

Teton County



Development Impact Fee Program/ Capital Improvement Plan

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 be 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

¹ See Section 67-8203(17), Idaho Code

² See Section 67-8207, Idaho Code

spent on facilities actually being impacted by the particular development will be much easier if the money is collected at this stage.

Third, collection the fee at a later stage of development (e.g. time of occupancy) creates another burden on the 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 survey and analysis were 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. For example, the County provides Sheriff services to the entire County including the incorporated cities. As a result, the study area will include the entire County, but the main focus will be on the unincorporated portions of the Teton County limits.

An assumption that is made throughout this study is that all unincorporated lands within a city's Area of Impact will eventually be annexed into that city. This is pursuant to Idaho statutes relating to Areas of Impact. This further assumes that most public facility services will be provided by the city and not the County. The two notable exceptions are Sheriff and Emergency Services in which the County provides service to all the incorporated areas. Because we cannot predict when these lands will be incorporated into their respective cities, for purposes of the facility analysis and impact fee study, unincorporated lands within a city's Area of Impact are assumed to be serviced by the County under existing conditions. However, for future projections and analysis they are assumed to be annexed into a city.

It should be noted that notwithstanding these assumptions, any development under the County's jurisdiction which pulls a building permit would be subject to the development impact fee. If a building permit is issued, it can no longer be assumed that the property will be annexed into a city and the county would need to provide public facility services. The impact fee would ensure that the development pays its fair share of public facilities.

Unincorporated County Development & Projections

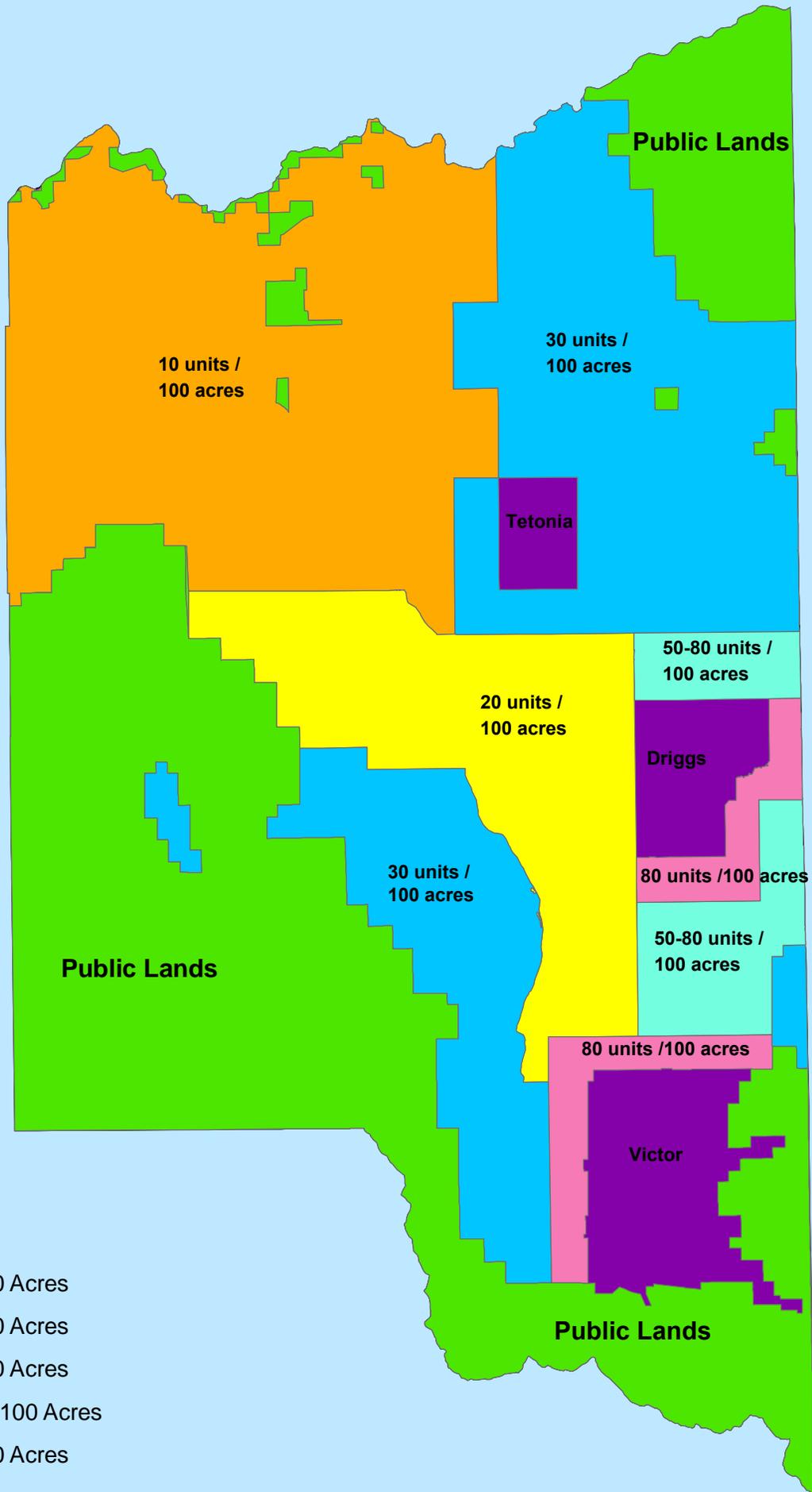
Existing Residential Development

Existing residential development includes all single-family residences, multi family units, and mobile homes in the unincorporated County as 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 9. Average development density factors (dwelling units per acre) for residential land uses as shown 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.



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

**Table 1:
Future Development Densities**

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

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

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.⁴ 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, 37,578 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 85,677 people.

**Table 2:
Future Residential and Population Projections**

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

Density Area	Dwelling Units	Population
10 per 100	6,869	15,662
20 per 100	4,734	10,794
30 per 100	17,258	39,348
50-80 per 100	4,238	9,662
80 per 100	4,479	10,211
TOTAL	37,578	85,677

⁴ The conservation easement acreage was subtracted out and not included in the future development projections. Easement acreage information provided by County staff and included within 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.

**Table 3:
Build Out Residential and Population Projections**

Time Frame	Dwelling Units	Population
Existing	2,454	5,595
Future	37,578	85,677
Build Out	39,430	89,900

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 4,833 acres. A coverage factor of 20% was applied to the future non-residential acreage resulting in the future projection of 42,105,096 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	4833
Average Lot Coverage Factor	20%
Future Non-Residential Sq. Ft.	42,105,096
Buildout SF	42,802,056

Notes:

(1) Future Non-residential development assumes 3% land will be non-residential.

Countywide Development & Projections

For purposes of the facility analysis and the 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 comprised 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 is anticipated to be 37,578 dwelling units and approximately 85,677 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 24,034 dwelling units and 54,798 people. Therefore, the future development of the entire County is projected to reach 61,612 dwelling units and approximately 140,475 people.

Table 5.

Future Countywide Development Projections

Notes:

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

Geographic Area	Dwelling Units	Population
Unincorporated County	37,578	85,677
Cities and AOI	24,034	54,798
TOTAL Countywide	61,612	140,475

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 Recreational, Sheriff, Emergency Services, and Circulation. 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



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 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 6:
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 85,677 people within unincorporated Teton County, it is anticipated that an additional 114,858 square feet of recreational facilities are needed to maintain the level of service.

**Table 7:
Recreation Facilities Future Demand, Unincorporated County**

Item	Amount
Level of Service	1340.59 sf per 1,000 pop.
Future Population	85,677 people
Future Demand	114,858 sq. ft.

A new indoor arena is planned as a future facility at the fairgrounds. The indoor arena would accommodate community events such as home and garden shows, fly fishing expos, dog shows, tractor demonstrations, agricultural seminars, snow machine demonstrations, sports expos, and flea markets. The indoor arena will be approximately 48,000 square feet. The cost to develop the arena is approximately \$830,000 and broken down into two phases. The first phase will be paid for by donations and other funding sources, while the second phase will be funded by impact fees.⁵

The remaining demand for future facilities is approximately 67,000 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 foot⁶. No additional land acquisition is anticipated to accommodate the future facilities. Table 8 contains the future capital improvements and related costs.

Table 8: Future Recreational Capital Improvements and Costs

Type of Capital Infrastructure	Development	
	Cost	Impact Fee Cost
48,000 square feet indoor arena	\$ 827,742.00	\$ 513,871.00
66,858 square feet of facilities	\$ 5,436,188.05	\$ 5,436,188.05
<hr/>		
Impact Fee Study		\$ 24,519.00
Impact Fee Cost		\$ 5,974,578.05

Notes:

- (1) The facility size and associated costs are associated with the future population in the unincorporated County.
- (2) Construction cost for arena based on information provided by Teton Valley Arena Board
- (3) Average construction cost of remaining facilities based on \$81.31 per square feet per RSMeans
- (4) Includes share of the cost of impact fee study as allowed per Section 67-8208, Idaho Code

⁵ Information provided by Teton Valley Arena Board, see Appendix B.

⁶ Cost estimate based on Warehouse type building, tilt-ups concrete panels and steel frame. Additional information in Appendix B

Sheriff Facilities 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 analysis provides the methodology and assumptions used to determine existing and future impacts for future Sheriff facilities.

Level of Service

The level of service standard for Sheriff Station & Jail Facilities is derived based on input from the Sheriff's Office as to staffing and demand combined with other state and national standards and averages. The level of service 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 population⁷
- ❖ 0.7 Support Personnel per Patrol Officer⁸
- ❖ 134 square feet of facility space per total staff⁹

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 facilities¹⁰ are utilized:

- ❖ 60 square feet per single occupancy cells¹¹
- ❖ 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:

- ❖ 508.99 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 are currently no county jail facilities, the County has contracted to ensure this need is met.

⁷ State of Idaho average for patrol officers per 1,000 population. Source: Idaho State Police

⁸ Existing ratio of support personnel per patrol officer, support personnel to include dispatchers and administrative staff.

⁹ Based on average office size of 99 square feet from International Facility Management Association, plus 35% increase to account for common area spaces, etc.

¹⁰ Idaho Sheriff's Association Minimum Jail Standards, 2003.

¹¹ 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 1,876 square feet of sheriff facilities as shown in Table 9. This deficiency cannot be funded by impact fees and the County is responsible for identifying a separate funding plan to cure this deficiency.

**Table 9:
Sheriff Facilities
Existing Demand and Adequacy, 2008**

Item	Unit of Measure
Level of Service	508.99 sq. ft. per 1,000 pop.
Existing Countywide Population	8,283 people
Existing Demand	4,216 square feet
Existing Sheriff Facility	1,500 square feet
Existing Jail Space in Madison County	840 square feet
Existing Deficiency	1,876 square feet

The County plans to retrofit and renovate the existing EMS building into a dispatch center and sheriff facility. The square footage of the building, including mezzanine is 4,750 square feet. Since there is already an existing deficiency and the renovated building will replace the existing sheriff's facility, these factors must be taken into account when determining what portion of the building can be attributed to future growth. Of the total 4,750 square feet, the renovation of 3,376 square feet will address the impacts related to the existing population. This square footage of 3,376 square feet accounts for 1,876 square feet to meet the existing deficiency and 1,500 square feet to replace the existing sheriff facility. The cost to cure these deficiencies is based on a cost proposal for the facility prepared by Plan One Architects which is included in Appendix B. Table 10 below summarizes the funding necessary to meet the existing demand. The source of this funding could include a supplemental levy to be approved by the voters; a bond, or existing County capital funds.

**Table 10:
Deficiency Funding Plan, Sheriff Facilities**

	Square Footage	Cost per S.F	Cost
Mezzanine square footage	1,750	\$ 40.00	\$ 70,000
Structural IBC code requirements for mezzanine			\$ 135,000
Sally port	500	\$ 80.00	\$ 40,000
Main floor square footage	1126	\$ 90.00	\$ 101,340
Structural IBC code requirements for main floor			\$ 22,500
Subtotal			\$ 368,840
Design (10%)			\$ 36,884
FF&E (5%)			\$ 18,442
A/E Fees (15%)			\$ 55,326
Total to meet Deficiency	3,376		\$ 479,492



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 71,501 square feet of sheriff facilities are needed to maintain the level of service.

As mentioned in the sheriff facility adequacy discussion, the county plans to retrofit and renovate the existing EMS building into a dispatch center and sheriff facility. The entire building is 4,750 square feet, of which 3,376 square feet will address impacts related to existing development. The remaining 1,374 square feet of renovated facilities will go towards the future sheriff demand of 71,501 square feet.

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 85,677 within unincorporated Teton County, the impact fee portion of the future sheriff facilities is 43,609 square feet.

**Table 11:
Sheriff Facilities
Future Demand,
Unincorporated County**

Item	Unit of Measure
Level of Service	508.99 sq. ft. per 1,000 pop.
Future Population	85,677 people
Future Demand	43,609 square feet

Dispatch/Sheriff Facility

The costs for renovating and retrofitting the building to serve as a future sheriff facility are based on information from a cost estimate by Plan One architects.¹² The square footage in the future analysis does not include the square footage that addresses the existing deficiency and relocation of the existing facility; it only covers square footage necessitated by future demand. It also does not include the costs required to bring the building up to code as this is considered an existing deficiency. Table 12 summarizes the cost to develop the portion of the dispatch/sheriff facility necessitated by future growth.

**Table 12:
Dispatch/Sheriff Facilities Cost**

New Sheriff Square Footage	Square Footage	Cost per S.F	Cost
Main floor renovation	874	\$ 90.00	\$ 78,660
Security/Detention Area	500	\$ 175.00	\$ 87,500
Subtotal			\$ 166,160
Design (10%)			\$ 16,616
FF&E (5%)			\$ 8,308
A/E Fees (15%)			\$ 24,924
Total Cost	1,374		\$ 216,008

¹² Cost estimate by Plan One provided in Appendix B

Of the total 1,374 square feet necessitated by future development, a portion of this is attributed to the unincorporated county residents and eligible for impact fees. Using the share of future growth of unincorporated county, 838 of the 1,374 square feet can be covered by impact fees. Therefore, of the unincorporated county future demand of 43,609 square feet, 838 square feet will be provided by the new sheriff and dispatch facility. This cost break down is shown in Table 13.

Remaining Future Sheriff/Jail Facilities

The cost estimate for the remainder of the future sheriff facility is based on the assumption of new construction and future land acquisition. Assuming a coverage factor of 20%, a total site of approximately 8 acres will need to be acquired to accommodate the future facilities at build out.¹³ 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 real estate land price comparables. 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/sheriff facilities. Based on the locale, size and building type, the average construction cost is \$258 per square foot.¹⁴

Table 13 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.

¹³This 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.

¹⁴ Cost estimate based on Jail Facility building type, Face Brick with Concrete Block Back-up / Steel Frame. Additional information provided in Appendix B.



Table 13: Future Sheriff Capital Improvements and Cost

Type of Capital Infrastructure	Development Cost	Acquisition Cost	Total
Countywide Need			
1,374 square feet of dispatch center & sheriff facility	\$ 216,008.00	\$ -	\$ 216,008.00
70,127 square feet of sheriff office & jail facilities	\$ 18,092,641.29	\$ 1,770,871.63	\$ 19,863,512.92
Total Cost			\$ 20,079,520.92
Impact fee portion for County			
838 square feet of dispatch center & sheriff facility	\$ 131,744.94	\$ -	\$ 131,744.94
42,771 square feet of sheriff office & jail facilities	\$ 11,034,840.75	\$ 1,080,068.20	\$ 12,114,908.95
Impact Fee Study			\$ 24,519.00
Impact Fee Cost			\$ 12,271,172.89

Notes:

- (1) Development cost of dispatch and sheriff facility based on estimate from Plan One architects adjusted for portion attributable to future growth.
- (2) Average construction cost of sheriff/jail facility \$258 per square feet based on RSMeans Estimator, see Appendix B
- (3) Average acquisition cost of centrally located land at \$220,000 per acre
- (4) Includes share 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.



Emergency Services Facilities 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 14:
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.¹⁵ 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.

¹⁵ The county has plans to renovate the EMS Building for a new sheriff and dispatch facility. When this occurs, the county will be responsible for providing replacement space for the existing Emergency Services space. Impact fees cannot be used to pay for the replacement space.

Table 15: 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 23,743 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 85,677 people within unincorporated Teton County, the share of facilities to be covered by impact fees is 14,481 square feet.

**Table 16:
Emergency Services
Future Demand, Unincorporated County**

Item	Unit of Measure
Level of Service	169.02 sq. ft. per 1000 pop.
Future Population	85,677 people
Future Demand	14,481 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.¹⁶ 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 real estate price comparables. 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 foot¹⁷.

Table 17 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.

¹⁶This assumes one story facilities in the future as a majority of the facility will be used for vehicle storage.

¹⁷ Cost estimate based on Warehouse type building, tilt-ups concrete panels and steel frame. Additional information in Appendix B

Table 17: Future Emergency Services Capital Improvements and Costs

Type of Capital Infrastructure	Development Cost	Acquisition Cost	Total
Countywide			
23,743 square feet of facilities for vehicles, training & storage	\$ 1,930,509.33	\$ 599,560.15	\$ 2,530,069.48
12 4-Wheelers			\$ 96,000.00
8 Snowmobiles			\$ 73,600.00
Total Cost			\$ 2,699,669.48
Impact Fee portion			
14,481 square feet of facilities for vehicles, training & storage	\$ 1,177,432.46	\$ 365,676.34	\$ 1,543,108.79
Snowmobiles			\$ 44,889.20
Impact Fee Study			\$ 24,519.00
Impact Fee Cost			\$ 1,612,517.00

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 based on real estate comparables.
- (4) Snowmobile assumed to have a useful life of 10 years or more. Average cost obtained from Racin' Station in Driggs and assumes 4 stroker snowmobiles.
- (5) Includes share of the cost of impact fee study as allowed per Section 67-8208, Idaho Code



Circulation Facilities Analysis

The Circulation Facilities are made up of two main components: Roadway Circulation and Pathway Circulation. The following analysis will look at the level of service, adequacy and future demand for both components of the circulation facilities.

Roadway Circulation Analysis

The circulation analysis is based on information from the Teton County Transportation Plan approved in 2002, augmented by County staff as to updated information and priority projects. The transportation plan analyzes the existing level of service in the County 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.

It should be mentioned that the Teton County Transportation Plan only analyzes traffic impacts and population growth to 2020. Until an update of this traffic report is completed, it is impossible to determine future facility needs beyond the year 2020. For this reason, roadway circulation facilities will be the only facilities within the study that will be based on a time dependent population projection ending in the year 2020. When the updated traffic study is initiated, it will be recommended that this traffic study project roadway needs to build out to correspond with the development impact fee methodology.

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 Bonneville County through to the City of Victor, and SH 32 which branches off of SH 33 heading north to Fremont County. 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 2. More detailed discussion of existing circulation system can be found in Teton County Transportation Strategic Plan in Appendix C.

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. The model in the transportation plan analyzes growth and projected facility needs to the year 2020.

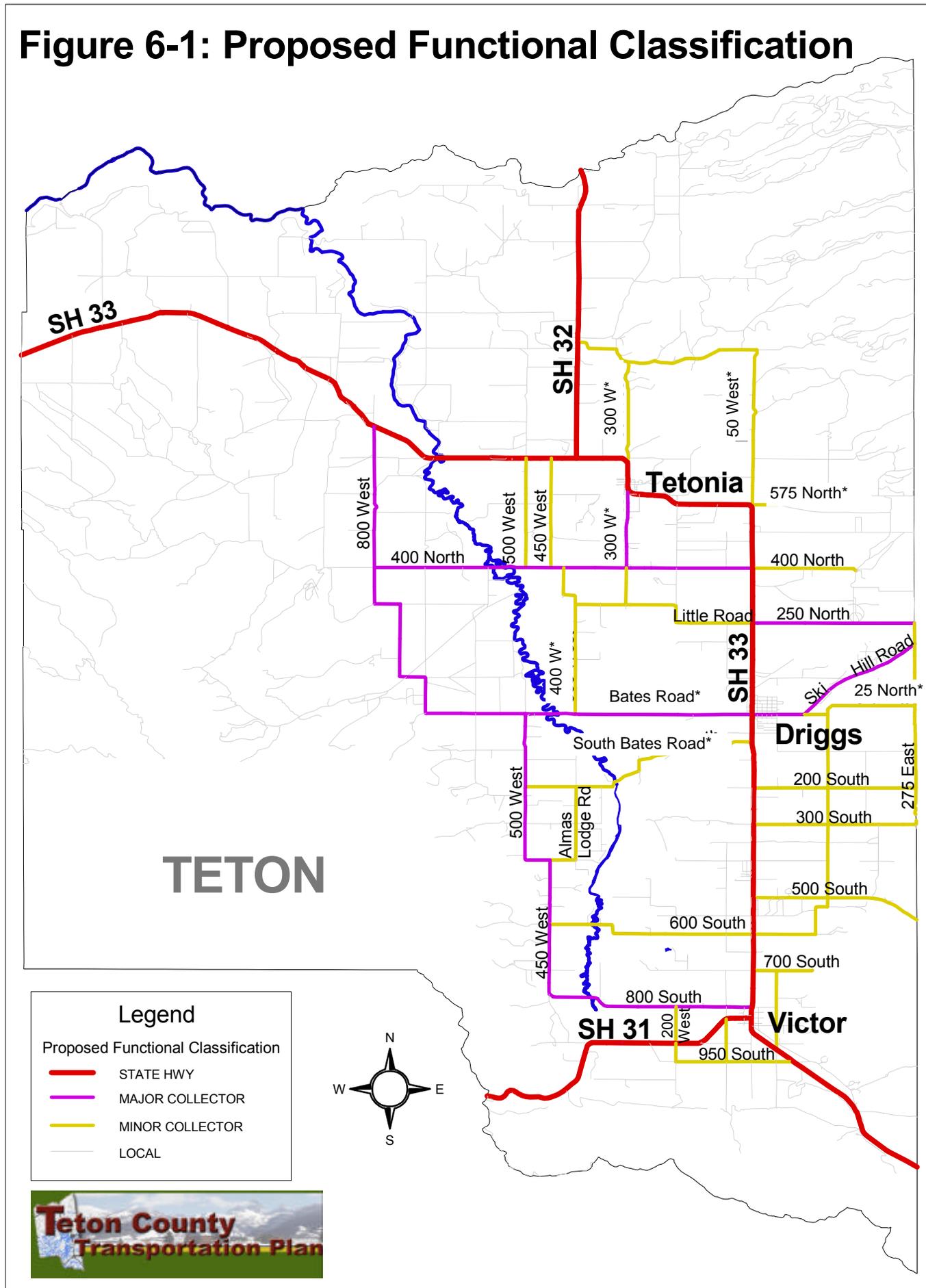
Using a combination of volume to capacity ratio and level of service analysis, future project improvements were identified as shown in Table 18. The full discussion of traffic modeling and projections can be found in the Teton County Transportation Plan. The project improvements below in Table 18 include all projects while Table 21 includes those projects eligible for impact fee funds. 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 complete description of future project improvements can be found in Appendix C.

Table 18: Future Roadway Capital Improvements and Costs¹⁸

Type of Capital Infrastructure	Total Project Cost
County	
250 North, SH-33 to 275 East	\$ 3,288,766.37
800 West, Horseshoe Canyon Road north to SH-33	\$ 362,788.58
450 West, 800 South to South Bates Rd.	\$ 414,616.43
South Bates Rd, 500 West to 800 West	\$ 103,655.68
300 North, 200 West to 400 West	\$ 259,132.90
100 East N and S, 200 South to 500 South	\$ 155,480.37
275 East, Ski Hill Road to 300 South	\$ 285,048.40
800 South, SH-33 to 450 West	\$ 207,308.21
300 South, SH-33 to 100 East	\$ 77,740.19
600 South, SH-33 to 450 West	\$ 207,308.21
200 West, SH-31 to 800 South	\$ 51,827.84
300 North, 400 West to SH-33 (Tetonia)	\$ 103,655.68
500 South, SH-33 to 100 East	\$ 77,740.19
400 North, SH-33 to 800 West	\$ 388,700.93
Trail Creek Bridge (BrKey 33020/Structr X996410 0.02)	\$ 946,512.00
Trail Creek Bridge (BrKey 33025/Structr X996410 0.04)	\$ 946,512.00
Teton River Bridge (BrKey 33055/Structr X996410 1.57)	\$ 946,512.00
Trail Creek Bridge (BrKey 33037/Structr X996410 102.45)	\$ 946,512.00
Spring Cr/N Fk Leigh Cr Bridge (BrKey 33085/Structr X996410 100.1)	\$ 946,512.00
Trail Creek Bridge (BrKey 33090/Structr X996410 100.16)	\$ 946,512.00
Total	\$ 11,662,841.99

¹⁸ Project improvement costs are based on information from the Teton County Transportation Plan adjusted for inflation to reflect 2008 costs. Inflationary factor based on construction cost index history from Engineering News Record (ENR).

Figure 6-1: Proposed Functional Classification



* Street names were adjusted on this exhibit to reflect current street names. Information provided by County

The County has identified the need for a new Roads and Bridges capital facility building for the storage of roadway equipment and vehicles. The square footage demand for the Roads Facility is tied closely to the roadway projects since the development of additional roadways will eventually require more equipment and storage. Therefore, it is appropriate to assess the square footage demand to 2020 to correlate with the roadways analysis. Upon completion of the updated Transportation Study, the future Road Facility needs will be reassessed based on the inclusion of new roadway improvements.

Level of Service

The level of service for the roadway facility is based on the 2020 square footage demand and population. By 2020, approximately 8 bays plus equipment sheds will be needed to house roadway equipment and vehicles.¹⁹ To quantify this level of service, a standard is set based on the 2020 square footage and population. Therefore, the resulting level of service standard for the roadway facility is:

- ❖ 1445.92 square feet per 1,000 population

Existing Facilities and Adequacy

The County currently has a building with 2,212 square feet of shop space encompassing two bays. In addition to the main shop, there are also two equipment sheds totaling 8,400 square feet. Based on the level of service and existing population, there are no existing deficiencies.

Table 19: Existing Demand & Adequacy

Item	Unit of Measure
Level of Service	1,445.92 sq. ft. per 1,000 pop.
Existing County Population	5,595 people
Existing Demand	8,089 square feet
Existing Emergency Service Facility	10,612 square feet

Future Demand and Capital Improvement Plan

The new capital facility will replace the existing facility and meet the County needs until 2020. The total square footage demand for the main building is 17,248 square feet²⁰ including the demand related to the existing population. Of the total demand, the portion which is applicable to future growth is 11,143 square feet.

Table 20: Future Demand to 2020, Roadway Facilities

Item	Unit of Measure
Level of Service	1,445.92 sq. ft. per 1000 pop.
Future Population	7,706 people
Future Demand	11,143 Square feet

¹⁹ Information provided by County staff.

²⁰ Information provided by County staff based upon 8 bays plus equipment sheds.

Table 21 provides a summary of the roadway facilities eligible for impact fees and identifies the portion of cost that is associated with future growth. In the case of roadways, the percentage that can be paid for by impact fees represents the share of future growth by 2020. The road and bridge facilities reflect only the demand necessitated by future growth, and therefore can all be covered with impact fees.

Table 21: Impact Fee Roadway Circulation Improvements and Costs

Type of Capital Infrastructure	Total Cost	Percentage Growth (Eligible for Impact Fees)	Impact Fee Cost
Transportation Roadways			
250 North, SH-33 to 275 East	\$ 3,288,766.37	60.6%	\$ 1,992,992.42
800 West, Horseshoe Canyon Road north to SH-33	\$ 362,788.58	60.6%	\$ 219,849.88
100 East N and S, 200 South to 500 South	\$ 155,480.37	60.6%	\$ 94,221.10
400 North, SH-33 to 800 West	\$ 388,700.93	60.6%	\$ 235,552.76
Road and Bridge Facilities			
11,143 square feet of Road & Bridge facilities	\$ 1,186,678.29	100.0%	\$ 1,186,678.29
5 Graders	\$ 1,500,000.00	100.0%	\$ 1,500,000.00
6 Dump trucks	\$ 600,000.00	100.0%	\$ 600,000.00
6 Plows	\$ 90,000.00	100.0%	\$ 90,000.00
Impact Fee Study			\$ 12,259.50
Total Cost			\$ 5,931,553.96

Notes:

- (1) Impact Fee portion represents projects eligible for impact fees due to increased capacity (such as classification changes i.e. Local to Major). Maintenance and existing deficiencies are not eligible.
- (2) The roadway projects eligible for impact fees will benefit existing and future development; therefore costs shown for the impact fee portion represent the share of future growth (60.6%).
- (3) Road and Bridge Facility demands reflect those associated with future growth, therefore 100% of cost is eligible for impact fees
- (4) Cost for Road and Bridge facility based on average cost from RS Means of \$106.50 per square foot for Mini-warehouse building type: Concrete Block / Steel Frame
- (5) Graders, Plows and Dump trucks have a useful life of ten years or more and the need for these facilities is necessitated by future growth and does not include replacement of existing vehicles. Also, the percent eligible for Impact Fees is set at 100% based on the fact that these vehicles are used exclusively for road improvement and maintenance. Source: County staff.
- (6) Includes share of the cost of impact fee study (1/2 of circulation share) as allowed per Section 67-8208, Idaho Code



Pathways Circulation 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 3. The future pathways are assumed to be a combination of multi-use pathways and bike lanes.

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 pathways are provided within the study area is:

- ❖ 6,102 linear feet per 1,000 population

Existing Facilities and Adequacy

Teton County currently provides a multi-use pathway and asphalt bike lanes 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 and 4 ft asphalt bike lanes in unincorporated Teton County are quantified below in Table 22.

**Table 22:
Existing Pathways, 2008**

Existing Pathway Infrastructure	Approximate Trail Length (linear feet)	Multi-Use	Bike Lane
SH 33 from Victor to Driggs	36,960	x	
Little Avenue from SH 33 to Ski Hill	5,544		x
Ski Hill	15,840		x
TOTAL	58,344		

As shown above, the existing pathway facilities total 58,344 linear feet. Based on the existing population and level of service, the County currently has a surplus of 24,204 linear feet of pathways. Therefore, there are no existing deficiencies and a portion of the future demand is already addressed through the existing facilities.

**Table 23:
Existing Demand and Adequacy, 2008**

Item	Unit of Measure
Level of Service	6,102 linear feet/1000 pop
Existing Population	5,595 people
Existing Demand	34,140 linear feet
Existing Pathway Facility	58,344 linear feet
Existing Surplus	24,204 linear feet

TETON COUNTY, IDAHO PATHWAYS PLAN



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 WITHIN 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).

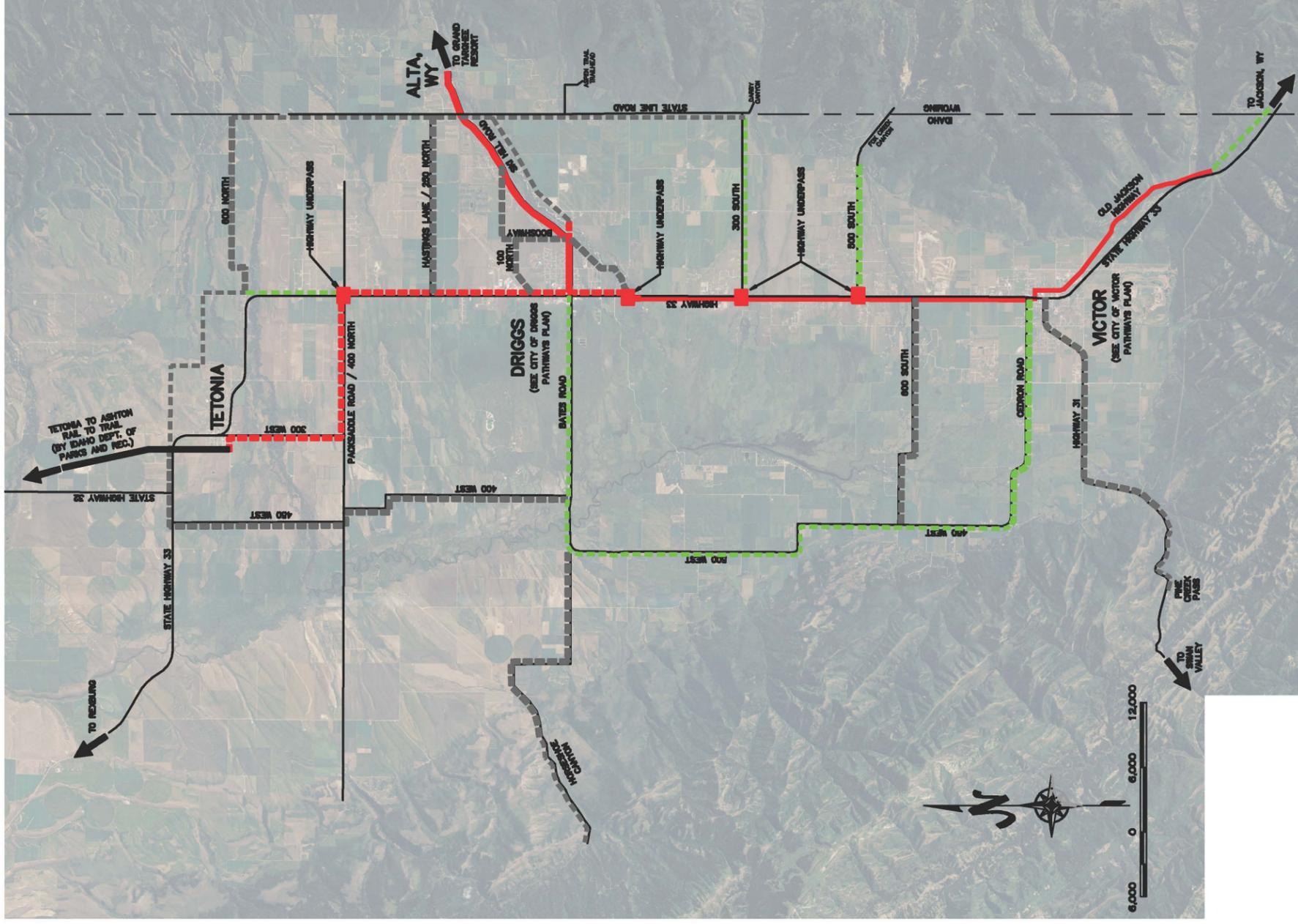
RECOMMENDED MAINTENANCE: REGULAR SWEEPING AND TYPICAL ASPHALT RESEALING SCHEDULE OF EVERY 3 TO 5 YEARS.

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.



Future Demand and Capital Improvement Plan

Utilizing the future growth projections, a future demand of 522,825 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 and the area of impact assumption, the adjusted future demand for pathways is 490,248 linear feet.

The cost to develop future pathways depends on the type of pathway constructed. There are two types of pathways proposed in Teton County – Multi-use paths and bike lanes. The standards for the two types of paths were provided by Teton Valley Trails and Pathways and are listed below:

Multi-Use Pathway:

Description: Minimum 10 ft 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.

Bike Lanes:

Description: Minimum 4 feet wide asphalt on either side of the road, so bicyclist can travel in the same direction as traffic, within the public-right-of-way, continuous with the road service. 5 feet wide if curb and gutter are included. Drain grates must be perpendicular to direction of travel.

Separation from Traffic: 6 inch wide stripe and bike symbol painted in bike lane and signage help identify the bike route, located within the right-of-way.

For purposes of this study, average costs for the development of pathway facilities were determined in conjunction with Teton Valley Trails and Pathways. Multi-use 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.²¹ The construction cost for a 4 foot wide asphalt bike path is assumed to be \$19.48 per linear foot. This cost is based on the Teton Transportation Plan cost per square foot of \$4.87 for asphalt paving²².

In addition to construction costs, the cost for land acquisition must also be considered. 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 multi-use pathways. Therefore, land acquisition is assumed for approximately 16.5% of the pathways. Once the updated

²¹ Construction Cost estimate included in Appendix B

²² Construction cost per square foot based on cost of \$3.89 per the Teton County Transportation Plan adjusted for inflation to 2008.

Transportation study has been completed, the need for land acquisition will be reviewed and updated as necessary based on future road projects and design. 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.

Table 24: Future Pathway Capital Improvements and Costs

Type of Capital Infrastructure	Approximate Trail Length (linear feet)	Multi-Use	Bike Lane	Development Cost	Acquisition Cost	Total
Driggs to Tetonia	50,160	X		\$ 1,730,520	\$ 1,379,400	\$ 3,109,920
Hwy 33 from 400N to 575N	9,240	X		\$ 318,780	\$ 254,100	\$ 572,880
300 South	17,160	X		\$ 592,020	\$ -	\$ 592,020
500 South	11,880	X		\$ 409,860	\$ -	\$ 409,860
Cedron	21,912	X		\$ 755,964	\$ 602,580	\$ 1,358,544
450 W/500W	43,560		X	\$ 848,549		\$ 848,549
Bates Road	23,760		X	\$ 462,845	\$ -	\$ 462,845
Tetonia/Ashton Trail	26,400	X		\$ -	\$ -	\$ -
SH 33 from 450 W to Tetonia/Ashton Trail	6,600	X		\$ 227,700	\$ -	\$ 227,700
700 N FROM Ashton Trail to SH 33/575N	21,120	X		\$ 728,640	\$ -	\$ 728,640
600 North	18,480	X		\$ 637,560	\$ -	\$ 637,560
400 W/450W from Bates to HWY 33	39,600		X	\$ 771,408	\$ -	\$ 771,408
Hastings Lane/200 N	17,160	X		\$ 592,020	\$ -	\$ 592,020
100N	12,936	X		\$ 446,292	\$ -	\$ 446,292
Booshway	6,600	X		\$ 227,700	\$ -	\$ 227,700
Ski Hill Road	23,760	X		\$ 819,720	\$ -	\$ 819,720
Stateline Road	47,520	X		\$ 1,639,440	\$ -	\$ 1,639,440
Horseshoe Canyon	34,320		X	\$ 668,554	\$ -	\$ 668,554
600 South	22,440		X	\$ 437,131	\$ -	\$ 437,131
Hwy 31 from 33 to Pine Creek Pass	35,640		X	\$ 694,267	\$ -	\$ 694,267
				13,008,970	2,236,080	
Impact fee study						\$ 12,260
TOTAL	490,248					\$ 15,257,309

Notes:

- (1) Based on an average cost estimate of \$34.50 per ft for a 10' multi-use asphalt pathway (this includes construction plus 15% engineering & contingency costs) and \$19.48 per linear ft for bike paths. 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 16.5% of the pathways. Once the updated Transportation study has been completed, the need for land acquisition will be reviewed and updated as necessary based on future road projects and design.
- (3) Includes share of the cost of impact fee study as allowed per Section 67-8208, Idaho Code

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:

- ❖ Recreational Facilities
- ❖ Sheriff Facilities
- ❖ Emergency Services Facilities
- ❖ Circulation Facilities

Recreational Facilities Impact Fee

Recreational facilities primarily benefit the residents within a community. Therefore, only future residential development will be assessed impact fees for recreational facilities. The impact fee for recreational facilities was calculated by dividing the future facilities costs by the future dwelling units. Table 25 identifies the fee per residential unit.

**Table 25:
Recreational Impact Fee Calculation**

Recreational Fee Calculation		
Recreational Facilities Cost	\$	5,974,578.05
Future Dwelling Units		37,578
Impact Fee		
	Per Residential Unit \$	158.99

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 the existing ratio of non-residential development to residential development will increase slightly over time, resulting in approximately 4,833 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 26:
Sheriff Facilities
Impact Fee Calculation**

Sheriff Facilities Fee Calculation		
Sheriff Facility Cost	\$	12,271,172.89
Residential Share	\$	11,893,353.35
Non-residential Share	\$	377,819.53
Future Residential Units		37,578
Future Non-Residential Square Feet		42,105,096
Impact Fee		
	Residential (per unit) \$	316.50
	Non-residential (per 1,000 sf) \$	8.97

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 27:

Emergency Services Impact Fee Calculation

Emergency Services Fee Calculation	
ES Facilities Cost	\$ 1,612,517.00
Residential Share	\$ 1,562,868.90
Non-residential Share	\$ 49,648.10
Future Residential Units	37,578
Future Non-Residential Square Feet	42,105,096
Impact Fee	
	Residential (per unit) \$ 41.59
	Non-residential (per 1,000 sf) \$ 1.18

Circulation Impact Fee

The Circulation impact fee is comprised of two separate calculations: the roadway circulation fee and the pathway circulation fee. The fees are calculated separately due to the timeframe associated with each analysis and the resulting base for future growth. The roadway circulation fee will use the 2020 growth as its base until the Transportation Study is updated to provide future needs to build out. The pathway circulation fee calculation utilizes the future growth to build out of the County. The two fee components will be combined for one fee that will be applicable until the updated Transportation Study is completed or the year 2020.

Roadway Circulation Fee

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 28:
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.

As previously discussed in the Road Facility Analysis section, the transportation study and related improvements were based on a 20 year window ending in 2020. Therefore, the projected improvements were intended to meet the needs of the population projected to 2020, not build out. Additional improvements will likely be necessary based on recent growth trends and continued population growth after 2020. The impact fee will serve as an interim fee until an updated Transportation Study is completed that addresses the needs through build out.

It is assumed for the purposes of this fee calculation, therefore, that the improvements and costs correlate with the future county population growth to 2020. Based on projections which assume a growth rate of 8%, 3,380 additional dwelling units are projected in the unincorporated County by 2020. This growth to 2020 represents 9% of the all future growth. For projecting non-residential growth to 2020, the same percentage is utilized, assuming that approximately 9% of the future non-residential development, or 1,410,461 square feet will occur by 2020. This will be the base upon which the fee will be calculated.

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 29: Proportionate Impacts by Land Use

Land Use	Future DUs/SF	Trip Generation Rate	Future Trips	% of Total Trips	Share of Cost
SF	3,143	10 per du	31,433	32.76%	\$1,943,163.61
MF	237	8 per du	1,893	1.97%	\$117,007.70
Commerical	423,138	120 per 1,000sf	50,777	52.92%	\$3,138,958.91
Industrial	987,323	12 per 1000 sf	11,848	12.35%	\$732,423.74

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 County 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 30:
Roadway Circulation Facilities
Non-Residential Adjustment**

Share of Cost	
SF	\$ 1,943,163.61
MF	\$ 117,007.70
Commerical	\$ 3,138,958.91
Industrial	\$ 732,423.74
40% Credit to Non-residential	
Commerical	\$ 1,255,583.56
Industrial	\$ 292,969.50
Total to Reapportion	\$ 1,548,553.06
40% Reapportionment to Residential	
Total from 40% Non-res Credit	\$ 1,548,553.06
SF	\$ 1,460,602.78
MF	\$ 87,950.28
Adjusted Costs by Land Use	
SF	\$ 3,403,766.39
MF	\$ 204,957.98
Commerical	\$ 1,883,375.34
Industrial	\$ 439,454.25

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 31:
Cost per Trip,
Roadway Circulation Facilities**

Land Use	Share of Cost	Future Trips	Cost per Trip
SF	\$ 3,403,766.39	31,433	\$ 108.29
MF	\$ 204,957.98	1,893	\$ 108.29
Commerical	\$ 1,883,375.34	50,777	\$ 37.09
Industrial	\$ 439,454.25	11,848	\$ 37.09

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 sample trip generation rate table is provided in Appendix D. This table or ITE 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 32.

**Table 32:
Roadway Circulation Impact Fee**

Roadway Circulation Fee	
Land Use	Impact Fee
SF (per du)	\$ 1,082.86
MF (per du)	\$ 866.29
Commerical (per trip)	\$ 37.09
Industrial (per trip)	\$ 37.09

Pathway Circulation Fee

The pathway circulation fee is calculated differently from the roadway circulation fee based on the overall timeframe and population base. As mentioned earlier in the Circulation Analysis, the roadway circulation is based on a window to 2020 while the pathway circulation addresses the need to build out. The total cost of pathway circulation facilities is apportioned to residential, as residents primarily benefit from the facility. The impact fee for pathway circulation facilities was calculated by dividing the future facilities costs by the future dwelling units.

**Table 33:
Pathway Circulation Impact Fee**

Pathway Circulation Fee Calculation	
Pathway Facilities Cost	\$ 15,257,309.10
Future Dwelling Units	37,578
Impact Fee	
Per Residential Unit	\$ 406.02

Overall Circulation Fee

The overall circulation impact fee will be the sum of the roadway circulation fee and the pathway circulation fee. Table 34 below provides the resulting fee.

**Table 34:
Overall Circulation Impact Fee**

Circulation Fee	
Single Family	\$ 1,488.88 per du
Multi-Family	\$ 1,272.31 per du
Commerical	\$ 37.09 per trip
Industrial	\$ 37.09 per trip

Summary of Impact Fees

The overall impact fee based on the four facilities would be approximately \$2,000 per single family unit. Table 35 provides an overview of the total fees based on this impact fee program.

**Table 35:
Summary of Impact Fees**

Facility	Residential (per du)	Non-Residential
Recreation	\$ 158.99	n/a
Sheriff	\$ 316.50	\$ 8.97 per 1000 sf
Emergency Services	\$ 41.59	\$ 1.18 per 1000 sf
Circulation	SF \$ 1,488.88	\$ 37.09 per trip
	MF \$ 1,272.31	

TOTAL FEE FOR SF \$ 2,005.96



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.



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)		
24,000 sf indoor arena (Phase I)	OTHER	\$ 313,871.00
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)		
24,000 sf indoor arena (Phase II)	DIF	\$ 513,871.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)		
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)		



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)		
4,750 square feet of Dispatch/Sheriff	OTHER	\$ 479,492.00
	DIF	\$ 216,008.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)		
8.0 acres of land acquisition for Sheriff/Jail Facility	DIF	\$ 1,080,068.20
	OTHER	\$ 690,803.43
20,000 sq. ft. Sheriff Facility and Jail (Phase 1- 50 beds)	DIF	\$ 3,147,123.60
	OTHER	\$ 2,012,876.40
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)		
5,000 Jail Facility (Phase 2 - 50 beds)	DIF	\$ 771,661.61
	OTHER	\$ 493,548.92



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	\$ 11,222.30
	Other	\$ 7,177.70
4-Wheelers (2)	Other	\$ 16,000.00
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)		
3 acres of land acquisition for Emergency Services	DIF	\$ 365,676.34
	Other	\$ 233,883.81
6000 square feet of facilities	DIF	\$ 297,549.56
	Other	\$ 190,310.44
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)		
Snowmobiles (3)	DIF	\$ 16,833.45
	Other	\$ 10,766.55
4-Wheelers (2)	Other	\$ 16,000.00



Circulation Facilities 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.

As noted in the circulation analysis, the roadway circulation projects are based on the Teton County Transportation Plan which projects capital improvements necessary to the year 2020. Therefore, all of the roadway projects will be included in the 20 year period of the CIP phasing. The pathway circulation facilities were projected to build out, therefore not all the projects will be included in the 20 year CIP phasing as the County is not anticipated to reach build out in the 20 year window.

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

CIRCULATION FACILITIES			
Project Description	Funding Source	Cost	
CURRENT YEAR PROJECTS (2008-09)			
PROJECTS WITHIN 2 TO 5 YEARS (2010-2014)			
Roadway Circulation			
250 North, SH-33 to 275 East	DIF	\$	1,992,992.42
	OTHER	\$	1,295,773.95
800 West, Horseshoe Canyon Road north to SH-33	DIF	\$	219,849.88
	OTHER	\$	142,938.70
450 West, 800 South to South Bates Rd.	OTHER	\$	414,616.43
South Bates Rd, 500 West to 800 West	OTHER	\$	103,655.68
17,248 square feet of Road & Bridge Facility	DIF	\$	1,186,678.29
	OTHER	\$	650,233.71
Grader (1)	DIF	\$	300,000.00
Dump truck & Plow (2)	DIF	\$	230,000.00
Pathway Circulation			
50,160 lin. ft pathway South of Driggs to Teton	DIF	\$	3,109,920.00



CIRCULATION FACILITIES (cont')

Project Description	Funding Source	Cost
PROJECTS WITHIN 6 TO 10 YEARS (2014-2019)		
Roadway Circulation		
300 North, 200 West to 400 West	OTHER	\$ 259,132.90
100 East N and S, 200 South to 500 South	DIF	\$ 94,221.10
	OTHER	\$ 61,259.27
275 East, Ski Hill Road to 300 South	OTHER	\$ 285,048.40
800 South, SH-33 to 450 West	OTHER	\$ 207,308.21
300 South, SH-33 to 100 East	OTHER	\$ 77,740.19
600 South, SH-33 to 450 West	OTHER	\$ 207,308.21
200 West, SH-31 to 800 South	OTHER	\$ 51,827.84
300 North, 400 West to SH-33 (Tetonia)	OTHER	\$ 103,655.68
500 South, SH-33 to 100 East	OTHER	\$ 77,740.19
400 North, SH-33 to 800 West	DIF	\$ 235,552.76
	OTHER	\$ 153,148.17
Trail Creek Bridge (BrKey 33020/Structr X996410 0.02)	OTHER & ITD	\$ 946,512.00
Trail Creek Bridge (BrKey 33025/Structr X996410 0.04)	OTHER & ITD	\$ 946,512.00
Grader (2)	DIF	\$ 600,000.00
Dump truck & Plow (2)	DIF	\$ 230,000.00
Pathway Circulation		
23,760 lin. ft pathway along Bates Road	DIF	\$ 462,844.80
PROJECTS WITHIN 11 TO 20 YEARS (2019-2029)		
Roadway Circulation		
Teton River Bridge (BrKey 33055/Structr X996410 1.57)	OTHER & ITD	\$ 946,512.00
Trail Creek Bridge (BrKey 33037/Structr X996410 102.45)	OTHER & ITD	\$ 946,512.00
Spring Cr/N Fk Leigh Cr Bridge (BrKey 33085/Structr X996410 100.16)	OTHER & ITD	\$ 946,512.00
Trail Creek Bridge (BrKey 33090/Structr X996410 100.16)	OTHER & ITD	\$ 946,512.00
Grader (2)	DIF	\$ 600,000.00
Dump truck & Plow (2)	DIF	\$ 230,000.00
Pathway Circulation		
21,912 lin. ft. pathway along Cedron Road	DIF	\$ 1,358,544.00



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 County. Any of these taxes can be used to construct or improve capital facilities, but as a practical matter virtually all revenues the County generates are needed for the day-to-day operations of the County 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: IMPLEMENTATION

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.²³

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

²³ 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.²⁴

²⁴ Section 67-8208(2), (3)

APPENDIX A: LAND USE SURVEY AND ASSUMPTIONS



SUB	Acreage	Lots	Existing	Vacant	Map	Density
			Units	Lots		
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
						overall 0.26869
						average

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

0.12287

Total Acreage for 10per100	59931
Conservation Easement	877
Subdivision Acreage	17040
Unsubdivided Acreage	42014

Unsubdivided Acreage	42014
multiplied by 0.1	4201

	Existing Units		
	Total 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	4201
Existing units not in sub	72
Future units not in sub	4129

Vacant Subdivision lots	2740
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Total Future Units	6869
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SUB	Acreage	Lots	Existing	Vacant	Map	Section	Density	
			Units	Lots				
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 average	

Total Acreage for 20per100	28768
Conservation Acreage	4855
Subdivision Acreage	1756
Unsubdivided Acreage	22156

Unsubdivided Acreage	22156
multiplied by 0.2	4431

	Existing Units		
	Total	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	4431
Existing units not in sub	41
Future units not in sub	4390

Vacant Subdivision lots 344

Total Future Units 4734

SUB	Acreage	Type	Existing		Vacant		density
			Lots	Units	Lots	Map	
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&III		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

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

Total Acreage for 30per100	62261
Conservation Acreage	2689
Subdivision Acreage	11826
Unsubdivided Acreage	47746

Unsubdivided Acreage	47746
multiplied by 0.3	14324

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	14324
Existing units not in sub	457
Future units not in sub	13867

Vacant Subdivision lots	3391
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Total Future Units	17258
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SUB	Acreage	Existing		Vacant		Map	density
		Lots	Units	Lots	Units		
30 East 400 North	20	2	1	1	1	4n45	0.10
341 North 50 West	11	3	1	2	2	5n45	0.28
350 North 10 West	23	4	1	3	3	5n45	0.17
350 North 20 West	10	3	1	2	2	5n45	0.29
350 North 30 West	54	13	6	7	7	5n45	0.24
51 East 400 South	20	2	2	0	0	4n45	0.10
70 West 350 South	10	4	2	2	2	4n45	0.40
Alta Vista I	16	11	4	7	7	5n46	0.68
Alta Vista II	30	15	4	11	11	5n46	0.51
Aspen View	21	8	0	8	8	4n46	0.38
Barrell Roll Ranch	40	5	0	5	5	4n45	0.12
Bear Creek	9	5	3	2	2	5n46	0.57
Bear Creek Estates II	17	8	3	5	5	5n46	0.47
Bridger Ridge	20	2	0	2	2	5n46	0.10
Chapin Estates	20	2	0	2	2	4n45	0.10
Cherry Grove	241	35	0	35	35	4n45	0.14
Crestview Estates	20	8	1	7	7	4n45	0.39
D Lazy T	29	11	3	8	8	5n46	0.37
Darby Flats	7	3	2	1	1	4n45	0.40
Dry Creek Ranch	70	22	0	22	22	5n45	0.32
East Rendezvous	79	27	12	15	15	4n45	0.34
Edelweiss	21	7	0	7	7	5n46	0.34
Fairfield	10	2	1	1	1	4n45	0.20
Four Peaks Estates I	128	27	13	14	14	5n45	0.21
Four Peaks Estates II	39	14	4	10	10	5n45	0.36
Four Peaks Estates III	121	45	15	30	30	5n45	0.37
Fox Creek Country Club Estates	42	67	35	32	32	4n45	1.58
Fox Creek Villiage	88	35	2	33	33	4n45	0.40
Grand View Ranch	98	18	2	16	16	5n46	0.18
Hamstead	16	3	2	1	1	4n46	0.19
Hansen Meadows	34	6	2	4	4	4n45	0.17
Hastings Farm Country Homes	75	23	5	18	18	5n46	0.31
Iron Wood	34	24	10	14	14	4n45	0.70
Jackalope Acres	28	21		21	21	4n45	0.76
Lazy V Ranch	10	4	0	4	4	4n45	0.40
Lovers Lane	77	13	13	0	0	4n45	0.17
Matheson Sage Acres	8	2	2	0	0	4n45	0.26
Matheson Sage Acres II	11	8	1	7	7	4n45	0.70
Mountain Legends Ranch	195	108	0	108	108	5n46	0.55
Murdock Acres	42	38	32	6	6	4n45	0.91
Padahia Meadows	38	6	5	1	1	4n46	0.16
Peak View Estates	51	19	3	16	16	4n45	0.37
Pinnacle	20	8	2	6	6	4n45	0.39
Pioneer	20	3	1	2	2	4n45	0.15
PJ Clarke Tree Farm	5	2	1	1	1	5n46	0.42
R-H	20	2	2	0	0	4n45	0.10
Saddlehorn Ranch	259	128	24	104	104	5n46	0.49
Sheeks	8	4	3	1	1	4n45	0.52
SKOL	20	10	1	9	9	4n46	0.50
Sweet Home Ranches	81	29	14	15	15	4n45	0.36
Teewinot	248	85	30	55	55	5n46	0.34
Teton Meadows	42	13	3	10	10	5n46	0.31
Teton Ranchettes	79	33	20	13	13	4n45	0.42
Teton Saddleback Vistas Phase 1	175	30	4	26	26	4n45	0.17
Teton Saddleback Vistas Phase 2	291	30	0	30	30	4n45	0.10
Teton Saddleback Vistas Phase 3	419	27	0	27	27	4n45	0.06
Teton Saddleback Vistas Phase 4	219	19	0	19	19	4n45	0.09
The Meadows	15	4	3	1	1	4n45	0.27
The Shire	22	4	4	0	0	4n46	0.18
Twin Spruce I	6	6	2	4	4	4n45	0.98
Twin Spruce II	17	8	6	2	2	4n45	0.48
Valley Estates	37	29	16	13	13	4n46	0.78
Valley View	102	7	0	7	7	5n45	0.07
Valley Vista Estates	38	114	18	96	96	4n45	2.96
Wautering Hole	10	2	1	1	1	4n45	0.20
West Darby Flats	5	2	0	2	2		0.40
Windermere Estates	58	14	8	6	6	4n46	0.24
Zahnow Peak	125	45	16	29	29	4n45	0.36
	4277	1341	372	969			0.31 0.39885

Total Acreage for 50-80per100	9589
Subdivision Acreage	4277
Future Non-residential Acreage	80
Unsubdivided Acreage	5232

Unsubdivided Acreage	5232
multiplied by 0.65	3401

# of units not in subdivision	Existing Units		
	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	3401
Existing units not in sub	132
Future units not in sub	3269

Vacant Subdivision lots	969
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Total Future Units	4238
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SUB	Acreage	Existing		Vacant		Map	Section	Density	
		Lots	Units	Lots	Units				
27 East 550 south	21	2	2	0	0	4n45	25	0.10	
528 South 50 West	21	2	1	1	1	4n45	26	0.10	
Alpine Acres	13	11	0	11	0	4n45	26	0.87	
Alpine View	17	7	4	3	3	4n45	1	0.40	
Bridger Estates	5	2	2	0	0	4n45	26	0.40	
Chapin Church House	3	2	1	1	1	4n45	26	0.77	
Cottonwood Ranches	40	15	5	10	10	5n46	17	0.37	
Cottonwood Shadows	55	21	11	10	10	4n45	27	0.38	
Eagle Rest	38	10	1	9	9	5n46	20	0.27	
Falcon Creek	80	26	6	20	20	5n46	20	0.32	
Fox Creek	80	14	8	6	6	4n45	25	0.17	
Fox Creek Estates	19	8	6	2	2	4n45	26	0.42	
Fox Creek Flats	8	3	1	2	2	4n45	25	0.36	
Horizon Park Ranch	51	10	3	7	7	4n45	26	0.20	
Kellson Korner	5	4	1	3	3	4n45	26	0.73	
Larkspur Meadows	17	4	1	3	3	4n45	25	0.24	
Old Farm	51	3	0	3	3	5n46	30	0.06	
R.O.S. Family Breakoffs	13	16	4	12	12	4n45	1	1.26	
Red Fox Ranch	51	33	11	22	22	5n46	20	0.65	
Red Fox Ranch Ammended	16	5	2	3	3	5n46	20	0.31	
River Meadows	80	84	0	84	84	4n45	27	1.05	
Skimeister	23	5	3	2	2	4n45	25	0.22	
Spruce Hill	2	1	0	1	1	4n46	30	0.62	
Targhee Hill Estates*	273	101	0	101	101	5n46	20	0.37	
Teton Creek Resort	96	15	15	15	15	5n46	20	0.16	
Teton Creek Resort Phase II	19	20	22	-2	-2	5n46	20	1.07	
Teton Retreat	58	28	6	22	22	5n46	17	0.49	
Teton View Estates	104	44	35	9	9	4n45	26	0.42	
Teton View Estates II	12	12	7	5	5	4n45	26	1.00	
The Overlook at Fox Creek	55	19	2	17	17	4n46	30	0.34	
The Grand Reserve	40	14	1	13	13	4n45	1	0.35	
The Views	19	5	2	3	3	4n45	26	0.26	
Thistle Creek Estates	40	32	26	6	6	4n45	26	0.79	
Thistle Creek Estates II	40	30	22	8	8	4n45	26	0.74	
Tzi-Tzi	20	4	2	2	2	4n45	25	0.20	
		1484	612	198	414			0.412266	0.47

*targhee hill estates and targhee hills III

Overall Average

Total Acreage for 80per100	7007
Conservation Acreage	323
Subdivision Acreage	1484
Unsubdivided Acreage	5199

Unsubdivided Acreage	5199
multiplied by 0.8	4159

Existing Units
Total Unit: 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	4159
Existing units not in sub	95
Future units not in sub	4064

Vacant Subdivision lots 414

Total Future Units **4478**

Conservation Easement acreage

10 units/ 100 – 877 acres

20 units /100 – 4855 acres

30 units/ 100 – 2689 acres

80 units/ 100 – 323 acres

Victor – 30 acres

Wyoming – 38 acres

8812 acres

APPENDIX B: CONSTRUCTION COST ESTIMATES



ITEMIZED PROJECT BUDGET Phase 1

	Donation Plan	Donations to date	Donations Percent	Donations Non Cash
Construction cost		\$247,751.00		
Site preparation (in kind)	*			\$ 25,000.00
Site planning (in kind)				\$ 2,500.00
160 x 150 Building FPB Jobsite	* \$ 264,000.00			
Power Louver & Gravity Louver	2,500.00			
Overhead Door 4 each	* 13,059.00			
Foundation	* 25,016.00			
Labor install doors	1,296.00			
Electrical allowance	25,000.00			
		Less expenditures -\$ 19,376.00		
Subtotal	\$ 313,871.00			
Construction Total Estimate	\$ 313,871.00	\$218,644.00	70%	\$ 27,500.00

Cost estimates for the Teton Valley Arena were provided by Coverall, Boise, Idaho. In kind services will be provided by an independent local contractor.

FUNDING HISTORY

Donations to date total \$247,751.00 in cash and \$27,500.00 in pledged in kind services. The sources are detailed in the following table.

Source	Cash	In kind
Stu and Deb Tenney Challenge	\$114,188.00	
2005 funds received	\$ 19,376.00	
2006 funds received	\$ 42,539.00	
2007 funds received	\$ 30,610.00	
2008 funds received*	\$ 41,038.00	
TOTAL DONATIONS 4/30/2008	\$247,751.00	\$27,500.00

*Based on fiscal year ending Sept.30th

GRANTS RECEIVED

A grant totally \$25,000.00 has been awarded to the Arena project from the Teton Springs Foundation for spring 2008 and will be applied to the above total during the completion of the phase one building. This grant has not yet been received into the Arena account.

Phase II cost information based on conversation with Teton Valley Arena Board. Phase II assumes similar cost to Phase I plus additional cost for bump out facilities that will include bathrooms, mechanical area, concession stands, etc.

Teton Valley Arena

Cover-All Structure Summary

1. Construction will be divided into three Phases
 - a. Phase 1 – 160'W x 150'L CoverAll
 - b. Phase 2 – Stick built structure on one end of CoverAll to house kitchen, bathroom, mechanical
 - c. Phase 3 – Expand CoverAll to 160'W x 300'L
2. Installation
 - a. Phase 1 - First CoverAll Portion – not heated
 - i. Foundation sized for Phase 1 will be installed on three sides of CoverAll
 - ii. Side where expansion will occur will be tethered until expansion – no foundation will be installed on this side
 1. Prevents installation of foundation that will later be removed
 - iii. Install Phase 1 fire suppression system
 - b. Phase 2 – Stick built structure - heated
 - i. Commercial kitchen w/ fridge/freezer, cooking range/grill, sink, counter space, storage, etc.
 - ii. Men's and women's accessible bathrooms
 - iii. Mechanical space
 1. Fire suppression
 2. Other mech. Equipment
 - c. Phase 3 – Final CoverAll Portion – not heated
 - i. Expand existing foundation
 - ii. Expand CoverAll to 160'W x 300'L
 - iii. Expand fire suppression system
3. Cost
 - a. Told by CoverAll representatives to figure on approx. \$10/SF.
 - i. 160'W x 150'L = 24,000 SF = \$240,000 for Phase One structure
 - ii. Does not include cost of foundation, site work, fire suppression
 - iii. 15% cost increase on CoverAll expected to take effect June 1st, 2008
 - iv. Government discount is possible – Company / Rep will be determine available discount at time of ordering
 - b. Foundation yet to be detailed or priced
 - c. Fire suppression estimates around \$80,000 - \$130,000 for Phase 1
 - d. Stick built structure not yet priced or designed
4. Height
 - a. Contractor originally estimated CoverAll would need to be 60' tall at peak to meet snow load demands.
 - b. Contractor is working w/ Teton County, ID engineer to determine if snow load can be reduced, therefore possibly reducing building height

- c. Variance for height will be wrapped into Conditional Use Permit – See “Process” below.
- 5. Process
 - a. Fairgrounds is located in City of Driggs Area of Impact – arena will therefore need to be reviewed by both City of Driggs and Teton County
 - b. Permit Process
 - i. Conditional Use Permit
 - 1. Submit:
 - a. Site Plan
 - b. Structure Drawings
 - c. Narrative explaining phasing, etc.
 - 2. Permit will be reviewed by
 - a. City of Driggs Planning – if approved
 - b. Teton County Commissioners
 - 3. Once CUP is received we can apply for a Building Permit
 - ii. Contact has been made with several Commissions and Planning Staff
 - 1. Attempt to address concerns before they come up
 - a. Fire District – Structure will need fire suppression system – OK w/ height if structure is protected by suppression system.
 - b. Planning – Inferred that there will likely not be a problem with a 60’ structure for this purpose
 - c. Waiting until snow load is reviewed/revised before drawings are completed
 - d. When drawings and site plan are completed can begin CUP process

Thanks and if anyone has any questions please feel free to email me at ann@hershbergerdesign.com

Ann Moyer

Building Committee Chair

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.): 20,000
 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:	\$986,850	\$1,096,500	\$1,370,625
Contractor's Overhead & Profit:	\$246,713	\$274,125	\$342,656
Architectural Fees:	\$60,970	\$67,745	\$84,681
Total Building Cost:	\$1,294,533	\$1,438,370	\$1,797,962
		\$72/sf	\$90sf
		Average=	\$81/sf

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.*

roject 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.): 20,000
 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:	\$3,085,200	\$3,428,000	\$4,285,000
Contractor's Overhead & Profit:	\$771,300	\$857,000	\$1,071,250
Architectural Fees:	\$228,089	\$253,432	\$316,790
Total Building Cost:	\$4,084,589	\$4,538,432	\$5,673,040
	~ \$200/sf	~ \$225/sf	~\$280/sf

Average \$235/sf

***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. RSMean uses diligence in preparing the information contained here. RSMean does not make any warranty or guarantee as to the accuracy, correctness, value, sufficiency or completeness of the data or resulting project cost estimates. RSMean shall have no liability for any loss, expense or damage arising out of or in connection with the information contained herein.*

Additional research:

Blaine County – Sheriff/Jail Facility
 Size= 36,000 sf
 Bond amount - \$10,000,000
Average Cost/sf = ~ \$280

With RS Means and Blaine County sample – Average cost/sf ~ \$258/sf

Project Title: {Not Provided}
 Model: Warehouse, Mini
 Construction: Concrete Block / Steel Frame
 Location: IDAHO FALLS, ID
 Stories: 1
 Story Height (l.f.): 12
 Floor Area (s.f.): 8,850
 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:	\$562,500	\$625,000	\$781,250
Contractor's Overhead & Profit:	\$140,625	\$156,250	\$195,313
Architectural Fees:	\$38,250	\$42,500	\$53,125
Total Building Cost:	\$741,375	\$823,750	\$1,029,687
		\$93/sf	\$117/sf
			\$106/sf

***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.*



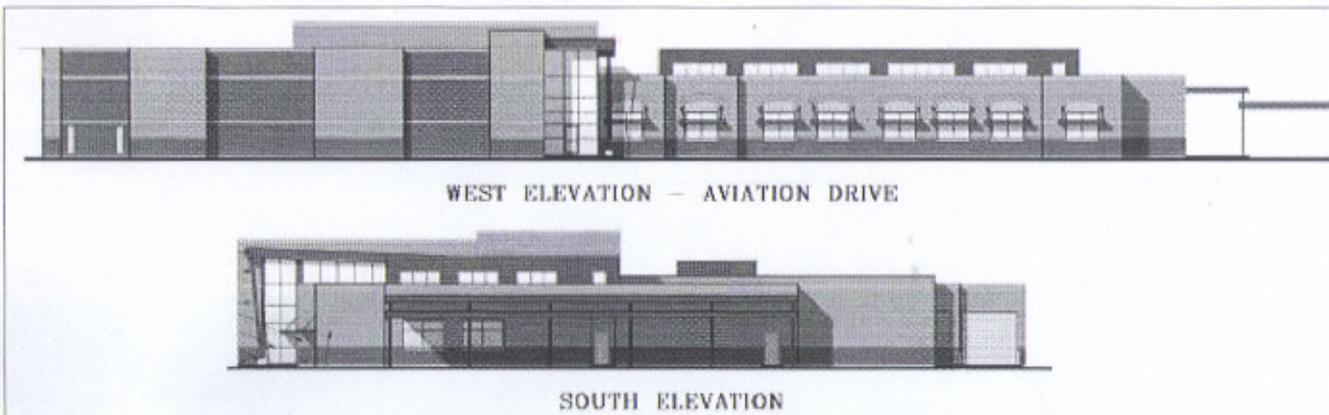
- HOME
- ABOUT US
- CONTACT US
- ACCOMPLISHMENTS
- SERVICES
- NEWS RELEASES
- CAREER OPPORTUNITIES
- AREA LINKS
- WANTED & WARRANTS
- SEX OFFENDER REGISTRATION
- FAQ's
- FACILITY
- DRUG EDUCATION
- PUBLIC SAFETY INFORMATION



New Facility

BOND ~ \$10 MILLION

Blaine County broke ground on a new public safety facility in May 2007. Construction is finally underway on a project that has taken over a decade to realize. The projected 36,000 square foot facility includes a new detention facility, Sheriff's offices and consolidated dispatch center. The new facility will be located a 3.23 acre parcel on Hailey's Aviation Drive below the airport bench. The Jail will have 64 beds with the ability to house an additional 14 male work release inmates and 6 female work release inmates. The new facility will also have holding cells for both male and female juvenile inmates which are currently sent to other facilities. Additionally the new jail will provide space for rehabilitative programs, education or instruction in self-management for critical thinking or drug abuse.





May 13, 2008

Commissioner Mark Trupp
 Teton County Commissioners
 Teton County, Idaho
 89 North Main St.
 Driggs, ID 83422

Re: Teton County Sheriff's Department / Emergency Services Building Evaluation and Renovation Estimate

Dear Mark,

Per your request late last month, Plan One/Architects has conducted a cursory evaluation of a 3,000 SF portion of the Emergency Services Building near the Driggs Airport, under consideration as a possible new home for the sheriff's department.

We began with a structural examination by Sargent Engineers (attached). It outlines three options, for consideration by the county, to bring the structure within requirements of the 2006 IBC. These range from a low of \$15-30K to remove the mezzanine level entirely, to a mid-level figure of \$30-60K to stabilize the mezzanine (but still not use the space for any purpose), to a high of \$100-150K to upgrade the structure to the point where it can be occupied or utilized for storage.

Architectural concerns include the two stairways leading to the mezzanine. Both of these do not meet IBC rise and run requirements for commercial buildings, and will need to be replaced if the mezzanine is to be used in any capacity.

A rough construction cost estimate to renovate the 50' x 60' (3,000 SF) footprint space, without consideration of renovation of the mezzanine level, would include:

1. Structural IBC minimum Code Renovations	\$22,500
2. Renovate 2,000 SF @ \$90 per SF (majority of remodel)	200,000
3. Renovate 500 SF @ \$80 per SF (sallyport area)	40,000
4. Renovate 500 SF @ \$175 per SF (security area)	<u>87,500</u>
Subtotal	\$350,000
Design Contingency @ 10%	<u>35,000</u>
Total Base Renovation (\$128.33 per SF)	\$385,000

Understand that, at \$385K, this does not include any use of the second level mezzanine. It also includes no cost allowance for FF&E items (furniture, fixtures and equipment) or an amount for professional fees (RS Means indicates that A/E fees for a renovation job of this type and size should be 15.6%). Total project costs for the county, therefore, to execute this project might look something like:

5. Total renovation of 3KSF main floor into sheriff's office with holding cells, etc.	\$385,000
6. FF&E @ 5%	19,250
7. A/E Fees @ 15%	<u>57,750</u>
Subtotal Project Costs (without mezzanine level)	\$462,000

If occupancy of the mezzanine is required:

8. Structural IBC median Code Renovations for use of mezzanine	125,000
9. Architectural IBC minimum Code Renovations for use of mezzanine	10,000
10. Renovation of mezzanine for occupancy (1,750 SF @ \$40/SF)	70,000
11. FF&E @ 5% of #'s 8, 9 and 10 above	10,250
12. A/E fees @ 15% of #'s 8, 9 and 10 above	30,750
Subtotal Project Costs (mezzanine level)	\$246,000

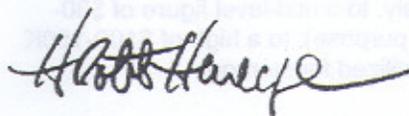
Total all hard and soft costs for both floors \$708,000

You can certainly use the above lists and calculations as a starting point and "cafeteria plan," in order to try and develop better value for the project. It seems unlikely to us that development of the mezzanine in any capacity will prove to be cost effective, at least in the short term.

We do, however, believe that attempting to relocate the sheriff's department to the Emergency Services Building is a worthwhile and logical goal for the county and the department. We would be pleased to assist the county in any way we can, including the writing of an appropriate RFP.

Please let us know how we can help, and don't hesitate to call if you have any questions or concerns.

Sincerely,



H. Robert Heneage, AIA
Principal, Vice President

ENCL: Sargent Engineers Observation Letter D06111.00, dated April 29, 2008

CC: Sheriff Kim Cooke



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

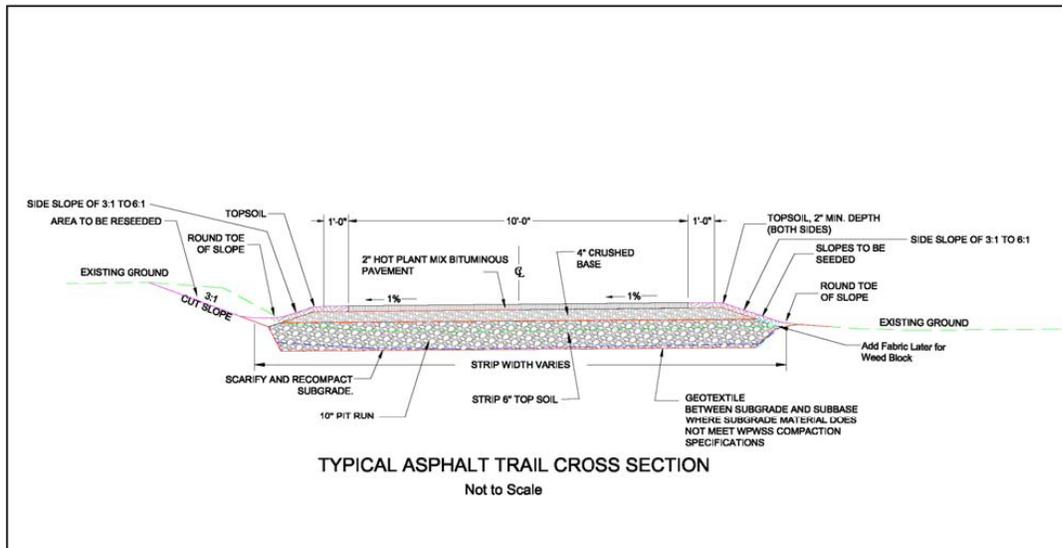
X \$27

\$47,520 (3 foot wide path)

X 3.333 (10 foot wide pathway)

\$158,384

Below are the specifications used for the quote.



DESCRIPTION: PROPOSED TYPICAL TRAIL CROSS SECTION		REVISIONS				NOTES
NO.	DATE	DESCRIPTION	BY	CKD		
LOCATION:	N/A	ALLOTMENT:	N/A			 <p>JACOB HOLE COMMUNITY PATHWAYS TOWN OF JACOB TETON COUNTY, WYOMING PO Box 1887, 300 S. King Street, Jackson, Wyoming (807) 732-6878</p>
PROJECT #:	N/A	PERMIT NO.:	N/A			
PDN #:	N/A	LOT #:	N/A			
SD:	N/A	DATE:	AUGUST 1, 2008			
DRAWN BY:	DSG	DATE:	MARCH 31, 2004			
CHECKED BY:	JC					
DATE:						
PAGE:	proposed/0204.dwg	SHEET NUMBER:	1 OF 1			

Teton Valley Trails and Pathways promotes a trails and pathways connected community
 Teton Valley Trails and Pathways, Inc. is a 501 c (3) tax exempt, non-profit organization under IRS Section 170(b) (2) (iii) for both federal and state tax purposes

APPENDIX C: TETON COUNTY TRANSPORTATION PLAN



APPENDIX D: 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.