 |
| New Development | 0.15 | 15.09% | $26,329 |
| Total | 1.00 | | $174,438 |

Horseshoe Bar Road Asphalt Treatment

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c=e] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f/1=g] | [h] Integrated Facility Beyond Existing [f/1*d/1,000=h] | [i] Total Proposed Integrated Facility [a+h=i] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $98,739 |
| New Development | 0.15 | 15.09% | $17,552 |
| Total | 1.00 | | $116,292 |

Town Center Impl. Plan - Horseshoe Bar Rd from Taylor to Interchange

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c=e] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f/1=g] | [h] Integrated Facility Beyond Existing [f/1*d/1,000=h] | [i] Total Proposed Integrated Facility [a+h=i] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $1,234,243 |
| New Development | 0.15 | 15.09% | $219,405 |
| Total | 1.00 | | $1,453,648 |

Horseshoe Bar Road/I-80 Overcrossing Widening

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c=e] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f/1=g] | [h] Integrated Facility Beyond Existing [f/1*d/1,000=h] | [i] Total Proposed Integrated Facility [a+h=i] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $2,458,685 |
| New Development | 0.15 | 15.09% | $448,610 |
| Total | 1.00 | | $2,907,295 |

Roundabouts at the intersections of I-80 on and off ramps

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [c]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[b]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $4,936,970 |
| New Development | 0.15 | 15.09% | $877,621 |
| Total | 1.00 | | $5,814,591 |

WB I-80 - overcrowding modification

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [c]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[b]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $3,246,018 |
| New Development | 0.15 | 15.09% | $577,036 |
| Total | 1.00 | | $3,823,093 |

| Trip Ends | | | |
|---|---|---|---|
| VI. Cost Summary | | | |
| Facility Type | Cost Allocated 100% to New Development | Total Future EDUs | Cost per EDU |
| Horseshoe Bar/Interchange Fee Facilities | 2,282,545.56 | 737 | $3,096.65 |
| Total | 2,282,545.56 | | $3,096.65 |

VII. Development Impact Fee per Unit or per 1,000 Non-Res. SF

| Land Use Type | EDUs per Unit /1,000 Non-Res. SF | Fees per Unit /1,000 Non-Res. SF | Number of Units /1,000 Non-Res. SF | Cost Financed by DIF |
|---|---|---|---|---|
| Single Family | 1.00 | $3,096.65 | 305 | $944,504.59 |
| Multifamily | 0.69 | $2,151.80 | 46 | $99,210.55 |
| Commercial | 1.84 | $5,686.77 | 109 | $620,298.01 |
| Office | 0.00 | $0.00 | 0 | $0.00 |
| Industrial | 0.73 | $2,255.34 | 274 | $618,532.41 |
| Institutional | 1.47 | $4,540.88 | 0 | $0.00 |
| | | | Total Allocated to New Development | $2,282,545.56 |
| | | | Outside Funding Responsibility | $12,840,236.15 |
| | | | Total Cost | $15,122,781.71 |

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**Town of Lacona**
**Sierra College Circulation Fee Facilities**

V. Allocation of Facilities to Existing & New Development (based on total EDUs)

**Sierra College Blvd and Taylor Road Intersection Overlay**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs [b+c] | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Service Standard per EDU Beyond Existing [f-a] | [h] Integrated Facility Beyond Existing Beyond Existing [g*d/1,000] | [i] Total Proposed Integrated Facility [e+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units Allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Proposed Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | 1.00 | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $218,139 |
| New Development | 0.15 | 15.09% | $38,777 |
| Total | 1.00 | | $256,917 |

**Sierra College Blvd Overlay - King to Town limit**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f-a] | [h] Integrated Facility Beyond Existing [g*d/1,000] | [i] Total Proposed Integrated Facility [e+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | 1.00 | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $272,674 |
| New Development | 0.15 | 15.09% | $48,472 |
| Total | 1.00 | | $321,146 |

**Bruce Road Overlay (Sierra College to Lairds)**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f-a] | [h] Integrated Facility Beyond Existing [g*d/1,000] | [i] Total Proposed Integrated Facility [e+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $359,534 |
| New Development | 0.15 | 15.09% | $63,246 |
| Total | 1.00 | | $422,779 |

**Sierra College Boulevard Signalization**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f-a] | [h] Integrated Facility Beyond Existing [g*d/1,000] | [i] Total Proposed Integrated Facility [e+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $311,627 |
| New Development | 0.15 | 15.09% | $55,396 |
| Total | 1.00 | | $367,024 |

**Sierra College Boulevard Widening**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f-a] | [h] Integrated Facility Beyond Existing [g*d/1,000] | [i] Total Proposed Integrated Facility [e+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $3,309,481 |
| New Development | 0.15 | 15.09% | $588,310 |
| Total | 1.00 | | $3,897,791 |

Study, Planning and Design a new 4 lane undercrossing at I/738 crossing at Sierra College Boulevard

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [d]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $584,301 |
| New Development | 0.15 | 15.09% | $103,868 |
| Total | 1.00 | | $688,169 |

Study, Planning and Design of Switzer Road Extension

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [d]*[c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f]-[a] | [h] Integrated Facility Beyond Existing [f]-[a]*[d]/1000 | [i] Total Proposed Integrated Facility [e]+[h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 4,146.50 | 737.10 | 4,883.60 | 0.00 | 0.20 | 0.20 | 1.00 | 1.00 |

Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 4,146.50 | N/A | 4,146.50 | 84.91% | 0.85 | N/A | 0.85 |
| New Development | N/A | 737.10 | 737.10 | 15.09% | 0.15 | 0.00 | 0.15 |
| | | Total | 4,883.60 | 100.00% | | | 1.00 |

Cost Allocated Between Existing and New Development

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.85 | 84.91% | $570,270 |
| New Development | 0.15 | 15.09% | $101,374 |
| Total | 1.00 | | $671,644 |

| Trip Ends | | | |
|---|---|---|---|
| VI. Cost Summary | | | |
| Facility Type | Cost Allocated 100% to New Development | Total Future EDUs | Cost per EDU |
| Sierra College Circulation Fee Facilities | 1,005,443.77 | 737 | $1,364.05 |
| Total | 1,005,443.77 | | $1,364.05 |

VII. Development Impact Fee per Unit or per 1,000 Non-Res. SF

| Land Use Type | EDUs per Unit /1,000 Non-Res. SF | Fees per Unit /1,000 Non-Res. SF | Number of Units /1,000 Non-Res. SF | Cost Financed by DIF |
|---|---|---|---|---|
| Single Family | 1.00 | $1,364.05 | 305 | $416,047.01 |
| Multifamily | 0.69 | $947.85 | 46 | $43,701.48 |
| Commercial | 1.84 | $2,504.98 | 109 | $273,236.50 |
| Office | 0.00 | $0.00 | 0 | $0.00 |
| Industrial | 0.73 | $993.46 | 274 | $272,458.77 |
| Institutional | 1.47 | $2,000.22 | 0 | $0.00 |
| | | | Total Allocated to New Development | $1,005,443.77 |
| | | | Outside Funding Responsibility | $5,656,025.28 |
| | | | Total Cost | $6,661,469.05 |

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**Town of Leonia**
**Community Facilities Fee Facilities**

**V. Allocation of Facilities to Existing & New Development (based on total EDUs)**

**Leonia Depot and Blue Anchor Park Parking Lot Study**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs [b+c] | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Service Standard per EDU Beyond Existing [f/d] | [h] Integrated Facility Beyond Existing Beyond Existing [f-(a*b)/1,000] | [i] Total Proposed Integrated Facility [a+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 2,626.96 | 342.99 | 2,969.95 | 0.00 | 0.34 | 0.34 | 1.00 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Proposed Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 2,626.96 | N/A | 2,626.96 | 88.45% | 0.88 | N/A | 0.88 |
| New Development | N/A | 342.99 | 342.99 | 11.55% | 0.12 | 0.00 | 0.12 |
| | | **Total** | **2,969.95** | **100.00%** | **1.00** | | **1.00** |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.88 | 88.45% | $7,998 |
| New Development | 0.12 | 11.55% | $1,044 |
| **Total** | **1.00** | | **$9,042** |

**Taylor Road Bike Lanes (Also frustrated to Feed Story)**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility Beyond Existing [f/d] | [h] Integrated Facility Beyond Existing [f-(a*b)/1,000] | [i] Total Proposed Integrated Facility [a+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 2,626.96 | 342.99 | 2,969.95 | 0.00 | 0.34 | 0.34 | 1.00 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 2,626.96 | N/A | 2,626.96 | 88.45% | 0.88 | N/A | 0.88 |
| New Development | N/A | 342.99 | 342.99 | 11.55% | 0.12 | 0.00 | 0.12 |
| | | **Total** | **2,969.95** | **100.00%** | **1.00** | | **1.00** |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.88 | 88.45% | $67,963 |
| New Development | 0.12 | 11.55% | $8,876 |
| **Total** | **1.00** | | **$76,839** |

**Sidewalk from Sunset to Old Orchard**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f/d] | [h] Integrated Facility Beyond Existing [f-(a*b)/1,000] | [i] Total Proposed Integrated Facility [a+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 2,626.96 | 342.99 | 2,969.95 | 0.00 | 0.34 | 0.34 | 1.00 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 2,626.96 | N/A | 2,626.96 | 88.45% | 0.88 | N/A | 0.88 |
| New Development | N/A | 342.99 | 342.99 | 11.55% | 0.12 | 0.00 | 0.12 |
| | | **Total** | **2,969.95** | **100.00%** | | | **1.00** |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.88 | 88.45% | $551,907 |
| New Development | 0.12 | 11.55% | $67,268 |
| **Total** | **1.00** | | **$619,774** |

**Downey Master Plan**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f/d] | [h] Integrated Facility Beyond Existing [f-(a*b)/1,000] | [i] Total Proposed Integrated Facility [a+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 2,626.96 | 342.99 | 2,969.95 | 0.00 | 0.34 | 0.34 | 1.00 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 2,626.96 | N/A | 2,626.96 | 88.45% | 0.88 | N/A | 0.88 |
| New Development | N/A | 342.99 | 342.99 | 11.55% | 0.12 | 0.00 | 0.12 |
| | | **Total** | **2,969.95** | **100.00%** | | | **1.00** |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.88 | 88.45% | $1,799,542 |
| New Development | 0.12 | 11.55% | 1234,956 |
| **Total** | **1.00** | | **$2,034,498** |

**Class I Bike & Pedestrian Facility**

| [a] Existing Integrated Facility per 1,000 EDUs | [b] Existing EDUs | [c] Future EDUs | [d] Total Projected EDUs | [e] Integrated Facility Allocated 100% To New Development [a*c] | [f] Proposed Service Standard per 1,000 EDUs | [g] Integrated Facility per EDU Beyond Existing [f/d] | [h] Integrated Facility Beyond Existing [f-(a*b)/1,000] | [i] Total Proposed Integrated Facility [a+h] |
|---|---|---|---|---|---|---|---|---|
| 0.00 | 2,626.96 | 342.99 | 2,969.95 | 0.00 | 0.34 | 0.34 | 1.00 | 1.00 |

**Integrated Facility Beyond Existing Service Standard Split Between New and Existing, plus Facility Units allocated 100% to New Development**

| Development | Existing EDUs | Future EDUs | Total Projected EDUs | Percentage of Total EDUs | Integrated Facility Split Between New and Existing Development | Integrated Facility Allocated 100% To New Development | Total Integrated Facility Allocated |
|---|---|---|---|---|---|---|---|
| Existing | 2,626.96 | N/A | 2,626.96 | 88.45% | 0.88 | N/A | 0.88 |
| New Development | N/A | 342.99 | 342.99 | 11.55% | 0.12 | 0.00 | 0.12 |
| | | **Total** | **2,969.95** | **100.00%** | | | **1.00** |

**Cost Allocated Between Existing and New Development**

| Development | Total Proposed Number of Integrated Facility | Percentage of Cost Allocated | |
|---|---|---|---|
| Existing | 0.88 | 88.45% | $4,913,728 |
| New Development | 0.12 | 11.55% | 1652,455 |
| **Total** | **1.00** | | **$5,661,183** |

| Alternative | | | |
|---|---|---|---|
| VI. Cost Summary | | | |
| Facility Type | Cost Allocated 100% to New Development | Total Future EDUs | Cost per EDU |
| Community Facilities Fee Facilities | 904,318.35 | 343 | $2,636.60 |
| Total | 904,318.35 | | $2,636.60 |

VII. Development Impact Fee per Unit or per 1,000 Non-Res. SF

| Land Use Type | EDUs per Unit /1,000 Non-Res. SF | Fees per Unit /1,000 Non-Res. SF | Number of Units /1,000 Non-Res. SF | Cost Financed by DIF |
|---|---|---|---|---|
| Single Family | 1.00 | $2,636.60 | 305 | $804,186.12 |
| Multifamily | 0.82 | $2,172.50 | 46 | $100,132.23 |
| Commercial | 0.00 | $0.00 | 0 | $0.00 |
| Office | 0.00 | $0.00 | 0 | $0.00 |
| Industrial | 0.00 | $0.00 | 0 | $0.00 |
| Institutional | 0.00 | $0.00 | 0 | $0.00 |
| | | | Total Allocated to New Development | $904,318.35 |
| | | | Outside Funding Responsibility | $6,926,238.03 |
| | | | Total Cost | $7,830,556.38 |

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# CITY OF LOOMIS
## PARKS AND RECREATION FACILITIES FEE CALCULATION

**I. Inventory of Existing Park Facilities**

| Facility | Facility Units | Quantity |
|---|---|---|
| Community Parks | Acres | 37.00 |

**II. Existing Recreation and Park Facilities EDU Calculation**

| Land Use Type | Number of Residents | Number of Units[1] | Residents per Unit[2] | EDUs per Unit | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 6,074 | 2,336 | 2.60 | 1.00 | 2,336 |
| Multi-family[3] | 756 | 353 | 2.14 | 0.82 | 291 |
| Total | 6,830 | 2,689 | NA | NA | 2,627 |

**III. Existing Facility Standard**

| Facility Type | Facility Units | Quantity | Facility Units per 1,000 Residents |
|---|---|---|---|
| Community Parks | Acres | 37.00 | 5.42 |

**IV. Future Recreation and Park Facilities EDU Calculation**

| Land Use Type | Number of Residents | Number of Units[1] | Residents per Unit[2] | EDUs per Unit | Total Number of EDUs |
|---|---|---|---|---|---|
| Single Family | 793 | 305 | 2.60 | 1.00 | 305 |
| Multi-family[3] | 99 | 46 | 2.14 | 0.82 | 38 |
| Total | 892 | 351 | NA | NA | 343 |

**V. Future Facility Standard**

| Facility Type[4] | Facility Units | Facility Units per 1,000 Residents | Facilities Units Funded by New Development |
|---|---|---|---|
| Community Parks | Acres | 5.42 | 4.83 |

**VI. Park and Open Space Summary Cost Data**

| Facility Type[4] | Facility Units | Acres Being Acquired | Land Acquisition per Acre[5] | Acres Being Developed | Park Development per Acre[6] | Planning and Design (per Acre)[7] | Administration (5%)[8] | Total Facility Cost for New Development | Cost per EDU |
|---|---|---|---|---|---|---|---|---|---|
| Community Parks | Acres | 4.83 | 191,345.47 | 4.83 | 376,777.36 | 25,000.00 | 18,838.87 | $2,956,309 | $8,619.31 |
| **Total** | | | | | | | | **$2,956,309** | **$8,619.31** |

**VIII. Parks & Recreation Facility Cost Summary**

| Facility Type | Facility Units | Current Development | Future Development | Buildout Population | Facility Units per 1,000 Residents | Facilities Funded by New Development | Facility Cost | Total Facilities for New Development | Cost per EDU |
|---|---|---|---|---|---|---|---|---|---|
| Offsetting Revenues | | | | | | | | ($630,478) | ($1,838.20) |
| **Total** | | | | | | | $0 | **($630,478)** | **($1,838.20)** |

| | |
|---|---|
| **Parks LOS and Facilities Fee Total** | **$6,781.11** |

**Notes:**

[1] Population estimates based on California Dept. of Finance, Demographic Research Unit - Report E-5 January 1, 2019.
[2] Residents per Unit based on American Community Survey (ACS) 2013-2017, data comes from the U.S. Census Bureau.
[3] Multi-Family Population and Residents per Unit estimates based on 2013-2017 ACS 5-year Public Use Microdata Samples (PUMS), Pacific (West Region), Placer County (Central), 06-06102.
[4] Estimates based on current Parks inventory as identified within the Loomis General Plan.
[5] Estimates based on cost assumptions for park improvement costs in other areas of the metropolitan area of Sacramento.
[6] Park development costs have been escalated according to the Construction Cost Index (CCI) for Fiscal Years 2006-2017.
[7] Planning and Design Costs have been estimated to be approximately 6% of development costs, as seen in other California communities.
[8] Administration costs have been estimated at 5% of Park Development Costs to appropriately reflect City Staff's time.