DRAFT

Teton County

Development Impact Fee Program/ Capital Improvement Plan

NOT APPROVED

Prepared for:

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PART I: BACKGROUND AND PURPOSE

Teton County is situated along the Idaho/Wyoming border abutting the western edge of the Teton Mountains. Rural in nature, the County has experienced a surge of growth and development in recent years. As this growth occurs, an increasing population will place heavier demands upon county services and infrastructure. To maintain desirable levels of service (LOS), and to ensure that future development pays an equitable portion of the cost for construction of future public facilities, Teton County has hired Hofman Planning & Engineering to prepare a development impact fee program to serve as a primary financial mechanism in paying for public facility improvements made necessary by new development. This section will provide an overview of impact fees and aim to answer the following common questions:

- What are impact fees?
- Why do impact fees?
- What can impact fees pay for?
- What is a capital improvement plan (CIP)?
- What is a level of service?
- How are impact fees calculated?
- When are impact fees collected?
- What is the Development Impact Advisory Committee?

What are Impact Fees?

Impact fees are a generally accepted funding source for the development of public facilities to serve new growth. Title 67, Chapter 82 of the Idaho Code is the state enabling legislation that allows for impact fees to be collected by a local jurisdiction and sets the parameters to ensure that the fees are fair and equitable. Section 67-8203 (9) defines a development impact fee as a "payment of money imposed as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve development."

Why do Impact Fees?

As communities grow, new development places heavier demands on existing public infrastructure and facilities. When this occurs, additional funds are necessary to meet the increased demand or the existing quality of facilities may decline. General funds often cannot meet the growing costs caused by the increased demand. The existing community generally does not want taxes increased to fund future facilities and feel that future growth should pay its fair share. For these reasons, many jurisdictions decide to pursue impact fees as a means of funding future public facilities and improvements.

Development agreements often provide the ability to exact fees and negotiate the development of public facilities. While this works for many jurisdictions, it typically covers project related improvements while impact fees can provide a reliable source of funding for system improvements. Impact fees do not have to act as the sole funding source for public facilities and some jurisdictions use a combination of sources to meet their future facility goals.

What is a capital improvement plan (CIP)?

A capital improvement plan is generally defined as a long range plan that identifies future capital needs, prioritizes capital projects and specifies funding sources. For the purposes of the imposing impact fees, a capital improvement plan is required pursuant to Section 67-8208, Idaho Code. A summary of the required contents are listed below:

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

The capital improvement plan provides the legal and rational basis for impact fees and it must be incorporated as an element of the County Comprehensive Plan.

What is a level of service?

At the heart of a facility analysis and capital improvement plan is the level of service standard. A level of service standard is "a measure of the relationship between service capacity and service demand for public facilities."[1] The level of service standard will differ depending on facility, but all standards must include a quantifiable level so as to provide a measure upon which to evaluate current levels of service and project future facility needs and proportionality. Pursuant to Section 67-8204 of Idaho Code, "a development impact fee shall be calculated on the basis of levels of service for public facilities adopted in the development impact fee ordinance of the governmental entity."

How are impact fees calculated?

The capital improvement plan will identify the cost of future capital improvements to be covered by impact fees. Once the total cost of future capital improvements has been determined, the key to developing a legal and defensible impact fee is proportionality. Development impact fees "shall be based on a reasonable and fair formula" such that they "do not exceed a proportionate share of the costs incurred or to be incurred by the governmental entity in the provision of system improvements to serve the new development."[2] The cost of preparing the capital improvement plan can be added to the total cost of system improvements. Since there are five facilities included in the study, one-fifth of the cost of the capital improvement plan will applied to each facility's costs.

The total costs are allocated to residential and non-residential development, where appropriate, based on the share of future growth and impacts. Impact fees are then calculated by dividing the future costs apportioned to residential development by the future residential units and future costs apportioned to non-residential development by the future non-residential square footage. The fee calculation for each facility will be provided in further detail in Part IV of this document.

When are impact fees collected?

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

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

[1] See Section 67-8203(17), Idaho Code
[2] See Section 67-8207, Idaho Code

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

What is the Development Impact Fee Advisory Committee?

A Development Impact Advisory Committee must be established pursuant to Section 67-8205 by "any governmental entity which is considering or which has adopted a development impact fee ordinance".[3] The role of the advisory committee is as follows:

- Assist governmental entity in adopting land use assumptions
- Review and provide input on the capital improvement plan
- Monitor the implementation of the capital improvement plan
- Review annually and provide recommendations to the governmental entity regarding the need to update land use assumptions, capital improvement plan or re-evaluate impact fees

[3] See Section 67-8205(1)

PART II: LAND USE ASSUMPTIONS AND DEMOGRAPHICS

A land use analysis was conducted to assess current development patterns within the Study Area. With this as a base, future projections were developed to provide a picture of the area at build out. Build out projections are not time dependent, meaning there is no projected build out year. The time it will take for a community to reach build out will vary depending on many factors, including the economic market in the region. Therefore, this analysis does not attempt to predict when build out will occur, but rather provides a snapshot of the area at build out. This section will address the following:

- Study Area;
- Land use and density assumptions;
- Existing residential development and future residential projections;
- Existing non-residential development and future non-residential projections

Study Area

The study area for this Development Impact Fee Program is Teton County. The facilities included in this impact fee study differ in their scope of services. As a result, the study area will include the entire County, but the main focus will be on the unincorporated portions of Teton County limits.

The city areas of impact are currently within the County and serviced by the County. In the future, it is assumed that the areas of impact will annex into the cities. Therefore, for the purposes of the facility analysis and impact fee study the areas of impact will be included within the County under existing conditions, but for future projections and analysis they are assumed to be part of the cities.

Unincorporated County Development & Projections

Existing Residential Development

Existing residential development includes all single-family residences, multi family units, and mobile homes in the unincorporated County identified by the land use survey. The survey resulted in a total of 2,454 dwelling units, of which 1,852 dwelling units are in the unincorporated county outside the areas of impact.

Based on the number of existing dwelling units, the existing population is extrapolated by using the population generation rate of 2.28 people per dwelling unit. This factor was developed by dividing the total units by the total population from the 2000 Census for Teton County. This method accounts for all housing units including vacant units. Due to the nature of second home development in the community, this average household size projects a more realistic future population. This calculation results in an existing population for the unincorporated County of 5,595 people.

Future Residential Projections

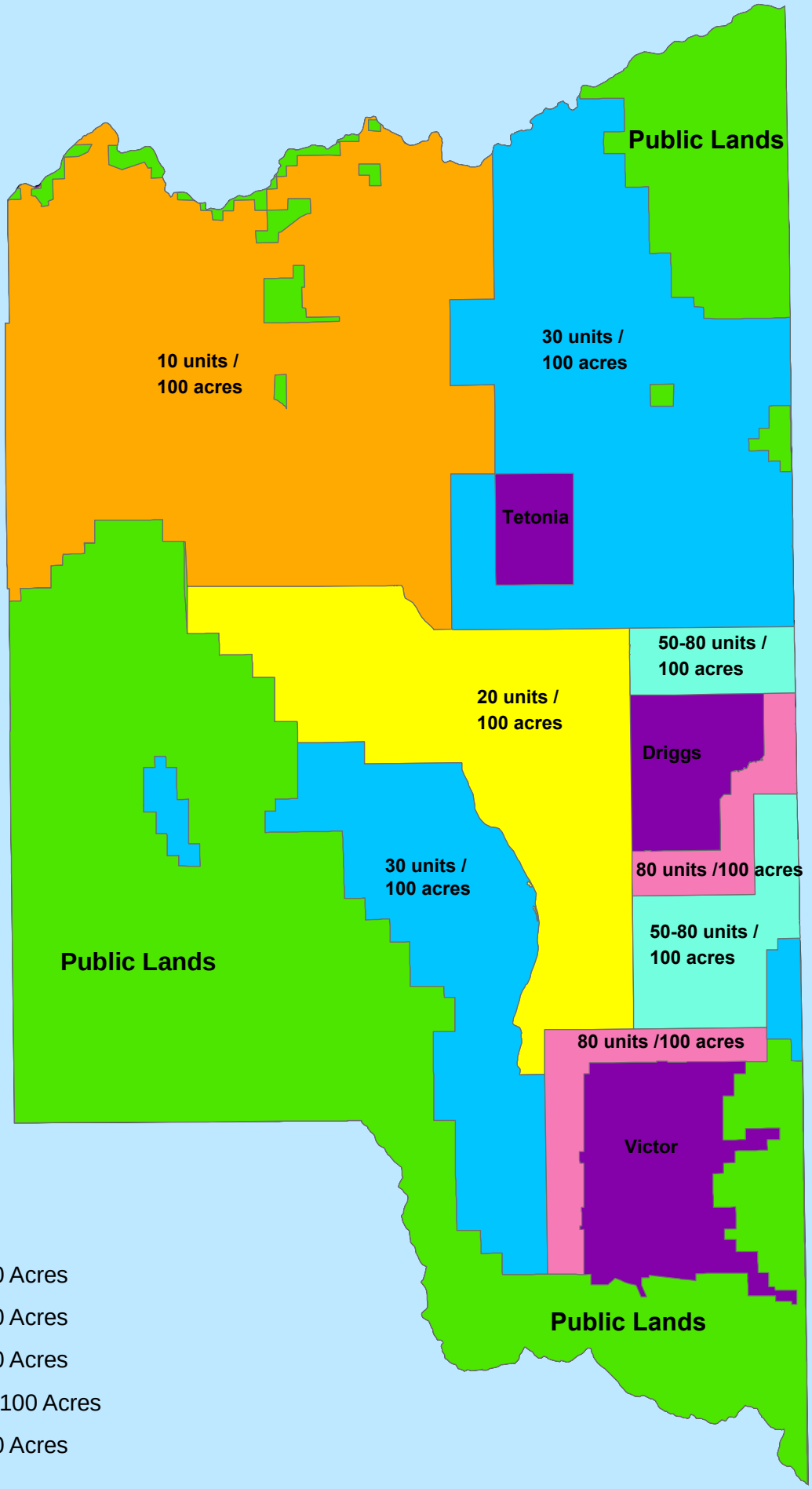
Future residential development was projected utilizing land use based assumptions. The County was divided into density areas drafted by the Planning and Zoning Commission as shown in Figure 1 on page 7. Average development density factors (dwelling units per acre) for residential land uses as shown below in Table 1. The future projections include development outside the areas of impact as it is assumed that by build out the areas of impact will be annexed into the cities.

Table 1

Future Development Densities

Density Area	Density Factor (du/acre)
10 units per 100 acres	0.1
20 units per 100 acres	0.2
30 units per 100 acres	0.3
50-80 units per 100 acres	0.65
80 units per 100 acres	0.8

Notes:
(1) Density areas and factors were utilized based on direction from the Board of County Commissioners.



Legend

- 10 Units per 100 Acres
- 20 Units per 100 Acres
- 30 Units per 100 Acres
- 50-80 Units per 100 Acres
- 80 Units per 100 Acres
- Public Lands

Figure 1: Density Assumptions

Two layers of analysis were used to determine future residential development projections. A database was developed for each density area identifying existing and proposed subdivisions. The existing units within each subdivision were identified through the land use survey while the total number of lots and acreage for the subdivision were provided by the County GIS Department. Using this information, the number of future units within the subdivided land was identified.

The next layer involved calculating the future units within the area of un-subdivided land. The total acreage of each density area was calculated through GIS computer application. Next, the subdivision acreage within each density area was subtracted out resulting in the un-subdivided acreage. The average density factor for that density area was then multiplied by the un-subdivided acreage to determine the build out units in the un-subdivided area. For example, 1000 acres of un-subdivided land in the 10 du/100 acres density area would result in 100 units at build out. Finally, the existing units within the un-subdivided density areas are subtracted out from the total build out units to result in the future units within the un-subdivided area.

Based on this methodology, 39,553 dwelling units are estimated to develop in the future. The breakdown of future units by density area is shown below in Table 2. Using the same population generation rate of 2.28 persons per dwelling unit, the future population of Teton County is projected to reach 90,180 people.

Table 2
Future Residential and Population Projections

Density Area	Dwelling Units	Population
10 per 100	6,954	15,856
20 per 100	5,700	12,996
30 per 100	18,057	41,169
50-80 per 100	4,178	9,526
80 per 100	4,663	10,632
TOTAL	**39,553**	**90,180**

Notes:
(1) Dwelling units per density area based on acreage and density factor.
(2) Land use database summary can be found in Appendix A

The future population and development are the key factors for assessing future demands and developing a fair and proportionate impact fee. The combination of the future projections and existing residential units provides a picture of development in the County at build out as shown in Table 3.

Table 3.

Build Out Residential and Population Projections

Time Frame	Dwelling Units	Population
Existing	2,454	5,595
Future	39,553	90,180
Build Out	41,405	94,403

Notes:
(1) Existing units based on inclusion of areas of impact, while future projections assume areas of impact will be annexed into cities. Therefore the build out numbers reflect this assumption and do not include the areas of impact.

Existing Non-Residential Development

There are a number of methodologies used to calculate non-residential square footage. This study focuses on land use based assumptions in determining existing and future non-residential development. Non-residential coverage factors are developed by comparing the portion of a parcel covered by a building to the size of the entire parcel. Utilizing aerial photographs and a sampling of non-residential development throughout Idaho, an average lot coverage factor of 20% was determined. In calculating the average lot coverage, the gross lot area was analyzed, taking into account future dedications and right of ways.

To determine existing non-residential square footage, the amount of non-residential acreage was identified. The coverage factor was then applied to calculate the existing non-residential square footage. A total of approximately 696,960 square feet of non-residential development was identified within the Study Area.

Future Non-Residential Projections

The current ratio of existing non-residential development to residential development is approximately 1%. This percentage is anticipated to increase slightly in the future, but the overall trend assumes the majority of non-residential development in the County will be concentrated in the cities. With the assumption that 3% of land will be non-residential, the amount of future non-residential acreage is estimated to be approximately 5,175 acres. A coverage factor of 20% was applied to the future non-residential acreage resulting in the future projection of 45,084,600 non-residential square feet.

Table 4.
Existing Development & Future Projections of Non-Residential Square Footage

Item	Unit of Measure
Existing Non-Residential Sq. Ft.	696,960
Future Non-Residential Acreage	5175
Average Lot Coverage Factor	20%
Future Non-Residential Sq. Ft.	45,084,600
Buildout SF	45,786,735

Notes:

(1) Future Non-residential development assumes 3% land will be non-residential based on discussions with Advisory Committee.

Countywide Development & Projections

For purposes of the facility analysis and global nature of certain county services, the existing countywide population was identified. The land use survey of the entire County resulted in a total of 3,633 existing dwelling units. The existing population is developed utilizing the persons per household factor of 2.28, resulting in a total County population of 8,283. This population was checked against the 2005 Census population figure for Teton County of 7,838 people. The higher number resulting from the survey reflects the development that has occurred since 2005 and is a reasonable population estimate for Teton County in 2008.

The future development for the entire County is composed of two components, the future development in the unincorporated County and the future development of the cities. The future development of the unincorporated County has been identified in the previous section and in anticipated to be 39,553 dwelling units and approximately 90,180 people. The future development in the cities (and their areas of impact) was projected based on the cities comprehensive plans and average densities for those future land uses. Based on those assumptions, the future development of the cities and their areas of impact are projected to be 24,114 dwelling units and 54,979 people. Therefore the future development of the entire County is projected to be 65,582 dwelling units and approximately 149,526.

Table 5.

Future Countywide Development Projections

Geographic Area	Dwelling Units	Population
Unincorporated County	39,553	90,180
Cities and AOI	24,114	54,979
TOTAL Countywide	**63,666**	**145,160**

Notes:

(1) Projections for cities and AOI's based on city comprehensive plan future land use maps and average densities.

PART III: FACILITY ANALYSES AND CAPITAL IMPROVEMENTS

In order to determine the existing adequacy and future capital needs, a facility analysis is conducted. The facility analysis becomes the basis for the capital improvement plan and the resulting impact fee. The facilities to be included in the development impact fee are Pathways, Recreational, Law Enforcement, Emergency Services, and Roads. The following section will include an analysis and discussion of each of these facilities specifically addressing:

- Level of Service
- Existing Facilities and Adequacy
- Future Demand for Facilities
- Capital Improvement Projects and Costs
- Phasing of the CIP

Pathway Facility Analysis

The pathway facility analysis includes a review of the existing and proposed pathway facilities within the unincorporated portion of Teton County. The analysis identifies future needs and costs to ensure that adequate pathways for both recreation and circulation purposes will be developed within the County.

Level of Service

Teton County has worked in conjunction with Teton Valley Trails and Pathways to develop a pathway plan for the County. The build out pathway plan is depicted in Figure 2. The future pathways are assumed to be 10 foot multi-use pathways. Teton Valley Trails and Pathways define a multi-use pathway below:

> **MULTI-USE PATHWAY**
>
> DESCRIPTION: MINIMUM 10 FOOT WIDE ASPHALT PATHWAY, WITH PHYSICAL BARRIERS (BERMS, TREES, BUSHES, BOULDERS, GRASS STRIP) BETWEEN THE PATHWAY AND ADJACENT ROAD. LOCATED WITHIN ROAD RIGHT-OF-WAY USUALLY, BUT ALSO CONNECTING TO PRIVATELY DEVELOPED PATHWAYS IN SUBDIVISIONS.
>
> SEPARATION FROM TRAFFIC: PHYSICAL BARRIERS CAN BE GRASS STRIPS, LANDSCAPE BERMS, BOULDERS, TREES, BUSHES, CURB-AND-GUTTER, A DRAINAGE SWALE OR AT LEAST A GRAVEL STRIP (WHICH CREATES SWEEPING NEEDS).
>
> RECOMMENDED MAINTENANCE: REGULAR SWEEPING AND TYPICAL ASPHALT RESEALING SCHEDULE OF EVERY 3 TO 5 YEARS.

The lineal feet of pathways were estimated utilizing the computer application, Arc View GIS. The level of service standard was determined by totaling the lengths of the build out pathways and dividing by the build out population. As a result, the level of service standard to ensure adequate multi-use pathways are provided within the study area is:

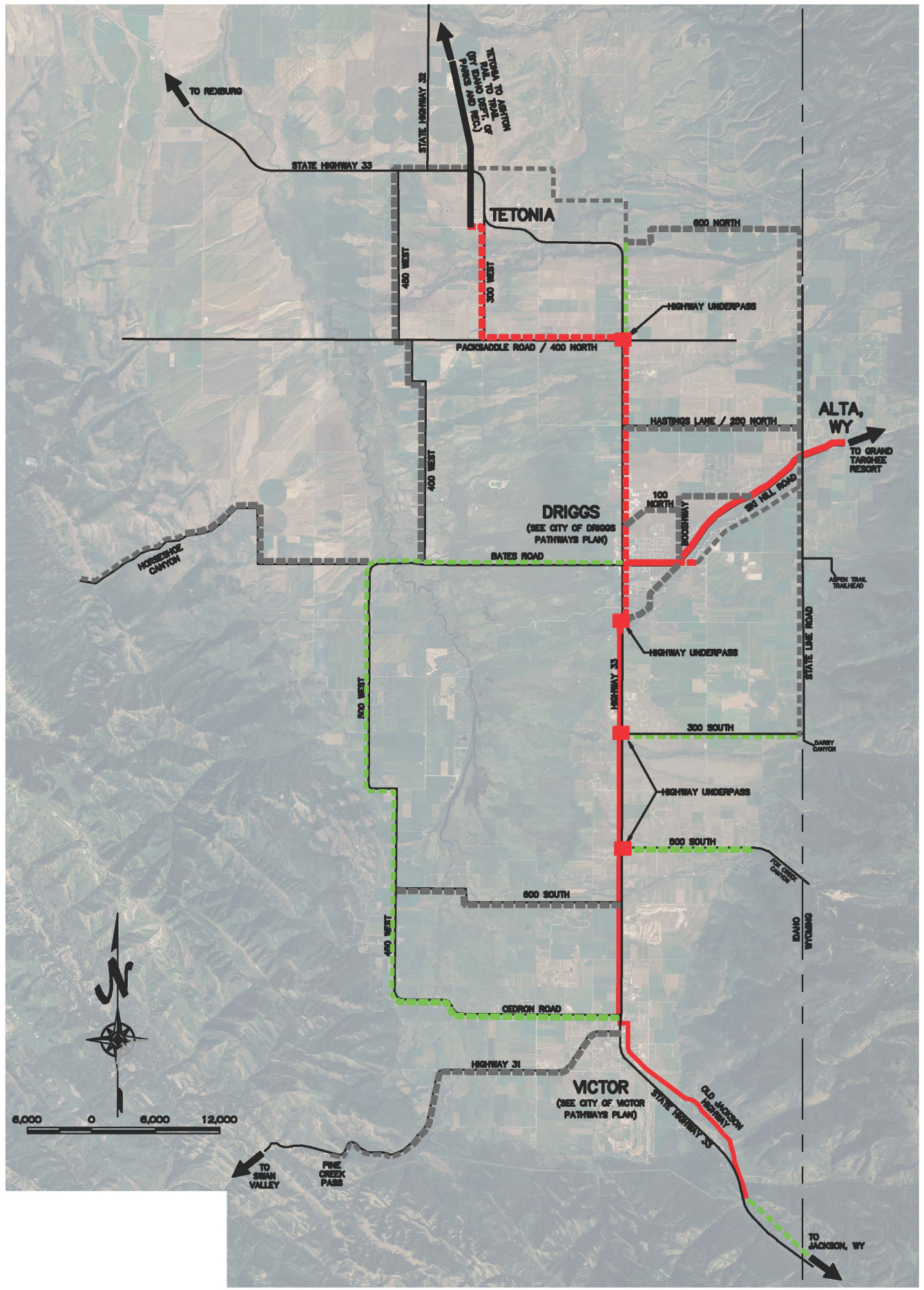
- 5,585 linear feet per 1,000 population

Existing Facilities and Adequacy

Teton County currently provides a multi-use pathway for its residents. Teton Valley Trails and Pathways have played an instrumental role in trail maintenance and pathway development throughout the Teton Valley. The existing 8 foot multi-use pathway in unincorporated Teton County is quantified below in Table 6.

Table 6:
Existing Pathways, 2008

Existing Pathway Infrastructure	Approximate Trail Length (linear feet)
SH 33 from Victor to Driggs	36,960
TOTAL	**36,960**



TETON COUNTY, IDAHO

PATHWAYS PLAN

TETON VALLEY TRAILS & PATHWAYS

HARMONY DESIGN & ENGINEERING
60 E. LITTLE AVE. • DRIGGS ID 83422
T 208.354.1331 F 208.354.1332

LEGEND

- EXISTING PATHWAY
- PATHWAY CORRIDOR (PRIORITY #1)
- PATHWAY CORRIDOR (PRIORITY #2)
- PATHWAY CORRIDOR (PRIORITY #3)
- HIGHWAY UNDERPASS

NOTES:

SEE THE CITY OF DRIGGS AND THE CITY OF VICTOR PATHWAYS PLANS FOR DETAILED PATHWAY INFORMATION WITHING THE CITY LIMITS AND AREA OF IMPACT.

PATHWAYS INDICATED ON THIS MAP REPRESENT PATHWAY CORRIDORS WHICH MAY BE MULTI-USE PATHWAYS, BIKE LANES, OR WIDE SHOULDERS. MULTI-USE PATHWAYS ARE PREFERRED, ESPECIALLY IN CORRIDORS WITH HIGH PRIORITY.

DEFINITION OF TERMS

MULTI-USE PATHWAY

DESCRIPTION: MINIMUM 10 FOOT WIDE ASPHALT PATHWAY, WITH PHYSICAL BARRIERS (BERMS, TREES, BUSHES, BOULDERS, GRASS STRIP) BETWEEN THE PATHWAY AND ADJACENT ROAD. LOCATED WITHIN ROAD RIGHT-OF-WAY USUALLY, BUT ALSO CONNECTING TO PRIVATELY DEVELOPED PATHWAYS IN SUBDIVISIONS.

SEPARATION FROM TRAFFIC: PHYSICAL BARRIERS CAN BE GRASS STRIPS, LANDSCAPE BERMS, BOULDERS, TREES, BUSHES, CURB-AND-GUTTER, A DRAINAGE SWALE OR AT LEAST A GRAVEL STRIP (WHICH CREATES SWEEPING NEEDS).

RECOMMENDED MAINTENANCE: REGULAR SWEEPING AND TYPICAL ASPHALT RESEALING SCHEDULE OF EVERY 3 TO 5 YEARS.

BIKE LANE/SHOULDER

DESCRIPTION: MINIMUM 4 FEET WIDE ASPHALT ON ONE SIDE OF THE PUBLIC-RIGHT-OF-WAY, CONTINUOUS WITH THE ROAD SURFACE. 5 FEET WIDE IF CURB AND GUTTER ARE INCLUDED. DRAIN GRATES MUST BE PERPENDICULAR TO DIRECTION OF TRAVEL.

SEPARATION FROM TRAFFIC: NONE. BIKE LANE STRIPING (6 INCH STRIPE AND BIKE SYMBOL PAINTED IN BIKE LANE) AND SIGNAGE HELP IDENTIFY THE BIKE ROUTE, LOCATED WITHIN THE RIGHT-OF-WAY.

RECOMMENDED MAINTENANCE: REGULAR SWEEPING AND TYPICAL ASPHALT SEALING SCHEDULE.

As shown above, the existing pathway facilities total approximately 36,960 linear feet. Based on the existing population and level of service, the County currently has a surplus of 5,716 linear feet of pathways. Therefore, no existing deficiencies exist and a portion of the future demand is already addressed through the existing facilities.

Table 7:
Existing Demand and Adequacy, 2008

Item	Unit of Measure	
Level of Service	5,585	linear feet/1000 pop
Existing Population	5,595	people
Existing Demand	31,244	linear feet
Existing Pathway Facility	36,960	linear feet
Existing Surplus	5,716	linear feet

Future Demand and Capital Improvement Plan
Utilizing the future growth projections, a future demand of 503,627 linear feet of pathways is needed to maintain the level of service standard. Of that future demand, a portion is addressed by the existing surplus of pathways. Factoring in the existing surplus, the adjusted future demand for pathways is 490,248 linear feet.

For purposes of this study, average costs for the development of pathway facilities were determined in conjunction with Teton Valley Trails and Pathways. All future pathways identified in this study are planned as 10 foot asphalt paths. The construction cost for a 10 foot wide asphalt pathway is assumed to be approximately $34.50 /linear foot. This includes construction cost plus 15% for engineering and contingency costs [4] In addition to construction costs, the cost for land acquisition must also be considered. Pathways are not in the design stage at this point, but multi-use separated pathways are preferred. Most of the proposed pathways are within existing right of ways and no acquisition of land would be required. Some of the existing roadways may be widened in the future resulting in the need to acquire additional land outside of right of way to develop pathways. Therefore, land acquisition is assumed for approximately 40% of the pathways. Acquisition cost is based on an average cost estimate of $120,000 per acre. This average per acre cost is less than the acquisition cost for other facilities such as law enforcement because land for pathways will not be as centrally located but rather spread throughout the County.

[4] Construction Cost estimate included in Appendix B

Table 8: Future Pathway Capital Improvements and Costs

Type of Capital Infrastructure	Approximate Trail Length (linear feet)	Development Cost[1]	Acquisition Cost[2]	Total
Driggs to Tetonia	50,160	$ 1,730,520	$ 1,379,400	$ 3,109,920
Hwy 33 from 400N to 575N	9,240	$ 318,780	$ 254,100	$ 572,880
300 South	17,160	$ 592,020	$ -	$ 592,020
500 South	11,880	$ 409,860	$ -	$ 409,860
Cedron	21,912	$ 755,964	$ 602,580	$ 1,358,544
450 W/500W	43,560	$ 1,502,820	$ 1,197,900	$ 2,700,720
Bates Road	23,760	$ 819,720	$ 653,400	$ 1,473,120
Tetonia/Ashton Trail[3]	26,400	$ -	$ -	$ -
SH 33 from 450 W to Tetonia/Ashton Trail	6,600	$ 227,700	$ -	$ 227,700
700 N FROM Ashton Trail to SH 33/575N	21,120	$ 728,640	$ -	$ 728,640
600 North	18,480	$ 637,560	$ -	$ 637,560
400 W/450W from Bates to HWY 33	39,600	$ 1,366,200	$ 1,089,000	$ 2,455,200
Hastings Lane/200 N	17,160	$ 592,020	$ -	$ 592,020
100N	12,936	$ 446,292	$ -	$ 446,292
Booshway	6,600	$ 227,700	$ -	$ 227,700
Ski Hill Road	23,760	$ 819,720	$ -	$ 819,720
Stateline Road	47,520	$ 1,639,440	$ -	$ 1,639,440
Horseshoe Canyon	34,320	$ 1,184,040	$ -	$ 1,184,040
600 South	22,440	$ 774,180	$ -	$ 774,180
Hwy 31 from 33 to Pine Creek Pass	35,640	$ 1,229,580	$ -	$ 1,229,580
Impact Fee Study				$ 13,220
TOTAL	**490,248**	**16,002,756**	**5,176,380**	**$ 21,179,136**

Notes:

(1) Based on an average cost estimate of $34.50 per ft for a 10' asphalt pathway. This includes construction plus 15% engineering & contingency costs. Additional information on can be found in Appendix B.

(2) Acquisition Cost is based on average cost estimate of $2.95/sf ($120,000/acre) for a 10' pathway. Existing roadways may be widened resulting in the need to acquire additional land outside of right of way to develop pathways. Land acquisition is assumed for approximately 40% of the pathways.

Recreational Facilities

The recreational facilities to be included in this analysis are the County fairgrounds. The fairgrounds provide recreational opportunities to the residents of Teton County including the annual Teton County Fair, balloon festival, snow-cross races, demolition derby, and multiple horse related events.

Level of Service Standard

The level of service standard for recreational facilities is derived from existing demands and inventory and is as follows:

- 1,340.59 square feet per 1,000 population

Existing Facilities & Adequacy

The County fairgrounds are currently located just outside of the City of Driggs. The fairgrounds are 38 acres and facilities include a 2,500 square foot live stock pavilion and 5,000 square foot fair building and outdoor riding arena. Based on the existing population and level of service, there is currently no deficiency for the recreational facilities.

Table 9:
Recreational Facilities
Existing Demand & Adequacy, 2008

Item	Amount
Level of Service	1340.59 sf per 1,000 pop.
Existing Population	5,595 people
Existing Facility	7500 sq. ft.
Existing Demand	7500 sq. ft.
Existing Deficiency	0 sq. ft.

Future Demand and Capital Improvements

Based on the future projected growth of 90,181 people within unincorporated Teton County, it is anticipated that an additional 120,895 square feet of recreational facilities are needed to maintain the level of service.

Table 10:
Recreation Facilities Future Demand, Unincorporated County

Item	Amount
Level of Service	1340.59 sf per 1,000 pop.
Future Population	90,181 people
Future Demand	120,895 sq. ft.

A new indoor riding arena is planned as a future facility at the fairgrounds. The indoor riding arena will be approximately 45,000 square feet. The cost to develop the arena is approximately $550,000 of which 40% will be funded by sources other than impact fees.

The remaining demand for future facilities is approximately 75,000 square feet. The cost estimate for construction of the future fairground building facilities is based on data from RS Means, a national supplier of construction cost information. Based on the locale, size and building type, the average construction cost is $81.31 per square foot[5]. No additional land acquisition is anticipated to accommodate the future facilities. Table 11 contains the future capital improvements and related costs.

Table 11: Future Recreational Capital Improvements and Costs

Type of Capital Infrastructure	Development Cost	Impact Fee Cost
45,000 square feet indoor riding arena	$ 550,000.00	$ 330,000.00
75,895 square feet of facilities	$ 6,171,051.06	$ 6,171,051.06
Impact Fee Study		$ 13,220.00
Impact Fee Cost		**$ 6,514,271.06**

Notes:
(1) The facility size and associated costs are associated with the future population in the unincorporated County.
(2) Average construction cost of $81.31 per square feet based on RSMeans
(3) Includes 1/5 of the cost of impact fee study as allowed per Section 67-8208, Idaho Code

[5] Cost estimate based on Warehouse type building, tilt-ups concrete panels and steel frame. Additional information in Appendix B

Sheriff Facility Analysis

Teton County Sheriff's Department provides service to the incorporated County as well as the cities of Driggs, Victor and Tetonia on a contract basis. The following provides the methodology and assumptions used to determine existing and future impacts. The Sheriff Facility Analysis includes two main facility elements – Sheriff Office/Jail Facilities and County Animal Control Facilities.

Sheriff Office and Jail Facilities

Level of Service

The level of service standard for Law Enforcement & Jail Facilities is derived based on input from the Sheriff Office as to staffing and demand combined with other state and national standards and averages. The level of standard is based on two main components – the Sheriff's Station and the Jail facility. The Sheriff station which would include office space and act the central command is based on the following:

- 1.8 Patrol Officers per 1,000 population[6]
- 0.7 Support Personnel per Patrol Officer[7]
- 134 square feet of facility space per total staff[8]

The jail facilities have additional space needs and requirements. Based on research of other County jail facilities and average inmates per population, there is a need for approximately 200 beds at build out. With that future inmate population demand, the following minimum standards for jail facilities[9] are utilized:

- 60 square feet per single occupancy cells[10]
- 35 square feet per inmate for multiple occupancy cells
- 35 square feet per inmate of day room space

This results in a level of service standard for all law enforcement facilities as follows:

- 505.80 square feet per 1,000 population

Existing Facilities and Adequacy

The Teton County Sheriff's office is currently located at 89 North Main in the City of Driggs. The facility is approximately 1,500 square feet and includes the department office, dispatch, drivers services, and one temporary holding cell. The Department personnel consists of the sheriff, eight deputies, one coroner, six dispatchers, one administrative assistant, one driver's license deputy and one civil deputy. The County currently houses its inmates in the Madison County Jail Facility. The County contracts for space and currently averages about 12 inmates per day. This contracted space is included in existing inventory of facilities when determining adequacy since while there is not currently County jail facilities, the County has contracted to ensure this need is met.

[6] State of Idaho average for patrol officers per 1,000 population. Source: Idaho State Police
[7] Existing ratio of support personnel per patrol officer, support personnel to include dispatchers and administrative staff.
[8] Based on average office size of 99 square feet from International Facility Management Association, plus 35% increase to account for common area spaces, etc.
[9] Idaho Sheriff's Association Minimum Jail Standards, 2003.
[10] Assumes 5% of cells will be single occupancy cells

In defining the level of service and in analyzing the existing adequacy, the total countywide population is used to provide a global picture of existing service. Based on the existing population and level of service, there is currently a deficiency of 1,850 square feet of sheriff facilities as shown in Table 12. This deficiency cannot be funded by impact fees and the County is responsible for identifying a separate funding plan to cure this deficiency. If a new sheriff facility is developed that provides additional square footage to cover the deficiency, that portion of the cost must be funded by a source other than impact fees.

Table 12
Existing Demand and Adequacy, 2008

Item	Unit of Measure
Level of Service	505.80 sq. ft. per 1,000 pop.
Existing Countywide Population	8,283 people
Existing Demand	4,190 square feet
Existing Sheriff Facility	1,500 square feet
Existing Jail Space in Madison County	840 square feet
Existing Deficiency	1,850 square feet
Deficiency Cost Estimate	$233,055 square feet

Future Demand and Capital Improvement Plan

The Sheriff's Office provides service to the entire county, therefore when projecting the future needs one should assess the future demand created by the entire county in order to plan comprehensively. Based on the projected future growth within the entire County, it is anticipated that an additional 73,421 square feet of sheriff facilities are needed to maintain the level of service.

While the Sheriff's Office provides service to the entire county, the impact fee study focuses on the future demand and facilities necessitated by the future unincorporated county residents upon whom impact fees will be imposed. Based on the projected future growth of 90,181 within unincorporated Teton County, the impact fee portion of the future sheriff facilities is 45,613 square feet in order to maintain the level of service.

Table 13:

Sheriff Facilities Future Demand, Unincorporated County

Item	Unit of Measure
Level of Service	505.80 sq. ft. per 1,000 pop.
Future Population	90,181 people
Future Demand	45,613 square feet

Assuming a coverage factor of 20%, a total site of approximately 8.43 acres will need to be acquired to accommodate the future facilities at build out.[11] An average land acquisition cost of $220,000 per acre will be used for the law enforcement facility assuming a centrally located facility. This average cost is based on input from the Development Impact Fee Advisory Committee (DIFAC) and land comps. The cost estimate for construction of a law enforcement facility is based on data from RSMeans, a national supplier of construction cost information and other recently constructed County jail facilities. Based on the locale, size and building type, the average construction cost is $258 per square foot.[12]

Table 16 lists the future capital improvements and related costs for the entire county and identifies the portion to be covered by county impact fees. The portion of cost that cannot be paid for by county impact fees represents future demand related to growth in the cities. This portion of the demand would need to be addressed through other funding sources such as contracts with the cities for services or potentially city impact fees.

County Animal Control Shelter

Teton County Sheriff's Department will oversee the animal control in Teton County.

Level of Service

The level of service standard for animal control and shelter is derived based on input from national averages combined with average data from Teton Valley Humane Society Shelter. The County plans to develop an animal control facility and hire an Animal Control Officer to address the growing demands in Teton County. The facility's main focus would be control and shelter of animals brought in by the Sheriff's Office Animal Control Officer. It is anticipated that the Humane Society would continue its operations with animal care and shelter. Therefore, the County facility will address a portion of the demand for shelter space in the County and work in conjunction with the Teton Valley Humane Society and other private shelters and networks in the shelter of animals. The County Animal Control Shelter which would include kennel and office space and is based on the following:

- 0.632 dogs per household and 0.713 cats per household[13]
- 0.015 animals at shelter per total animal population[14]
- 48 square feet per animal[15]
- 30% of total shelter demand due to existence of Humane Society Shelter[16]

Utilizing these averages, the level of service standard for County Animal County Shelter is as follows:

- 130.38 square feet per 1,000 population

[11] This assumes one story facilities in the future. If it is determined that two story structures are more appropriate, the amount of land required in the future would be reduced as a result the overall cost, and the impact fee.
[2] Cost estimate based on Police Station building type, Limestone with Concrete Block Back-up / Bearing Walls. Additional information provided in Appendix B.
[13] Source: American Veterinary Medical Association (national average)
[14] Total animal population developed from animals per household and total households in Teton. Animals at shelter based on estimated capacity obtained from Teton Valley Humane Society.
[15] Based on estimated square footage of Teton Valley Humane Society Shelter divided by average animals at shelter (Need to confirm sf)
[16] Represents estimated percentage of animals brought in to Humane Society by Sheriff's Office due to animal control

Existing Facilities and Adequacy

The Teton County Sheriff's office does not currently own or operate a County animal control shelter, but plans to in the future. The Teton Valley Humane Society currently owns and runs a shelter that services the County animal population. It is anticipated that the County Animal Control Shelter will work in conjunction with the humane society and other private shelter and animal networks with regards to adoption services and shelter space as the County continues to grow.

In defining the level of service and in analyzing the existing adequacy, the total countywide population is used to provide a global picture of existing service. Based on the existing population and level of service, there is currently a deficiency of 1,080 square feet of Animal Control Shelter facilities as shown in Table 14. This deficiency cannot be funded by impact fees and the County is responsible for identifying a separate funding plan to cure this deficiency. If a new animal control facility is developed that provides additional square footage to cover the deficiency, that portion of the cost must be funded by a source other than impact fees.

Table 14
Existing Demand and Adequacy, 2008

Item	Unit of Measure
Level of Service	130.38 sq. ft. per 1,000 pop.
Existing Countywide Population	8,283 people
Existing Demand	1,080 square feet
Existing Animal Control Facility	0 square feet
Existing Deficiency	-1,080 square feet
Deficiency Cost Estimate	$130,140 square feet

Future Demand and Capital Improvement Plan

The County Animal Control Shelter will be under the umbrella of the Sheriff's Office and therefore provides service to the entire county. When projecting the future needs, one should assess the future demand created by the entire county in order to plan comprehensively. Based on the projected future growth within the entire County, it is anticipated that an additional 18,926 square feet of animal control and shelter facilities are needed to maintain the level of service through build out.

While service will be provided to the entire county, the impact fee study focuses on the future demand and facilities necessitated by the future unincorporated county residents upon whom impact fees will be imposed. Based on the projected future growth of 90,181 within unincorporated Teton County, the impact fee portion of the future animal control facilities is 11,758 square feet.

Table 15:
Animal Control Shelter Facilities Future Demand, Unincorporated County

Item	Unit of Measure
Level of Service	130.38 sq. ft. per 1,000 pop.
Future Population	90,181 people
Future Demand	11,758 square feet

Assuming a coverage factor of 20%, a total site of approximately 2 acres will need to be acquired to accommodate the future facilities at build out.[17] An average land acquisition cost of $220,000 per acre will be used for the animal control facility assuming a centrally located facility. This average cost is based on input from the Development Impact Fee Advisory Committee (DIFAC) and land comps. The cost estimate for construction of an animal control facility is based on data from RSMeans, a national supplier of construction cost information. Based on the locale, size and building type, the average construction cost is $120.50 per square foot.[18]

Table 16 lists the future capital improvements and related costs for the entire county and identifies the portion to be covered by impact fees. The portion of cost that cannot be paid for by county impact fees represents future demand related to growth in the cities. This portion of the demand would need to be addressed through other funding sources such as contracts with the cities for services or potentially city impact fees through intergovernmental agreements.

Table 16: Future Sheriff Capital Improvements and Cost

Type of Capital Infrastructure	Development Cost	Acquisition Cost	Total
Countywide Need			
73,421 square feet of sheriff office & jail facilities	$ 18,942,562.05	$ 1,854,060.18	$ 20,796,622.23
18,926 square feet of Animal Control Facilities	$ 2,280,620.21	$ 477,937.09	$ 2,758,557.31
Total Cost			
Impact fee portion for County			
45,613 square feet of sheriff office & jail facilities	$ 11,768,214.69	$ 1,151,849.38	$ 12,920,064.07
11,758 square feet of Animal Control Facilities	$ 1,416,853.13	$ 296,922.15	$ 1,713,775.28
Impact Fee Study			$ 13,220.00
Impact Fee Cost			**$14,647,059.35**

Notes:
(1) The facility size and associated costs are associated with the future population in the unincorporated County.
(2) Average construction cost of sheriff/jail facility $258 per square feet based on RSMeans Estimator, see Appendix B
(3) Average construction cost of animal control facility assumed to be $120/sf based on RS Means Estimator, see Appendix B
(4) Average acquisition cost of centrally located land at $220,000 per acre
(5) Includes 1/5 of the cost of impact fee study as allowed per Section 67-8208, Idaho Code

The Sheriff's Office has other needs such as patrol cars, but these are not considered capital improvements/equipment as they typically do not have a useful life of 10 or more years as required for eligible items per Section 67-8203(3) of the Idaho Code. The demand for additional officers is also a cost that currently faces the Sheriff's Office and cannot be included within the capital improvement plan and impact fee.

[17]This assumes one story facilities in the future. If it is determined that two story structures are more appropriate, the amount of land required in the future would be reduced as a result the overall cost, and the impact fee.
[18] Cost estimate based on 1 story building type, Wood Siding / Wood Truss. Additional information provided in Appendix B.

Emergency Services Facility Analysis

The emergency services facilities covered in this analysis and impact fee study are the County Emergency Services Department and Search & Rescue. The following section provides the methodology and assumptions used to determine existing adequacy and future impacts for emergency services facilities.

Level of Service

A key component in responding to incidents and providing an acceptable level of service is adequate square footage for training and indoor storage of vehicles. The level of service standard for emergency service facilities is derived from existing demands and input from the Search & Rescue Commander and the Emergency Services Coordinator and is as follows:

- 169.02 square feet per 1,000 population

Existing Facilities and Adequacy

The emergency services facilities are currently housed in the Emergency Services Building on Airport Road. The building is approximately 700 square feet and contains garage space, storage and an office shared by the Emergency Services Coordinator, and the Search & Rescue Commander. The Emergency Services Coordinator is a paid position, while the Search & Research Department is currently volunteer and under the umbrella of the Sheriff's Office. The Search & Rescue Department currently uses snow cats, snowmobiles, 4-wheelers, a truck and suburban in their rescue efforts.

Table 17:
Existing Emergency Services Facility & Equipment

Facilities & Vehicles	Amount
Existing Square Footage	700
Snow Cats	1
Snowmobiles	3
4-Wheelers	2
Truck / Suburban	2

The County Emergency Service Department and County Search & Rescue (under the Sheriff's Office) provide service to the entire County in part through contracts with the individual municipalities. As with the Sheriff Facility, in defining the level of service and in analyzing the existing adequacy, the total countywide population is used to provide a more global picture of existing service. Based on the existing population and level of service, there is currently a deficiency of 700 square feet of facilities. This deficiency cannot be funded by impact fees and the County is responsible for identifying a separate funding plan to cure this deficiency. If a new facility is developed that provides the additional square footage to cover the deficiency, that portion of the cost must be funded by a source other than impact fees.

Table 18: Emergency Services Existing Demand and Adequacy, 2008

Item	Unit of Measure
Level of Service	169.02 sq. ft. per 1,000 pop.
Existing Countywide Population	8,283 people
Existing Demand	1,400 square feet
Existing Emergency Service Facility	700 square feet
Existing Deficiency	700 square feet
Deficiency Cost Estimate	$113,834

Future Demand and Capital Improvement Plan
Based on the projected future growth within the entire County, it is anticipated that an additional 24,534 square feet of emergency services facilities are needed to maintain the level of service.

While the emergency services are provided to the entire county, the impact study focuses on the future demand and facilities necessitated by the future unincorporated county residents upon whom impact fees will be imposed. Based on the future projected growth of 90,181 people within unincorporated Teton County, the share of facilities to be covered by impact fees is 15,242 square feet.

Table 19:
Emergency Services
Future Demand, Unincorporated County

Item	Unit of Measure
Level of Service	169.02 sq. ft. per 1000 pop.
Future Popluation	90,181 people
Future Demand	15,242 Square feet

Given the size of the additional facilities, it is anticipated that a new location and future land will need to be acquired. Assuming a coverage factor of 20%, a site of approximately 3 acres will be needed to accommodate the future facilities.[19] An average land acquisition cost of $220,000 per acre will be used for new emergency services facilities similar to that of the law enforcement facility due to the need of a centrally located facility. This average cost is based on input from County staff, the DIFAC, and land comps. The cost estimate for construction of a new emergency services facility is based on data from RSMeans, a national supplier of construction cost information. Based on the locale, size and building type, the average construction cost is $81.31 per square foot[20].

Table 20 contains the future capital improvements and related costs for the entire county and identifies the portion to be covered by impact fees. As mentioned in the Sheriff Facility Analysis, the portion of cost that cannot be paid for by county impact fees represents future demand related to growth in the cities. This portion of the demand would need to be addressed through other funding sources such as contracts with the cities for services or potentially city impact fees through intergovernmental agreements.

[19] This assumes one story facilities in the future as a majority of the facility will be used for vehicle storage.
[20] Cost estimate based on Warehouse type building, tilt-ups concrete panels and steel frame. Additional information in Appendix B

Table 20: Future Emergency Services Capital Improvements and Costs

	Type of Capital Infrastructure	Development Cost	Acquisition Cost	Total
Countywide				
24,534	square feet of facilities for vehicles, training & storage	$ 1,994,868.00	$ 619,548.08	$ 2,614,416.08
	4 Wheelers (12)			$ 96,000.00
	Snowmobiles (8)			$ 64,000.00
	Total Cost			**$ 2,774,416.08**
Impact Fee portion				
15,242	square feet of facilities for vehicles, training & storage	$ 1,239,327.33	$ 384,899.09	$ 1,624,226.42
	Snowmobiles			$ 40,960.00
	Impact Fee Study			$ 13,220.00
	Impact Fee Cost			**$ 1,678,406.42**

Notes:
(1) The facility size and costs for impact fee portion are associated with the future population in the unincorporated County.
(2) Average construction cost of $81.31 per square feet based on RSMeans
(3) Average acquisition cost of centrally located land at $220,000 per acre
(4) Snowmobile assumed to have a useful life of 10 years or more.
(5) Includes 1/5 of the cost of impact fee study as allowed per Section 67-8208, Idaho Code

Road Facilities Analysis

The circulation analysis is based on information from the Teton County Transportation Plan approved in 2002, augmented by County staff as to recent shifts in development and priority projects. The transportation plan analyzes the existing level of service in the City and identifies future circulation needs based on projections of future residential and non-residential development in the study area. The County will be updating the Transportation Plan and upon completion of the updated study, this analysis and impact fee will be amended to reflect the new conditions.

Level of Service

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

The Idaho Department of Transportation level of service for rural roadways is LOS C.

Existing Facilities and Adequacy

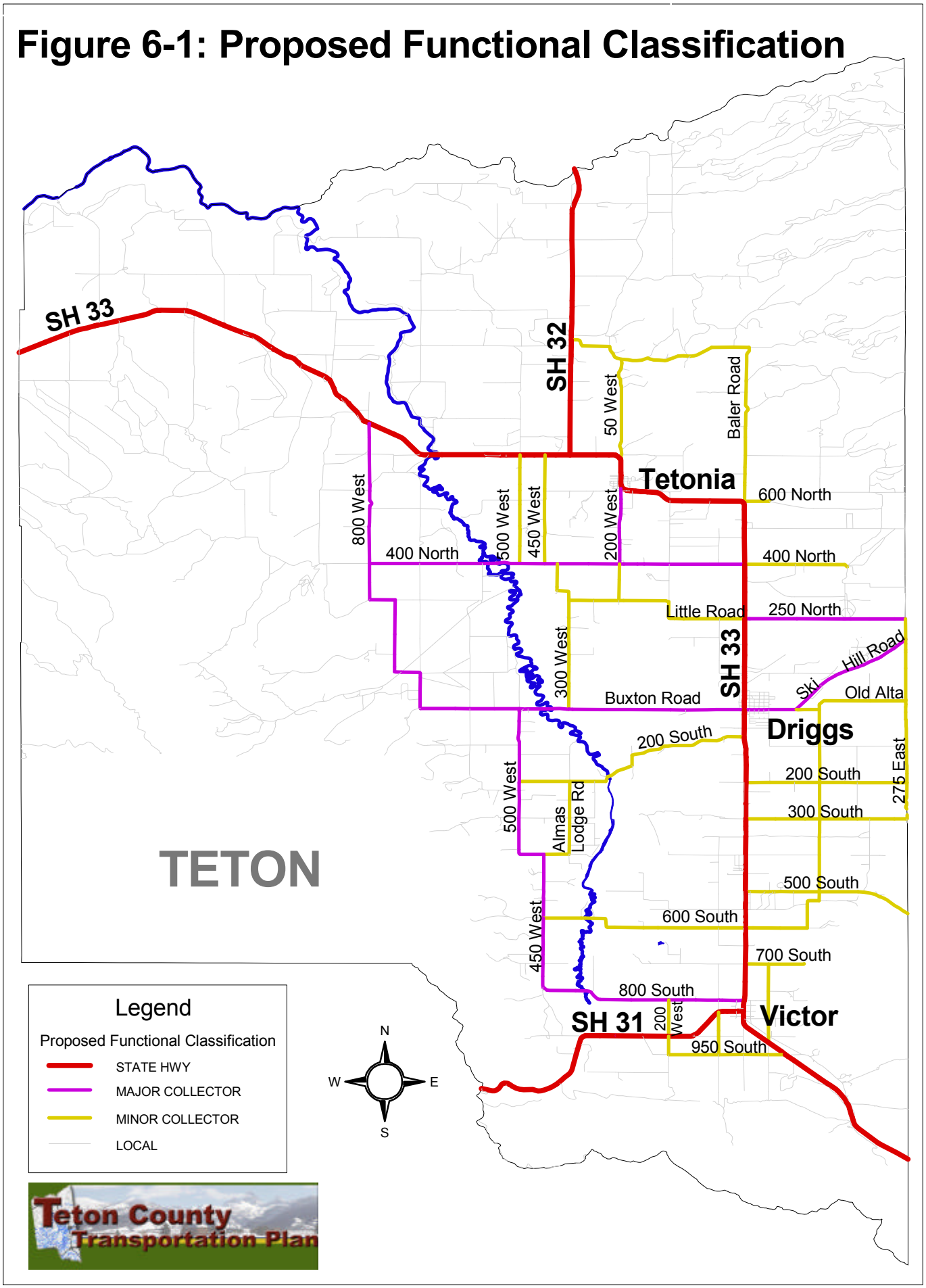
The state highways provide a linkage between population centers within Teton County and the neighboring counties. SH 33 runs in a north to south direction through the eastern side of Teton County, then turning west around Tetonia and connecting to Madison County. Within Teton County, SH 33 is mainly a two lane undivided highway with sections that widen to four lanes. There are two other state highways in the County, SH31 which connects neighboring Madison County through to the City of Victor, and SH 32 which branches off of SH 33 heading north to Ashton. SH 31 and SH 32 are both two lane undivided highways with Teton County.

The functional classification of a roadway provides the basis for determining capacity and existing and future levels of service for the circulation system. In Teton County, these classifications include:

- Arterial (State Highway)
- Major Collector
- Minor Collector
- Local

The functional classification of the roadways is shown in Figure 3. More detailed discussion of existing circulation system can be found in Teton County Transportation Strategic Plan in Appendix C.

Figure 3: Teton County Functional Classification



Future Demand and Capital Improvement Plan

In addition to the analysis of existing facilities, the Teton County Transportation Plan evaluated the need for future improvements based on continued growth and future land use assumptions. Using a combination of volume to capacity ratio and level of service analysis, future project improvements were identified as shown in Table 21. The full discussion of traffic modeling and projections can be found in the Teton County Transportation Plan. The projects covered by the impact fee are those necessitated by future growth. The impact fee projects cannot include improvements related to maintenance or existing deficiencies, but rather focus on those that increase capacity. The project improvements in Table 21 include all projects followed by the portion eligible for impact fee funds. The complete description of future project improvements can be found in Appendix C.

Table 21: Future Park Capital Improvements and Costs

	Type of Capital Infrastructure	Total Project Cost
County		
	250 North, SH-33 to 275 East	$2,626,810
	275 East, Teton Canyon Rd to Ski Hill Road	$612,922
	800 West, Horseshoe Canyon Road north to SH-33	$289,767
	450 West, 800 South to 200 South	$331,163
	200 South, 500 West to 800 West	$82,792
	300 North, 200 South to 400 North	$206,975
	Middle Darby Rd N and S, 200 South to 500 South	$124,186
	275 East, Ski Hill Road to 300 South	$227,674
	800 South, SH-33 to 450 West	$165,582
	300 South, SH-33 to Middle Darby Road	$62,093
	600 South, SH-33 to 450 West	$165,582
	200 West, SH-31 to 800 South	$41,396
	300 North, 400 North to SH-33 (Tetonia)	$82,792
	500 South, SH-33 to Middle Darby Road	$62,093
	400 North, SH-33 to 800 West	$310,464
	Trail Creek Bridge (BrKey 33020/Structr X996410 0.02)	$756,000
	Trail Creek Bridge (BrKey 33025/Structr X996410 0.04)	$756,000
	Teton River Bridge (BrKey 33055/Structr X996410 1.57)	$756,000
	Trail Creek Bridge (BrKey 33037/Structr X996410 102.45)	$756,000
	Spring Cr/N Fk Leigh Cr Bridge (BrKey 33085/Structr X996410 100.16)	$756,000
	Trail Creek Bridge (BrKey 33090/Structr X996410 100.16)	$756,000
	Total Cost	$9,928,291
Impact Fee Portion		
	250 North, SH-33 to 275 East	$2,626,810
	275 East, Teton Canyon Rd to Ski Hill Road	$612,922
	800 West, Horseshoe Canyon Road north to SH-33	$289,767
	Middle Darby Rd N and S, 200 South to 500 South	$124,186
	400 North, SH-33 to 800 West	$310,464
	Impact Fee Study	$ 13,220.00
	Impact Fee Cost	**$3,977,369**

PART IV: IMPACT FEE CALCULATIONS

Based on the build out assumptions, the analysis of impacts to facilities and the costs associated with those impacts, a proportionate share determination is made to ensure that the resulting development impact fee reasonably relates to the service demands and needs for future development. This section will provide the methodology and fee calculation for the following:

- Pathway Facilities
- Recreational Facilities
- Sheriff Facilities
- Emergency Services Facilities
- Road Facilities

Pathways Impact Fee

Pathways facilities primarily benefit the residents within a community. Therefore, only future residential development will be assessed impact fees for pathway facilities. The impact fee for pathways was calculated by dividing the future facilities costs by the future dwelling units. Table 22 identifies the fee per residential unit.

Table 22:
Pathway Impact Fee Calculation

Pathway Fee Calculation		
Pathway Facilities Cost	$	21,179,136.00
Future Dwelling Units		39,553
Impact Fee		
Per Residential Unit	**$**	**535.46**

Recreational Facilities Impact Fee

Similar to pathway facilities, recreational facilities primarily benefit the residents within a community. Therefore, only future residential development will be assessed impact fees for park facilities. The impact fee for recreational facilities was calculated by dividing the future facilities costs by the future dwelling units. Table 23 identifies the fee per residential unit.

Table 23:
Recreational Impact Fee Calculation

Recreational Fee Calculation		
Recreational Facilities Cost	$	6,514,271.06
Future Dwelling Units		39,553
Impact Fee		
Per Residential Unit	**$**	**164.70**

Sheriff Impact Fee

Sheriff Facilities provide a service that benefit both residential and non-residential uses alike. Therefore, impacts on law enforcement facilities will be created by both and impact fees will be assessed to residential and non-residential uses.

To determine an equitable impact fee for both residential and non-residential uses, the total cost of facilities must be fairly apportioned for both land use types. As discussed in the land use assumptions in Part II, it is assumed that existing ratio of non-residential development to residential development will increase slightly over time, resulting in approximately 5,175 acres of future non-residential development or 3% of the total future development. Therefore, the cost is apportioned based on the percentage of future growth for each land use type. Once the share of costs are apportioned, the fee is calculated by dividing the residential share of the total cost by the future dwelling units and the non-residential share of the cost by the future non-residential square footage.

Table 24:

Sheriff Facilities Impact Fee Calculation

Sheriff Facilities Fee Calculation		
Sheriff Facilities Cost	$	14,647,059.35
Residential Share	$	14,195,401.67
Non-residential Share	$	451,657.68
Future Residential Units		39,553
Future Non-Residential Square Feet		45,084,600
Impact Fee		
Residential (per unit)	$	358.90
Non-residential (per 1,000 sf)	$	10.02

Emergency Services Impact Fee

Emergency Service Facilities provide a service that benefit both residential and non-residential uses alike. Therefore, the impact fee for emergency services facilities will be assessed to residential and non-residential uses.

As mentioned in the Sheriff Facilities fee calculation, the total cost of facilities is apportioned between residential and non-residential development. Once the share of costs are apportioned, the fee is calculated by dividing the residential share of the total cost by the future dwelling units and the non-residential share of the cost by the future non-residential square footage.

Table 25:

Emergency Services Impact Fee Calculation

Emergency Services Fee Calculation		
ES Facilities Cost	$	1,678,406.42
Residential Share	$	1,626,650.97
Non-residential Share	$	51,755.45
Future Residential Units		39,553
Future Non-Residential Square Feet		45,084,600
Impact Fee		
Residential (per unit)	**$**	**41.13**
Non-residential (per 1,000 sf)	**$**	**1.15**

Roads/Circulation Impact Fee

The fee calculation applies to both residential and non-residential development.

Determination of Impacts by Land Use

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

Table 26:
Trip Generation Rates by Land Uses

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

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

To calculate the total trips for future residential development, future dwelling units were separated into a total of single-family units and multi-family units. The breakdown between single family and multi-family units is assumed to remain the same in the future with multi-family accounting for approximately 7% of the housing units. Non-residential development was separated into two general categories: Commercial and Industrial. It is assumed that 30% of future non-residential square footage will be commercial while the remaining square footage will be industrial.

The total impact of future development on roadways is calculated by multiplying the trips for each land use category by the future residential dwelling units and non-residential square footage in the study area. The percentage of traffic impact is calculated for each land use. The percentage is then multiplied by the total cost for facilities to identify the proportional cost for each land use.

Table 27: Proportionate Impacts by Land Use

Land Use	Future DUs/SF	Trip Generation Rate	Future Trips	% of Total Trips	Share of Cost
SF	36,784	10 per du	367,843	33.86%	$1,346,871.73
MF	2,769	8 per du	22,150	2.04%	$81,101.95
Commerical	4,704,480	120 per 1,000sf	564,538	51.97%	$2,067,077.38
Industrial	10,977,120	12 per 1000 sf	131,725	12.13%	$482,318.05

Credit for Non-Residential Development

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

To make this adjustment, the 40% reduction in cost is transferred proportionally to the cost of residential development. If the cost was reduced by 40% and not transferred to residential development, the fee would be insufficient and there would be a shortage of funds collected by the City for future improvements. The transfer of the 40% credit is reapportioned to residential development based on the percentage of single family and multi-family units of residential development.

Table 28:
Circulation/Road Facilities
Non-Residential Adjustment

Share of Cost		
SF	$	1,346,871.73
MF	$	81,101.95
Commerical	$	2,067,077.38
Industrial	$	482,318.05
40% Credit to Non-residential		
Commerical	$	826,830.95
Industrial	$	192,927.22
Total to Reapportion	$	1,019,758.17
40% Reapportionment to Residential		
Total from 40% Non-res Credit	$	1,019,758.17
SF	$	961,840.87
MF	$	57,917.30
Adjusted Costs by Land Use		
SF	$	2,308,712.61
MF	$	139,019.25
Commerical	$	1,240,246.43
Industrial	$	289,390.83

Cost per Trip

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

Table 29:
Cost per Trip,
Circulation/Road Facilities

Land Use	Share of Cost		Future Trips	Cost per Trip	
SF	$	2,308,712.61	367,843	$	6.28
MF	$	139,019.25	22,150	$	6.28
Commerical	$	1,240,246.43	564,538	$	2.20
Industrial	$	289,390.83	131,725	$	2.20

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

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

A summary of circulation impact fee calculations is shown on Table 30.

Table 30:
Circulation/Road Impact Fee

Land Use	Impact Fee	
SF (per du)	$	62.76
MF (per du)	$	50.21
Commerical (per trip)	$	2.20
Industrial (per trip)	$	2.20

Table 31:
Summary of Impact Fees

Facilitiy		Residential (per du)	Non-Residential	
Pathways		$ 535.46	n/a	
Recreation		$ 164.70	n/a	
Sheriff		$ 358.90	$ 10.02	per 1000 sf
Emergency Services		$ 41.13	$ 1.17	per 1000 sf
Roads	SF	$ 62.76	$ 2.20	per trip
	MF	$ 50.21		

TOTAL FEE FOR SF $ 1,162.94

PART V: CAPITAL IMPROVEMENTS PHASING

The phasing schedule outlines the expenditures for future capital improvement projects and the corresponding revenues to pay for those expenditures. The purpose of a phasing plan is to provide a planning tool in the evaluation and planning of the County's annual budget. It should be reviewed and updated annually to account for changes in growth and demand for facilities. The timing for the CIP projects is broken down into the following categories:

- Improvements within current fiscal year
- Improvements within 2 to 5 years;
- Improvements within 6 to 10 years
- Improvements within 11 to 20 years

Capital Improvement Phasing

Phasing of capital improvement projects is a difficult but essential task. Capital projects should be correlated with future growth and demand, but the rate of growth is often difficult to project. For the purposes of this phasing schedule a growth rate of approximately 8% is assumed based on an average annual growth rate for the County from 1990 to 2007. This is an educated guess at this time but it will likely be a moving target dependent on a number of factors including the economic market of the region. Changing growth rates will affect the demand and timing of capital facilities.

The CIP phasing is a planning document and not a commitment for spending. Spending authorization occurs when the Board of Commissioners formally adopts the proposed budget and funds are only appropriated for the following fiscal year. The information on projects that will occur in subsequent years is meant only to provide a long range view, identifying upcoming facility projects and costs. The phasing should be reviewed and modified on an annual basis to accommodate changes in growth rate and demand. The phasing schedule is not intended to be a cast in stone, but rather a living and breathing document subject to annual change. It will become a useful tool in the County's annual budgeting process.

The Idaho Impact Fee statutes require that phasing include projected demands not to exceed 20 years. The following capital improvement phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The timing for the CIP projects is broken down into the following categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

One other item that impacts the phasing of capital improvements is time limits on the expenditure of impact fees. As required by the Idaho Development Impact Fee Act, fees accrued through the collection of impact fees must be spent within eight years (with extension up to 11 years) or be refunded. This requirement places significant constraints on the method of phasing used for impact fee distribution for capital improvements. Therefore, it is important that the County re-evaluate the capital improvement phasing on a yearly basis to readjust as needed to changing growth rates and patterns.

Pathways Phasing

The following phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The average annual growth rate from 1990 to 2007 was approximately 8%. Utilizing this growth rate and the assumption that the areas of impact will be part of the cities, the 20 year growth in the unincorporated county is projected to be approximately 20,000.

Therefore, the timing for the CIP projects is based on a twenty year period broken down into the following three categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

PATHWAY FACILITIES

Project Description	Funding Source		Cost
CURRENT YEAR PROJECTS (2008-09)			
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)			
50,160 lin. ft pathway South of Driggs to Tetonia	DIF	$	3,109,920.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)			
23,760 lin. ft pathway along Bates Road	DIF	$	1,473,120.00
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)			
21,912 lin. ft. pathway along Cedron Road	DIF	$	1,358,544.00

Recreational Capital Improvement Phasing

The following phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The average annual growth rate from 1990 to 2007 was approximately 8%. Utilizing this growth rate and the assumption that the areas of impact will be part of the cities, the 20 year growth in the unincorporated county is projected to be approximately 20,000.

Therefore, the timing for the CIP projects is based on a twenty year period broken down into the following three categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

RECREATIONAL FACILITIES

Project Description	Funding Source		Cost
CURRENT YEAR PROJECTS (2008-09)			
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)			
45,000 sf indoor riding arena (Phase I)	OTHER	$	220,000.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)			
45,000 sf indoor riding arena (Phase II)	DIF	$	330,000.00
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)			
	DIF		

Sheriff Capital Improvement Phasing

The following phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The average annual growth rate from 1990 to 2007 was approximately 8%. Utilizing this growth rate, the 20 year growth for the entire county is projected to be approximately 33,000.

Therefore, the timing for the CIP projects is based on a twenty year period broken down into the following three categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

SHERIFF FACILITIES

Project Description	Funding Source		Cost
CURRENT YEAR PROJECTS (2008-09)			
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)			
1,850 square feet of Sheriff facilities (to meet deficiency)	OTHER	$	233,054.81
1,080 sq. ft. of Animal Control facilities (to meet deficiency)	OTHER	$	130,140.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)			
8.4 acres of land acquisition for Sheriff/Jail Facility	DIF	$	1,151,849.38
	OTHER	$	702,210.81
20,000 sq. ft. Sheriff Facility and Jail (Phase 1- 50 beds)	DIF	$	3,205,690.32
	OTHER	$	1,954,309.68
2.17 acres of land acquisition for Animal Control Facility	DIF	$	296,922.15
	OTHER	$	181,014.94
3,000 sq. ft. Animal Control Facility	DIF	$	224,584.70
	OTHER	$	136,915.30
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)			
5,000 Jail Facility (Phase 2 - 50 beds)	DIF	$	801,422.58
	OTHER	$	488,577.42
3,000 sq. ft. Animal Control Facility expansion	DIF	$	224,584.70
	OTHER	$	136,915.30

Emergency Services Capital Improvement Phasing

The following phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The average annual growth rate from 1990 to 2007 was approximately 8%. Utilizing this growth rate, the 20 year growth for the entire county is projected to be approximately 33,000.

Therefore, the timing for the CIP projects is based on a twenty year period broken down into the following three categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

EMERGENCY SERVICES FACILITIES

Project Description	Funding Source		Cost
CURRENT YEAR PROJECTS (2008-09)			
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)			
700 square feet of facilities (expansion to meet deficiency)	Other	$	113,834.00
Snowmobiles (2)	DIF	$	7,455.09
	Other	$	4,544.91
4-Wheelers (2)	Other	$	16,000.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)			
3 acres of land acquisition for Emergency Services	DIF	$	384,899.09
	Other	$	234,648.99
6000 square feet of facilities	DIF	$	303,086.84
	Other	$	184,773.16
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)			
Snowmobiles (3)	DIF	$	14,910.19
	Other	$	9,089.81
4-Wheelers (2)	Other	$	16,000.00

Roadway Capital Improvement Phasing

The following phasing reflects those capital projects projected to occur in a 20 year period. Not all projects are included as it is not anticipated that the County will reach build out in the 20 year window. The average annual growth rate from 1990 to 2007 was approximately 8%. Utilizing this growth rate and the assumption that the areas of impact will be part of the cities, the 20 year growth in the unincorporated county is projected to be approximately 20,000.

Therefore, the timing for the CIP projects is based on a twenty year period broken down into the following three categories:

- ✓ Improvements within current fiscal year
- ✓ Improvements within 2 to 5 years; and
- ✓ Improvements within 6 to 10 years
- ✓ Improvements within 11 to 20 years

ROAD FACILITIES

Project Description	Funding Source		Cost
CURRENT YEAR PROJECTS (2008-09)			
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)			
250 North, SH-33 to 275 East	DIF	$	2,626,810.20
275 East, Teton Canyon Rd to Ski Hill Road	DIF	$	612,922.08
800 West, Horseshoe Canyon Road north to SH-33	DIF	$	289,767.24
450 West, 800 South to 200 South	OTHER	$	331,163.28
200 South, 500 West to 800 West	OTHER	$	82,792.08
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)			
300 North, 200 South to 400 North	OTHER	$	206,975.16
Middle Darby Rd N and S, 200 South to 500 South	DIF	$	124,185.60
275 East, Ski Hill Road to 300 South	OTHER	$	227,674.44
800 South, SH-33 to 450 West	OTHER	$	165,581.64
300 South, SH-33 to Middle Darby Road	OTHER	$	62,092.80
600 South, SH-33 to 450 West	OTHER	$	165,581.64
200 West, SH-31 to 800 South	OTHER	$	41,396.04
300 North, 400 North to SH-33 (Tetonia)	OTHER	$	82,792.08
500 South, SH-33 to Middle Darby Road	OTHER	$	62,092.80
400 North, SH-33 to 800 West	DIF	$	310,464.00
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)			
Trail Creek Bridge (BrKey 33020/Structr X996410 0.02)	OTHER & ITD	$	756,000.00
Trail Creek Bridge (BrKey 33025/Structr X996410 0.04)	OTHER & ITD	$	756,000.00
Teton River Bridge (BrKey 33055/Structr X996410 1.57)	OTHER & ITD	$	756,000.00
Trail Creek Bridge (BrKey 33037/Structr X996410 102.45)	OTHER & ITD	$	756,000.00
Spring Cr/N Fk Leigh Cr Bridge (BrKey 33085/Structr X99(	OTHER & ITD	$	756,000.00
Trail Creek Bridge (BrKey 33090/Structr X996410 100.16)	OTHER & ITD	$	756,000.00

PART VI: FINANCING OPTIONS

As required by Idaho Impact Fee Statute, this section identifies funding sources available to the County for the financing of capital improvements. Impact fees are a key source of funding for future capital improvements, but often work best in conjunction with other funding sources such as local bonds. The bonds can provide the money for capital facilities at the front end and the impact fees can be used to pay down the bond as they are collected with each new development. The funding options discussed in this section include the following:

- General Taxes
- Dedicated Taxes
- Local Bonds
- User Fees
- Special Districts
- State Grants & Assistance
- Federal Grants & Assistance

Financing Options

There are a number of ways the County can finance its present and future capital facility needs. This section briefly describes some of the most widely used financing mechanisms.

General Taxes

The County can levy property taxes, sales tax and a tax-like business license fee which would form the main sources of revenue for the City. Any of these taxes can be used to construct or improve capital facilities, but as a practical matter virtually all revenues the City generates are needed for the day-to-day operations of the City government, making it necessary to find other ways to finance capital facilities.

Dedicated Taxes

Dedicated taxes are funds that are received from specified sources and disbursed to pay for a specific function of government. The transient room tax (TRT) is a good example of a dedicated tax. A TRT is imposed on lodgings within the County and is a source of revenue. However, the funds received are limited to costs for tourism promotion and the provision of facilities that help accommodate visitors to the area.

Local Bond

Local governments can borrow money to finance capital facilities projects by issuing bonds. There are two basic types of bonds. General obligation (GO) bonds are repaid using a dedicated property tax levy. Revenue bonds, which are often used to install or improve water and sewage utilities, are repaid with user fees. Bonds can generally be issued only if approved by a vote of the jurisdiction's taxpayers.

Impact Fees

Impact fees can be a significant funding source to finance large scale public facilities and services. Impact fees are intended to ensure that new development pay its proportional share of public facilities based on the impacts created by this new development.

User Fees

User fees are usually authorized by statute for specific uses and are typically required for connection to sewer and water systems. The fees are used as a revenue source to maintain the systems in proper operating condition and for the construction of facilities needed to meet demand.

Special Districts

Special districts can be created to help finance the provision and, in many cases, maintenance of new facilities that benefit specific areas. People within a special district must pay an additional property tax levy or user fees to help repay the bonds issued by the district and finance its ongoing operations.

Idaho law allows the County to form improvement districts and special service districts. The residents of an area may also petition to have a special district created. The procedures are slightly different for each type of district, but all involve an opportunity for property owners to protest the formation of the district.

Assuming that a majority of property owners in an area are willing, special districts might be used to finance water and sewer facilities, major roadways and other public facilities that serve specific areas.

State Grants and Assistance Programs

The State of Idaho has a variety programs intended to assist local jurisdiction in financing public facilities and services. These programs generally must be used for specific projects and by which an application requesting the assistance must be provided to the state. The financial assistance from the state can be in the form of a proprietary option to purchase state property, funds clear of the need from repayment, matching funds and/or low interest loans. Some of the funds are also matched by the federal government, but are still managed by the state.

Federal Assistance

The federal government also provides a variety of programs available to local jurisdictions for financial assistance. One of the more common funding sources is the Community Development Block Grant (CDBG) funds. Other typical sources of funds are federal matching funds for state run assistance programs. It must be noted that by the end of the 1980s, the funds available from the federal government have substantially decreased. Other available funding sources are as follows:

Economic Development - Grants For Public Works And Infrastructure Development - The objective of this grant is to promote economic development and assist in the construction of facilities needed to encourage the creation and retention of permanent jobs in areas experiencing severe economic distress. The facilities can include water and sewer systems, industrial access roads to industrial parks, rail road siding and spurs, tourism facilities, vocational schools, business incubator facilities and infrastructure improvements for industrial parks. The basic grant may fund up to 50% of the cost of the facilities. For communities that are severely depressed the grant may fund up to 80% of the cost of the facilities.

Community Development Block Grants - Although not as plentiful as they once were, Community Development Block Grants (CDBG) are still available for wide variety of infrastructure improvements needed by local governments.

National Scenic Byway Grants - Administered by the Federal Highway Administration, this program aims to fund projects that are on or adjacent to Service lands or scenic byways. A scenic byway is a road or trail that has been designated as a National Scenic Byway, an All-American Road, or a State Scenic Byway. The grant will fund up to 80% of the costs of a scenic byway project

Recreational Trails Program - Funding for this program comes from the passage of TEA-21. Funds are provided to States for the purpose of developing, maintaining, and/or restoring both non-motorized and motorized recreational trails and trail-related facilities. Each State administers its own program, but must divide their funds accordingly: 30% for non-motorized trail uses, 30% for motorized trail uses, and 40% for diverse trail uses. Grants commonly range in value from $2,000 to $50,000 and will fund up to 80% of the project's costs.

PART VII: IMPLEMENATION

This section addresses the implementation of the impact fee study and the mechanics of collecting the impact fee. The implementation measures to be discussed include:

- Adoption of Capital Improvement Plan and Impact Fee Ordinance
- Application of impact fees
- Timing of collection
- Method of collection
- Inflationary adjustment index
- Monitoring CIP/Impact Fee

Capital Improvement Plan & Impact Fee Ordinance

The capital improvement plan shall be adopted according to the requirements of the local planning act. Upon adoption of this capital improvement plan, the County must then incorporate the capital improvement plan as an element within the Comprehensive Plan pursuant to section 67-8208.

Concurrent or following the adoption of the capital improvement plan, the County shall hold a public hearing to consider adoption of the ordinance authorizing the imposition of the impact fee. The impact fee will take effect no sooner than 30 days following the adoption of the ordinance.[21]

Application of Impact Fees

All new construction, residential and non-residential, will be subject to development impact fees. For additions and expansions, the key determination is intensification.

For example, the remodel and expansion of a single family home that resulted in simply a larger single family home would not be subject to impact fees. A single family home that is torn down and replaced with two dwelling units would be required to pay impact fees for the intensification. Therefore, the impact fee would be required for one dwelling unit.

For non-residential development, the concept of intensification is the same. For example, the expansion of a 6,000 square foot building to a 10,000 square foot building would intensify the use and increase the traffic generation rates for the site. In this instance, the development impact fee would apply to the additional 4,000 square feet.

Timing of Fee Collection

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

Fee Collection/Accounting

The method the County uses to collect fees is critical to ensure that fees are collected in a proper manner and accounted for in order to withstand any legal challenges. It is recommended that the fees for each facility be charged separately. Although this may sound cumbersome, it is the best way to guarantee an accurate accounting of all fees collected. The basic premise of collecting impact fees is that the fees will be used for specific facilities that are being impacted by the new development. The County is required to account for every penny collected and to set up separate accounts for holding and subsequently spending these fees. Money collected

[21] See section 67-8206

for parks cannot be spent on circulation. Monies collected to pay for a circulation facility cannot be spent somewhere else in the County. Another reason fees should be collected separately is that if one fee is successfully challenged in the courts, the remaining fees will remain intact. In other words, successful challenge of one fee will not invalidate the entire fee program. From the developer's point of view, it makes no difference if the fees are accounted for separately. The developer would receive a cost accounting of individual fees, but only one check for the total fee would be required.

Inflationary Adjustment Index

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

Monitoring of CIP & Impact Fees

The Development Impact Advisory Committee plays a key role in the development and the continued monitoring of the capital improvement plan and impact fees. The committee will regularly review the capital improvement plan and impact fee and make recommendations to the County as to the need update or revise land use assumptions, changing facilities needs or fees.

The County must update the capital improvement plan at least once every five years, starting from the date of adoption. The County is also required to adopt a capital budget on an annual basis.[22]

[22] Section 67-8208(2), (3)

APPENDIX A: LAND USE SURVEY AND ASSUMPTIONS

10 du per 100 acres

SUB	Acreage	Lots	Existing Units	Vacant Lots	Map		Density	
Appaloosa Ridge	157	25	0	25	6N44E			0.16
Big Game View Ranch	319	13	0	13	6N44E			0.04
Bridle Crest	2274	413	0	413	6N43E	prelim		0.18
Canyon Creek Ranch	1837	350	0	350	6N43E	prelim		0.19
J Lazy H	6400	1130	0	1130				0.18
Ridgeline Ranch	314	82	1	81	6N44E	prelim		0.26
River Rim	5659	650	4	646	6N44E			0.11
West Ridge Ranch	80	82	0	82	6N44E	prelim		1.03
	17040	2745	5	2740			**0.16**	**0.26869**
							overall	average

includes Division 2, Phase I, Ranch and Ranch Phase 2

0.12287

Total Acreage for 10per100	59905
Subdivision Acreage	17040
Unsubdivided Acreage	42865

Unsubdivided Acreage	42865
multiplied by 0.1	4286

	Total Units	Existing Units Sub Units	Outside Sub
7N43E	8	0	8
6N43E	15	0	15
7N44E	8	0	8
6N44E	41	5	36
7N45E	5	0	5
6N45E	0	0	0
Total	**77**	**5**	**72**

Build out units not in sub	4286
Existing units not in sub	72
Future units not in sub	4214
Vacant Subdivision lots	2740
Total Future Units	**6954**

20 units per 100 acres

SUB	Acreage	Lots	Existing Units	Vacant Lots	Map	Section		Density
Briarwood Sub	7	3	3	0	4n45e	15		0.40
Flying I	20	3	0	3	5n44e	23		0.15
Highland Meadows	136	29	0	29	5n45e	10		0.21
Lerwill Lots	100	14	5	9	5n44e	8		0.14
Mead	40	2	0	2	5n44e	11		0.05
Meadow View Estates	58	8	2	6	4n45e	15		0.14
Packsaddle Creek Estates I	169	71	29	42	5n44e	8		0.42
Packsaddle Creek Estates II	29	18	6	12	5n44e	8		0.61
River Bend Ranchettes	159	33	16	17	4n45e	29		0.21
River Meadows	81	80	26	54	4n45e	22		0.99
Sage Creek	38	14	2	12	5n45e	16		0.37
Sage Grouse Meadows	200	10	1	9	5n44e	11		0.05
Unknown	140	18	1	17	5n44e	23		0.13
Vista Ridge Ranch	330	50	0	50	5n44e	3	prelim	0.15
West Ridge Ranch	248	82	0	82	5n44e	4	prelim	0.33
	1756	435	91	344				0.25 overall / 0.29 average

Total Acreage for 20per100	28741
Subdivision Acreage	1756
Unsubdivided Acreage	26985

Unsubdivided Acreage	26985
multiplied by 0.2	5397

	Total	Existing Units Subdivision	Outside Sub	
5n44e	63	42	21	
5n45e	11	2	9	
4n45e	58	47	11	
	132	91	41	# of units not in subdivision

Build out units not in sub	5397
Existing units not in sub	41
Future units not in sub	5356
Vacant Subdivision lots	344
Total Future Units	**5700**

30 du per 100 acres

SUB	Acreage	Type	Lots	Existing Units	Vacant Lots	Map	density
154 West 400 North	10	Subdivision	2	2	0	5n45e	0.20
260 East 500 North	14	Mini Sub	10	3	7	6N46e	0.71
521 West 625 South	10	Mini Sub	9	1	8	4n44e	0.92
7 Arrows	5	Mini Sub	7	0	7	6N46e	1.41
702 North 100 East	18	Mini Sub	3	2	1	6N46e	0.17
97 East 500 North	19	Mini Sub	8	0	8	5n45e	0.42
Aspen Grove	60	Subdivision	34	14	20	3n45e	0.57
Badger Creek I	43	Subdivision	17	3	14	6n45e	0.40
Badger Creek II	31	Subdivision	11	2	9	6n45e	0.35
Badger Creek Ranch	160	Subdivision	12	1	11	6n45e	0.07
Barley Acres	10	Mini Sub	7	0	7	5n44e	0.70
Beard Sub	20	Mini Sub	2	1	1	7n45e	0.10
Blue Indian	142	Preliminary	41	0	41	5n44e	0.29
Browns Acres	7	Mini Sub	2	2	0	3n45e	0.30
Buttermilk Draw Ranch	30	Mini Sub	8	6	2	5n44e	0.27
Cache Tracts Ammended	40	Mini Sub	16	0	16	5n45e	0.40
Cache Vista	19	Subdivision	10	2	8	5n45e	0.53
Chimera	5	Subdivision	1	0	1	6n45e	0.20
Clawson Townsite	39	Townsite	37	13	24	6n45e	0.95
Country Lane Ranchettes	10	Subdivision	7	2	5	6n45e	0.69
Crandall Springs	20	Mini Sub	9	1	8	4N46E	0.45
Crane Creek PUD	14	Subdivision	2	1	1	4n44e	0.14
CrookedCreek	25	Preliminary	8	2	6	5n45e	0.31
Daydream Ranch	81	Subdivision	37	0	37	5n45e	0.46
Dream Catcher Estates	20	Subdivision	11	1	10	5N46E	0.56
Dry Ridge Estates	139	Subdivision	21	1	20	6n45e	0.15
Dry Ridge Ranch	94	Subdivision	25	0	25	6n45e	0.27
Elkridge	20	Subdivision	19	0	19	5N46E	0.94
Fischer-Neff	160	Subdivision	22	11	11	6n45e	0.14
Flying Mountain	10	Preliminary	2	1	1	5n44e	0.20
Forest Ridge	66	Subdivision	16	3	13	4n44e	0.24
Galloway Hills I	33	Subdivision	26	5	21	6N46e	0.79
Galloway Hills II	19	Subdivision	14	3	11	6N46e	0.75
Galloway Hills III	36	Subdivision	18	5	13	6N46e	0.50
Galloway Hills IV-1	33	Subdivision	10	2	8	6N46e	0.30
Galloway Hills IV-2	53	Subdivision	9	7	2	6N46e	0.17
Galloway Hills IV-3	34	Subdivision	11	7	4	6N46e	0.33
Galloway Hills IV-4	58	Subdivision	7	0	7	6N46e	0.12
Galloway Hills IV-5	10	Subdivision	3	0	3	6N46e	0.31
Grand Targhee Ski Ranches	318	Unofficial	40	14	26	6n45e	0.13
Grand Teton Estates	66	Subdivision	56	8	48	7n45e	0.85
Grouse Creek I	40	Subdivision	10	1	9	6n45e	0.25
Grouse Creek II	59	Subdivision	17	3	14	6n45e	0.29
Grove Creek	80	Subdivision	46	29	17	3n45e	0.58
Haden Hollow	39	Subdivision	4	0	4	6n45e	0.10
Hamblin Acres	5	Subdivision	3	4	-1	3n45e	0.57
Hatches Corner I	18	Subdivision	13	3	10	6n45e	0.73
Hatches Corner II	20	Subdivision	3	2	1	6n45e	0.15
Hay Fields	40	Subdivision	28	0	28	5n45e	0.70
Heart R	21	Subdivision	12	1	11	5N46E	0.58
HighlandRanch	98	Preliminary	11	0	11	6n45e	0.11
Horseshoe Creek Ranch	128	Subdivision	25	6	19	5n44e	0.20
Horseshoe Meadows	156	Subdivision	25	1	24	5n44e	0.16
Knothole Sub	8	Subdivision	3	1	2	6n45e	0.39
Leigh Creek Estates	163	Subdivision	43	6	37	5n45e	0.26
Leigh Meadows	65	Subdivision	8	1	7	6n45e	0.12
Los Pinos	38	Subdivision	25	0	25	5n45e	0.66
Luck E Leven Estates	239	Subdivision	45	1	44	6n45e	0.19
Mahogany Ridge	2668	Preliminary	1300	11	1289	4n45e	0.49
Majestic Mountain Phase I	15	Subdivision	13	1	12	7n45e	0.88
Majestic Mountain Phase II&II	104	Subdivision	37	0	37	7n45e	0.36
Majestic Mountain Ranch	135	Preliminary	44	0	44	7n45e	0.33
Minson Lot	18	Subdivision	2	1	1	4n44e	0.11

30 du per 100 acres

Moose Meadows	28	Preliminary	8	0	8	5N46E		0.28
Mountain Ridge	12	Subdivision	3	0	3	5N46E		0.26
Mountain Valley Estates	40	Subdivision	17	2	15	6n45e		0.43
Mountain View	119	Subdivision	38	13	25	6n45e		0.32
Mountains Edge	103	Preliminary	11	0	11	6n45e		0.11
North End Ranches	42	Subdivision	24	3	21	6n45e		0.57
North Leigh Creek Ranch	89	Subdivision	28	0	28	6n45e		0.31
Northridge Ranch	79	Preliminary	14	0	14	6n45e		0.18
Obsidian Meadows	49	Subdivision	16	0	16	6n45e		0.32
Paradise Springs	34	Subdivision	15	1	14	4n45e		0.44
Patterson Creek Estates	17	Subdivision	2	1	1	4n45e		0.12
Perfect Drift	38	Subdivision	21	0	21	5N46E		0.55
Peztold Division	239	Unofficial	37	9	28	7n45e		0.15
Pine Ridge Ranch Addendum	20	Subdivision	8	0	8	3n45e		0.40
Pine Ridge Sub	119	Subdivision	28	0	28	3n45e		0.23
Quicksilver	160	Preliminary	56	0	56	6n45e		0.35
Rammell Mountain	8	Subdivision	2	2	0	6n45e		0.25
Reece Ridge Lands	53	Unofficial	15	3	12	7n45e		0.28
Reserve At Badger Creek	74	Preliminary	22	0	22	6n45e		0.30
Rosen Acres	79	Subdivision	25	1	24	6n45e		0.32
Saddle Bluff Ranch	85	Subdivision	31	0	31	5n45e		0.36
Scenic River Estates	160	Preliminary	51	0	51	5n44e		0.32
Shooting Star	88	Subdivision	15	2	13	4N46E		0.17
Shooting Star II	125	Subdivision	27	2	25	4N46E		0.22
Singing Grass	79	Preliminary	28	0	28	6n45e		0.35
Snow Crest Ranch	92	Subdivision	29	2	27	5N46E		0.32
Snowy Meadows	181	Subdivision	34	6	28	6n45e		0.19
Solitude	85	Unofficial	33	0	33	6n45e		0.39
Sorensen Creek	214	Subdivision	32	13	19	4N46E		0.15
South Leigh Creek Ranch	119	Subdivision	24	0	24	6n45e		0.20
Spring Creek Manor	10	Subdivision	12	6	6	6n45e		1.16
Spring Hollow Ranch I	512	Subdivision	25	0	25	6n45e		0.05
Spring Hollow Ranch II	364	Subdivision	25	0	25	6n45e		0.07
Spud Curtain	10	Subdivision	10	1	9	6n45e		1.01
State Line Plat	20	Subdivision	6	2	4	6N46e		0.30
Stillwater Ranch	70	Subdivision	21	1	20	5N46E		0.30
Streubel Acres	16	Subdivision	2	1	1	3n45e		0.13
Summit View	60	Subdivision	12	3	9	5N46E		0.20
Surprise Valley	37	Subdivision	24	1	23	5N46E		0.64
Syringa Park I	17	Subdivision	7	4	3	4n44e		0.40
Syringa Park First Addition	66	Subdivision	26	14	12	4n44e		0.39
Targhee Hills Ranch	78	Preliminary	140	4	136	6n45e		1.79
Teton Highlands	21	Subdivision	14	8	6	4N46E		0.66
Teton Rancheros	80	Subdivision	47	15	32	6N46e		0.59
Teton Shadows	15	Subdivision	5	5	0	6N46e		0.34
Teton Sunrise	10	Subdivision	8	0	8	5n44e		0.79
Teton Valley Lodge I	21	Subdivision	21	9	12	4n45e		0.99
Teton Valley Lodge II	9	Subdivision	8	4	4	4n45e		0.91
Teton Valley Lodge III	22	Subdivision	8	13	-5	4n45e		0.37
The Ranch	161	Preliminary	43	0	43	4n45e		0.27
The Vista At Waters Edge	140	Subdivision	44	0	44	5n45e		0.32
Tolman	20	Preliminary	2	0	2	6n45e		0.10
Trouts Teton Valley Ranch	225	Subdivision	46	15	31	5n45e		0.20
Unofficial Sub	62	Unofficial	12	3	9	7n45e		0.19
Unofficial Sub	21	Unofficial	15	6	9	5n45e		0.72
Unofficial Subdivision	479	Unofficial	54	4	50	5n45e		0.11
Vista Meadows	80	Subdivision	10	1	9	4n44e		0.12
We Gotta Ranch	12	Subdivision	3		3	7n45e		0.26
West Meadows	30	Subdivision	11	0	11	5n44e		0.37
West Valley Estates	40	Subdivision	16	2	14	4n45e		0.40
Whitetail	35	Preliminary	14	1	13	6n45e		0.40
Wild Horse	80	Subdivision	15	1	14	6n45e		0.19
Willow Bud	17	Mini Sub	3	0	3	6n45e		0.18
Woodland Hills	160	Subdivision	35	7	28	7n45e		0.22
Wydaho	38	Preliminary	15	0	15	5N46E		0.39
	11826		3780	389	3391		**0.32**	**0.393002**

30 du per 100 acres

Total Acreage for 30per100	62235
Subdivision Acreage	11826
Unsubdivided Acreage	50409

Unsubdivided Acreage	50409
multiplied by 0.3	15123

	Existing Units	
	TOTAL	SUBDIVISION
7n45e	69	32
6n45e	262	99
5n45e	65	37
5n44e	32	14
4n45e	69	41
4n44e	101	25
3n45e	118	50
6N46e	80	56
5N46E	18	9
4N46E	32	26
	846	**389**

Build out units not in sub	15123
Existing units not in sub	457
Future units not in sub	14666
Vacant Subdivision lots	3391
Total Future Units	**18057**

50-80 du per 100 acres

SUB	Acreage	Lots	Existing Units	Vacant Lots	Map	density	
30 East 400 North	20	2	1	1	4n45		0.10
341 North 50 West	11	3	1	2	5n45		0.28
350 North 10 West	23	4	1	3	5n45		0.17
350 North 20 West	10	3	1	2	5n45		0.29
350 North 30 West	54	13	6	7	5n45		0.24
51 East 400 South	20	2	2	0	4n45		0.10
70 West 350 South	10	4	2	2	4n45		0.40
Alta Vista I	16	11	4	7	5n46		0.68
Alta Vista II	30	15	4	11	5n46		0.51
Aspen View	21	8	0	8	4n46		0.38
Barrell Roll Ranch	40	5	0	5	4n45		0.12
Bear Creek	9	5	3	2	5n46		0.57
Bear Creek Estates II	17	8	3	5	5n46		0.47
Bridger Ridge	20	2	0	2	5n46		0.10
Chapin Estates	20	2	0	2	4n45		0.10
Cherry Grove	241	35	0	35	4n45		0.14
Crestview Estates	20	8	1	7	4n45		0.39
D Lazy T	29	11	3	8	5n46		0.37
Darby Flats	7	3	2	1	4n45		0.40
Dry Creek Ranch	70	22	0	22	5n45		0.32
East Rendezvous	79	27	12	15	4n45		0.34
Edelweiss	21	7	0	7	5n46		0.34
Fairfield	10	2	1	1	4n45		0.20
Four Peaks Estates I	128	27	13	14	5n45		0.21
Four Peaks Estates II	39	14	4	10	5n45		0.36
Four Peaks Estates III	121	45	15	30	5n45		0.37
Fox Creek Country Club Estates	42	67	35	32	4n45		1.58
Fox Creek Villiage	88	35	2	33	4n45		0.40
Grand View Ranch	98	18	2	16	5n46		0.18
Hamstead	16	3	2	1	4n46		0.19
Hansen Meadows	34	6	2	4	4n45		0.17
Hastings Farm Country Homes	75	23	5	18	5n46		0.31
Iron Wood	34	24	10	14	4n45		0.70
Jackalope Acres	28	21		21	4n45		0.76
Lazy V Ranch	10	4	0	4	4n45		0.40
Lovers Lane	77	13	13	0	4n45		0.17
Matheson Sage Acres	8	2	2	0	4n45		0.26
Matheson Sage Acres II	11	8	1	7	4n45		0.70
Mountain Legends Ranch	195	108	0	108	5n46		0.55
Murdock Acres	42	38	32	6	4n45		0.91
Padahia Meadows	38	6	5	1	4n46		0.16
Peak View Estates	51	19	3	16	4n45		0.37
Pinnacle	20	8	2	6	4n45		0.39
Pioneer	20	3	1	2	4n45		0.15
PJ Clarke Tree Farm	5	2	1	1	5n46		0.42
R-H	20	2	2	0	4n45		0.10
Saddlehorn Ranch	259	128	24	104	5n46		0.49
Sheeks	8	4	3	1	4n45		0.52
SKOL	20	10	1	9	4n46		0.50
Sweet Home Ranches	81	29	14	15	4n45		0.36
Teewinot	248	85	30	55	5n46		0.34
Teton Meadows	42	13	3	10	5n46		0.31
Teton Ranchettes	79	33	20	13	4n45		0.42
Teton Saddleback Vistas Phase 1	175	30	4	26	4n45		0.17
Teton Saddleback Vistas Phase 2	291	30	0	30	4n45		0.10
Teton Saddleback Vistas Phase 3	419	27	0	27	4n45		0.06
Teton Saddleback Vistas Phase 4	219	19	0	19	4n45		0.09
The Meadows	15	4	3	1	4n45		0.27
The Shire	22	4	4	0	4n46		0.18
Twin Spruce I	6	6	2	4	4n45		0.98
Twin Spruce II	17	8	6	2	4n45		0.48
Valley Estates	37	29	16	13	4n46		0.78
Valley View	102	7	0	7	5n45		0.07
Valley Vista Estates	38	114	18	96	4n45		2.96
Wautering Hole	10	2	1	1	4n45		0.20
West Darby Flats	5	2	0	2			0.40
Windermere Estates	58	14	8	6	4n46		0.24
Zahnow Peak	125	45	16	29	4n45		0.36
	4277	1341	372	969		**0.31**	**0.39885**

50-80 du per 100 acres

Total Acreage for 50-80per100	9497
Subdivision Acreage	4277
Future Non-residential Acreage	80
Unsubdivided Acreage	5140

Unsubdivided Acreage	5140
multiplied by 0.65	3341

	Existing Units		
# of units not in subdivision	**Total**	**sub**	**Outside**
5n45	56	41	15
5n46	110	82	28
4n45	269	213	56
4n46	69	36	33
	504	372	132

Build out units not in sub	3341
Existing units not in sub	132
Future units not in sub	3209
Vacant Subdivision lots	969
Total Future Units	4178

80 du per 100 acres

SUB	Acreage	Lots	Existing Units	Vacant Lots	Map	Section	Density	
27 East 550 south	21	2	2	0	4n45	25		0.10
528 South 50 West	21	2	1	1	4n45	26		0.10
Alpine Acres	13	11	0	11	4n45	26		0.87
Alpine View	17	7	4	3	4n45	1		0.40
Bridger Estates	5	2	2	0	4n45	26		0.40
Chapin Church House	3	2	1	1	4n45	26		0.77
Cottonwood Ranches	40	15	5	10	5n46	17		0.37
Cottonwood Shadows	55	21	11	10	4n45	27		0.38
Eagle Rest	38	10	1	9	5n46	20		0.27
Falcon Creek	80	26	6	20	5n46	20		0.32
Fox Creek	80	14	8	6	4n45	25		0.17
Fox Creek Estates	19	8	6	2	4n45	26		0.42
Fox Creek Flats	8	3	1	2	4n45	25		0.36
Horizon Park Ranch	51	10	3	7	4n45	26		0.20
Kellson Korners	5	4	1	3	4n45	26		0.73
Larkspur Meadows	17	4	1	3	4n45	25		0.24
Old Farm	51	3	0	3	5n46	30		0.06
R.O.S. Family Breakoffs	13	16	4	12	4n45	1		1.26
Red Fox Ranch	51	33	11	22	5n46	20		0.65
Red Fox Ranch Ammended	16	5	2	3	5n46	20		0.31
River Meadows	80	84	0	84	4n45	27		1.05
Skimeister	23	5	3	2	4n45	25		0.22
Spruce Hill	2	1		1	4n46	30		0.62
Targhee Hill Estates*	273	101	0	101	5n46	20		0.37
Teton Creek Resort	96	15		15	5n46	20		0.16
Teton Creek Resort Phase II	19	20	22	-2	5n46	20		1.07
Teton Retreat	58	28	6	22	5n46	17		0.49
Teton View Estates	104	44	35	9	4n45	26		0.42
Teton View Estates II	12	12	7	5	4n45	26		1.00
The Overlook at Fox Creek	55	19	2	17	4n46	30		0.34
The Grand Reserve	40	14	1	13	4n45	1		0.35
The Views	19	5	2	3	4n45	26		0.26
Thistle Creek Estates	40	32	26	6	4n45	26		0.79
Thistle Creek Estates II	40	30	22	8	4n45	26		0.74
Tzi-Tzi	20	4	2	2	4n45	25		0.20
	1484	612	198	414			0.412266	**0.47**
							Overall	Average

*targhee hill estates and targhee hills III

Total Acreage for 80per100	6915
Subdivision Acreage	1484
Unsubdivided Acreage	5430

Unsubdivided Acreage	5430
multiplied by 0.8	4344

	Existing Units Total Units	SUB	Outside SUB
5n46	66	53	13
4n45	192	143	49
4n46	24	2	22
3n45E	11	0	11
	293	**198**	**95**

Build out units not in sub	4344
Existing units not in sub	95
Future units not in sub	4249
Vacant Subdivision lots	414
Total Future Units	4663

APPENDIX B: CONSTRUCTON COST ESTIMATES

May 5, 2008

Pathways Cost Estimate:
Per conversations with HK Contractors, Jeff Trosper, in Idaho Falls the following quote is for a one mile long, 10' pathway on level ground. It does not take into account engineering or land acquisition, strictly building costs.

$27 per Square Yard

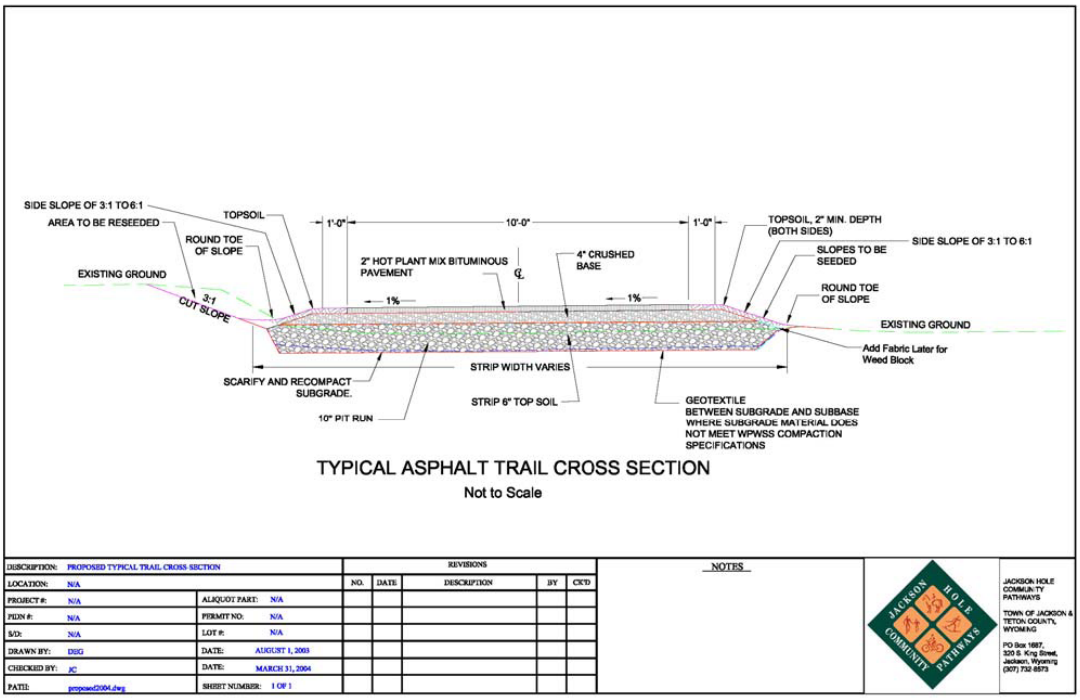
10' wide pathway = 3.333 yards wide path

1,760 yards = 1 mile

1,760
<u>X $27</u>
$47,520 (3 foot wide path)

<u>X 3.333 (10 foot wide pathway)</u>
$158,384

<u>Below are the specifications used for the quote.</u>



RSMeans QuickCost Estimator

Project Title:	{Not Provided}
Model:	Warehouse
Construction:	Tiltup Concrete Panels / Steel Frame
Location:	IDAHO FALLS, ID
Stories:	1
Story Height (l.f.):	24
Floor Area (s.f.):	16,888
Data Release:	2007
Wage Rate:	Union
Basement:	Not included

Costs are derived from a building model with basic components. Scope differences and market conditions can cause costs to vary significantly.

Cost Ranges	Low	Med	High
Total:	$836,550	$929,500	$1,161,875
Contractor's Overhead & Profit:	$209,138	$232,375	$290,469
Architectural Fees:	$52,810	$58,677	$73,347
Total Building Cost:	**$1,098,497**	**$1,220,552**	**$1,525,691**
		$72.27/sf	$90.34/sf

AVERAGE $81.31

Important note: *These costs are not exact and are intended only as a preliminary guide to possible project cost. Actual project cost may vary greatly depending on many factors. RSMeans uses diligence in preparing the information contained here. RSMeans does not make any warranty or guarantee as to the accuracy, correctness, value, sufficiency or completeness of the data or resulting project cost estimates. RSMeans shall have no liability for any loss, expense or damage arising out of or in connection with the information contained herein.*

RSMeans QuickCost Estimator

Project Title:	{Not Provided}
Model:	Jail
Construction:	Face Brick with Concrete Block Back-up / Steel Frame
Location:	IDAHO FALLS, ID
Stories:	3
Story Height (l.f.):	12
Floor Area (s.f.):	37,500
Data Release:	2008
Wage Rate:	Union
Basement:	Not included

Costs are derived from a building model with basic components. Scope differences and market conditions can cause costs to vary significantly.

Cost Ranges	Low	Med	High
Total:	$5,294,700	$5,883,000	$7,353,750
Contractor's Overhead & Profit:	$1,323,675	$1,470,750	$1,838,438
Architectural Fees:	$366,889	$407,654	$509,568
Total Building Cost:	**$6,985,264**	**$7,761,404**	**$9,701,755**

Important note: *These costs are not exact and are intended only as a preliminary guide to possible project cost. Actual project cost may vary greatly depending on many factors. RSMeans uses diligence in preparing the information contained here. RSMeans does not make any warranty or guarantee as to the accuracy, correctness, value, sufficiency or completeness of the data or resulting project cost estimates. RSMeans shall have no liability for any loss, expense or damage arising out of or in connection with the information contained herein.*

RSMeans QuickCost Estimator

Project Title:	{Not Provided}
Model:	Office 1 Story
Construction:	Wood Siding / Wood Truss
Location:	IDAHO FALLS, ID
Stories:	1
Story Height (l.f.):	12
Floor Area (s.f.):	12,000
Data Release:	2008
Wage Rate:	Union
Basement:	Not included

Costs are derived from a building model with basic components. Scope differences and market conditions can cause costs to vary significantly.

Cost Ranges	Low	Med	High
Total:	$815,850	$906,500	$1,133,125
Contractor's Overhead & Profit:	$203,963	$226,625	$283,281
Architectural Fees:	$67,099	$74,554	$93,193
Total Building Cost:	**$1,086,911**	**$1,207,679**	**$1,509,599**

Do You Need a More Comprehensive Estimate With Current Cost Data and Your Own Detailed Project Specifications?

Access the Custom Cost Estimator, a paid subscription service, to reference a comprehensive library of square foot models updated and localized for the United States to create a customized online estimate specific to your individual project! - **All from RSMeans, *The Industry Source!***

[click here to view a sample report]

Important note: *These costs are not exact and are intended only as a preliminary guide to possible project cost. Actual project cost may vary greatly depending on many factors. RSMeans uses diligence in preparing the information contained here. RSMeans does not make any warranty or guarantee as to the accuracy, correctness, value, sufficiency or completeness of the data or resulting project cost estimates. RSMeans shall have no liability for any loss, expense or damage arising out of or in connection with the information contained herein.*

APPENDIX C: TRIP GENERATION TABLES

TRIP GENERATION RATES

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

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

NOTES:

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

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

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

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

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

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

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