

Report

DEVELOPMENT IMPACT FEE REPORT

FOR THE

CITY OF REEDLEY, CALIFORNIA

March 1993

m Management
SI Services Institute
INCORPORATED



Management Services Institute

INCORPORATED

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March 22, 1993

Honorable Mayor and City Council
Via Mr. Nicholas Pavlovich, City Manager
City of Reedley
845 "G" Street
Reedley, CA 93654

Honorable Mayor, Council and City Manager,

Reedley has been experiencing and will no doubt continue to experience significant growth, be it residential, commercial or industrial and manufacturing properties. This development will continue to require additional facilities and services which result in an escalation of municipal costs. The question which every city undergoing growth, be it rapid, slow or controlled, is confronted with is how to pay for those items such as new streets and roads, traffic signals, public facilities and equipment, law enforcement and fire protection facilities, drainage facilities, park and recreation facilities, and other needs.

It is readily apparent that federal and state assistance cannot be counted on to meet needs that are perceived as strictly local in nature. Grants and other "alternative" revenue sources have diminished over the last decade. The City of Reedley must be prepared to meet its own needs.

This Report is intended to assist in accomplishing this goal by insuring that new growth pays its own way and no longer acts as a burden on any monies that can be identified and used for maintenance and replacement of existing infrastructure.

Growth raises the question of how to avoid levying charges against taxpayers in the City when the costs are being caused almost exclusively by new development. Many cities, Reedley included, have looked to Development Impact Fees, which are direct charges to private development for capital facilities and equipment needed to support residential, commercial and manufacturing growth. Since the fees would merely reimburse the City for reasonable costs associated with the provision of municipal services, they would be excluded from the Proposition 4 limit.

The process followed in accomplishing the work reported herein follows the requirements of Government Code Sections 66000 et. seq., commonly known as AB 1600.



City of Reedley Development Impact Fee Report – Page 2

In reviewing the method for fairly establishing an impact fee system, it was determined that there are essentially two categories of "need":

1. Facilities and capital needs generated by the **existing community**, and
2. Those facilities and capital needs generated by **future development**.

This Report deals only with costs generated by future development in terms of development impact fees. However, as you will note in the computer generated data, information has also been included concerning costs which will have to be met by the existing community as well. Within development, costs are determined on an acreage basis for five different zoning classifications within the three major land uses of residential, commercial and industrial development.

It is not intended that the recommended development impact fees address all of the City's capital needs, as identified on the various schedules in this Report. As per AB 1600 and common fairness, development impact fees cannot address current capital deficiencies. The fees recognize and will meet the needs of the City's growing population and business community, but should not be expected to finance any backlog of facilities that need replacement or rehabilitation. However, with the adoption of development impact fees, other City revenue sources that have traditionally been used to meet population-generated needs for expanded services and facilities will now be available for those replacement and rehabilitation projects.

The information required to develop the City's costs was generated by the City of Reedley staff, without whose help this Report could not have been completed. In particular, the following management and support personnel were especially instrumental in working with Analyst Jeff Tyne to gather the necessary information required: Richard Fernbaugh, Community Services Director; Forrest Brown, Police Chief; Bill Jackson, Fire Chief; John Wankum, City Engineer; Mike Pardo, Engineering Technician; and Michael Olmos, Community Development Director. We greatly appreciate the extraordinary assistance provided by the above personnel during the preparation of this Report.

Respectfully submitted,

SCOTT THORPE
Senior Vice President

MARK MATHERS
Principal Analyst

City of Reedley Development Impact Fee Report

Table of Contents

| | |
|--|------|
| Executive Summary | viii |
| Legal Requirements of the DIF Process | viii |
| Methodology Utilized in This Report | ix |
| Findings | x |
| Figure 1 Summary of Capital Needs, by Infrastructure Type | x |
| Table 1 Summary of Development Impact Fees | xi |
| Table 2 Comparison of Current and Proposed Fees (Fee per Single Family Unit) . | xii |
| Schedule 1 Summary of DIF Costs by Service Provision | xiii |
| Report Format and Organization | xiv |
| General Conclusion | xv |
| Table 3 Development Impact Fee Schedule | xvii |
| Chapter 1 | |
| The General Theory and Practice of Development Impact Fees | 1 |
| Philosophical Base For Fees | 1 |
| Financing of Capital | 1 |
| The Advent of An Alternative | 2 |
| Basis for Development Impact Fees | 2 |
| A Broadly-Based Phenomenon | 2 |
| Advent of Developer Exactions | 2 |
| Background of the DIF Process | 3 |
| Determining Facilities Needed | 3 |
| The Capital Improvement Plan | 4 |
| Background of a Capital Improvement Plan (CIP) | 4 |
| Details of the Capital Improvement Plan | 5 |
| Calculation of Development Impact Fee | 6 |
| Passage of AB 1600 | 6 |
| Specific Accountability Standards | 6 |
| Need For Great Detail | 7 |
| Specific Legal Requirements | 7 |
| Need for a Highly Specific CIP | 7 |
| Schematic Depiction of the Process | 8 |
| Applicability of DIF Rates to All Development | 8 |
| Figure 1-1 The Capital Planning and Financing Process | 10 |
| Who Is To Pay? | 10 |
| Funding of Unfunded Project Liabilities | 10 |
| Identification of Specific Revenue Sources | 10 |
| Financing Non-Development Related Capital Projects | 11 |

Table of Contents (Continued)

| | |
|---|----|
| Need For Specific Development Impact Fees in the City | 11 |
| A Specific Local Need | 11 |
| Alternatives to Public Facilities Construction | 12 |
| Measuring "Impact" | 12 |
| What Happens If the Fees Are Not Imposed | 12 |
| Summary of Alternatives | 13 |
| Impact of DIF's on Development | 13 |
| Limitations of Report | 15 |
| Disinclination Toward Capital Expenditures | 15 |
| | |
| Chapter 2 | |
| Methodology Utilized in the Calculation of Reedley's Specific Development Impact Fees | 17 |
| Inductive Calculation | 17 |
| Advantage of Inductive Calculation | 17 |
| Disadvantages to Inductive Calculation | 17 |
| Deductive Calculation | 18 |
| Need for More Definitive Information | 18 |
| Advantages of Deductive Calculation | 18 |
| Disadvantages of Deductive Calculation | 19 |
| Does Either Method Have Greater Validity? | 19 |
| The Correct Method? | 19 |
| Methodology For Specific Calculation of City DIF's | 19 |
| Data Base | 19 |
| A "Common Sense" Review | 21 |
| The Answer | 21 |
| No "Master Plan" | 21 |
| Best Available Information | 21 |
| Endemic Lack of Money and Thought | 22 |
| Further Development of Plans and CIP's | 22 |
| "Normal" Subdivision Improvements Omitted | 22 |
| Land Costs | 22 |
| Financing Costs | 23 |
| Appropriate Expansion | 23 |
| | |
| Chapter 3 | |
| Demographics and Assumptions | 24 |
| History of Growth | 24 |
| Reedley's Potential For Growth in the Future | 25 |
| Need For Expansion of Infrastructure | 25 |
| Land Use Assumptions | 26 |
| Table 3-1 Summary of Developed and Undeveloped Land | 27 |
| Population Projections | 28 |

Table of Contents (Continued)

| | |
|--|----|
| Past Growth Trends | 28 |
| Table 3-2 Population Projections Based on Past Growth Trends | 29 |
| Holding Capacity Analysis | 30 |
| Table 3-3 Projected Population at Build-Out (Current Holding Capacity Method) | 31 |
| Summary of Findings | 32 |
| Format of This Report | 32 |
| Schedule 3.1 | 34 |
| | |
| Chapter 4 | |
| Streets and Thoroughfares | 35 |
| Existing Street Network | 35 |
| Table 4-1 Summary of Levels of Service | 37 |
| Future Traffic Conditions at Build-out | 39 |
| Estimated Additional Trips through Build-out | 39 |
| Table 4-3 Additional Trips Generated by Future Development | 40 |
| Future Development's Impact on Circulation System | 40 |
| Distribution of Costs | 42 |
| Distribution by Land Use | 42 |
| Table 4-4 Summary of Streets & Thoroughfares Costs, by Land Use | 43 |
| Alternative Cost Methodology | 43 |
| Table 4-5 Detail of Streets & Thoroughfares Costs for Specific Commercial and Industrial Uses | 45 |
| Schedule 4.1 | 46 |
| Schedule 4.2 | 47 |
| | |
| Chapter 5 | |
| Traffic Control Facilities | 49 |
| Proposed Traffic Signal Improvements | 49 |
| Distribution of Costs | 50 |
| Table 5-1 Summary of Traffic Control Facility Impact Fees by Land Use | 51 |
| Alternative Cost Methodology | 51 |
| Table 5-2 Detail of Traffic Control Costs for Specific Commercial and Industrial Uses | 52 |
| Schedule 5.1 | 53 |
| Schedule 5.2 | 54 |
| | |
| Chapter 6 | |
| Law Enforcement Facilities, Equipment & Training | 56 |
| Current Service Levels | 56 |
| Projection of Future Staffing Needs | 57 |
| Table 6-1 Projected Officers Required at Build-out | 57 |

Table of Contents (Continued)

| | |
|--|----|
| Police Training and Equipment | 58 |
| Training and Equipment Costs | 58 |
| Police Dispatcher Training | 59 |
| Police Vehicle Costs | 59 |
| Police Facility Needs | 59 |
| Cost Estimates for Expanded Police Facility | 60 |
| Table 6-2 Police Headquarters Facility Expansion Estimated Construction Costs | 60 |
| Distribution of Costs | 60 |
| Table 6-3 Summary of Law Enforcement Cost Impacts, by Land Use | 61 |
| Schedule 6.1 | 62 |
| Schedule 6.2 | 63 |
| Schedule 6.3 | 64 |
| Schedule 6.4 | 65 |
| Schedule 6.5 | 66 |
| Chapter 7 | |
| Fire Facilities & Equipment | 67 |
| Current Fire Department Operations | 67 |
| Impact of Future Development | 68 |
| Impact of Different Land Uses on Fire Services | 68 |
| Table 7-1 Total Annual Calls Per Unit Or Acre | 69 |
| Impact of Future Development on Staff Workloads | 69 |
| Table 7-2 Additional Annual Fire Calls Generated by Future Development | 70 |
| Construction of Fire Stations | 70 |
| Additional Fire Station for South Reedley | 71 |
| Equipment Costs | 71 |
| Distribution of Costs | 72 |
| Table 7-3 Summary of Costs, by Land Use | 72 |
| Schedule 7.1 | 73 |
| Schedule 7.2 | 74 |
| Schedule 7.3 | 75 |
| Schedule 7.4 | 76 |
| Chapter 8 | |
| General Facilities & Equipment | 77 |
| Existing Public Facilities | 77 |
| Table 8-1 Summary of Existing Public Buildings | 77 |
| Projected City Office Needs | 79 |
| Projected Costs of New Facilities | 80 |
| Table 8-2 Estimated Costs of a New City Hall Facility | 81 |
| Corporation Yard | 81 |

Table of Contents (Continued)

| | |
|--|-----|
| Community Center | 81 |
| Projection of Vehicle Needs | 82 |
| Distribution of Costs | 82 |
| Table 8-3 Summary of Costs, by Land Use | 83 |
| Schedule 8.1 | 84 |
| Schedule 8.2 | 85 |
| Schedule 8.3 | 86 |
| Chapter 9 | |
| Storm Drainage Facilities | 87 |
| Existing Storm Drainage System | 87 |
| Storm Drainage Zones | 87 |
| Proposed Storm Drainage Improvements | 88 |
| Distribution of Costs | 89 |
| Distribution Between Land Uses | 89 |
| Table 9-1 Storm Drainage Runoff Coefficients | 90 |
| Summary of Cost Impacts | 90 |
| Table 9-2 Summary of Storm Drainage Impact Costs per Acre | 91 |
| Schedule 9.1 | 92 |
| Schedule 9.2 | 93 |
| Chapter 10 | |
| Wastewater Treatment Facilities | 97 |
| Impact of Future Development | 97 |
| Projected Wastewater Flows | 97 |
| Table 10-1 Wastewater Flow Rates by Land Use | 98 |
| Projected Wastewater Flows at Build-Out | 98 |
| Table 10-2 Total Additional Wastewater Flows at Build-Out | 99 |
| Calculation of Impact Costs | 99 |
| Distribution of Costs | 99 |
| Table 10-3 Summary of Wastewater Treatment Costs per Unit or Acre | 100 |
| Alternative Cost Methodology | 100 |
| Table 10-4 Summary of Costs for Various Commercial & Industrial Uses | 102 |
| Schedule 10.1 | 104 |
| Schedule 10.2 | 105 |
| Chapter 11 | |
| Wastewater Collection Facilities | 107 |
| Impact of Future Development | 107 |
| Oversize Costs of New Collector Lines | 107 |
| Installation of Lift Stations | 108 |
| Distribution of Costs | 108 |

Table of Contents (Continued)

| | |
|--|-----|
| Table 11-1 Wastewater Flow Rates by Land Use (Gallons Per Acre Per Day) . . . | 109 |
| Table 11-2 Summary of Wastewater Collection Impact Costs per Unit or Acre . | 110 |
| Schedule 11.1 | 111 |
| Schedule 11.2 | 112 |
| Chapter 12 | |
| Water Supply and Holding Facilities | 115 |
| Existing Water Supply & Holding System | 115 |
| Historical Water Demand | 115 |
| Table 12-1 Current Water Demand Levels | 116 |
| Water Production/Supply Facilities | 116 |
| Water Storage Facilities | 116 |
| Calculation of Impact Costs | 117 |
| Table 12-2 Water Demand by Land Use (Maximum Day Demand) | 117 |
| Table 12-3 Additional Maximum Day Demand at Build-out (Gallons Per Day) . | 118 |
| Summary of Costs | 119 |
| Table 12-4 Summary of Water Supply & Holding Costs per Unit or Acre | 119 |
| Alternative Cost Methodology | 120 |
| Table 12-5 Detail of Water Supply & Holding Costs For Specific Commercial and Industrial Uses | 121 |
| Schedule 12.1 | 122 |
| Schedule 12.2 | 123 |
| Chapter 13 | |
| Water Distribution Facilities | 124 |
| Existing Water Distribution System | 124 |
| Impact on the Water System From Future Development | 124 |
| Adequacy of Existing Trunk Lines | 125 |
| Oversize Costs of New Water Lines | 125 |
| Distribution of Costs | 126 |
| Table 13-1 Summary of Water Distribution Costs per Unit or Acre | 126 |
| Schedule 13.1 | 127 |
| Schedule 13.2 | 128 |
| Chapter 14 | |
| Parks and Recreation Facilities | 131 |
| Existing Parks and Recreation System | 131 |
| Table 14-1 Inventory of Existing Parks | 132 |
| Calculation of Park Dedication Standard | 132 |
| Specific Enabling Legislation | 133 |
| Allowable Park Standard | 133 |
| Determination of Park Standard | 134 |

Table of Contents (Continued)

| | |
|--|-----|
| Calculation of Impact Costs | 134 |
| Park Acquisition Costs | 134 |
| Market Value of Land | 134 |
| Park Development Costs | 134 |
| Average Park Cost per Capita | 135 |
| Average Cost per Dwelling Unit | 136 |
| Schedule 14.1 | 137 |
| Schedule 14.2 | 138 |
| Chapter 15 | |
| Open Space Facilities | 139 |
| Calculation of Open Space Facility Fee | 139 |
| Calculation of Open Space Standard | 140 |
| Calculation of Open Space Fee | 140 |
| Schedule 15.1 | 141 |
| Schedule 15.2 | 142 |
| Chapter 16 | |
| Conclusion | 143 |
| General Conclusion | 143 |
| Administrative Responsibility | 143 |
| Other Considerations | 144 |
| Accounting and Fund Structure | 144 |
| Application of Combined Overhead Rate | 144 |
| Improvement to Study Calculation Data | 144 |
| Implementation | 145 |

APPENDICES

- A. Full Text of AB 1600
- B. Full Text of Quimby Act
- C. Professional Qualifications of Management Services Institute, Inc., Personnel

Executive Summary

As the Central Valley, and more specifically the greater Fresno area has grown, the City of Reedley has shared in this growth. From 1982 to 1992, the City's population grew from 11,626 residents to a population of 17,400. Moreover, the greater Reedley area provides the potential for continued growth well into the future; MSI and planning staff currently estimate that the City's population will roughly double in 20 years.

The rapid growth of Reedley, as exemplified by the past decade's annual growth rate of more than 4.1% in population, has brought about the recognition of the inequity of either attempting to ignore capital infrastructure needs or to meet those needs from traditional tax sources. These capital needs take the form of expanded or new facilities for streets and roads, public facilities and equipment, parks and recreation facilities, storm drains, public safety facilities and City-provided utilities.

Additionally, it is readily apparent that federal and state assistance cannot be counted on to meet needs that are perceived as strictly regional or local in nature. Grants and other "alternative" revenue sources have diminished over the last decade. The City of Reedley must be prepared to meet its own needs or suffer a decline in the levels of service provided to both existing and future residents.

In recognition of the need to prepare for future growth and for the financing of the City's needed capital facilities, the City of Reedley has contracted with Management Services Institute, Inc. (MSI) to calculate the costs of new development's impact on the City's infrastructure. The following Report therefore provides the documentation for Reedley to impose development impact fees for the 12 separate categories of infrastructure owned and maintained by the City.

LEGAL REQUIREMENTS OF THE DIF PROCESS

The charging of Development Impact Fees is neither new nor limited to California. A survey by the International City Management Association in 1985 showed that communities in 36 states use exactions or impact fees to finance capital projects.

However, in California, as in several other states, State legislation sets certain legal and procedural parameters for the charging of these fees. This legislation was passed as AB 1600 by the California Legislature and is now codified as California Government Code Sections 66000 through 66009.

This State law went into effect on January 1, 1989. It requires documentation of projects to be financed by Development Impact Fees prior to their levy and collection, and that the monies

collected actually be committed within five years to a project of "direct benefit" to the development which paid the fees. Many states have such controlling statutes.

Specifically, AB 1600 requires the following:

1. Delineation of the **PURPOSE** of the fee.
2. Determination of the **USE** of the fee.
3. Determination of the **RELATIONSHIP** between the use of the fee and the type of development paying the fee.
4. Determination of the relationship between the **NEED** for the facility and the type of development project.
5. Determination of the relationship between the **AMOUNT** of the fee and the **COST** of the portion of the facility attributed to the specific development project.

METHODOLOGY UTILIZED IN THIS REPORT

Based on the general requirements of AB 1600, the following process was therefore followed by City staff and MSI in preparing DIF rates.

1. Define the level of service needed within the General Plan area for each of the 12 categories of infrastructure maintained by the City. These levels were variously defined, by Master Plan, or other documents by geographical area or are represented in a facilities plan or map.

Common measures of level of service include the establishment of a minimum amount of acreage of parkland per 1,000 persons, for instance, or a Traffic Level of Service "C" for City roadways. Such measures, when available, are defined in the text relating to each specific fee.

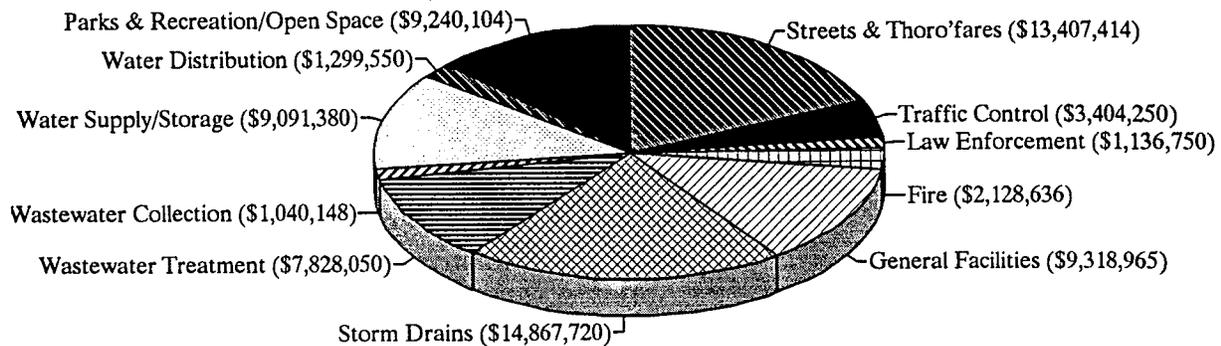
2. Review the land use map and determine the existing mix of land uses and amount of undeveloped and developed land. The magnitude of growth and its impacts can thus be determined by considering this land use data when planning needed infrastructure.
3. Identify all additions to the capital facilities or equipment inventory necessary to maintain the identified levels of service in the General Plan area. Then, determine the cost of those additions. Such was done on a department-by-department, function-by-function basis.

- 4. Identify a level of responsibility, identifying, as termed in this Report, the relative need (or as identified on the accompanying schedules as "PERCENT NEED") for the facility or equipment necessary to accommodate "growth" as defined, and as opposed to those needs to meet a current, existing need.
- 5. Distribute the costs identified as a result of development growth on a basis of land use. Costs were distributed between each land use based on their relative use of the capital system. For example, future street costs were distributed to each land use based on their trip generation characteristics.

FINDINGS

City staff and MSI have identified nearly \$73 million in needed capital improvement projects required through the City's build-out, including both projects related to existing deficiencies and those needed solely to support future development. As can be seen on the following chart, the greatest portion of capital needs relates to the City's storm drainage system. This is not unusual in California as many cities have chosen to defer storm drainage needs in lieu of more pressing other infrastructure needs, especially considering the drought conditions experienced during the last five years. This is the case for Reedley, as well, as staff has identified more than \$14.8 million in storm drainage projects needed through build-out of the City.

Figure 1
Summary of Capital Needs, by Infrastructure Type



For each of the facilities identified by either MSI or Reedley City staff, a determination of the relative need (or "Percent Need" as used in this Report) of the facility to accommodate growth was defined. Thus, the reconstruction of a street which presently suffers from cracking and deteriorated curbs and gutter would be classified as 100% the responsibility of Existing Development and thus would not be included as a cost of future development. The widening of an existing street needed to accommodate the additional traffic generated by future development, conversely, would be the responsibility of future residential and commercial growth in the City. In this case, costs would be assigned 100% to Future Development and thus would need to be recouped through an impact fee.

Based on the above requirements and process, this Report calculates the cost to mitigate future development's impact for the City's 12 separate infrastructure categories. Costs were calculated for each of the City's major land uses. These costs are summarized in the table below:

Table 1
Summary of Development Impact Fees

| | |
|---------------------------|---------------|
| Residential | |
| Single Family Residential | \$6,098/unit |
| Single Family Low Density | \$6,331/unit |
| Single Family Estate | \$7,782/unit |
| Multiple Family | \$5,038/unit |
| Commercial | \$43,383/acre |
| Industrial | |
| Light Industrial | \$25,630/acre |
| Heavy Industrial | \$31,492/acre |

As a comparison of the City's current development impact fees to the fees proposed in this Report, the following table contrasts the current and recommended fees for a typical single family home in Reedley.

**Table 2
Comparison of Current and Proposed Fees
(Fee per Single Family Unit)**

| Sch. | Infrastructure Type | Proposed Fee | Current Fee | Increase/ (Decrease) |
|--------------------------------------|----------------------------------|----------------|----------------|----------------------|
| 4.1 | Streets & Thoroughfares | \$561 | | \$561 |
| 5.1 | Traffic Control Facilities | \$202 | | \$202 |
| 6.1 | Law Enforcement Facilities | \$206 | | \$206 |
| 7.1 | Fire Facilities | \$264 | | \$264 |
| 8.1 | General Facilities/Equipment | \$732 | | \$732 |
| 9.1 | Storm Drainage Facilities | \$556 | \$261 | \$295 (1) |
| 10.1 | Wastewater Treatment Facilities | \$900 | \$311 | \$589 (2) |
| 11.1 | Wastewater Collection Facilities | \$132 | \$325 | (\$193) (3) |
| 12.1 | Water Supply/Holding Facilities | \$878 | \$205 | \$673 |
| 13.1 | Water Distribution Facilities | \$143 | Incl. above | \$143 |
| 14.1 | Parks And Recreation Facilities | \$1,343 | \$209 | \$1,134 (4) |
| 15.1 | Open Space | \$179 | | \$179 |
| Total Development Impact Cost | | \$6,098 | \$1,312 | \$4,786 |

NOTES:

(1) City currently charges \$910 per acre for residential land uses. This figure was divided by an average of 3.48 units per acre to derive a current charge of \$261 per unit.

(2) City currently charges \$17.30 per fixture unit. An average of 18 fixture units per home was assumed.

(3) The City's existing sewer construction fee of \$5.00 per frontage lineal foot is shown.

(4) The City currently requires the dedication of unimproved land for parks. The figure of \$209 represents the average monetary value of this land assuming a cost of \$20,000 per acre.

A summary of specific impact fee rates for each land use can be found on the following schedule. Also, a rate schedule is provided at the end of this Executive Summary for each of the above land uses, by infrastructure.

SCHEDULE 1

CITY OF REEDLEY
SUMMARY OF DIF COSTS BY SERVICE PROVISION

| Sch. | Infrastructure Type | Cost per Dwelling Unit | | | | | Cost per Acre | | |
|-------------------------------|----------------------------------|---------------------------|-------------------|----------------------|-----------------|------------|--------------------|------------------|--|
| | | Single Family Residential | Single Family Low | Single Family Estate | Multiple Family | Commercial | Limited Industrial | Heavy Industrial | |
| 4.1 | STREETS & THROUGHFARES | \$561 | \$561 | \$561 | \$272 | \$17,888 | \$4,034 | \$4,650 | |
| 5.1 | TRAFFIC CONTROL FACILITIES | \$202 | \$202 | \$202 | \$98 | \$6,441 | \$1,452 | \$1,674 | |
| 6.1 | LAW ENFORCEMENT FACILITIES | \$206 | \$206 | \$206 | \$131 | \$2,231 | \$26 | \$134 | |
| 7.1 | FIRE FACILITIES | \$264 | \$264 | \$264 | \$529 | \$1,631 | \$176 | \$176 | |
| 8.1 | GENERAL FACILITIES/EQUIPMENT | \$732 | \$732 | \$732 | \$732 | \$3,794 | \$3,794 | \$3,794 | |
| 9.1 | STORM DRAINAGE FACILITIES | \$556 | \$712 | \$1,780 | \$244 | \$5,980 | \$5,553 | \$5,553 | |
| 10.1 | WASTEWATER TREATMENT FACILITIES | \$900 | \$900 | \$900 | \$789 | \$1,638 | \$3,448 | \$5,173 | |
| 11.1 | WASTEWATER COLLECTION FACILITIES | \$132 | \$132 | \$132 | \$116 | \$241 | \$507 | \$761 | |
| 12.1 | WATER SUPPLY/HOLDING FACILITIES | \$878 | \$878 | \$878 | \$770 | \$2,383 | \$5,048 | \$7,572 | |
| 13.1 | WATER DISTRIBUTION FACILITIES | \$143 | \$143 | \$143 | \$126 | \$389 | \$824 | \$1,236 | |
| 14.1 | PARKS AND RECREATION FACILITIES | \$1,343 | \$1,343 | \$1,343 | \$1,177 | \$0 | \$0 | \$0 | |
| 15.1 | OPEN SPACE | \$179 | \$256 | \$640 | \$55 | \$768 | \$768 | \$768 | |
| TOTAL DEVELOPMENT IMPACT COST | | \$6,098 | \$6,331 | \$7,782 | \$5,038 | \$43,383 | \$25,630 | \$31,492 | |

NOTE: Costs for Storm Drainage Facilities and Open Space Facilities are summarized in the above table on a per dwelling unit basis for residential land uses for consistency with the other categories. However, it is recommended that the City charge these fees on a per acre basis for all land uses. See the individual schedules for a more complete listing of proposed fees.

REPORT FORMAT AND ORGANIZATION

This Report is organized into 16 chapters and is based upon a series of impact cost calculations which were derived from a number of sources. The first three chapters, as well as the last chapter are devoted to a general discussion of impact fees, while the remaining 12 chapters pertain to a specific infrastructure. These chapters are outlined below:

Chapter 1 -- The General Theory and Practice of Development Impact Fees (Page 1) - This Chapter discusses the philosophical and legal framework of Development Impact Fees. A discussion of the history of these fees, the place of DIF's in the overall context of capital financing and land use planning and an explanation of AB 1600 is provided.

Chapter 2 -- Methodology Utilized in the Calculation of Reedley's Specific Development Impact Fees (Page 17) - An explanation of the two basic methods of calculating impact fees, inductive and deductive, is included in this Chapter. Other issues specific to the calculation of DIF's for Reedley, including financing costs and the exclusion of DIF credits, are also discussed.

Chapter 3 -- Demographics & Assumptions (Page 24) - An inventory of Reedley's undeveloped land and projected population at build-out are included in this Chapter. These land use calculations form the basis for the development impact cost calculations contained elsewhere in this Report.

Chapter 4 -- Streets & Thoroughfares (Page 35) - The impact of future development on the City's circulation system and recommended improvements are discussed here.

Chapter 5 -- Traffic Control Facilities (Page 49) - Proposed traffic signals are itemized and costs are distributed between Existing Development and Future Development in this Chapter.

Chapter 6 -- Law Enforcement Facilities, Equipment & Training (Page 56) - This Chapter estimates the number of sworn officers required at the City's build-out, police facility needs and the costs of additional training and equipment.

Chapter 7 -- Fire Facilities & Equipment (Page 67) - The effect of future development on the number of service calls received by the Fire Department, the construction of fire facilities in the future and vehicle costs are reviewed in this Chapter.

Chapter 8 -- General Facilities & Equipment (Page 77) - The construction of additional City office space and acquisition of City vehicles needed as a result of future development are reviewed.

Chapter 9 -- Storm Drainage Facilities (Page 87) - The re-calculation of the City's storm drainage impact fees is performed in this Chapter.

Chapter 10 -- Wastewater Treatment Facilities (Page 97) - Future Development will require the expansion of the City's existing wastewater treatment plant in the future. Thus, this Chapter calculates fees to offset these costs, both on an acreage basis and on an Equivalent Dwelling Unit (EDU) basis.

Chapter 11 -- Wastewater Collection Facilities (Page 107) - The City's sewer system will be impacted by the new development projected in this Report. The costs to construct new lines or upgrade existing mains are tabulated here.

Chapter 12 -- Water Supply & Holding Facilities (Page 115) - Reedley's water system will require extensive improvements in order to provide a potable source of water to new development. These improvements, as detailed in this Chapter, include the drilling of new wells and installation of a state-of-the-art telemetry system.

Chapter 13 -- Water Distribution Facilities (Page 124) - This Chapter discusses the new water lines needed to serve areas of future growth in the City.

Chapter 14 -- Parks and Recreation Facilities (Page 131) - The calculation of Quimby Act fees is discussed and performed in this Chapter.

Chapter 15 -- Open Space Facilities (Page 139) - In addition to "active" parks and recreational facilities, the City desires to preserve open space areas. This Chapter reviews these needs.

Chapter 16 -- Conclusion (Page 143) - The implementation and accounting requirements of DIF's are discussed here.

GENERAL CONCLUSION

This study of the City's physical costs of development and the calculation of resulting fees by City staff and MSI, Inc., provides not only a method of recovering costs generated by new development thus allowing the City to consider continuing development, but also provides a management tool showing the City its other significant capital facilities needs. Whether the City Council chooses to impose the recommended Development Impact Fees is a matter of policy. However, the data assembled provides the most complete picture possible of the City of Reedley's current and impending capital needs, not only for each of the impacts caused by new development, but also from existing infrastructure deficiencies.

The following pages of this Executive Summary provide a proposed fee schedule for the updated Development Impact Fees calculated in this Report. Fees are shown on a per dwelling unit basis for residential development and on an acreage basis for commercial and industrial development. In some cases, the City may also wish to provide a mechanism for charging fees on an alternative basis (i.e., a fee per trip end, sewer fee per Equivalent Dwelling Unit, etc.).

**Table 3
Development Impact Fee Schedule**

| <u>Chap.</u> | <u>Cost Area</u> | <u>Recommended Fee Per Unit or Acre</u> | <u>Alternative Cost Methodology</u> |
|--------------|------------------|---|-------------------------------------|
|--------------|------------------|---|-------------------------------------|

The following schedule provides a summary of recommended impact fees based on either the cost per dwelling unit or acre. An alternative fee structure is also provided, when applicable, when a more specific rate structure is required by the City.

4 STREETS & THOROUGHFARES:

RESIDENTIAL

| | | |
|-------------------------------|-----------------|--------------------------|
| SINGLE FAMILY ESTATE PROPERTY | \$561 /Dw. Unit | \$555.60 /P.M. Peak Trip |
| SINGLE FAMILY LOW DENSITY | \$561 /Dw. Unit | \$555.60 /P.M. Peak Trip |
| SINGLE FAMILY MEDIUM DENSITY | \$561 /Dw. Unit | \$555.60 /P.M. Peak Trip |
| MULTI-FAMILY | \$272 /Dw. Unit | \$555.60 /P.M. Peak Trip |
| COMMERCIAL | \$17,888 /Acre | \$555.60 /P.M. Peak Trip |
| INDUSTRIAL | | |
| LIMITED INDUSTRIAL | \$4,034 /Acre | \$555.60 /P.M. Peak Trip |
| HEAVY INDUSTRIAL | \$4,650 /Acre | \$555.60 /P.M. Peak Trip |

ALTERNATIVE COST METHODOLOGY: For a calculation of development impact costs for more specific land uses, costs may be calculated by multiplying the Cost per P.M. Peak Trip of \$555.60 by the trip rates provided by the Institute of Transportation Engineers' Trip Generation Manual (5th Edition).

5 TRAFFIC CONTROL FACILITIES

RESIDENTIAL

| | | |
|-------------------------------|-----------------|--------------------------|
| SINGLE FAMILY ESTATE PROPERTY | \$202 /Dw. Unit | \$200.04 /P.M. Peak Trip |
| SINGLE FAMILY LOW DENSITY | \$202 /Dw. Unit | \$200.04 /P.M. Peak Trip |
| SINGLE FAMILY MEDIUM DENSITY | \$202 /Dw. Unit | \$200.04 /P.M. Peak Trip |
| MULTI-FAMILY | \$98 /Dw. Unit | \$200.04 /P.M. Peak Trip |
| COMMERCIAL | \$6,441 /Acre | \$200.04 /P.M. Peak Trip |
| INDUSTRIAL | | |
| LIMITED INDUSTRIAL | \$1,452 /Acre | \$200.04 /P.M. Peak Trip |
| HEAVY INDUSTRIAL | \$1,674 /Acre | \$200.04 /P.M. Peak Trip |

ALTERNATIVE COST METHODOLOGY: For a calculation of development impact costs for more specific land uses, costs may be calculated by multiplying the Cost per P.M. Peak Trip of \$200.04 by the trip rates provided by the Institute of Transportation Engineers' Trip Generation Manual (5th Edition).

**Table 3
Development Impact Fee Schedule (Cont'd.)**

| <u>Chap.</u> | <u>Cost Area</u> | <u>Recommended Fee Per Unit or Acre</u> | <u>Alternative Cost Methodology</u> |
|--------------|--|---|-------------------------------------|
| 6 | LAW ENFORCEMENT FACILITIES, EQUIPMENT & TRAINING: | | |
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$206 /Dw. Unit | N/A |
| | SINGLE FAMILY LOW DENSITY | \$206 /Dw. Unit | N/A |
| | SINGLE FAMILY MEDIUM DENSITY | \$206 /Dw. Unit | N/A |
| | MULTI-FAMILY | \$131 /Dw. Unit | N/A |
| | COMMERCIAL | \$2,231 /Acre | N/A |
| | INDUSTRIAL | | |
| | LIMITED INDUSTRIAL | \$26 /Acre | N/A |
| | HEAVY INDUSTRIAL | \$134 /Acre | N/A |
| 7 | FIRE FACILITIES & EQUIPMENT | | |
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$264 /Dw. Unit | N/A |
| | SINGLE FAMILY LOW DENSITY | \$264 /Dw. Unit | N/A |
| | SINGLE FAMILY MEDIUM DENSITY | \$264 /Dw. Unit | N/A |
| | MULTI-FAMILY | \$529 /Dw. Unit | N/A |
| | COMMERCIAL | \$1,631 /Acre | N/A |
| | INDUSTRIAL | | |
| | LIMITED INDUSTRIAL | \$176 /Acre | N/A |
| | HEAVY INDUSTRIAL | \$176 /Acre | N/A |
| 8 | GENERAL FACILITIES & EQUIPMENT | | |
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$732 /Dw. Unit | N/A |
| | SINGLE FAMILY LOW DENSITY | \$732 /Dw. Unit | N/A |
| | SINGLE FAMILY MEDIUM DENSITY | \$732 /Dw. Unit | N/A |
| | MULTI-FAMILY | \$732 /Dw. Unit | N/A |
| | COMMERCIAL | \$3,794 /Acre | N/A |
| | INDUSTRIAL | | |
| | LIMITED INDUSTRIAL | \$3,794 /Acre | N/A |
| | HEAVY INDUSTRIAL | \$3,794 /Acre | N/A |

**Table 3
Development Impact Fee Schedule (Cont'd.)**

| <u>Chap.</u> | <u>Cost Area</u> | <u>Recommended Fee Per Unit or Acre</u> | <u>Alternative Cost Methodology</u> |
|--------------|-----------------------------------|---|-------------------------------------|
| 9 | STORM DRAINAGE FACILITIES: | | |
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$5,703 /Acre | N/A |
| | SINGLE FAMILY LOW DENSITY | \$5,703 /Acre | N/A |
| | SINGLE FAMILY MEDIUM DENSITY | \$6,388 /Acre | N/A |
| | MULTI-FAMILY | \$9,125 /Acre | N/A |
| | COMMERCIAL | \$15,969 /Acre | N/A |
| | INDUSTRIAL | | |
| | LIMITED INDUSTRIAL | \$14,829 /Acre | N/A |
| | HEAVY INDUSTRIAL | \$14,829 /Acre | N/A |

NOTE: Storm Drainage Fees are proposed to be collected on a per acre basis for both residential and non-residential uses.

10 WASTEWATER TREATMENT FACILITIES

| | | | |
|--|-------------------------------|-----------------|------------------------|
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$900 /Dw. Unit | \$3.45 /Gallon per Day |
| | SINGLE FAMILY LOW DENSITY | \$900 /Dw. Unit | \$3.45 /Gallon per Day |
| | SINGLE FAMILY MEDIUM DENSITY | \$900 /Dw. Unit | \$3.45 /Gallon per Day |
| | MULTI-FAMILY | \$789 /Dw. Unit | \$3.45 /Gallon per Day |
| | COMMERCIAL | \$1,638 /Acre | \$3.45 /Gallon per Day |
| | INDUSTRIAL | | |
| | LIMITED INDUSTRIAL | \$3,448 /Acre | \$3.45 /Gallon per Day |
| | HEAVY INDUSTRIAL | \$5,173 /Acre | \$3.45 /Gallon per Day |

ALTERNATIVE COST METHODOLOGY: For a calculation of development impact costs for more specific land uses, costs may be calculated by multiplying the Cost per Gallon per Day of \$3.45 by the projected wastewater flow rate of the specific development.

11 WASTEWATER COLLECTION FACILITIES:

| | | | |
|--|-------------------------------|-----------------|-----|
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$132 /Dw. Unit | N/A |
| | SINGLE FAMILY LOW DENSITY | \$132 /Dw. Unit | N/A |
| | SINGLE FAMILY MEDIUM DENSITY | \$132 /Dw. Unit | N/A |
| | MULTI-FAMILY | \$116 /Dw. Unit | N/A |
| | COMMERCIAL | \$241 /Acre | N/A |
| | INDUSTRIAL | | |
| | LIMITED INDUSTRIAL | \$507 /Acre | N/A |
| | HEAVY INDUSTRIAL | \$761 /Acre | N/A |

**Table 3
Development Impact Fee Schedule (Cont'd.)**

| <u>Chap.</u> | <u>Cost Area</u> | <u>Recommended Fee Per Unit or Acre</u> | <u>Alternative Cost Methodology</u> |
|--------------|---|---|-------------------------------------|
| 12 | WATER SUPPLY & HOLDING FACILITIES: | | |
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$878 /Dw. Unit | \$1.01 /Gallon per Day |
| | SINGLE FAMILY LOW DENSITY | \$878 /Dw. Unit | \$1.01 /Gallon per Day |
| | SINGLE FAMILY MEDIUM DENSITY | \$878 /Dw. Unit | \$1.01 /Gallon per Day |
| | MULTI-FAMILY | \$770 /Dw. Unit | \$1.01 /Gallon per Day |
| | COMMERCIAL | \$2,383 /Acre | \$1.01 /Gallon per Day |
| | INDUSTRIAL | | |
| | LIMITED INDUSTRIAL | \$5,048 /Acre | \$1.01 /Gallon per Day |
| | HEAVY INDUSTRIAL | \$7,572 /Acre | \$1.01 /Gallon per Day |

ALTERNATIVE COST METHODOLOGY: For a calculation of development impact costs for more specific land uses, costs may be calculated by multiplying the Cost per Gallon per Day of \$1.01 by the projected wastewater flow rate of the specific development.

13 WATER DISTRIBUTION FACILITIES:

| | | | |
|--|-------------------------------|-----------------|-----|
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$143 /Dw. Unit | N/A |
| | SINGLE FAMILY LOW DENSITY | \$143 /Dw. Unit | N/A |
| | SINGLE FAMILY MEDIUM DENSITY | \$143 /Dw. Unit | N/A |
| | MULTI-FAMILY | \$126 /Dw. Unit | N/A |
| | COMMERCIAL | \$389 /Acre | N/A |
| | INDUSTRIAL | | |
| | LIMITED INDUSTRIAL | \$824 /Acre | N/A |
| | HEAVY INDUSTRIAL | \$1,236 /Acre | N/A |

14 PARKS & RECREATION FACILITIES:

| | | | |
|--|-------------------------------|-------------------|-----|
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$1,343 /Dw. Unit | N/A |
| | SINGLE FAMILY LOW DENSITY | \$1,343 /Dw. Unit | N/A |
| | SINGLE FAMILY MEDIUM DENSITY | \$1,343 /Dw. Unit | N/A |
| | MULTI-FAMILY | \$1,177 /Dw. Unit | N/A |

NOTE: Parks and Recreation Fees are proposed to be collected on a per dwelling unit basis for residential uses, in accordance with the Quimby Act (Government Code Section 66477).

**Table 3
Development Impact Fee Schedule (Cont'd.)**

| <u>Chap.</u> | <u>Cost Area</u> | <u>Recommended Fee Per Unit or Acre</u> | <u>Alternative Cost Methodology</u> |
|--------------|-------------------------------|---|-------------------------------------|
| <i>15</i> | <i>OPEN SPACE FACILITIES</i> | | |
| | RESIDENTIAL | | |
| | SINGLE FAMILY ESTATE PROPERTY | \$768 /Acre | N/A |
| | SINGLE FAMILY LOW DENSITY | \$768 /Acre | N/A |
| | SINGLE FAMILY MEDIUM DENSITY | \$768 /Acre | N/A |
| | MULTI-FAMILY | \$768 /Acre | N/A |
| | COMMERCIAL | | |
| | INDUSTRIAL | \$768 /Acre | N/A |
| | LIMITED INDUSTRIAL | \$768 /Acre | N/A |
| | HEAVY INDUSTRIAL | \$768 /Acre | N/A |

NOTE: Open Space Fees are proposed to be collected on a per acre basis for both residential and non-residential uses.

Chapter 1

The General Theory and Practice of Development Impact Fees

This Report proceeds from the general to the specific.

As always should be the case in government, the need for a fee or charge must first be established, then a methodology for fee setting determined, providing that need is both established and accepted. The methodology must assure an acceptable balance between fairness and equity in payment, and cost of fee calculation, collection, and enforcement. "Fairness and equity" are not hollow economic or political terms, but for the purposes of this Report have been defined as the most direct relationship between payment for something and the benefits directly derived from that payment.

PHILOSOPHICAL BASE FOR FEES

As California, and other areas of the nation, have grown, the need for additional governmental capital facilities has become evident in those jurisdictions experiencing that growth. When payment for those needed facilities is discussed, the question always arises as to the benefit which existing properties and tax and ratepayers receive from paying for the facilities. In many instances, the response by public officials had to be in the negative, little or no benefit would accrue to existing properties. Or, at least, if benefits did accrue, those benefits were definable as less than the total cost of the capital project. It thus became both readily evident and politically unacceptable to exact such incrementally required capital plant to be paid for wholly by existing citizens, taxpayers, and property owners.

Financing of Capital

The advent of tax limits, fee calculation and justification requirements, appropriations growth formulas, and other constraints on the revenue raising capabilities of local governments forced deferral of these new, needed, expensive capital facility additions. Thus the traditional "general fund" or "treasury" approach to financing of needed capital projects to meet growth needs was either totally eliminated or severely restricted. Yet the needs remained, backlogged, growing, and unmet.

The Advent of An Alternative

A combination of physical planning, community planning, and financial planning has been developed to respond to the need for new capital investment by counties and cities. This process consists of numerous elements, described herein. The techniques have been successfully implemented by many California counties and local governments, and now is proposed to be utilized extensively by the City of Reedley. When adopted, such a system will assure the taxpaying and ratepaying citizens of the City that each segment of society is paying its fair share of the costs of the physical improvements needed by the City for it to continue its current level of services, as the growth occurs.

The process described on page eight in this Chapter and Report are limited to what are termed "capital exactions", as differentiated from "operational fees".

Basis for Development Impact Fees

The derivation of such capital exactions, in the form of Development Impact Fees, (or DIF's), is from the governmental general police power, to regulate anything that has a potential for producing any difficulties for the "public health, welfare or safety." By other Legislative action governmental jurisdictions also have been provided with power to determine and to exact DIF's as a condition of approving various discretionary revisions to categories of land use. Included in these changes are subdivisions, under the Subdivision Map Act, conditional use permits, zone changes, and other similar governmental land use actions.

A Broadly-Based Phenomenon

Such developer exactions are neither new nor limited to California urban areas. A survey by the International City Management Association, in 1985, showed "that communities in 36 states use exactions or impact fees to finance capital projects." Additionally, three other national surveys reported by the American Planning Association in 1987 showed "a consistent pattern of usage [of capital exactions] across many states, with California having the largest number of adopting communities. Florida is next, followed by Washington, Oregon, Colorado, and Texas."¹

Advent of Developer Exactions

Just after the passage of Proposition 13 a number of cities, especially those experiencing high rates of development, imposed "development taxes" and fees. Technically these were fees to defray the added City costs incurred in providing incremental additional capital facilities required to service new development. The earliest development cost "calculation" efforts most often

resulted in the imposition of a charge based upon a percentage of the construction valuation through the permit process thus insuring the distinction of the development exaction as a tax, by definition. Charges calculated by this method inherently lacked a distinct connection between the amount of the charge and the benefits received by the project or development. Additionally, there was rarely a strict accounting for the money through the city's records to assure that the collections were in fact spent for the promised improvements and not expended on operations costs.

These earlier calculations fall short of current standards because considerable procedural and documentation processes have to be followed to be both fair and legal in the imposition of Development Impact Fees.

BACKGROUND OF THE DIF PROCESS

California law and good community planning require each general governmental jurisdiction to prepare a Comprehensive General Plan. This Plan consists of numerous elements, each of which will act to design the jurisdiction for the future. Each element of the Plan requires financing for implementation. A well-conceived Plan will begin the identification process of capital requirements with which the Plan will be implemented, over time.

DETERMINING FACILITIES NEEDED

Each element of the Comprehensive General Plan requires a "facilities plan" to identify the specific physical needs of the community needed to implement the total Plan.

A full service jurisdiction could have an extensive list of such "Master Plans", for each of the following areas of service, or combinations thereof:

1. Streets and Thoroughfares
2. Traffic Control Facilities
3. Bridges and Culverts
4. Storm Drainage Facilities
5. Utilities Undergrounding
6. Street Lighting
7. Street Tree, Median and Landscaping
8. Parks and Recreation Facilities (Local, Regional, & Open Space, and Trails)
9. Library Facilities

10. Other Public Facilities (Civic Centers, Corporate Yards, Community Centers, etc.)
11. Law Enforcement Facilities, Equipment and Training
12. Fire Protection Facilities, Equipment and Training
13. Solid Waste Collection and Disposal Facilities
14. Low and Moderate Income Housing
15. Historical Preservation and Cultural Facilities
16. Harbors, Ports, Airports and Related Facilities
17. Public Art, Museums and Cultural Facilities
18. Mass Transit Facilities
19. Day Care Facilities
20. Water Treatment and Distribution Facilities
21. Wastewater Collection and Treatment
22. Electric Generation and Distribution

Such facilities plans should be developed for all major infrastructure needs. Examples of impact upon the above list of infrastructure may be referenced in the report for the purpose of example even if the City of Reedley does not provide the service.

The City of Reedley has developed such Plans for all Development Impact Fees which are discussed in this Report.

Each of the "Master Plans" from the above list can be developed in as great or as little detail as is needed to assure the provision of adequate and complete physical facilities necessary with which to implement fully the Comprehensive General Plan and all its elements, and the optional added elements which some jurisdictions have decided are needed to accomplish their service level goals.

THE CAPITAL IMPROVEMENT PLAN

The next step in the process is to break each of the facilities plans into a listing of specific capital improvement projects which are needed to implement each particular Plan. Those projects are then assembled into a document, generally titled "Capital Improvement Plan", or CIP.

Background of a Capital Improvement Plan (CIP)

For decades it has been good local government practice to prepare a "Five Year Capital Improvement Plan" and, when reasonable projections can be made, even a "Ten Year CIP". With the decline of both Federal and State grants and the imposition of tax limits by the voters,

capital improvements in general have declined and planning for such facilities has pretty much gone by the wayside. It has been all local government officials can do to manage to finance a reasonable level of operational services.

Some agencies perform the required project identification and costing process work in-house, while others have a consultant firm perform the work necessary to convert all the "Facilities Plans" into the necessary Capital Improvement Plan (CIP) in the level of detail required to proceed to the next step in the development of and validation of the level of Development Impact Fees.

Details of the Capital Improvement Plan

Each of the "Facilities Plans" must be broken into individual projects, identified by category (e.g. Storm Drainage), and time frame.

To assure complete implementation of restrictive and limiting state legislation (in California AB 1600) to legitimize development impact fees, the following time frames are recommended for each of the categories:

1. First five years, year-by-year
2. Next five years, as a group, but by category
3. Next ten, or twenty years, through "build-out" of the Comprehensive General Plan.

Not extending the Master Plans and CIP coverage to the full time span of "build out" does not act to invalidate any of the Plans, CIP, or DIF's levied thereunder. Such omissions would merely act to reduce the amount of the capital needs identified, thereby reducing the potential Development Impact Fee (DIF) which could be levied. In other words, without identifying the need for capital projects there can be no fee; with fewer projects there is the possibility of an understated fee.

Such omissions, when the capital facility not recognized at the calculation stage as being needed is required, the jurisdiction would have to secure all capital monies for the project from the existing taxpayers, having "passed" on the collection of development impact fees on those newly developed lands. This results merely by the act of omitting the share which the new facility's construction costs should rightfully have been financed by new development, by not having included the project or projects in the CIP. Again, this "passing on" of the costs may be in the

form of reduced operational expenses or replacement monies for services or facilities currently being enjoyed by the existing residents or businesses.

CALCULATION OF DEVELOPMENT IMPACT FEES

Passage of AB 1600

As more and more counties and cities began levying such "Development Impact Fees" and the revenue "crunch" became greater, developers became disillusioned with paying and not receiving the infrastructure projects which they felt that they had paid to receive.

As a direct result of this and other disillusionments, the California Building Industry Association in 1987 secured passage of AB 1600 by the California Legislature. That law is now codified as California Government Code Sections 66000 through 66007, and is included fully, in Appendix A.

This State law went into effect on January 1, 1989. It requires documentation of projects to be financed by Development Impact Fees prior to their levy and collection, and that the monies collected actually be committed within five years to a project of "direct benefit" to the development which paid the fees. Many states have such controlling statutes.

Specific Accountability Standards

An accompanying statute requires detailed accounting of monies collected and specific identification of those monies between the specific private development projects which paid the fees, and the needed future local government expenditure as directly related to the development project. All monies collected must be expended or "committed" within five years of its collection.

The term "committed" has yet to be defined as to whether that is "budgeted", "encumbered", "constructed", or other potential degree of commitment.

Adherence with the principle of fairness and equity in the payment for governmental services, and accounting standards require each type of fee to be deposited in a trust fund, and restricts usage to defined projects. Thus there must be both a direct physical and financial linkage, or "nexus", between the fees collected, the development which paid the fees, and the governmental construction project built to benefit the private development which paid the fees.

NEED FOR GREAT DETAIL

Thus, as of January 1 of 1989 there is "new ball game" in California. It has always been reasonable and prudent to let those who finance government by taxes or fees know specifically what they receive for their money. But government has not always been especially credited for either reasonableness or prudence. Thus the new State statutes and the much stricter project justification and accounting requirements.

Specific Legal Requirements

Specifically, AB 1600 requires the following:

1. Delineation of the **PURPOSE** of the fee.
2. Determination of the **USE** of the fee.
3. Determination of the **RELATIONSHIP** between the use of the fee and the type of development paying the fee.
4. Determination of the relationship between the **NEED** for the facility and the type of development project.
5. Determination of the relationship between the **AMOUNT** of the fee and the **COST** of the portion of the facility attributed to the specific development project.

While attempting to meet these requirements, it is understandable why some have dubbed AB 1600 as the "Enforced Master Plan Act of 1989". However it is quite reasonable that prior to claiming the need for the adoption and collection of impact fees, that the jurisdiction making such claims have a plan identifying what capital improvements are needed and when.

Need for a Highly Specific CIP

Local government CAN levy development impact fees to defray the proportionate share of its infrastructure costs caused by and to benefit new development. However, the level of detail set out in the CIP must be provided to validate those fees. Further, documentation must be provided to assure that the levied Development Impact Fees (DIF's) are financing only the proportionate share of the infrastructure caused by it, not any portion of the backlog built up by

not financing either of replacement costs or facilities expansion caused by already developed property.

Each jurisdiction which proposes to levy DIF's should have such a highly specific CIP, the required Trust Fund containing an account for each fee, and a Financing Plan for that portion of capital projects which cannot be paid for by DIF's.

SCHEMATIC DEPICTION OF THE PROCESS

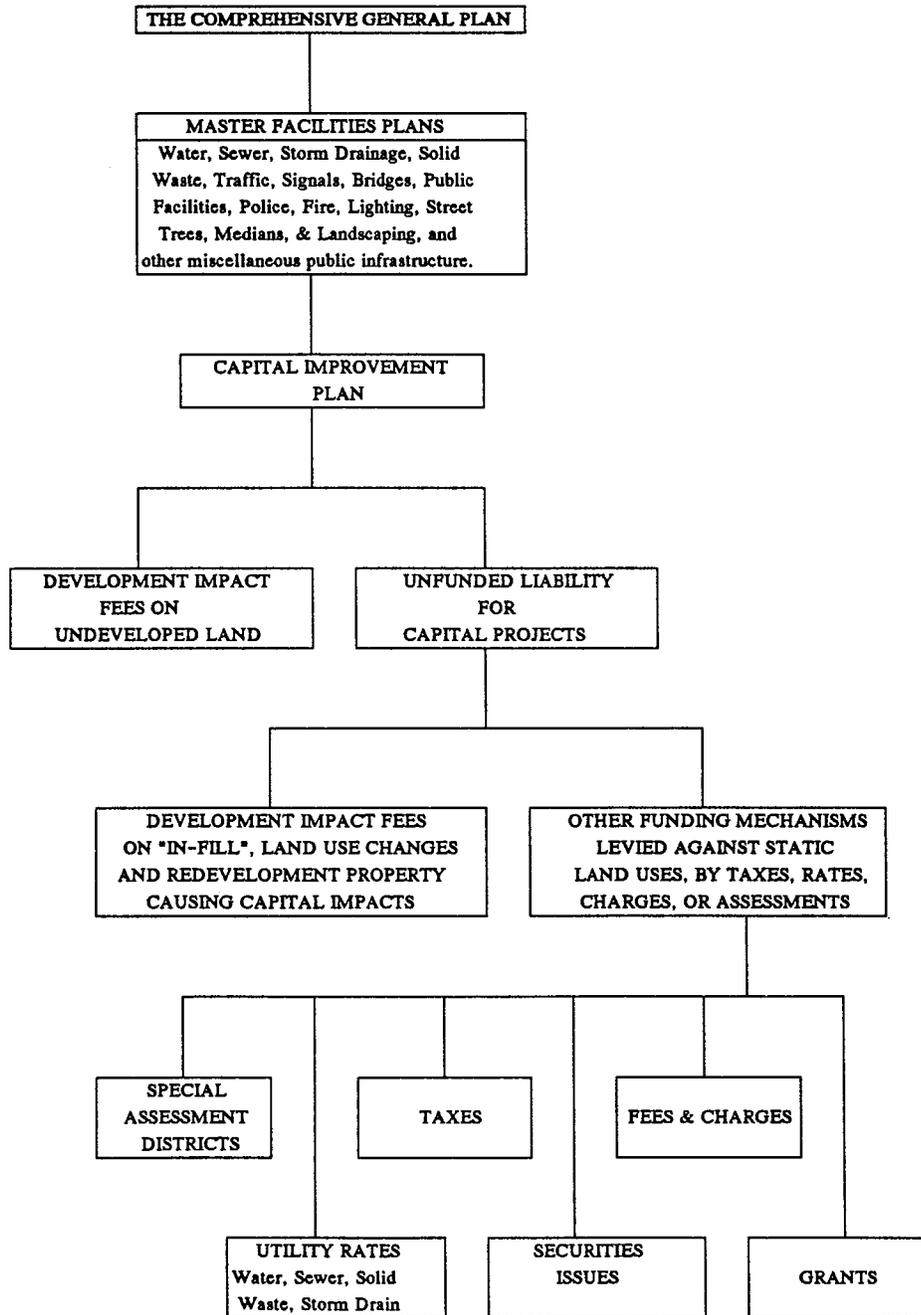
The following exhibit illustrates the process of revenue assignment which a typical government should follow to assure full funding of its physical plant needs. It also schematically depicts the process whereby capital projects may be financed fairly and equitably, in direct proportion to benefits derived by segments of the population which will benefit from the projects. The schematic indicates that the adoption of development impact fees cannot address all of the City's needs and that precept is indicated and adhered to in the schedules contained in this report. As per AB 1600 and common fairness, the fees cannot recognize the current deficiencies, i.e. those improvements or rehabilitations that are needed today, regardless of additional residential, commercial or industrial construction.

The fees are designed to meet only the needs of the City's growing population and commerce, but should not be expected to bear the burden of any backlog of facilities that need replacement. Figure 1-1, following, details the wide range of financing options available for addressing these current shortfalls. It should be noted however, that with the adoption of impact fees, the City's remaining identified sources that have traditionally been siphoned off to meet the growing need for new facilities and services, would become available, once again, for those ever growing number of rehabilitation and refurbishment projects.

APPLICABILITY OF DIF RATES TO ALL DEVELOPMENT

It also is the belief of most informed persons who deal with DIF's, that development impact fee schedules should apply to all development, because the legal base for DIF's is to require that new development defray the incremental added costs of governmental infrastructure caused by that new development. The DIF fee schedules are designed to collect that pro-rata share of that impact. If an exemption is made or granted, an additional guaranteed shortfall in meeting the infrastructure needs would be created and with it the inequity of requiring some developments to finance the required additional facilities while others, with exemptions, do not have to pay,

Figure 1-1
The Capital Planning and Financing Process



regardless of the fact that the revenues collected by those not receiving exemptions will not be enough for the needed improvements.

Thus it is recommended that no exemptions to the payment of the assessed impact fees be made. However, there are other alternatives. If a proposed private development is determined to be of some compelling need to the community, the legislative body could finance the development impact fees for the developer, via perhaps redevelopment proceeds or from the general fund, assuming such an action to be legal and not a gift of public funds.

Credits for the donation of facilities in lieu of a DIF payment are a different matter entirely and should be recognized. As an example, should a developer donate land, through a development agreement, for a library, that developer should receive a credit, based upon the appraised value of the land against the amount of library impact fees and only the library impact fee, that would have otherwise been imposed. Credits for "excess" library facility credit should not be applied to other infrastructure, such as streets, police, etc.

Who Is To Pay?

Once the proper share of new infrastructure costs is calculated, then the residual costs not met by DIF's must be distributed among existing tax and ratepayers. To the extent that revised property usages and redeveloped, or in-fill development does not pay its "fair share" of those infrastructure costs, then existing properties must absorb that cost either in real dollars or in a decreased level of service via increased usage of the existing static infrastructure. New development has the statutory AB 1600 limit on its fees.

FUNDING OF UNFUNDED PROJECT LIABILITIES

Completion of the Capital Improvement Plan and Development Impact Fee work results in a reasonable quantification of those portions of projects, and amounts involved, which cannot legally or fairly be charged to new development. This "unfunded liability" will have to be financed by revenue sources to be paid by those existing, or future users of the capital projects.

Identification of Specific Revenue Sources

A final step in the capital planning and financing process requires definitive detailed studies to determine equitable revenue sources and financing mechanisms with which to finance the remainder of the needed capital projects.

The earlier schematic shows the revenue sources which must be examined, isolated as to amount, and quantified.

This process has been followed by City staff and MSI, within the limits of existing City data, but excluding preparation of the Capital Financing Plan. The latter would detail the methodologies for financing that portion of capital projects which is not attributable to new development.

FINANCING NON-DEVELOPMENT RELATED CAPITAL PROJECTS

Each governmental jurisdiction should have such a "Capital Financing Plan" necessary to identify distinct amounts, and specific revenue sources, to be paid by specific, identified beneficiary groups with which to finance the portion of the documented capital improvements which cannot legally be charged to new development as Development Impact Fees (DIF's).

But there is no legal requirement for such a document as a "Plan".

NEED FOR SPECIFIC DEVELOPMENT IMPACT FEES IN THE CITY

Most California local governments that have adopted Development Impact Fees (DIF's), or which are considering such DIF's, are experiencing significant and rapid growth. They have major amounts of undeveloped acreage, and need the fees to be able to match the growth with infrastructure demand. Few would not recognize the need for these agencies to adopt and collect DIF's.

A Specific Local Need

The growth of Reedley, as exemplified by the past decade's cumulative 50% increase in population, has brought about the recognition of the inequity of either attempting to ignore capital infrastructure needs, or to meet those needs from traditional tax sources. Thus City staff, under the direction of the Council several years ago embarked on the Master planning, CIP and initial DIF process hereinabove outlined.

The balance of this Report will provide such required documentation for the suggested development impact fees for the City of Reedley.

ALTERNATIVES TO PUBLIC FACILITIES CONSTRUCTION

The City Council and its staff are well aware of the alternative to the construction of the added public facilities which are required by new development occurring within the City.

Measuring "Impact"

All the City's work has recognized the inescapable fact that "impact" can occur over a short time, such as in the newly developing, fast growing communities, or it can happen in slower increments. However, the impact of an additional 400 people, 10 businesses, or 100 homes is just the same regardless if it is over a short or extended time. With every new home or commercial building constructed, there are additional people requiring additional infrastructure, or services, be it fire protection, traffic control, generation of added storm water run-off, or merely a place to relax on a Sunday.

The increasing demand for facilities and services ultimately will grow to a point that can overwhelm the existing infrastructure to such a point that additional growth cannot be tolerated. Development Impact Fees (DIF's) are necessary to keep up with demand. Otherwise development must stop, or the existing taxpayers must pay for all new facilities.

Neither alternative is fully acceptable, thus DIF's have been devised.

What Happens If the Fees Are Not Imposed?

Taken at face value these identified costs appear to be significant amounts, and they are. But they merely exist as the representation of monies needed to be spent to provide capital facilities sufficient to retain the current level of City services. If fees are not imposed, then the value represented by the unimposed and therefore uncollected development impact costs will result in a direct reduction of the current level of City services, by providing inadequate capital infrastructure with which to provide those services.

OR, in the alternative, the City's taxpayers will be forced, in some way, to pay for the new facilities needed to service the new development.

OR, in another alternative, an effective development moratorium would be placed on properties within the City, due to an upsurge in various anti-growth movements and measures, such as has happened in numerous jurisdictions all over the State. In this latter scenario authority over land use could be stripped from the Council and made subject to voter approval.

In short, as growth occurs, the costs of dealing with that growth occurs whether or not one wishes to recognize it. The cost may be easily identifiable, such as in actual dollars spent, such as the need to expand Fire Facilities, or less identifiable, as in not being able to find a place to sit at the Library, or in actual crowding at the City's parks, or in the small incremental increases in surface water run-off due to the increase of property covered with roof or driveways.

Each is a cost, recognized and reduced to a fee, collected or not. This Report attempts to identify those costs in terms of dollars necessary to keep the City in the same capital and operational position as currently exists, not to increase its service level.

SUMMARY OF ALTERNATIVES

Effectively, the Council realistically has only three broad alternatives in dealing with growth and development:

1. Impose Development Impact Fees in full needed amount.
2. Transfer costs to all tax and rate payers in the City.
3. Ignore growth and have land use authority stripped from them and controlled by voter initiatives and referenda.

IMPACT OF DIF's ON DEVELOPMENT

There is always great concern over the impact of development impact fees on development as evidenced by a comment from Judge Lewis Kapner who states in Contractors and Builders Association of Palm Beach County v. Board of County Commissioners of Palm Beach County, 446 So. 2d 140 (Fla. 4th DCA 1983):

If this form of public finance [DIF's] flourishes, and if the government continues to expand its functions and services as it has in the past, society will soon reach a point where "impact fee" for roads, parks, sewerage, and other forms of government services will make it financially impossible to build any new homes at all regardless of the fact that the fees will be reasonably related to the cost of the expansion.

Will the adoption of reasonable and rational DIF's have an effect on development in the incorporated or surrounding unincorporated areas of the City of Reedley?

To summarily say "No" would be a foolish proposition to try to defend. Although any action has some likely reaction, no major change in growth patterns appear to result specifically from the imposition of DIF's. Increases or decreases in the rate of development appears to be more a function of current vacant commercial or industrial space. MSI's City clients have reported no noticeable change in growth rates due to the adoption of fees, either operational to recover full incurred service costs, or for DIF's. No area of California has indicated the decrease of development due to the adoption of development impact fees, regardless of their compliance with AB 1600 or not. Some cities have noticed an increase in the quality of development, but there have been no reported instances of a reduction in level of development resulting from the adoption of DIF's.

Dr. Mel Powell, Dean of the Graduate Center for Public Policy and Administration at California State University, Long Beach offers the following from a 1989 article entitled perhaps prophetically as "The Slide Toward Slow Growth":

"Local Governments, concurrently, have become more conscious of the impact new development has on the infrastructure, and are anxious to have developers pay impact fees for new parks, freeways, on- and off-ramps, child care, schools, police and fire services, and public art. But impact fees have not put a damper on the plans of California's developers. A growing economy, growing population and trading up in home ownership all have contributed to demands for new housing in a shrinking market -- regardless of the cost."²

Perhaps the apparent acquiescence to reasonable development impact fees, per the steps outlined in AB 1600, is the recognition that the only alternative left to local governing bodies and citizens is a growth control measure as witnessed by the almost 200 growth control ballot measures that have been voted on by California's citizens since 1971.

However, it is readily apparent that continued development will deteriorate the current level of service and infrastructure enjoyed by existing property owners and residents or will require those existing property owners to continue to finance the continual "catching up" to what they already had. Or, in the extreme refuse to approve any new development. None of the three alternatives is acceptable. The only true solution is for new development to attempt to pay its own way, wherever the impact can be demonstrated and calculated.

In light of the Florida case comment, which again did uphold the fee in question, but endeavored to identify an extreme result, consider that if a project is not economically viable or affordable to the purchaser with the exaction of fees, then it can only be approved, built and enjoyed by its owners upon the understanding that those who do not share in the benefit of the project,

current rate and tax payers, will be sharing in the overall cost, through increased rates, and/or taxes diverted from other needed maintenance projects.

The issue becomes one of recognition of the true cost of a home or commercial or industrial development venture. The cost to the buyer of a new single family residence is merely one part of the cost. The remaining portion is the infrastructure required to support that home in a fashion similar to that of the existing residential properties, there cannot be any difference with commonly enjoyed public facilities. The question remains, who should pay for the required public facilities and infrastructure? The purchaser of the home? Or the existing residents? The decision, although clear to MSI, Inc, is a matter of policy for the City Council to determine.

LIMITATIONS OF REPORT

The flip side of describing what this Report is, of course, is describing what it is not.

Disinclination Toward Capital Expenditures

Most local governments, the City of Reedley included, have had neither the need nor the inclination to conduct an all inclusive annual review of all of its infrastructure needs. What with the limitation on revenues imposed by Proposition 13 and other voter and Legislative measures since Prop 13, local officials have had little inclination and less ability to raise the capital necessary to meet the financing needs of a list of needed or merely desired capital projects.

Thus, this study of necessity began with the step of consolidating identified capital needs and wants. In some cases, such as fire protection, needed projects have been identified and cost estimates made. Other needed data was extrapolated, extracted, transplanted and secured by MSI staff working with various City departmental personnel. MSI's experience derived from, and data based secured by developing some 100 Cost Allocation studies and the preparation of numerous capital improvement plans and impact fee studies for a number of local governments was drawn upon.

To clarify and quantify its situation, the City has contracted with MSI to assist City staff to review the need for capital projects, to divide the impact of each between existing and new development, and to set the fees for a variety of DIF's to apply City-wide.

ENDNOTES

1. Paul S. Tischler, "Analyzing the Fiscal Impact of Development", ICMA/MIS Report, Volume 20, No. 4, April 1988, p.3.
2. Dr. Mel Powell, "The Slide Toward Slow Growth", American City & County, April 1989, p.61.

Chapter 2

Methodology Utilized in the Calculation of Reedley's Specific Development Impact Fees

MSI has identified two distinct, yet equally valid, methods for calculating impact fees and has titled them inductive and deductive. Each is briefly described:

INDUCTIVE CALCULATION

This method employs calculation of the impact cost by determining the cost and the capacity or capability of a particular facility or infrastructure and identifying it as the model for all following such facilities. What is known is the cost and capacity of a particular facility, what is unknown is the base amount that will require use of the facilities and thus the total magnitude of those facilities that will be required. As an example, the National Fire Protection Agency standards indicate that an "URBAN I" (highly urbanized area) station can meet the needs of a residential population of 15,000 residents or 9,375,000 square feet of commercial/industrial space, or any pro-rata combination of the two. Again, the cost and service capacity are known; what remains unknown is the amount of additional residents and industrial/commercial feet at build-out of the city. Using this method and assuming land and construction costs to be uniform throughout the state, the fire impact fee would not vary from jurisdiction to jurisdiction.

Advantage of Inductive Calculation

One of the advantages to this type of fee is that it is absolute, in that when 9,375,000 square feet of industrial, commercial or office space or 15,000 residents are added (and charged for), there will be enough fee money collected for the "model" station, however, not necessarily for the station that is specifically required. In addition, there is no concern for major changes to the City's General Plan growth estimates. It merely doesn't matter what is built in the City because what ever is built pays for its pro-rata share of the need based upon the model. It is in effect no-fault DIF estimating.

Disadvantages to Inductive Calculation

The most significant disadvantage to this method of calculation fee is that the fee is based on the "model" and does not take into consideration unusual or specific needs that may affect the cost

and thus the appropriate fee. Additionally, it tends to focus on the ultimate or final product, a fire station or park, but ignores overhead or support facilities such as fire administration offices, park maintenance facilities and vehicles, respectively.

DEDUCTIVE CALCULATION

This method is accomplished by calculating the impact cost by first determining the likely additional demand on a facility or infrastructure from additional population and commercial and industrial construction based upon the city's general plan and the zoning code and what specific facilities, as identified by a master plan, capital facilities plan or Council policy, will be needed as a result of that growth. What is known is the specific facilities, and any unusual circumstances that define the need for those specific facilities, the cost of the identified facilities, and the likely base of undeveloped property to distribute the responsibility for, and resulting costs. The use of this method is what creates differing yet equally valid fees from city to city, because it deals with the specifics of geography and differing locally defined levels of service.

Need for More Definitive Information

The deductive method requires a greater amount of effort in that it requires a comprehensive planning effort for the entire city, both developed and undeveloped. As an example, the City of Happy Valley Fire Department has an adopted standard of a five minute or less response to all fire alarm calls. However, part of Happy Valley is very hilly and has estate lots of one acre each and part is the flatland, with four homes to acre. The remaining undeveloped 30 acres of industrial area has plans for three munitions factories that will require a large station for just that small area. Thus, to meet the standard five minute response, all stations built in the hilly portion of the City can only serve approximately 500 homes while a station in the flatland area can serve some 2,000 homes. The proposed munitions factories are special cases and a five minute response is not likely appropriate. The result is that to supply the appropriate level of service to the above described areas, the cost, per dwelling unit or square foot of business space, will differ for each land use.

Advantages of Deductive Calculation

The advantage of a deductively calculated impact fee is that it will relate directly to the specifics of each city, as the State of California is not merely a collection of "Happy Valleys". However, this type of fee will require greater planning and estimating and may be subject to more frequent updating due to changes in density, land use, and other factors.

Disadvantages of Deductive Calculation

The disadvantages to this method are several. Deductive calculations require a great deal of effort to generate the information necessary for the calculations. Omitted projects result in inadequate fee collections for all of the facilities needed. In addition, this type of fee will require more frequent updates. Lastly, confusion from the development community may also result as the fees will assuredly vary from city to city, with little understanding as to why.

DOES EITHER METHOD HAVE GREATER VALIDITY?

Some facilities that lend themselves to inductive calculations are sewage treatment plants, water treatment plants, parks, libraries, solid waste collection, some portions of police, fire and others. Facilities that lend themselves to deductive calculations are streets, sewer collection lines, water distribution lines, street lighting, storm drainage, fire, and others. As per the example, fire, some can be calculated using either method with differing results.

The Correct Method?

Is either method more correct? No, since either method would be reasonably related to the needs and service levels of the community they both retain inherent validity. Both methods have been employed in this report as needed.

METHODOLOGY FOR SPECIFIC CALCULATION OF CITY DIF's

The following steps are generally suggested by AB 1600, and have been followed by City staff and MSI in preparation of DIF rates suggested to be levied City-wide by the City of Reedley.

Data Base

Existing, or newly created information provided by City staff was utilized in the following process, which in turn was utilized in the calculation of the development impact costs set out in this Report.

1. Define the level of service needed within the general plan area for each project or acquisition identified as necessary.

These levels were variously defined, by Master Plan, or other documents by geographical area or are represented in a facilities plan or map.

Some functional areas have such a common deductive denominator of service level determination, which will be defined in the text relating to each suggested fee. In most instances these measures had to be by typical categorical needs, as measured in per capita or per thousand persons. For example, 3.0 acres of parkland are needed to serve each 1,000 persons.

2. Review the land use map and determine the existing mix of land uses.

These are typically measurable by five levels:

1. Single Family Residential (SFR)
2. Duplex or Condominium (DUP)
3. Multiple-Family Residential (MFR)
4. Commercial
5. Industrial

Chapter 3 of this report details the specific land uses utilized for this report.

3. Identify all additions to the capital facilities or equipment inventory necessary to maintain the identified levels of service in the general plan area. Then, determine the cost of those additions.

Such was done on a department-by-department, function-by-function basis.

4. Identify a level of responsibility, identifying, as termed in this Report, the relative need (or as identified on the accompanying schedules as "PERCENT NEED") for the facility or equipment necessary to accommodate "growth" as defined, and as opposed to those needs to meet a current, existing need.

Various methods of determining the level of responsibility (or cause) of the addition to the required City infrastructure are ascertained. In some cases it was a pro-rata distribution of population. In other cases, a level of responsibility was based on appropriate engineering criteria as detailed more specifically in later chapters. One such example is Equivalent Dwelling Units or as they are more commonly called, EDU's.

5. Distribute the costs identified as a result of development growth on a basis of land use.

A "Common Sense" Review

However, regardless of the results involved in the above five steps it has been said by many that above all else the development impact fee calculation effort must make sense to the average person. For example, does the construction of a roofed structure, a parking area and a driveway create extra rain run-off and thus more demand on existing storm drains? Would 500 new residents increase demand on library or museum facilities? Would 100,000 square feet of new commercial development cause a need for more fire protection? More traffic control facilities? Obviously, the answer in each of these cases is "yes". But the real question is "how much"?

The Answer

The Development Impact Fee calculation requirements set out by the cited Government Code sections, and as applied by City staff and MSI as more specifically described herein, is designed to answer that question to the satisfaction of each of the persons who pays the DIF, and the general public who does not so pay.

No "Master Plan"

Some of these efforts to list needed capital projects and to estimate their costs do not reach the level of a "Master Plan", but do suffice as the basic "capital improvement plan" as mentioned in Chapter 5 Section 66000 to Division I of Title 7 of the Government Code. Omission of needed capital projects may only act to reduce the development impact fee which otherwise could be levied, not make the fee invalid.

While MSI feels that the effort placed into identifying and costing out the projects listed in the fee Schedules contained in the following Chapters was both adequate and sufficient for the adoption of impact fees, it is in the City's best interests to review those project lists **extensively and annually**, and to improve on the quality of information relative to needed capital projects as contained in this Report. Indeed, the cost of Master Plans appears to be an acceptable project in which to expend the administrative overhead charge to be applied to the DIF's.

Complete and updated Master Plans should be considered for each of the DIF subjects.

Best Available Information

The study hereby reported is based upon the best information available from City staff. However, once again, for this study to maintain relevance to City growth, the quality of information should be improved annually during the annual fee review and update which is inherent in the AB 1600 guidelines.

ENDEMIC LACK OF MONEY AND THOUGHT

There undoubtedly are many needed infrastructure capital projects omitted from this Report. MSI has found that such omissions are the understandable psychological reaction to the chronic and endemic lack of capital revenue which has imbued the thinking of all governmental officials over the post-Proposition 13 years.

Too many public officials, both elected and appointed, have seen the old Greek adage come true when they carry the message about the lack of revenues with which to add to capital stock:

Kill the messenger bearing the bad news.

Further Development of Plans and CIP's

As more complete and accurate information becomes available, especially projected into future decades through the development of Facilities plans and project laden CIP's, and project costs, the City should update the individual development impact fees. Any significant change in any level of service would also be a consideration requiring an update of the calculations. Therefore it is incumbent upon City staff to be aware of such changes and how they would affect fees.

Not only is there a great principle involved, but a vast amount of capital improvement monies as well.

"Normal" Subdivision Improvements Omitted

Not included in either of the project lists or consequent calculations are the "local" public improvements generally associated with and identified as being the sole responsibility of the developer through the subdivision or development review process. This type of "on site" improvement would include all such capital construction within the boundaries of any development, such as street lights, curb, gutter, and sidewalks, and neighborhood streets. These improvements would continue to be the direct responsibility of the developer, with or without the addition of Development Impact Fees.

Land Costs

Land acquisition cost estimates were developed after discussions with local and City officials over recent acquisitions or current negotiations. Arguments for higher or lower costs can be made, however, the herein contained per acre amounts appear to be the most appropriate current figure for the purposes of this study.

Financing Costs

Since financing costs reflect an actual, and generally significant, outlay of funds for an agency, they are included in the project costs where debt financing will likely be necessary due to the immediacy of the need for the facility or infrastructure to show the full costs of such facility or infrastructure and insure that new development also pays its "fair share" of these costs. These costs would be indicated on the project "detail" spreadsheets (3.2, 4.2, 5.2, etc).

Appropriate Expansion

Debt service is a reasonable cost of construction of many, but not necessarily all public facilities and infrastructure. The following example illustrates. DIF's are collected in incremental amounts, but facilities are not expanded in those same incremental amounts. A park development fee, based upon a standard of 3.0 acres of parkland per 1,000 residents, may be collected for each residential dwelling in the City, but after collecting the fee for a 50-unit subdivision (generating about 150 new residents), it would be impractical to acquire a park 0.45 acres in size. Fees are collected, placed in a separate fund, while generating interest until such a time that the acquisition of a 5-acre park is possible. During that build-up time, the City's other parks may experience some temporary overcrowding as the City's park standard drops from 3.0 acres to 2.9 acres per 1,000 residents. This "temporary over-capacity" clearly may be an inconvenience, bringing about some crowding and an increased unavailability of park play areas until enough DIF's have been collected for a practical expansion to bring the City's park system back up to the original standard. In short, a development of 50 homes may be brought "on-line" (occupancy approved) and bring about a temporary reduction in facility service levels without endangering the health and safety of that City's citizens.

However, such a "temporary over-capacity" in the area of wastewater treatment is not at all possible. Capacity for the treatment of wastewater must be available prior to the approval to connect the new development to the sewer collection system. If a wastewater treatment plant is currently at capacity (peak or otherwise), no additional units may be brought on line until additional treatment capacity can be acquired. Again, there is a practical size of addition to construct and it is not likely practical for developers to wait until there is enough added demand (and fees) to pay for the facility addition. As a result, financing through some type of debt instrument is the only alternative. Circumstances vary from city to city as to what facility expansions are critical and which can absorb temporary over capacity for limited periods of time.

City staff have indicated no facilities for which the immediacy of the need for the facility requires debt financing. Therefore, debt financing is not included for any of the facilities identified elsewhere in this Report or in the accompanying "Master Facilities Plan".

Chapter 3

Demographics and Assumptions

This Chapter reviews the history of growth within Reedley, tabulates the inventory of undeveloped land within the City and presents a summary of development impact costs identified in more detail later in this Report.

HISTORY OF GROWTH

The City of Reedley is a growing community located in the southeastern section of Fresno County. Since its incorporation in 1913, the City of Reedley has maintained its status as an agricultural center. It is this reputation that has endowed Reedley with the nickname, "The World's Fruit Basket." Situated adjacent to the Kings River, Reedley provides unique recreational opportunities to both visitors and residents alike.

The City of Reedley offers residents an opportunity for a small-town suburban lifestyle. This appeal has contributed to the dramatic population growth of the City. As a result, the estimated population of the Reedley area has grown from approximately 11,626 in 1982 to 17,400 in 1992, for a cumulative increase of 49.66% over the last decade.¹ Reedley now stands as the fourth largest city in Fresno County.

The result of this growth has been the evolution of Reedley from a predominately agricultural community to a suburban residential area, which provides housing both for residents working in town and those commuting to jobs elsewhere in the region. While Reedley has so far remained successful in maintaining a small town ambiance, the continuing growth of the community presents the City with many challenges to support this growth, while balancing development with the desire to maintain specific open spaces. Several important demographic changes will also likely affect the City in the future. Chief among these is the gradual immigration of younger families with children to the area and the continued population growth throughout the State of California. These changes carry along with them a potentially greater strain on local governmental services, notably water and sewer service, park and recreational areas and public safety protection services.

REEDLEY'S POTENTIAL FOR GROWTH IN THE FUTURE

While Reedley has certainly experienced significant development of its residential and commercial areas over the last 20 years, the question remains as to how much development residents can realistically expect over the next two decades. Reedley's Sphere of Influence, as adopted by the Fresno County Local Agency Formation Commission (LAFCO), is limited to the south by the Tulare County border. Also, the Kings River has created geographic limitations toward future development to the west. Despite these longer-range limitations, work done for the City's recently adopted General Plan indicates that Reedley is only half built out (see Table 3-1).² In other words, there is nearly as much undeveloped land within the Reedley Sphere of Influence as developed acreage. As detailed later in this Chapter, nearly 47% of all land zoned for either Single Family or Multiple Family Residential areas are undeveloped. Although much of the land zoned for Commercial uses are developed, there still remains 509 acres of vacant industrial-zoned land. Overall, excluding public/semi-public uses, there are 1,528 acres of undeveloped area.

NEED FOR EXPANSION OF INFRASTRUCTURE

While the recent growth in Reedley and the planned growth for the future will likely have significant positive effects for the Reedley area, it is also true that development causes increased strains and burdens on the City's infrastructure. Development will also generate increased traffic, noise and the potential for other environmental effects. An appropriate policy and mechanism for accommodating this growth while maintaining service levels currently provided to Reedley's residents is important for communities which are faced with such substantial growth.

Cities which in the past did not plan for the provision of necessary infrastructure are now experiencing the effects of this growth: crowded parks and libraries, increased police response times and congested streets and intersections. Consequently, the City must be prepared to provide the necessary public facilities to support this growth.

With this Report, and the adoption of the City's General Plan, the City of Reedley has now begun the process of identifying those facilities needed to serve new development. Because of the diminishment of many State and Federal grants, cities must now be prepared to provide the necessary public facilities for its new citizens and commercial and industrial growth through its own resources. One method of financing this needed infrastructure, without burdening existing residents with the cost of these facilities, is the use of development impact fees (also historically called "connection" or "mitigation" fees).

This Report has taken a comprehensive review of the City's costs to mitigate new development's impact for 12 separate categories of infrastructure, in accordance with AB 1600 and various legal opinions related to development impact fees.

The following sections in this Chapter provide a discussion of general issues and policy considerations that affect all cost areas of the Report.

LAND USE ASSUMPTIONS

In order to appropriately determine the impact of future growth on the City's infrastructure, an accurate inventory of undeveloped land within the City is necessary. For this study, City planning staff incorporated past or current studies conducted for the City with recent planning records to determine the vacant acres in the City's Sphere of Influence.

For the purposes of this Report, undeveloped land was classified as one of eight major land use categories, described below. These land uses either correspond or represent a consolidation of the land uses described in the City's General Plan.³

- **Single Family Estate Residential Density** - This category corresponds to the Estate classifications use in the City's General Plan, and includes 18 undeveloped acres adjacent to the Kings River. Only 1.20 units per acre are anticipated for this land use designation, with development in this area slated to not exceed one dwelling unit per 30,000 square feet of lot area.
- **Single Family Low Residential Density** - corresponds to the Single Family Low Density Residential category in the City's General Plan or R-1-12 in the City's Zoning Ordinance; and includes single family detached development not to exceed one dwelling unit per 12,000 square feet.
- **Single Family Residential** - is noted in the General Plan as development designated for single family detached sites with a density not to exceed one dwelling unit per 6,000 square feet of lot area in most areas. This would therefore include the zoning categories of R-1-6, R-1-7.5 and R-1-9.
- **Multiple Family Residential Density** - corresponds to the General Plan's designations of High Density Residential, with an average of approximately 14 dwelling units per acre.
- **Commercial** - This land use designation includes all of the Commercial designations in the General Plan, including Community Commercial, Service Commercial, Central Business Commercial, and Neighborhood Commercial areas.

- **Limited Industrial** - Approximately 594 acres of land in the City's Sphere of Influence have been identified as Limited Industrial, which refers to restricted, non-intensive manufacturing, processing and storage activities.
- **Heavy Industrial** - The Heavy Industrial designation refers to the General Industrial use in the City's General Plan and refers to a full range of manufacturing, processing and storage activities.

A survey of land use revealed that there are presently 1,528 acres of non-public undeveloped land within Reedley's projected City limits at build-out. This represents approximately 44.12% of the total acres, excluding public facilities and open space, within the Reedley area. Single Family Medium residential provides the greatest amount of vacant acreage of all the land uses. Table 3-1, following, details the undeveloped and developed acreage for the City, broken out for each of the major land uses discussed previously.

**Table 3-1
Summary of Developed and Undeveloped Land**

| Land Use | Developed Acreage | Undeveloped Acreage | Total Acreage |
|---------------------------|----------------------|------------------------|------------------|
| Residential | | | |
| Single Family Estate | 0.00 | 18.00 | 18.00 |
| Single Family Low | 0.00 | 16.00 | 16.00 |
| Single Family Residential | 1,004.20 | 884.40 | 1,888.60 |
| Multi-Family | 166.40 | 100.60 | 267.00 |
| Commercial | | | |
| Retail | 133.53 | 39.50 | 173.03 |
| Service | 43.06 | 5.00 | 48.06 |
| Industrial | | | |
| Limited | 535.30 | 58.50 | 593.80 |
| Heavy | 53.00 | 406.00 | 459.00 |
| TOTAL | 1,935.49 | 1,528.00 | 3,463.49 |

POPULATION PROJECTIONS

A second component in determining the magnitude of impact of future development and the necessary facilities needed to mitigate that impact is a realistic assessment of the ultimate population of the City. Many of the facilities contained in this Report are sized according to either the estimated population at theoretical "build-out" or upon service levels which are based in part upon an estimation of the population to be served. Parks and recreation facilities and police facilities and equipment are examples of cost areas which rely heavily on population projections to determine space and facility needs. Park standards are usually stated in terms of the number of acres of parkland per 1,000 persons, for instance, while Police Departments oftentimes forecast staffing needs based on the number of sworn personnel per 1,000 residents.

There are at least two generally accepted methods for projecting future population levels in a City: (1) past growth trends projected forward and (2) population holding capacity based on the General Plan land use plan. Each of these methods can be useful even though both possess certain limitations. For reasons discussed below, this Report relies on the methodology of current holding capacity to project future service levels and facility requirements. A discussion of each methodology, however, is contained below.

Past Growth Trends

This methodology reviews the past population growth rate for a City over a certain period of time, usually the last ten years, and forecasts the City's population based on the average annual growth rate experienced in the past.

The annual growth rate of a City can be either stated in a constant geometric rate (i.e., a certain constant number of new residents per year) or an exponential rate (that is, a constant percentage increase each year). A geometric rate of growth usually implies that a City is in a relatively slow period of growth because each year the City experiences approximately the same number of new residents. Thus, such a city may be either on the beginning or latter end of the "growth curve"; that is, it may just be beginning to see some real growth or there is relatively little available land to develop and the City only sees incremental growth.

An exponential rate of growth describes a constant percentage increase in the City's population. In this situation, the rate of growth is constant, but as the City's population increases over time the actual population increase is greater each year. For example, a City with an annual growth rate of 5 percent and a current population of 100,000 would see its population grow by 5,000 in the first year, 5,250 the second year, 5,513 residents the third year and so on. Such a situation would imply that the City is realizing some economies of agglomeration and its economy is able to sustain such growth.

Recent growth trends in Reedley would seem to purport a population that is growing at an exponential rate of growth, rather than a geometric growth rate. From 1982 to 1992, the resident population in Reedley grew at an average yearly rate of 4.11 percent from 11,626 residents to 17,400.

If one were to therefore project the City's population assuming an exponential rate, then the City's population growth rate would be tied to the historical growth rate of the last decade, 4.11 percent. If one were to use a geometric rate of growth, on the other hand, the City's total population grew by approximately 577 persons per year throughout the last decade.

Table 3-2, following, forecasts the City of Reedley's population using the past growth trends method for both an exponential and geometric rate of growth. As shown on the table, there is a significant difference in the forecasted population for the Year 2012 between the two types of trends analysis. Assuming a geometric rate of growth, the City's population is projected at 28,940 in 20 years, while an exponential rate of growth forecasts the population to be 38,972 in 2012.

Table 3-2
Population Projections Based on Past Growth Trends

| Year | Exponential Rate | | Geometric Rate | |
|------|----------------------|----------|----------------------|----------|
| | Projected Population | Increase | Projected Population | Increase |
| 1992 | 17,400 | | 17,400 | |
| 1993 | 18,116 | 716 | 17,977 | 577 |
| 1994 | 18,861 | 745 | 18,554 | 577 |
| 1995 | 19,637 | 776 | 19,131 | 577 |
| 1996 | 20,445 | 808 | 19,708 | 577 |
| 1997 | 21,286 | 841 | 20,285 | 577 |
| 1998 | 22,162 | 876 | 20,862 | 577 |
| 1999 | 23,074 | 912 | 21,439 | 577 |
| 2000 | 24,023 | 949 | 22,016 | 577 |
| 2001 | 25,011 | 988 | 22,593 | 577 |
| 2002 | 26,040 | 1,029 | 23,170 | 577 |
| 2007 | 31,856 | 5,816 | 26,055 | 2,885 |
| 2012 | 38,972 | 7,116 | 28,940 | 2,885 |

There are several serious flaws in projecting the ultimate population of a community using the past growth trends methodology. While this method is relatively simple and therefore easy for the general public to understand, it does not give consideration to when an area is actually built out. Eventually there reaches a point in time where the amount of available land to build on is negligible. This technique does not help explain when that point is reached.

Also, the past growth trends approach is not sensitive to policy changes made by Council or land use issues contained in the City's General Plan. For these reasons, this technique is more useful in projecting short-term population levels and should not be used to forecast the built-out population of an area.

Holding Capacity Analysis

The methodology used in this Report to forecast the built-out population of Reedley is the current holding capacity approach. This method calculates the sum of existing development and potential development allowable under current land use regulations, using average densities found in the City.

The first step in projecting the City's population using the holding capacity approach is to inventory the remaining undeveloped acres within the City, which was previously accomplished in Table 3-1 of this Chapter. The next step is to estimate the potential dwelling units allowed per acre and then multiply the potential number of units by the average number of residents per unit.

Table 3-3, following, projects the additional number of dwelling units and potential population for Reedley through build-out. The number of potential new dwelling units was calculated by multiplying undeveloped single family and multi-family land by the average densities (i.e., number of units allowed per acre) indicated by City staff. Based on information from the State Department of Finance, the number of persons per unit for new Single Family Residential units was estimated at 3.48 persons for home, with Multi-Family developments at 3.05 persons per unit.

Based on these assumptions, future residential development is expected to generate an additional 5,281 dwelling units, which will result in approximately 17,778 additional total residents to Reedley. Thus, it is projected that the City's population will more than double at build-out from 17,400 residents currently to 35,178 residents.

**Table 3-3
Projected Population at Build-Out
(Current Holding Capacity Method)**

| Land Use | Undeveloped Acres | Units per Acre | Potential Units | Persons Per Unit | Additional Population |
|---------------------------|-------------------|----------------|-----------------|------------------|-----------------------|
| Residential | | | | | |
| Single Family Estate | 18.00 | 1.20 | 22 | 3.48 | 75 |
| Single Family Low | 16.00 | 3.00 | 48 | 3.48 | 167 |
| Single Family Residential | 884.40 | 4.30 | 3,803 | 3.48 | 13,242 |
| Multi-Family | 100.60 | 14.00 | 1,408 | 3.05 | 4,294 |
| Commercial | | | | | |
| Retail Commercial | 39.50 | n/a | n/a | n/a | n/a |
| Service Commercial | 5.00 | n/a | n/a | n/a | n/a |
| Industrial | | | | | |
| Limited | 58.50 | n/a | n/a | n/a | n/a |
| Heavy | 406.00 | n/a | n/a | n/a | n/a |
| TOTAL | 1,528.00 | n/a | n/a | n/a | 17,778 |
| CURRENT POPULATION | n/a | n/a | n/a | n/a | 17,400 |
| TOTAL | n/a | n/a | n/a | n/a | 35,178 |

Of course, many external factors will affect the City's growth including the real estate market, the general economy and various environmental factors. This Report and the costs calculated herein are based on the development of costs needed by the City through "build-out", the theoretical point at which no vacant parcels remain in the City for construction of new residential, commercial or industrial development. Thus, such external factors will cause the period prior to build-out to either shorten or lengthen but will not affect the cost calculations completed for this Report.

SUMMARY OF FINDINGS

Schedule 3.1, following, provides a summary of development impact costs for each type of infrastructure and land use category. As seen in the table, the highest total of development impact costs for commercial and industrial development relates to the City's street system. This is not unusual for cities as both the impact on the circulation system and the costs to mitigate that impact are oftentimes significant. This is the case in Reedley as well, as the City has identified more than \$13.4 million in needed street improvements through build-out of the City.

Schedule 3.1 provides a summary of Development Impact Fees, by specific land uses, for the City of Reedley. The fees are presented by specific infrastructure type. Fees for residential uses are calculated as a cost per dwelling unit, while costs for Commercial and Industrial uses are shown on an acreage basis.

The total costs for each land use are summarized in the following table.

Table 3-4
Summary of Development Impact Fees

Table with 2 columns: Land Use Category and Cost. Rows include Residential (Single Family Residential, Single Family Low Density, Single Family Estate, Multiple Family), Commercial, and Industrial (Light Industrial, Heavy Industrial).

FORMAT OF THIS REPORT

The following chapters of this report contain the detailed information relative to the calculation of the amount of development impact fee suggested to be imposed for each category of City need for each of the City's land uses. Appropriate textual explanations are contained in each chapter, with a chapter devoted to each of the 12 cost schedules, listed below.

- CHAPTER 4 - Streets & Thoroughfares
- CHAPTER 5 - Traffic Control Facilities
- CHAPTER 6 - Law Enforcement Facilities, Equipment & Training
- CHAPTER 7 - Fire Facilities & Equipment
- CHAPTER 8 - General Facilities & Equipment
- CHAPTER 9 - Storm Drainage Facilities
- CHAPTER 10 - Wastewater Treatment Facilities
- CHAPTER 11 - Wastewater Collection Facilities
- CHAPTER 12 - Water Supply & Holding Facilities
- CHAPTER 13 - Water Distribution Facilities
- CHAPTER 14 - Park & Recreation Facilities
- CHAPTER 15 - Open Space Facilities

ENDNOTES

1. State of California, Department of Finance, Population Research Unit, Estimates from January 1st, 1982 to January 1st, 1992.
2. City of Reedley, Draft General Plan 2012, Quad Consultants, page 8.
3. City of Reedley, Draft General Plan 2012, Quad Consultants, page 9.

SCHEDULE 3.1

CITY OF REEDLEY
SUMMARY OF DIF COSTS BY SERVICE PROVISION

| Sch. | Infrastructure Type | Cost per Dwelling Unit | | | | Cost per Acre | | |
|--------------------------------------|----------------------------------|---------------------------|-------------------|----------------------|-----------------|-----------------|--------------------|------------------|
| | | Single Family Residential | Single Family Low | Single Family Estate | Multiple Family | Commercial | Limited Industrial | Heavy Industrial |
| 4.1 | STREETS & THROUGHFARES | \$561 | \$561 | \$561 | \$272 | \$17,888 | \$4,034 | \$4,650 |
| 5.1 | TRAFFIC CONTROL FACILITIES | \$202 | \$202 | \$202 | \$98 | \$6,441 | \$1,452 | \$1,674 |
| 6.1 | LAW ENFORCEMENT FACILITIES | \$206 | \$206 | \$206 | \$131 | \$2,231 | \$26 | \$134 |
| 7.1 | FIRE FACILITIES | \$264 | \$264 | \$264 | \$529 | \$1,631 | \$176 | \$176 |
| 8.1 | GENERAL FACILITIES/EQUIPMENT | \$732 | \$732 | \$732 | \$732 | \$3,794 | \$3,794 | \$3,794 |
| 9.1 | STORM DRAINAGE FACILITIES | \$556 | \$712 | \$1,780 | \$244 | \$5,980 | \$5,553 | \$5,553 |
| 10.1 | WASTEWATER TREATMENT FACILITIES | \$900 | \$900 | \$900 | \$789 | \$1,638 | \$3,448 | \$5,173 |
| 11.1 | WASTEWATER COLLECTION FACILITIES | \$132 | \$132 | \$132 | \$116 | \$241 | \$507 | \$761 |
| 12.1 | WATER SUPPLY/HOLDING FACILITIES | \$878 | \$878 | \$878 | \$770 | \$2,383 | \$5,048 | \$7,572 |
| 13.1 | WATER DISTRIBUTION FACILITIES | \$143 | \$143 | \$143 | \$126 | \$389 | \$824 | \$1,236 |
| 14.1 | PARKS AND RECREATION FACILITIES | \$1,343 | \$1,343 | \$1,343 | \$1,177 | \$0 | \$0 | \$0 |
| 15.1 | OPEN SPACE | \$179 | \$256 | \$640 | \$55 | \$768 | \$768 | \$768 |
| TOTAL DEVELOPMENT IMPACT COST | | \$6,098 | \$6,331 | \$7,782 | \$5,038 | \$43,383 | \$25,630 | \$31,492 |

NOTE: Costs for Storm Drainage Facilities and Open Space Facilities are summarized in the above table on a per dwelling unit basis for residential land uses for consistency with the other categories. However, it is recommended that the City charge these fees on a per acre basis for all land uses. See the individual schedules for a more complete listing of proposed fees.

Chapter 4

Streets and Thoroughfares

The overall traffic impacts of new development are difficult to measure and mitigate on a project-by-project basis. Nonetheless, new development brings with it significant and widespread cumulative effects on a City's road system. This Chapter will identify the costs to mitigate these impacts, as well as identifying additional projects needed to correct existing deficiencies in the City's circulation system. The Chapter will then determine each individual land use's share of that cumulative traffic impact based on the estimated number of trips generated per unit or acre.

EXISTING STREET NETWORK

The City of Reedley is served by a network of arterial, collector and local streets. Streets that fall under the jurisdiction of Reedley are classified as one of four types of roadways for the purposes of this Report. Roads are defined as follows:

- **Major Arterials** - Major Arterials carry the greatest traffic volumes and longest trip lengths within the City. These segments generally are divided, 4-lane roadways with a right-of-way width of at least 110 feet. Major Arterial routes provide for through traffic movement on continuous routes. According to the City's General Plan, the only street classified as a Major Arterial classification is Manning Avenue, between the western sphere of influence and the planned intersection at Kingswood Parkway.
- **Arterials** - Arterial streets primarily function to provide high-volume through and cross-town traffic movements. The City's General Plan calls for all arterial roadways to be improved to four lanes. Existing arterials in Reedley include the following street segments:

Manning from Kingswood Parkway to Buttonwillow
"I" Street from Manning to Dinuba
11th Street from Reed to Manning
Reed Avenue from Olsen to Floral
Buttonwillow from South Avenue to Buttonwillow
Dinuba Avenue from Frankwood to the east sphere of influence
Frankwood Avenue from Dinuba to Floral

- **Collectors** - The function of these streets is to provide efficient movement between arterials and local streets. According to Appendix B of the City's General Plan, all designated collector streets in Reedley will include four lanes. Existing collector streets within Reedley include:

- East Avenue (full length)
- North Avenue from Reed to East Avenue
- Dinuba Avenue from Reed to Frankwood
- Springfield Avenue from East to Buttonwillow
- Olsen from Reed to Kings River Avenue
- "G" Street (full length)
- 13th Street (full length)

- **Local Streets** - These streets provide access from mainly residential areas to collector and arterials. Normally, construction of these streets is the responsibility of the individual developer, who then dedicates the fully constructed street to the City.

The Circulation Element of the City's General Plan offers a series of policy objectives regarding the City's existing street network. The goals offered by the Plan primarily refer to the City's arterial and collector streets and stress the desire to provide a system which facilitates movement of people and goods in an orderly, safe, and efficient manner. Assessments of traffic flows along the City's roadways are often measured as a level of service (LOS).

Table 4-1 on the following page presents the level of service categories, with qualitative descriptions and corresponding volume-to-capacity ratios and average vehicle delay times. Levels of service "A" through "C" are considered acceptable for most jurisdictions, with some agencies also considering LOS "D" an acceptable level of delay. The City's General Plan does not establish an official level of service for Reedley but generally a LOS "C" is considered the optimum design criteria for roadway improvements.

A review of street segments within the City found that the highest traffic volumes in the City are located in the Downtown area, including the intersection of North Avenue and Reed Avenue, as well as along Manning Avenue. City staff's review of the street network also identified locations with consistent congestion problems along various streets, such as along Dinuba Avenue east of Frankwood, as well as along segments of Buttonwillow Avenue. Table 4-2 provides an account of traffic volumes for a number of routes in Reedley. The traffic counts, based on estimates by Fresno County in 1987, demonstrate disparities in street usage along the different arterial and collector roads.

**Table 4-1
Summary of Levels of Service**

| LEVEL OF SERVICE | TYPE OF FLOW | MANEUVERABILITY | AVERAGE VEHICLE DELAY (SECONDS) | VOLUME TO CAPACITY RATIO |
|-------------------------|---------------------------|---|--|---------------------------------|
| A | Stable Flow | Turning movements are easily made, and nearly all drivers find freedom of operation. | 0 - 5.0 | 0.0 - 0.59 |
| B | Stable Flow | Vehicle platoons are formed. Many drivers begin to feel somewhat restricted within groups of vehicles. | 5.1 - 15.0 | 0.60 - 0.69 |
| C | Stable Flow | Back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted. | 15.1 - 25.0 | 0.70 - 0.79 |
| D | Approaching Unstable Flow | Maneuverability is severely limited during short periods due to temporary back-ups. | 25.1 - 40.0 | 0.80 - 0.89 |
| E | Unstable Flow | There are typically long queues of vehicles waiting upstream of the intersection. | 40.1 - 60.0 | 0.90 - 0.99 |
| F | Forced Flow | Jammed conditions. Back-ups from other locations restrict or prevent movement. Volumes may vary widely, depending principally on the downstream back-up conditions. | 60 or more | Not applicable |

REFERENCES: Highway Capacity Manual, Special Report No. 209, Transportation Research Board, 1985
Highway Capacity Manual, Special Report No. 87, Highway Research Board, 1965

**Table 4-2
Analysis of Current Traffic Conditions**

| Street Location | 1986-87 Traffic Volume (Actual) | 1992-93 Traffic Volume (Est.) * | Volume to Capacity Ratio | Estimated Level of Service ** |
|--|--|--|-----------------------------------|--|
| Reed Avenue - South of 11th Avenue | 5,087 | 6,542 | 0.44 | A |
| Manning Ave - North of Bridge Highway | 8,074 | 10,383 | 0.28 | A |
| Manning Avenue - West of Sunset | 6,595 | 8,481 | 0.23 | A |
| Manning Avenue - West of Reed | 8,464 | 10,885 | 0.29 | A |
| Dinuba Avenue - East of Frankwood | 3,757 | 4,832 | 0.19 | A |
| Dinuba Avenue - West of Buttonwillow | 5,742 | 7,384 | 0.30 | A |
| Dinuba Avenue - East of Buttonwillow | 4,835 | 6,218 | 0.41 | A |
| Buttonwillow Avenue - North of Manning | 5,446 | 7,004 | 0.47 | A |
| Buttonwillow Avenue - South of Myrtle | 5,827 | 7,494 | 0.50 | A |
| Buttonwillow Avenue- North of Huntsman | 3,536 | 4,547 | 0.30 | A |
| Parlier Avenue- West of Buttonwillow | 1,882 | 2,420 | 0.16 | A |
| Parlier Avenue - East of Reed | 2,183 | 2,807 | 0.19 | A |
| Columbia Avenue - North of North | 874 | 1,124 | 0.07 | A |
| Frankwood Avenue - South of Manning | 4,376 | 5,628 | 0.38 | A |
| Frankwood Avenue - South of Stanley | 3,258 | 4,190 | 0.28 | A |
| Frankwood Avenue - South of Curtis | 4,199 | 5,400 | 0.36 | A |
| 11th Avenue - West of East | 3,202 | 4,118 | 0.27 | A |
| I Street - North of 13th | 10,537 | 13,551 | 0.54 | A |

NOTES:

* Traffic volumes for FY 1992-93 were adjusted by a factor of 28.6%, which corresponds to the population increase for Reedley between 1986 and 1992.

** Estimated Level of Service is based on an analysis of street segments (not intersections) using the Level of Service (LOS) concept which correlates traffic volumes by facility type to the available capacity of the street. The segment capacity analysis was developed using a generalized maximum volume table based upon the 1985 Highway Capacity Manual and other reports.

Based on the General Plan analysis and after consultation with city staff, none of the dozens of segments analyzed were found to be at a LOS of "D" or worse. Traffic speeds along the City's major roads are generally high, and the street segments studied presently operate at relatively uncongested levels.

FUTURE TRAFFIC CONDITIONS AT BUILD-OUT

To calculate the impact of future development on the City's circulation system, the number of additional trips generated through build-out must first be estimated. This is accomplished by multiplying the estimated number of additional dwelling units and commercial and industrial acreage to be constructed through build-out by the number of trips generated by these land uses.

Estimated Additional Trips through Build-out

Trips, or trip ends, are categorized into two major types: trip productions and trip attractions. Productions are the number of trips made from individual households, for instance, while attractions are the number of trips made to a particular location or urban activity, such as a shopping center. Both trip productions and attractions should be included in the trip generation rate for each land use.

The following table estimates both the additional residential and non-residential development projected through build-out of Reedley and the estimated number of trips generated by land use. This is based on standard trip generation rates published by the Institute of Transportation Engineers.¹ Trips are expressed in terms of the P.M. Peak Hour trip rates for each land use, as the afternoon "rush hour" is considered the critical period when traffic is most congested.

As is shown on the following analysis, the City will be impacted by an additional 9,857 P.M. peak trips per day by future development. This is probably a conservative estimate, in that some types of commercial establishments are known to generate even greater trip rates than are indicated by the commercial trip rate shown below.

**Table 4-3
Additional Trips Generated by Future Development**

| Proposed Land Use | Acres | Trips Per Unit | Units Per Acre | Trips Per Acre | Additional Trips |
|--------------------|-----------------|-------------------|-------------------|-------------------|---------------------|
| Residential | | | | | |
| SF Estate Density | 18.00 | 1.01 | 1.20 | 1.21 | 22 |
| SF Low Density | 16.00 | 1.01 | 3.00 | 3.03 | 48 |
| SF Residential | 884.40 | 1.01 | 4.30 | 4.34 | 3,841 |
| Multi-Family | 100.60 | 0.49 | 14.00 | 6.86 | 690 |
| Commercial | 44.50 | | | 32.20 | 1,433 |
| Industrial | | | | | |
| Limited Industrial | 58.50 | | | 7.26 | 425 |
| General Industrial | 406.00 | | | 8.37 | 3,398 |
| TOTAL | 1,528.00 | -- | -- | -- | 9,857 |

Future Development's Impact on Circulation System

As mentioned above, 9,857 additional P.M. peak trip ends are projected to be generated from new development. This amounts to a 63% increase in the volume of traffic along City streets. Upon determining the total trips within the City at build-out, the effect of these trips on specific roadways can better be estimated.

The Circulation Element of the General Plan has established objectives to maximize the effectiveness of the City's street and highway system, while minimizing the adverse impact of streets on adjacent land uses. To better realize these objectives, arterial and collector street classifications were identified for over twenty street segments. Each of these roads will require two through lanes in each direction, with major arterial classifications requiring a median between the four lanes. A number of the streets identified do not currently meet these street classification standards and are unable in their present configuration of handling the additional traffic anticipated through build-out. Among the streets which will require additional improvements are the following:

- South Avenue from Reed to the Eastern Sphere of Influence

- Reed Avenue from Olsen Avenue to 11th Street
- Manning Avenue from "I" Street to Columbia Avenue
- Buttonwillow Avenue from South Avenue to Floral Avenue
- Frankwood Avenue from "I" Street to Floral Avenue

City staff has identified 17 street widening/connection projects on Schedule 4.2, which are needed to wholly or partially serve future development. The listing of projects also includes three railroad crossing improvement projects as well. Included among these is a planned construction of an at-grade crossing along the Southern Pacific Railroad line at the Herbert Avenue extension. There is some question of whether the Public Utilities Commission will agree to any additional grade crossings in the Reedley area. As a result, this project will be subject to Public Utilities Commission (PUC) review, and will likely require further negotiations between the City and the PUC before any activity is undertaken. These projects, plus the development costs for a Street Master Plan, total approximately \$13,407,414 in costs. Major projects identified include:

- **Widening of South Avenue, from Reed to the Eastern Sphere of Influence** - Residential development in the northern sections of the City will generate a significant amount of additional traffic volume to this area. As a result, this segment can expect a dramatic increase in traffic volume from the existing level. City staff have recommended widening South Avenue to a four-lane roadway with an 84 foot right-of-way. Currently, this segment of South Avenue is roughly 60 feet wide. The total cost of the project is estimated at \$2,053,900.
- **Widening of Buttonwillow Avenue, from South to Floral**- This segment is broken into three separate projects. Each project involves the widening of Buttonwillow Avenue to a width of 110 feet, thus establishing four lanes and a divided median instead of the present 2-3 lane locations. Widening and reconstruction costs vary for individual segments of Buttonwillow, as portions of the roadway will require total reconstruction in addition to the planned widening. If unaddressed, substantial delays from future growth are likely from Parlier Avenue to south of Dinuba; therefore, this project will likely relieve the potential trouble areas at Manning Avenue and Dinuba Avenue. The cost for the Buttonwillow Avenue projects is \$3,173,770.
- **Widening of Manning Avenue, from "I" Street to Columbia** - This project calls for the widening and general improvements on Manning Avenue for a total of 5,100 linear feet. As development of the northern section of Reedley occurs, traffic in this section of Reedley will continue to increase. This section of Manning will be widened to 84 feet, and requires right-of-way acquisition from Columbia Avenue 5,000 feet to the west. The total cost of these improvements is \$517,069.

- **Widening of Parlier, from Frankwood to the Eastern Sphere of Influence** - This project would reconstruct and widen Parlier Avenue to an 84-foot width. This project to upgrade Parlier to collector status is needed due to the expected traffic volumes in the northern section of Reedley as development in this area continues. The project in essence will fulfill the General Plan intentions to establish an adequate street width for a four-lane undivided street. The total cost of this project is \$1,491,780.
- **Extension of Herbert Avenue from Frankwood east to the Eastern Sphere of Influence** - This project would extend Herbert Avenue east for 6,600 feet from Frankwood Avenue. Extensive industrial development is expected south of Dinuba and west of Buttonwillow Avenue. This project will assist in the movement of traffic in this planned industrial section of the City. The total cost of this project is \$1,426,920.

The total costs indicated above for each of these projects include three components: (1) the allocated cost (if any) assigned to Existing Development, (2) the on-site costs related to the project, and (3) the off-site costs attributable to Future Development. Costs attributed to future development do not include any on-site improvement costs required of the property owner (normally 60 feet from curb to curb including curb, gutter and sidewalk). Only the costs to install the additional roadway (i.e., an additional two lanes) is therefore included in the base of costs to be recovered through a development impact fee.

DISTRIBUTION OF COSTS

As is shown on Schedule 4.2, the total costs to mitigate future development's off-site impacts on Reedley's street network is \$5,476,772. This cost includes all necessary right-of-way, construction costs, design and contingencies. These costs are then divided by the total additional trips generated through build-out to yield a cost per trip end.

Distribution by Land Use

Specific trip generation rates are based on rates from the Institute of Transportation Engineers' Trip Generation manual and Traffic Generators, which is prepared by the San Diego Association of Governments (SANDAG). Trip rates are expressed as the P.M. Peak Hour trip rate for each land use. As noted earlier, the total number of additional trips generated by future development is determined by multiplying the land use data shown on Schedule 4.1 by these specific trip generation rates. The total additional trip ends generated through build-out is thus estimated at 9,857.

Dividing the total cost of off-site development-generated projects of \$5,476,772 by the total number of additional trip ends (9,857) reveals a cost of \$555.60 per peak trip end. The cost for each land use is thus calculated by multiplying the cost per daily trip by the number of daily

trips generated by an unit or acre of residential, commercial or industrial property. Costs attributed to single family residential development, for instance, are based on an average of 1.01 peak trip ends per residential unit. Multiple family development, on the other hand, generates approximately 0.49 peak trip ends per unit.

Total development-generated costs are therefore distributed on Schedule 4.1 and are summarized below.

Table 4-4
Summary of Streets & Thoroughfares Costs, by Land Use

| Proposed Land Use | Allocation of Costs | Cost Impact per Unit or Acre |
|----------------------|---------------------|------------------------------|
| Residential | | |
| Single Family-Estate | \$12,346 | \$561/unit |
| Single Family-Low | \$26,936 | \$561/unit |
| Single Family-Medium | \$2,134,094 | \$561/unit |
| Multi-Family | \$383,323 | \$272/unit |
| Commercial | \$796,037 | \$17,888/acre |
| Industrial | | |
| Limited Industrial | \$235,971 | \$4,034/acre |
| Heavy Industrial | \$1,888,067 | \$4,650/acre |

Alternative Cost Methodology

A more precise calculation of costs for specific types of land uses (i.e., banks, hospitals, convalescent homes, etc.) can be determined by multiplying the average cost per P.M. peak trip of \$555.60 by the trip rate per 1,000 square feet of building area. An example of this calculation can be found in Table 4-5, following, which lists trip rates and costs for various residential, commercial and industrial developments. A fee system based on a lengthy schedule of trip rates theoretically provides more accuracy and therefore equity in determining specific uses' impact on the City's circulation system, but at the same time also increases the City's administrative costs to administer the fee.

ENDNOTES

1. Trip Generation (Fifth Edition), Institute of Transportation Engineers, New York, NY.

**Table 4-5
Detail of Streets & Thoroughfares Costs for
Specific Commercial and Industrial Uses**

| <i>LAND USE</i> | <i>PEAK TRIP RATE PER KSF OR UNIT</i> | <i>COST PER PEAK TRIP</i> | <i>COST PER KSF OR UNIT</i> |
|--------------------------------|---|-------------------------------|---------------------------------|
| RESIDENTIAL LAND USES | | | |
| Single Family Detached | 1.01 /Unit | \$555.60 | \$561.16 /Unit |
| Apartment | 0.49 /Unit | \$555.60 | \$272.24 /Unit |
| Mobile Home | 0.56 /Unit | \$555.60 | \$311.14 /Unit |
| Congregate Care Facility | 0.17 /Unit | \$555.60 | \$94.45 /Unit |
| RESORT/TOURIST | | | |
| Hotel | 0.76 /Room | \$555.60 | \$422.26 /Room |
| Motel | 0.60 /Room | \$555.60 | \$333.36 /Room |
| INDUSTRIAL | | | |
| General Light Industrial | 0.98 /KSF | \$555.60 | \$544.49 /KSF |
| Industrial Park | 0.91 /KSF | \$555.60 | \$505.60 /KSF |
| Manufacturing | 0.75 /KSF | \$555.60 | \$416.70 /KSF |
| Warehouse | 0.74 /KSF | \$555.60 | \$411.14 /KSF |
| COMMERCIAL | | | |
| Office Park | 1.51 /KSF | \$555.60 | \$838.96 /KSF |
| Research Center | 1.07 /KSF | \$555.60 | \$594.49 /KSF |
| Business Park | 1.48 /KSF | \$555.60 | \$822.29 /KSF |
| Bldg. Materials/Lumber Store | 3.27 /KSF | \$555.60 | \$1,816.81 /KSF |
| Specialty Retail Center | 4.93 /KSF | \$555.60 | \$2,739.11 /KSF |
| Garden Center | 3.73 /KSF | \$555.60 | \$2,072.39 /KSF |
| Movie Theater | 0.06 /Seat | \$555.60 | \$33.34 /Seat |
| Church | 0.72 /KSF | \$555.60 | \$400.03 /KSF |
| Medical-Dental Office Building | 4.08 /KSF | \$555.60 | \$2,266.85 /KSF |
| General Office Building | | | |
| 50,000 Square Feet | 2.24 /KSF | \$555.60 | \$1,244.54 /KSF |
| 100,000 Square Feet | 1.87 /KSF | \$555.60 | \$1,038.97 /KSF |
| 200,000 Square Feet | 1.56 /KSF | \$555.60 | \$866.74 /KSF |
| Shopping Center | | | |
| 50,000 Square Feet | 3.63 /KSF | \$555.60 | \$2,019.20 /KSF |
| 100,000 Square Feet | 3.61 /KSF | \$555.60 | \$2,006.43 /KSF |
| 200,000 Square Feet | 3.29 /KSF | \$555.60 | \$1,827.93 /KSF |
| Hospital | 1.05 /KSF | \$555.60 | \$583.38 /KSF |
| Nursing Home | 0.48 /Employee | \$555.60 | \$266.69 /Employee |
| Discount Store | 3.43 /KSF | \$555.60 | \$1,905.71 /KSF |
| High-Turnover Restaurant | 16.26 /KSF | \$555.60 | \$9,034.06 /KSF |
| Golf Course | 0.39 /Acre | \$555.60 | \$216.68 /Acre |
| Walk-In Bank | 17.35 /KSF | \$555.60 | \$9,639.66 /KSF |

ADT = Average Daily Trips; KSF = Thousand Square Feet of Gross Floor Area

**SCHEDULE 4.1
STREETS AND THOROUGHFARES
ALLOCATION OF COST ESTIMATES NEEDS RESULTING FROM NEW DEVELOPMENT**

| PROPOSED LAND USE | UNDEVELOPED ACRES | POTENTIAL UNITS | TRIP GENERATION RATE | TRIP GENERATION FACTOR | % OF RESPONSIBILITY | ALLOCATION OF COSTS | COST IMPACT PER UNIT OR ACRE |
|---------------------------|-------------------|-----------------|----------------------|------------------------|---------------------|---------------------|------------------------------|
| RESIDENTIAL | | | | | | | |
| SINGLE FAMILY ESTATE | 18.00 | 22 | 1.01 | 22 | 0.23% | \$12,346 | \$561 /unit |
| SINGLE FAMILY LOW DENSITY | 16.00 | 48 | 1.01 | 48 | 0.49% | \$26,936 | \$561 /unit |
| SINGLE FAMILY RESIDENTIAL | 884.40 | 3,803 | 1.01 | 3,841 | 38.97% | \$2,134,094 | \$561 /unit |
| MULTI-FAMILY | 100.60 | 1,408 | 0.49 | 690 | 7.00% | \$383,323 | \$272 /unit |
| COMMERCIAL | 44.50 | | 32.20 | 1,433 | 14.53% | \$796,037 | \$17,888 /acre |
| INDUSTRIAL | | | | | | | |
| LIMITED | 58.50 | | 7.26 | 425 | 4.31% | \$235,971 | \$4,034 /acre |
| HEAVY | 406.00 | | 8.37 | 3,398 | 34.47% | \$1,888,067 | \$4,650 /acre |
| TOTAL | 1,528.00 | 5,281 | | 9,857 | 100.00% | \$5,476,772 | |

| | |
|-------------------------------------|---------------------------------|
| ALTERNATIVE COST METHODOLOGY | \$555.60 /P.M. Peak Trip |
|-------------------------------------|---------------------------------|

NOTES:
 Trip generation rates are expressed by the P.M. Peak Hour rates and are based on the Trip Generation Manual (Fifth Edition) published by the Institute of Transportation Engineers. Trip rates were calculated as follows:
 A. Single Family land uses are based on trip rates for Single Family Detached Housing (Code 210).
 B. Multi-Family Residential is based on trip rates for Apartments, Post 1973 (Code 220).
 C. Limited Industrial is based on trip rates for General Light Industrial (Code 110).
 D. Heavy Industrial is based on trip rates for Manufacturing (Code 140).
 E. Commercial is based on an average of trip rates for Office Park (Code 750) and Shopping Center < 100,000 SF (Code 820).

SCHEDULE 4.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
STREETS AND THOROUGHFARES

| LINE # | DESCRIPTION | LINEAR FEET | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|-----------------------------|--|-------------|----------------|--|-------------------------|--|-------------------------|
| | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| WIDENINGS/EXTENSIONS | | | | | | | |
| ST-01 | WIDENING OF SOUTH AVENUE - REED TO THE EASTERN SPHERE OF INFLUENCE | 9,500 | \$2,053,900 | 0.00% | \$0 | 100.00% | \$1,529,500 |
| ST-02 | WIDENING OF REED AVENUE - OLSEN AVENUE TO 11TH STREET | 2,750 | \$594,550 | 0.00% | \$0 | 100.00% | \$442,750 |
| ST-03 | WIDENING OF REED AVENUE - MANNING TO SOUTH AVENUE | 5,300 | \$487,600 | 0.00% | \$0 | 100.00% | \$0 |
| ST-04 | WIDENING OF MANNING AVENUE - "I" STREET TO COLUMBIA AVENUE | 5,100 | \$517,069 | 0.00% | \$0 | 100.00% | \$0 |
| ST-05 | WIDENING OF DINUBA AVENUE - FRANKWOOD TO THE EASTERN SPHERE OF INFLUENCE | 8,100 | \$791,775 | 0.00% | \$0 | 100.00% | \$0 |
| ST-06 | WIDENING OF FRANKWOOD AVENUE - "I" STREET TO FLORAL AVENUE | 5,280 | \$455,400 | 0.00% | \$0 | 100.00% | \$0 |
| ST-07 | WIDENING OF BUTTONWILLOW AVENUE - MYRTLE AVENUE TO DUFF | 3,400 | \$449,650 | 0.00% | \$0 | 100.00% | \$261,970 |
| ST-08 | WIDENING OF BUTTONWILLOW AVENUE - SOUTH AVENUE TO MYRTLE | 6,000 | \$1,297,200 | 0.00% | \$0 | 100.00% | \$966,000 |
| ST-09 | WIDENING OF BUTTONWILLOW AVENUE - DUFF STREET TO FLORAL AVENUE | 6,600 | \$1,426,920 | 0.00% | \$0 | 100.00% | \$1,062,600 |
| ST-10 | WIDENING OF PARLIER AVENUE - FRANKWOOD TO EASTERN SPHERE OF INFLUENCE | 6,900 | \$1,491,780 | 0.00% | \$0 | 100.00% | \$1,110,900 |
| ST-11 | WIDENING OF COLUMBIA AVENUE - PONDEROSA TO PARLIER | 2,000 | \$432,400 | 0.00% | \$0 | 100.00% | \$322,000 |
| ST-12 | EXTENSION OF COLUMBIA - PARLIER AVENUE TO SOUTH AVENUE | 2,640 | \$570,768 | 0.00% | \$0 | 100.00% | \$425,040 |
| ST-13 | WIDENING OF FRANKWOOD AVENUE - MANNING AVENUE TO NORTH AVENUE | 1,250 | \$50,313 | 0.00% | \$0 | 100.00% | \$0 |

SCHEDULE 4.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
STREETS AND THOROUGHFARES

| LINE # | DESCRIPTION | LINEAR FEET | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | | |
|--------------------------------------|---|-------------|----------------|--|-------------------------|--|-------------------------|--------------------|
| | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST | |
| ST-14 | NEW STREET - NORTH OF FLORAL 900 FEET FROM REED AVENUE TO EAST AVENUE ALIGNMENT | 4,100 | \$377,200 | 0.00% | \$0 | 100.00% | \$150,880 | \$226,320 |
| ST-15 | EXTENSION OF SPRINGFIELD - BUTTONWILLOW AVENUE TO EASTERN SPHERE OF INFLUENCE | 2,800 | \$605,360 | 0.00% | \$0 | 100.00% | \$450,800 | \$154,560 |
| ST-16 | EXTENSION OF "I" STREET - DINUBA TO EAST AVENUE ALIGNMENT | 300 | \$64,860 | 0.00% | \$0 | 100.00% | \$48,300 | \$16,560 |
| ST-17 | NEW STREET - HERBERT AVENUE ALIGNMENT TO EASTERN SPHERE OF INFLUENCE | 6,600 | \$1,426,920 | 0.00% | \$0 | 100.00% | \$1,062,600 | \$364,320 |
| MISCELLANEOUS PROJECTS | | | | | | | | |
| ST-18 | MEDIAN CONSTRUCTION - MANNING AVENUE FROM THE KINGS RIVER TO KINGSWOOD PARKWAY | 1,300 | \$74,750 | 61.29% | \$45,816 | 38.71% | \$0 | \$28,934 |
| ST-19 | IMPROVEMENT OF AT-GRADE CROSSING - 11TH STREET | | \$42,000 | 61.29% | \$25,743 | 38.71% | \$0 | \$16,257 |
| ST-20 | IMPROVEMENT OF AT-GRADE CROSSING - DINUBA AVENUE | | \$42,000 | 61.29% | \$25,743 | 38.71% | \$0 | \$16,257 |
| ST-21 | CONSTRUCTION OF AT-GRADE CROSSING - HERBERT AVENUE ALIGNMENT | | \$115,000 | 0.00% | \$0 | 100.00% | \$0 | \$115,000 |
| ST-22 | DEVELOPMENT OF TRANSPORTATION MASTER PLAN | | \$40,000 | 0.00% | \$0 | 100.00% | \$0 | \$40,000 |
| TOTAL ESTIMATED PROJECT COSTS | | | | 79,920 | \$13,407,414 | 99.27% | \$7,833,340 | \$5,476,772 |

NOTES:

- (1) On-Site Costs refers to the street frontage improvement costs and local street costs which are considered the responsibility of the local property owner. These costs are shown for informational purposes only.
- (2) Off-Site Costs include only the portion of costs necessary to install the additional roadway required above the local requirement. These costs are to be funded through a proposed Development Impact Fee.
- (3) Street costs include an estimate for design engineering, inspection and contingencies.

Chapter 5

Traffic Control Facilities

As noted in the previous chapter, the City's growth in the next several decades will necessarily impact the level of congestion on all of the roadways in the City. Presently, staff have indicated that the City's street system operates with only pockets of congestion. With the magnitude of growth projected in this Report, significant intersection improvements and construction of new traffic signals will be needed to avoid congestion and gridlock during peak periods in the future.

Traffic planners have long known that the critical constraint in a typical urban roadway network is usually not the roadway itself but the intersections. Thus, while the capacity of the street may be theoretically adequate to carry traffic volumes at build-out, motorists may experience congestion and even gridlock at the intersections of the street. While Reedley will certainly require significant widening projects (detailed in the prior Chapter), perhaps an equally important component of traffic circulation is the installation of traffic signals and lane reconfiguration at critical intersections in the City.

PROPOSED TRAFFIC SIGNAL IMPROVEMENTS

The City currently owns eight traffic signals located throughout the City. On Schedule 5.2, City staff have identified an additional 13 signals required at build-out. City staff has indicated that a new traffic signal will ultimately be needed at each intersection of two or more arterials which currently lacks signalization. The cost of each traffic signal is estimated by Public Works staff at \$138,000 per signal. The cost estimates for each new signal therefore include only minor reconfiguration and channelization of the intersection.

In addition to the proposed new signal installations, intersection improvements were targeted for several intersections in the City. Most of these improvements will be made at intersections near the downtown area, and will include the installation of turn lanes, curb and gutter improvements and any street reconfigurations considered necessary.

The total costs of all Traffic Control Facilities required through build-out is projected at \$3,404,250. Seven of the 13 proposed new signals are estimated to be the sole responsibility of Future Development because of the lack of current warrants justifying the construction of these signals. The remaining six signals were categorized by City staff as providing some benefit to the existing population and thus should be at least partially financed by existing

taxpayers. For these signals, costs are prorated between Existing Development and Future Development.

When one adds the costs of these prorated signals and the nine signals allocated entirely to Future Development, the amount of costs attributable to Future Development equals \$1,971,875, or 57.92% of total capital needs. These development-related costs represent the amount to be financed through a City traffic signal impact fee. The Existing Community, conversely, is responsible for \$1,432,375, or 42.08% of the total cost to install new traffic signals through build-out.

DISTRIBUTION OF COSTS

The costs of development-generated projects were once again distributed based on the estimated trip ends generated by each land use. Trip generation is the total number of trips made by motorists from place to place. Trip ends are categorized into two major types: trip productions and trip attractions. Productions are the number of trips made from individual households, for example, while attractions are the number of trips made to a particular location or urban activity, such as a shopping center.

In the analysis contained on Schedule 5.1, both trip productions and attractions are included in the Trip Generation Rate for each land use. Furthermore, trips are expressed in terms of the estimated afternoon (P.M.) peak trips generated by development. Thus, costs attributed to single family residential are based on an average of 1.01 peak hour trip ends per residential unit. Multiple family developments, in contrast, generate on the average 0.49 peak trips per unit and thus are charged a slightly lower cost per unit.

The total development-related costs of \$1,971,875 divided by the additional trips generated through build-out (9,857) calculates to a cost of \$200.04 per trip. Thus, a single family-medium density home, which generates 1.01 trips per day is assessed an impact fee of \$202 per unit, for example. Costs for all land uses are allocated as follows:

Table 5-1
Summary of Traffic Control Facility Impact Fees by Land Use

| Proposed Land Use | Allocation of Costs | Impact Fee per Unit or Acre |
|---------------------------|---------------------|-----------------------------|
| Residential | | |
| Single Family Estate | \$4,445 | \$202/Unit |
| Single Family-Low | \$9,698 | \$202/Unit |
| Single Family Residential | \$768,366 | \$202/Unit |
| Multi-Family | \$138,013 | \$98/Unit |
| Commercial | \$286,608 | \$6,441/Acre |
| Industrial | | |
| Limited Industrial | \$84,960 | \$1,452/Acre |
| Heavy Industrial | \$679,786 | \$1,674/Acre |

ALTERNATIVE COST METHODOLOGY

As was done for the previous chapter, Table 5-2 on the following page provides an alternative listing of impact costs for various residential, commercial and industrial land uses. This is accomplished by multiplying the cost per trip end of \$200.04 by the average trip generation rate for each of these uses.

Table 5-2
Detail of Traffic Control Costs for
Specific Commercial and Industrial Uses

| <i>LAND USE</i> | <i>PEAK TRIP RATE PER KSF OR UNIT</i> | <i>COST PER PEAK TRIP</i> | <i>COST PER KSF OR UNIT</i> |
|--------------------------------|---|-------------------------------|---------------------------------|
| RESIDENTIAL LAND USES | | | |
| Single Family Detached | 1.01 /Unit | \$200.04 | \$202.04 /Unit |
| Apartment | 0.49 /Unit | \$200.04 | \$98.02 /Unit |
| Mobile Home | 0.56 /Unit | \$200.04 | \$112.02 /Unit |
| Congregate Care Facility | 0.17 /Unit | \$200.04 | \$34.01 /Unit |
| RESORT/TOURIST | | | |
| Hotel | 0.76 /Room | \$200.04 | \$152.03 /Room |
| Motel | 0.60 /Room | \$200.04 | \$120.03 /Room |
| INDUSTRIAL | | | |
| General Light Industrial | 0.98 /KSF | \$200.04 | \$196.04 /KSF |
| Industrial Park | 0.91 /KSF | \$200.04 | \$182.04 /KSF |
| Manufacturing | 0.75 /KSF | \$200.04 | \$150.03 /KSF |
| Warehouse | 0.74 /KSF | \$200.04 | \$148.03 /KSF |
| COMMERCIAL | | | |
| Office Park | 1.51 /KSF | \$200.04 | \$302.06 /KSF |
| Research Center | 1.07 /KSF | \$200.04 | \$214.04 /KSF |
| Business Park | 1.48 /KSF | \$200.04 | \$296.06 /KSF |
| Bldg. Materials/Lumber Store | 3.27 /KSF | \$200.04 | \$654.14 /KSF |
| Specialty Retail Center | 4.93 /KSF | \$200.04 | \$986.21 /KSF |
| Garden Center | 3.73 /KSF | \$200.04 | \$746.16 /KSF |
| Movie Theater | 0.06 /Seat | \$200.04 | \$12.00 /Seat |
| Church | 0.72 /KSF | \$200.04 | \$144.03 /KSF |
| Medical-Dental Office Building | 4.08 /KSF | \$200.04 | \$816.17 /KSF |
| General Office Building | | | |
| 50,000 Square Feet | 2.24 /KSF | \$200.04 | \$448.09 /KSF |
| 100,000 Square Feet | 1.87 /KSF | \$200.04 | \$374.08 /KSF |
| 200,000 Square Feet | 1.56 /KSF | \$200.04 | \$312.07 /KSF |
| Shopping Center | | | |
| 50,000 Square Feet | 3.63 /KSF | \$200.04 | \$727.00 /KSF |
| 100,000 Square Feet | 3.61 /KSF | \$200.04 | \$722.41 /KSF |
| 200,000 Square Feet | 3.29 /KSF | \$200.04 | \$658.14 /KSF |
| Hospital | 1.05 /KSF | \$200.04 | \$210.04 /KSF |
| Nursing Home | 0.48 /Employee | \$200.04 | \$96.02 /Employee |
| Discount Store | 3.43 /KSF | \$200.04 | \$686.14 /KSF |
| High-Turnover Restaurant | 16.26 /KSF | \$200.04 | \$3,252.68 /KSF |
| Golf Course | 0.39 /Acre | \$200.04 | \$78.02 /Acre |
| Walk-In Bank | 17.35 /KSF | \$200.04 | \$3,470.72 /KSF |

ADT = Average Daily Trips; KSF = Thousand Square Feet of Gross Floor Area

**SCHEDULE 5.1
TRAFFIC CONTROL FACILITIES
ALLOCATION OF COST ESTIMATES NEEDS RESULTING FROM NEW DEVELOPMENT**

| PROPOSED LAND USE | UNDEVELOPED ACRES | POTENTIAL UNITS | TRIP GENERATION RATE | TRIP GENERATION FACTOR | % OF RESPONSIBILITY | ALLOCATION OF COSTS | COST IMPACT PER UNIT OR ACRE |
|---------------------------|-------------------|-----------------|----------------------|------------------------|---------------------|---------------------|------------------------------|
| RESIDENTIAL | | | | | | | |
| SINGLE FAMILY ESTATE | 18.00 | 22 | 1.01 | 22 | 0.23% | \$4,445 | \$202 /unit |
| SINGLE FAMILY LOW DENSITY | 16.00 | 48 | 1.01 | 48 | 0.49% | \$9,698 | \$202 /unit |
| SINGLE FAMILY RESIDENTIAL | 884.40 | 3,803 | 1.01 | 3,841 | 38.97% | \$768,366 | \$202 /unit |
| MULTI-FAMILY | 100.60 | 1,408 | 0.49 | 690 | 7.00% | \$138,013 | \$98 /unit |
| COMMERCIAL | 44.50 | | 32.20 | 1,433 | 14.53% | \$286,608 | \$6,441 /acre |
| INDUSTRIAL | | | | | | | |
| LIMITED | 58.50 | | 7.26 | 425 | 4.31% | \$84,960 | \$1,452 /acre |
| HEAVY | 406.00 | | 8.37 | 3,398 | 34.47% | \$679,786 | \$1,674 /acre |
| TOTAL | 1,528.00 | 5,281 | | 9,857 | 100.00% | \$1,971,875 | |

ALTERNATIVE COST METHODOLOGY: \$200.04 /P.M. Peak Trip

NOTES:
 Trip generation rates are expressed by the P.M. Peak Hour rates and are based on the Trip Generation Manual (Fifth Edition) published by the Institute of Transportation Engineers. Trip rates were calculated as follows:
 A. Single Family land uses are based on trip rates for Single Family Detached Housing (Code 210).
 B. Multi-Family Residential is based on trip rates for Apartments, Post 1973 (Code 220).
 C. Limited Industrial is based on trip rates for General Light Industrial (Code 110).
 D. Heavy Industrial is based on trip rates for Manufacturing (Code 140).
 E. Commercial is based on an average of trip rates for Office Park (Code 750) and Shopping Center < 100,000 SF (Code 820).

SCHEDULE 5.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
TRAFFIC CONTROL FACILITIES

| LINE # | DESCRIPTION | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------|--|----------------|--|-------------------------|--|-------------------------|
| | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| TC-01 | MAJOR INTERSECTION IMPROVEMENTS - MANNING & KINGSWOOD PKWY. | \$300,000 | 50.00% | \$150,000 | 50.00% | \$150,000 |
| TC-02 | MAJOR INTERSECTION IMPROVEMENTS - NORTH AVENUE AND REED AVENUE | \$600,000 | 50.00% | \$300,000 | 50.00% | \$300,000 |
| TC-03 | MAJOR INTERSECTION IMPROVEMENTS - DINUBA AVENUE AND FRANKWOOD AVENUE | \$300,000 | 50.00% | \$150,000 | 50.00% | \$150,000 |
| TC-04 | MAJOR INTERSECTION IMPROVEMENTS - 11TH STREET AND REED AVENUE | \$300,000 | 50.00% | \$150,000 | 50.00% | \$150,000 |
| TC-05 | MAJOR INTERSECTION IMPROVEMENTS - NORTH AVENUE AND EAST AVENUE | \$300,000 | 100.00% | \$300,000 | 0.00% | \$0 |
| TC-06 | SIGNAL INSTALLATION - SOUTH AVENUE AND REED AVENUE (CITY'S PORTION OF COSTS) | \$74,750 | 0.00% | \$0 | 100.00% | \$74,750 |
| TC-07 | SIGNAL INSTALLATION - SOUTH AVENUE AND FRANKWOOD AVENUE (CITY'S PORTION OF COSTS) | \$74,750 | 50.00% | \$37,375 | 50.00% | \$37,375 |
| TC-08 | SIGNAL INSTALLATION - SOUTH AVENUE AND BUTTONWILLOW AVENUE (CITY'S PORTION OF COSTS) | \$74,750 | 0.00% | \$0 | 100.00% | \$74,750 |
| TC-09 | SIGNAL INSTALLATION - PARLIER AVENUE AND REED AVENUE | \$138,000 | 0.00% | \$0 | 100.00% | \$138,000 |
| TC-10 | SIGNAL INSTALLATION - PARLIER AVENUE AND FRANKWOOD AVENUE | \$138,000 | 50.00% | \$69,000 | 50.00% | \$69,000 |
| TC-11 | SIGNAL INSTALLATION - PARLIER AVENUE AND COLUMBIA AVENUE | \$138,000 | 50.00% | \$69,000 | 50.00% | \$69,000 |
| TC-12 | SIGNAL INSTALLATION - PARLIER AVENUE AND BUTTONWILLOW AVENUE | \$138,000 | 0.00% | \$0 | 100.00% | \$138,000 |
| TC-13 | SIGNAL INSTALLATION - REED AVENUE AND DINUBA AVENUE | \$138,000 | 50.00% | \$69,000 | 50.00% | \$69,000 |
| TC-14 | SIGNAL INSTALLATION - REED AVENUE AND OLSEN AVENUE | \$138,000 | 50.00% | \$69,000 | 50.00% | \$69,000 |

SCHEDULE 5.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
TRAFFIC CONTROL FACILITIES

| LINE # | DESCRIPTION | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|-------------------------------|--|----------------|--|-------------------------|--|-------------------------|
| | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| TC-15 | SIGNAL INSTALLATION - FRANKWOOD AVENUE AND HERBERT AVENUE ALIGNMENT | \$138,000 | 0.00% | \$0 | 100.00% | \$138,000 |
| TC-16 | SIGNAL INSTALLATION - BUTTONWILLOW AVENUE AND SPRINGFIELD AVENUE | \$138,000 | 0.00% | \$0 | 100.00% | \$138,000 |
| TC-17 | SIGNAL INSTALLATION - BUTTONWILLOW AVENUE AND DINUBA AVENUE | \$138,000 | 50.00% | \$69,000 | 50.00% | \$69,000 |
| TC-18 | SIGNAL INSTALLATION - BUTTONWILLOW AVENUE AND HERBERT AVENUE ALIGNMENT | \$138,000 | 0.00% | \$0 | 100.00% | \$138,000 |
| TOTAL ESTIMATED PROJECT COSTS | | \$3,404,250 | 42.08% | \$1,432,375 | 57.92% | \$1,971,875 |

NOTE: "Major Intersection Improvements" include signal installation, channelization, construction of left turn lanes and possible grade crossings.

Chapter 6

Law Enforcement Facilities, Equipment & Training

Police services are essential to the health and safety of a community. Future development will impact the City's Police Department by requiring additional police officers and support staff, new equipment and vehicles and additional building space if the City desires to maintain the same level of service it receives today. This Chapter and the following cost schedules detail the costs of this additional police training, equipment and facilities.

To determine the level of impact on the Police Department from future development, this Chapter will first review the number of additional officers needed for the build-out population of the City. Based on the number of additional officers needed, the total costs to equip and provide vehicles to these new officers can then be determined. Finally, the space needs and construction costs for additional Police facilities to house both existing officers and new officers in the future will be estimated.

CURRENT SERVICE LEVELS

In order to project the Reedley Police Department's future building space, equipment and training costs requirements, it was necessary to establish the City's current level of service. Upon determining this level, the number of future police officers needed to serve new development can be projected and building needs subsequently determined.

The City of Reedley Police Department performs a variety of functions for residents in the community. The Police Department is authorized to patrol the City Limits and respond to a variety of service requests. The department also provides its own dispatching and communications services.

The City Council currently authorizes 23 sworn positions, including the Chief of Police, two Police Lieutenants, four sergeants, and sixteen Police Officers. This is a ratio of 1.32 officers per 1,000 residents. The current staffing level of sworn personnel is considered adequate by the Department staff. In 1991 the average response time, measured from time of call to arrival, was roughly three minutes.

PROJECTION OF FUTURE STAFFING NEEDS

This Chapter will review the methodology used for indicating the City's present law enforcement "level of service". The method includes a calculation of the standard number of sworn personnel per 1,000 residents.

Several agencies, including the International City Managers Association (ICMA) and Department of Justice, have regularly conducted nationwide surveys of the ratios of police employees per population. An ICMA survey of police personnel in 1989, for instance, indicated an average of 2.32 police employees per 1,000 population for cities with a population of 25,000 to 50,000. Typically, 20 to 35 percent of municipal police departments' employees are non-sworn employees. It should be noted, however, that various factors, including the degree of urbanization, historical crime rates and geography, can affect the required staffing levels of a police department.

Table 6-1, following, provides a summary of the Police Department's sworn staffing needs based on the standard of 1.32 officers per 1,000 residents. Assuming the extension of this present per capita rate, the City of Reedley will need to hire an additional 23 officers to support the anticipated 17,778 residents projected for the City.

Table 6-1
Projected Officers Required at Build-out

| Standard | Population | # of Officers Per 1,000 Residents | No. of Police Officers |
|---|------------|---|------------------------------|
| Current Level of Service | 17,400 | 1.32 | 23 |
| Projected Requirements at Build-out | 35,178 | 1.32 | 46 |
| Increase/(Decrease) | 17,778 | -- | 23 |

POLICE TRAINING AND EQUIPMENT

The previous section identified an additional 23 officers that will need to be added through build-out of Reedley, to maintain the current level of service for its future residents. The operational salaries of these police officers will have to be paid for through a combination of general fund revenues and specific service user fees. However, the initial training and uniform costs, as well as any required police vehicles, have been included in this Police DIF calculation. These expenses are not an on-going operating cost, but a one-time cost, and are essential in order to properly place a trained officer in the field.

Training and Equipment Costs

Schedule 6.4 details the training and uniform costs for a police recruit. Excluded are the basic academy training costs as it is assumed that the City will continue its practice of hiring lateral transfers from other agencies or candidates who have previously attended the academy. Costs include the recruit's salary and benefits during the City's field training program, as well as during an estimated 128 hours of various police courses. Also included are certain pre-employment costs, such as physical and psychological examinations, which are incurred prior to the actual placement of the candidate on the force. These costs include:

- **Support Equipment** - Schedule 6.4 also lists the initial outlay of support and safety equipment for a new recruit, including the uniform, leather gear, firearms and other equipment. The cost for these items is estimated at \$3,120 for each new officer. Total costs for the 23 officers are \$71,760.
- **Police Recruit Courses** - A newly hired officer for the City of Reedley is required to attend various police courses sponsored in the region. Such classes include 40 hours of accident investigation courses, 24 hours of narcotics investigation, 40 hours of officer survival courses, and 24 hours of advanced officer training courses. The costs incurred here include an officer's salary, as well as the various benefits provided by the City. The cost for these courses is estimated at \$2,548.48 per officer or \$58,615 for the total 23 officers required.
- **Field Training Costs** - Upon graduation from an academy, the new police officer is placed in the City's 40-day field training program. The officer's salary and benefits during this time are shown as a one-time training cost needed prior to the recruit assuming full duties. The cost per officer is estimated at \$6,371.20 for the duration of the program totalling \$146,538 for the 23 officers.

- **Pre-Employment Administrative Costs** - The costs of various pre-entry physical and psychological exams are included as a one-time cost of \$10,350 to hire and train the 23 new police officers. These expenses include a \$150 fee for a regular medical examination and \$300 for a psychological exam per officer.

As shown on Schedule 6.4, the total cost to recruit and train a recruit equals \$12,489.68. This cost, multiplied by the 23 additional officers needed through build-out, provides a total training cost of \$287,262.64.

Police Dispatcher Training

In the same way that sworn police officers require both formal coursework and actual field training before they can properly perform their duties with limited supervision, police dispatchers are also now required to undergo intensive training before they can assume their full duties. Police staff have furthermore indicated that an additional three police dispatchers will be required at build-out.

Therefore, Schedule 6.2 includes the costs to train these three additional dispatchers (in today's costs). The estimate shown on Schedule 6.2 is based on the entry level salary and benefits for a dispatcher for a period of four weeks in field training.

Police Vehicle Costs

In addition to the training and outfitting of police personnel, the Department must consider the need to acquire a sufficient number of vehicles for the new police officers. The Police Department's fleet presently consists of 28 vehicles. The Department utilizes a personalized-take home car program, allowing officers to maintain and service their own vehicles. To maintain an average of one vehicle per sworn officer, the department will require an additional 23 vehicles: 19 marked patrol cars, as well as four non-marked police cars necessary for new detective officers.

Schedule 6.5 details the costs of both a fully equipped marked police vehicle and an unmarked vehicle. The purchase of marked patrol cars will equal \$369,341, while unmarked vehicles needed to support new staff is estimated at \$66,044.55 (in today's costs).

POLICE FACILITY NEEDS

The City Police Department Headquarters is located next to City Hall at 845 "G" Street. The facility was constructed in 1978, and is approximately 4,000 square feet in size. The existing facility is barely able to house all police operations currently required by the department.

Assuming the increases in staffing noted earlier in the Chapter, the City of Reedley's current Police facility will be woefully inadequate to house all of Police operations at theoretical build-out. The Police Department staff has indicated that the expansion of the existing Police Station is needed to accommodate the projected 23 additional officers. This expansion will primarily include the conversion of the existing City Hall into additional Police Department facilities. (The eventual relocation of general city operations is discussed in Chapter 8 of this Report).

Cost Estimates for Expanded Police Facility

According to Police Department staff, the expansion of Police operations to the existing City Hall should be able to meet the space demands caused by new development. Construction costs for the expansion of the Police Department are based on estimates for similar projects in other California cities. A breakdown of facility costs is provided below.

**Table 6-2
Police Headquarters Facility Expansion
Estimated Construction Costs**

| Item | Estimated Cost |
|--|------------------|
| Building Construction (\$80/GSF) | \$284,800 |
| Design, Engineering (15% of Above Costs) | \$49,100 |
| Furnishings/Furniture (8% of Building Construction) | \$22,800 |
| Contingency (10% of Above Costs) | \$39,900 |
| TOTAL PROJECT CONSTRUCTION COSTS | \$396,600 |

DISTRIBUTION OF COSTS

The total cost of law enforcement facilities, equipment and training is estimated at \$1,136,750. All facility and equipment costs listed on Schedule 6.2 are directly attributed to anticipated

growth within the City. As a result, new development is responsible for 100% of the project costs.

Distribution of these growth-related costs is based on the historical number of police calls generated per acre by each land use. This analysis is contained on Schedule 6.3, found at the end of this Chapter. Based on a sampling of actual calls received by the Police Department, commercial areas generate a greater number of documented calls per acre (13.12 calls/acre for Commercial) than industrial areas (0.79 calls/acre for Heavy Industrial). Since commercial development generates more calls per acre than industrial development, commercial development is assessed a proportionately higher cost per acre.

A significant portion of the documented police calls are in residential neighborhoods, and generally include various family disturbances, thefts, community complaints and civil disputes. Single family residential areas comprise most of the undeveloped land within the City limits. Thus, it is not surprising that this land use classification is responsible for a substantial share of the development-related cost. As is listed on Schedule 6.1, single family-medium residential areas are responsible for approximately 69% of the total costs.

Costs are detailed on Schedule 6.1 and are also summarized below:

Table 6-3
Summary of Law Enforcement Cost Impacts, by Land Use

| Land Use | Allocation Of Costs | Cost Impact Per Unit or Acre |
|---------------------------|---------------------|------------------------------|
| Residential | | |
| Single Family-Estate | \$4,527 | \$206/unit |
| Single Family-Low | \$9,878 | \$206/unit |
| Single Family Residential | \$782,619 | \$206/unit |
| Multi-Family | \$184,388 | \$131/unit |
| Commercial | \$99,296 | \$2,231/acre |
| Industrial | | |
| Limited | \$1,492 | \$26/acre |
| Heavy | \$54,550 | \$134/acre |

**SCHEDULE 6.1
LAW ENFORCEMENT FACILITIES, EQUIPMENT & TRAINING
ALLOCATION OF COST ESTIMATES NEEDS RESULTING FROM NEW DEVELOPMENT**

| PROPOSED LAND USE | UNDEVELOPED ACRES | POTENTIAL UNITS | CALLS PER UNIT OR ACRE | POLICE EFFORT | % OF RES-POSSIBILITY | ALLOCATION OF COSTS | COST IMPACT PER UNIT OR ACRE |
|---------------------------|-------------------|-----------------|------------------------|-----------------|----------------------|---------------------|------------------------------|
| RESIDENTIAL | | | | | | | |
| SINGLE FAMILY ESTATE | 18.00 | 22 | 1.21 /unit | 26.62 | 0.40% | \$4,527 | \$206 /unit |
| SINGLE FAMILY LOW DENSITY | 16.00 | 48 | 1.21 /unit | 58.08 | 0.87% | \$9,878 | \$206 /unit |
| SINGLE FAMILY RESIDENTIAL | 884.40 | 3,803 | 1.21 /unit | 4,601.63 | 68.85% | \$782,619 | \$206 /unit |
| MULTI-FAMILY | 100.60 | 1,408 | 0.77 /unit | 1,084.16 | 16.22% | \$184,388 | \$131 /unit |
| COMMERCIAL | 44.50 | | 13.12 /acre | 583.84 | 8.74% | \$99,296 | \$2,231 /acre |
| INDUSTRIAL | | | | | | | |
| LIMITED | 58.50 | | 0.15 /acre | 8.78 | 0.13% | \$1,492 | \$26 /acre |
| HEAVY | 406.00 | | 0.79 /acre | 320.74 | 4.80% | \$54,550 | \$134 /acre |
| TOTAL | 1,528.00 | 5,281 | | 6,683.85 | 100.00% | \$1,136,750 | |

NOTES: CALLS PER UNIT OR ACRE WERE DERIVED FROM SCHEDULE 6.3.

SOURCE: CITY OF REEDLEY, POLICE DEPARTMENT

SCHEDULE 6.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
LAW ENFORCEMENT FACILITIES, EQUIPMENT & TRAINING

| LINE # | DESCRIPTION | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|-------------------------------|--|----------------|--|-------------------------|--|-------------------------|
| | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| PD-01 | EXPANSION OF MARKED CAR FLEET (19 VEHICLES) | \$369,341 | 0.00% | \$0 | 100.00% | \$369,341 |
| PD-02 | EXPANSION OF UNMARKED CAR FLEET (4 VEHICLES) | \$66,045 | 0.00% | \$0 | 100.00% | \$66,045 |
| PD-03 | POLICE FACILITY EXPANSION (RECONFIGURATION OF EXISTING CITY HALL SPACE) | | | | | |
| | A. CONSTRUCTION COST | \$284,800 | 0.00% | \$0 | 100.00% | \$284,800 |
| | B. DESIGN, ENGINEERING, CONTRACT ADMIN. | \$49,100 | 0.00% | \$0 | 100.00% | \$49,100 |
| | C. FURNISHINGS & MISC. EQUIPMENT | \$22,800 | 0.00% | \$0 | 100.00% | \$22,800 |
| | D. CONTINGENCY | \$39,900 | 0.00% | \$0 | 100.00% | \$39,900 |
| PD-04 | UPGRADE OF DISPATCH SYSTEM | \$10,000 | 0.00% | \$0 | 100.00% | \$10,000 |
| PD-05 | POLICE OFFICER TRAINING | | | | | |
| | A. POLICE UNIFORM AND EQUIPMENT (23 OFFICERS) | \$71,760 | 0.00% | \$0 | 100.00% | \$71,760 |
| | B. RECRUIT TRAINING COURSE (23 OFFICERS) | \$58,615 | 0.00% | \$0 | 100.00% | \$58,615 |
| | C. FIELD TRAINING (23 OFFICERS) | \$146,538 | 0.00% | \$0 | 100.00% | \$146,538 |
| | D. MEDICAL/PSYCHOLOGICAL EXAMINATION (23 OFFICERS) | \$10,350 | 0.00% | \$0 | 100.00% | \$10,350 |
| PD-06 | POLICE DISPATCHER TRAINING - 3 Dispatchers @ 4 weeks | \$7,502 | 0.00% | \$0 | 100.00% | \$7,502 |
| TOTAL ESTIMATED PROJECT COSTS | | \$1,136,750 | 0.00% | \$0 | 100.00% | \$1,136,750 |

NOTES:

1. SEE SCHEDULE 6.4 FOR A BREAKDOWN OF TRAINING AND UNIFORM COSTS.
2. SEE SCHEDULE 6.5 FOR A BREAKDOWN OF VEHICLE COSTS.

SCHEDULE 6.3

**CITY OF REEDLEY
LAW ENFORCEMENT FACILITIES, EQUIPMENT & TRAINING
POLICE CALLS FOR SERVICE**

| LAND USE | DEVELOPED ACRES | DEVELOPED UNITS | ANNUALIZED CALLS FOR SERVICE | CALLS PER UNIT OR ACRE |
|---------------------|-----------------|-----------------|------------------------------|------------------------|
| RESIDENTIAL | | | | |
| Single Family (SFR) | 1,004.20 | 3,189 | 3,864 | 1.21 /unit |
| Multi-Family (MFR) | 166.40 | 1,427 | 1,092 | 0.77 /unit |
| COMMERCIAL | 176.59 | | 2,316 | 13.12 /acre |
| INDUSTRIAL | | | | |
| Limited | 535.30 | | 78 | 0.15 /acre |
| General | 53.00 | | 42 | 0.79 /acre |
| TOTAL | 1,935.49 | | 7,392 | |

NOTE:

Calls for service are based on a three-month sampling of calls conducted by the City of Reedley Police Department over a two year period (November 1991, March 1992, and July 92).

SCHEDULE 6.4

CITY OF REEDLEY
LAW ENFORCEMENT FACILITIES, EQUIPMENT & TRAINING
DETAIL OF POLICE OFFICER TRAINING & EQUIPMENT COSTS

| ITEM | COST PER OFFICER | NO. OF NEW OFFICERS | TOTAL COST |
|---|--------------------|---------------------|---------------------|
| SUPPORT EQUIPMENT (INITIAL OUTLAY) <i>(Includes: Clothing, leather gear, firearm, body armour, flashlight, helmet)</i> | \$3,120.00 | 23 | \$71,760.00 |
| NON-REIMBURSED POLICE COURSES (\$159.28/DAY FOR 16 DAYS) | \$2,548.48 | 23 | \$58,615.04 |
| FIELD TRAINING COST (\$159.28/DAY FOR 40 DAYS) | \$6,371.20 | 23 | \$146,537.60 |
| MEDICAL/PSYCHOLOGICAL EXAMINATION | \$450.00 | 23 | \$10,350.00 |
| TOTAL TRAINING & UNIFORM COST | \$12,489.68 | 23 | \$287,262.64 |

SOURCE: CITY OF REEDLEY, POLICE DEPARTMENT

SCHEDULE 6.5

CITY OF REEDLEY
 LAW ENFORCEMENT FACILITIES, EQUIPMENT & TRAINING
 DETAIL OF POLICE VEHICLE ACQUISITION COSTS

| ITEM | MARKED VEHICLE | UNMARKED VEHICLE |
|-------------------------------------|---------------------|--------------------|
| CAR | \$13,500.00 | \$13,500.00 |
| RADIO | \$700.00 | \$700.00 |
| UNITROL | \$927.00 | |
| REPORT WRITING LIGHT | \$29.00 | |
| SECURITY SCREEN | \$200.00 | |
| SPEAKER | \$130.00 | \$130.00 |
| HEADLIGHT CONTROL | \$25.00 | |
| PUSHBAR | \$140.00 | |
| SHOTGUN LOCK | \$60.00 | |
| FIBERGLASS REAR SEAT | \$200.00 | |
| SHOTGUN | \$300.00 | |
| LIGHT BAR | \$600.00 | |
| K-9 CONVERSION (20% OF CARS) | \$250.00 | |
| FIRST AID KIT | \$50.00 | \$50.00 |
| SLIM JIM | \$20.00 | \$20.00 |
| ROLO TAPE | \$40.00 | \$40.00 |
| NARCOTICS TEST KIT | \$50.00 | \$50.00 |
| CAMERA | \$65.00 | \$65.00 |
| FIRE EXTINGUISHER | \$40.00 | \$40.00 |
| LABOR | \$800.00 | \$800.00 |
| TAX | \$1,313.00 | \$1,116.14 |
| TOTAL VEHICLE COST | \$19,439.00 | \$16,511.14 |
| TOTAL NUMBER OF ADDITIONAL VEHICLES | 19 | 4 |
| TOTAL COST | \$369,341.00 | \$66,044.55 |

SOURCE: CITY OF REEDLEY, POLICE DEPARTMENT

Chapter 7

Fire Facilities & Equipment

Future development in Reedley will have two separate but related effects on the City's Fire Department. First, as the City's population grows and the City's commercial and industrial areas develop, the number of fire incidents and emergency medical calls will increase. This will necessitate additional personnel and equipment to respond to these calls. Secondly, the development of housing and businesses away from the central core of the City will strain the ability of the Fire Department to respond to incidents in these areas within acceptable response times. This Chapter determines the anticipated projects and costs necessary to meet the Fire Department's existing response standards.

CURRENT FIRE DEPARTMENT OPERATIONS

The City's Fire Department currently operates from a 7,662-square foot facility located at 1060 "D" Street. The facility has four two vehicle deep bays creating eight vehicle stalls. Currently, the City leases three stalls and the station's living quarters to the Mid-Valley Fire Protection District, which provides suppression capabilities to areas outside of Reedley and also provides backup to City fire crews.

The City maintains five vehicles: a new aerial truck, a 1970's Ford Le Franz engine, a 1985 Van Pelt fire engine, a 1960's vintage Le Franz and one EMT truck. All of the vehicles are housed at the "D" Street facility and are in good working order. The Fire Department is currently staffed by 30 volunteer personnel and one part time fire inspector. All volunteers undergo training throughout the year.

The department performs several distinct functions for the City, including fire suppression, emergency medical support, and fire prevention programs. The Fire Department serves all of Reedley from the "D" Street station. Adequate response backup is provided through a mutual aid agreement with the Mid-Valley Fire District and neighboring cities. As a result, the Department is able to provide sufficient coverage for areas within the current City limits.

In 1991, the Fire Department staff responded to 564 calls for service, of which 453 of the calls could be directly identified to a specific type of land use. Schedule 7.3 identifies the calls by land use (single family, multi-family, commercial and industrial). Calculated on a population basis, the City averaged approximately 32 calls per 1,000 residents in 1991. A further discussion of Schedule 7.3 follows later in this Chapter.

IMPACT OF FUTURE DEVELOPMENT

As was indicated previously, approximately 564 fire and medical aid calls were received by the Fire Department staff in 1991. With the expected doubling of the City's population and significant development of the City's commercial and industrial areas through build-out of the City, the number of annual calls is expected to almost double. With proper planning, the City's capital facilities and operational resources can be adequate to maintain existing response times in the future and thus provide an equivalent level of fire service to new residents and businesses as is provided now.

Fire service to developing areas should be consistent with the fire response currently enjoyed by the City's existing citizens and business community, or the result will be a deterioration in the level of service provided both to these existing residents and future citizens and businesses within Reedley.

To project the impact of future development on fire services, it was first necessary to quantify the impact on services from each of the City's land uses. Then, a determination of the costs of future capital facilities necessary to meet this increased demand was made. The following section ascertains the relative impact from each land use on fire services and facilities.

Impact of Different Land Uses on Fire Services

In 1991, roughly 21% of Fire Department staff responses were fire-related calls for service, with the remaining 79% being calls for medical aid. While the majority of these calls were made by citizens of Reedley from their residences, a significant percentage of calls were also generated by commercial and industrial areas within town. Thus, to estimate the impact of future development on fire services, a consideration of each land use and its effect on calls for service was made.

Schedule 7.3, found at the end of this Chapter, provides a breakdown of calls received by the Fire Department during the last calendar year by land use (single family residential, multi-family residential, commercial, and industrial). The number of calls received by Fire Department staff during the year was then divided by either the developed acreage or existing number of dwelling units to determine the number of calls generated per commercial or industrial acre or per dwelling unit. A summary of this schedule is provided in Table 6-1, following, which indicates the average number of calls received per unit or acre.

**Table 7-1
Total Annual Calls Per Unit Or Acre**

| Land Use | Total Units or Acres | Total Calls | Total Calls per Unit or Acre |
|------------------------------|-------------------------|----------------|---------------------------------|
| Single Family Residential | 3,189 units | 192 | .06/unit |
| Multi-Family Residential | 1,427 units | 171 | .12/unit |
| Commercial | 176.59 acres | 66 | .37/acre |
| Industrial | 588.30 acres | 24 | .04/acre |

Of residential land uses, a multi-family unit is twice as likely to require an emergency fire service call at 0.12 calls per unit, than a single family home. Commercial development is similarly shown to generate 0.37 calls per acre of developed land, while Industrial development generates only 0.04 calls per acre. This is to be expected given the greater density of employees and patrons for a commercial establishment when compared to industrial businesses.

Impact of Future Development on Staff Workloads

Based on the rate of calls by land use, a projection of fire service calls generated by future residential, commercial, and industrial development can be made. This is accomplished by multiplying the average calls per unit or acre by the number of undeveloped units or acres. This data is summarized in Table 7-2, following.

**Table 7-2
Additional Annual Fire Calls Generated by Future Development**

| Land Use | Fire Calls per Unit or Acre | Undeveloped Units or Acres | Additional Fire Calls (Rounded) |
|---------------------------|-----------------------------|----------------------------|---------------------------------|
| Single Family Residential | .06/unit | 3,873 units | 232 |
| Multi-Family Residential | .12/unit | 1,408 units | 169 |
| Commercial | .37/acre | 44.50 acres | 16 |
| Industrial | .04/acre | 464.50 acres | 19 |
| Total | ---- | ---- | 436 |

Based on the existing average annual rate of calls, an additional 436 annual calls could be anticipated at build-out of Reedley. This is a 96% increase over the estimated 453 calls received in 1991 and can be attributed directly to development of privately held land.

CONSTRUCTION OF FIRE STATIONS

Several factors must be taken into consideration when determining fire facility needs for a City. The growth in projected calls (discussed in the previous section), City topography, and fire response area will all affect the full service demands placed on the department. Any arrangements with neighboring fire protection and medical support agencies must also be considered.

The Fire Department's present facility provides an acceptable level of service to the city's existing residents. However, staff has indicated that future growth in Reedley will require additional space for engines and personnel. Specifically, the City will need to acquire three new vehicles: two pumper engines and one additional EMT vehicle. One of these new vehicles, and possibly a second, would be housed at the existing Fire Headquarters facility. In order to accomplish this, several of the bays would no longer be available to the Mid-Valley Fire District. The effect of this change to the Mid-Valley Fire District's operations is unknown at this time.

Additional Fire Station for South Reedley

Fire Department staff has indicated that the current location and size of the City's fire station is adequate to serve the central and northern areas of Reedley through build-out of the community. However, staff has noted the need for a second smaller station in the south area of town. City staff has cited several reasons for the need for this station:

- (1) The City has zoned virtually the entire southeastern section of the City for light and heavy industrial development. This new industrial development, coupled with the continued development of businesses and residential housing in southwestern Reedley, will stretch the existing fire station's service area to a point where fire crews will be unable to meet reasonably acceptable response times within south Reedley.
- (2) Additionally, the existence of the Southern Pacific Railroad and San Joaquin Valley Railroad tracks could serve to cut off areas south of these tracks from the main fire station. Currently, there are only a few railroad crossings which Fire Department staff can use to reach neighborhoods located south of these tracks. During a derailment or other disaster along the railroad lines, City fire crews would essentially be cut off from these areas, resulting in potentially significant delays. This could be disastrous for both the residential neighborhoods in south Reedley and the new industrial site planned for the area.
- (3) A second fire station would also provide backup and support capabilities for Fire Station #1, which itself will have to respond to additional calls generated by future growth in the northern and central sectors of the City.

The second fire facility would be placed on a two-acre site and would house at least one fire vehicle. One possible location for the station would be at or near the future intersection of Frankwood and Herbert Avenues. Depending on the staffing needs of the City at the time, the station could be either manned or unmanned. Acquisition costs for two acres of land are estimated at \$40,000. Construction of the 10,000-square foot facility is expected to cost \$1,234,200.

Equipment Costs

Based on the service call estimates provided above, the City will need to equip approximately 21 additional volunteer personnel. The uniforms and equipment for these personnel is estimated to cost \$2,588 per firefighter. The total for 21 firefighters is \$54,343.

DISTRIBUTION OF COSTS

The total projected cost of additional fire facilities and equipment needed through build-out of Reedley is \$2,128,636. Of this amount, Future Development is responsible for \$1,923,319 of these costs.

Schedule 7.1 distributes the \$1,923,319 in development-related costs between the four major land uses, based on the historical level of demand on/for fire services between single family homes, multiple family units, commercial and industrial development.

As an example, Schedule 6.1 indicates that the total 406 acres of undeveloped heavy industrial land when developed will generate on average an additional 16.47 annual calls for fire services. These 16.47 calls represent only 3.72% of the total 436.40 additional annual emergency responses anticipated at build-out. Thus, 3.72%, or \$71,573 of the full \$1,923,319 cost attributable to new development, is the result of industrial property to be developed through build-out of Reedley. The \$71,573 is then distributed over the 406 undeveloped heavy industrial acres producing an average impact cost of \$176 per acre.

The same process, when applied to the other land uses, results in the following costs identified in Table 7-3.

Table 7-3
Summary of Costs, by Land Use

| Proposed Land Use | Allocation of Costs | Cost Impact Per Unit or Acre |
|---------------------------|---------------------|------------------------------|
| Residential | | |
| Single Family Estate | \$5,712 | \$264/unit |
| Single Family-Low Density | \$12,693 | \$264/unit |
| Single Family Residential | \$1,005,613 | \$264/unit |
| Multi-Family | \$744,852 | \$529/unit |
| Commercial | \$72,564 | \$1,631/acre |
| Industrial | | |
| Limited Industrial | \$10,313 | \$176/acre |
| Heavy Industrial | \$71,573 | \$176/acre |

**SCHEDULE 7.1
FIRE FACILITIES & EQUIPMENT
ALLOCATION OF COST ESTIMATES NEEDS RESULTING FROM NEW DEVELOPMENT**

| PROPOSED LAND USE | UNDEVELOPED ACRES | POTENTIAL UNITS | CALLS PER UNIT OR ACRE | FIRE EFFORT | % OF RES- PONSIBILITY | ALLOCATION OF COSTS | COST IMPACT PER UNIT/ACRE |
|---------------------------|-------------------|-----------------|------------------------|---------------|-----------------------|---------------------|---------------------------|
| RESIDENTIAL | | | | | | | |
| SINGLE FAMILY ESTATE | 18.00 | 22 | 0.06 /unit | 1.30 | 0.30% | \$5,712 | \$264 /unit |
| SINGLE FAMILY LOW DENSITY | 16.00 | 48 | 0.06 /unit | 2.88 | 0.66% | \$12,693 | \$264 /unit |
| SINGLE FAMILY RESIDENTIAL | 884.40 | 3,803 | 0.06 /unit | 228.18 | 52.29% | \$1,005,613 | \$264 /unit |
| MULTI-FAMILY | 100.60 | 1,408 | 0.12 /unit | 169.01 | 38.73% | \$744,852 | \$529 /unit |
| COMMERCIAL | 44.50 | | 0.37 /acre | 16.47 | 3.77% | \$72,564 | \$1,631 /acre |
| INDUSTRIAL | | | | | | | |
| LIMITED | 58.50 | | 0.04 /acre | 2.34 | 0.54% | \$10,313 | \$176 /acre |
| HEAVY | 406.00 | | 0.04 /acre | 16.24 | 3.72% | \$71,573 | \$176 /acre |
| TOTAL | 1,528.00 | 5,281 | | 436.40 | 100.00% | \$1,923,319 | |

NOTES: 1. Fire Effort was derived by multiplying undeveloped units or acres by the calls per unit or acre.
2. See Schedule 7.3 for the calculation of calls for service by land use.

SCHEDULE 7.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
FIRE FACILITIES & EQUIPMENT

| LINE # | DESCRIPTION | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|-------------------------------|---|----------------|--|-------------------------|--|-------------------------|
| | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| FD-01 | CONSTRUCTION OF FIRE FACILITY - SOUTH OF SPRR | \$1,234,200 | 0.00% | \$0 | 100.00% | \$1,234,200 |
| FD-02 | ACQUISITION OF FIRE FACILITY GROUNDS | \$40,000 | 0.00% | \$0 | 100.00% | \$40,000 |
| FD-03 | ACQUISITION OF TWO PUMPER VEHICLES | \$340,000 | 0.00% | \$0 | 100.00% | \$340,000 |
| FD-04 | ACQUISITION OF ONE EMERGENCY MEDICAL TECHNICIAN VEHICLE | \$45,000 | 0.00% | \$0 | 100.00% | \$45,000 |
| FD-05 | ACQUISITION OF LADDER TRUCK | \$415,093 | 49.46% | \$205,316 | 50.54% | \$209,777 |
| FD-06 | UNIFORM COSTS (21 PERSONNEL) | \$54,343 | 0.00% | \$0 | 100.00% | \$54,343 |
| TOTAL ESTIMATED PROJECT COSTS | | \$2,128,636 | 9.65% | \$205,316 | 90.35% | \$1,923,319 |

NOTES:

1. Costs for the new Ladder Truck (FD-05) include financing costs. This equipment was recently acquired by the City through a lease-purchase contract and is needed to provide service for the full community at build-out.

SCHEDULE 7.3

**CITY OF REEDLEY
FIRE FACILITIES & EQUIPMENT
FIRE CALLS FOR SERVICE**

| LAND USE | DEVELOPED ACRES | DEVELOPED UNITS | ANNUALIZED CALLS FOR SERVICE | CALLS PER UNIT OR ACRE |
|---------------------|-----------------|-----------------|------------------------------|------------------------|
| RESIDENTIAL | | | | |
| Single Family (SFR) | 1,004.20 | 3,189 | 192 | 0.06 /unit |
| Multi-Family (MFR) | 166.40 | 1,427 | 171 | 0.12 /unit |
| COMMERCIAL | 176.59 | | 66 | 0.37 /acre |
| INDUSTRIAL | 588.30 | | 24 | 0.04 /acre |
| ALL OTHER | | | 111 | |

| | | | |
|--------------|----------|-------|-----|
| TOTAL | 1,935.49 | 4,616 | 564 |
|--------------|----------|-------|-----|

NOTE: Call information was derived from a 4-month sample of calls during 1991.

SCHEDULE 7.4

CITY OF REEDLEY
 FIRE FACILITIES & EQUIPMENT
 SUMMARY OF FIRE EQUIPMENT COSTS

| ITEM | TOTAL COST |
|------------------------------------|-------------|
| BOOTS | \$70.00 |
| GLOVES | \$30.00 |
| NOMEX HOOD | \$9.50 |
| SUSPENDERS | \$18.99 |
| HELMETS | \$100.00 |
| TURN OUT COATS | \$200.00 |
| TURN OUT PANTS | \$150.00 |
| GOGGLES | \$12.75 |
| NOMEX COAT | \$150.00 |
| NOMEX PANTS | \$150.00 |
| WILDLAND GLOVE | \$11.50 |
| S.C.B.A. GEAR | \$1,685.00 |
| TOTAL EQUIPMENT COST | \$2,587.74 |
| TOTAL NUMBER OF NEW FIRE PERSONNEL | 21 |
| TOTAL COST | \$54,342.54 |

SOURCE: CITY OF REEDLEY, FIRE DEPARTMENT

Chapter 8

General Facilities & Equipment

This Chapter outlines the need for and the calculation of costs of the additional public facilities required by the City of Reedley through build-out. General facilities considered in this Chapter include the Corporation Yard, City Hall and Community Center. Also included in this Chapter is a calculation of acquisition costs for the additional vehicles needed to maintain the new City streets, parks and other facilities identified elsewhere in this Report.

EXISTING PUBLIC FACILITIES

Table 8-1, below, provides an inventory of the public facilities and square footage owned by the City of Reedley, excluding wastewater treatment and public safety facilities. The City owns a total of 77,351 square feet (SF) of building area. Of this amount, though, the City owns only 41,616 square feet of buildings intended for administrative, general maintenance or community center use (facilities which are termed in this Chapter "General City Facilities").

Table 8-1
Summary of Existing Public Buildings

| Facility | Total Gross Sq. Feet | Sq. Feet Per Capita |
|--------------------------------|-------------------------|------------------------|
| <i>GENERAL CITY FACILITIES</i> | | |
| City Hall/Police Facility | 7,846 | .451 |
| Community Center | 21,492 | 1.235 |
| Corporation Yard | 4,250 | .244 |
| City Yard Canopy | 7,100 | .041 |
| Dog Pound | 928 | .053 |
| Subtotal | 41,616 | 2.392 |
| <i>AIRPORT FACILITIES</i> | | |
| Airport T-Hangers | 16,200 | .931 |

**Table 8-1
Summary of Existing Public Buildings**

| Facility | Total Gross Sq. Feet | Sq. Feet Per Capita |
|-------------------------------------|-------------------------|------------------------|
| Airport Office | 540 | .031 |
| Airport Shop Hangers | 4,284 | .246 |
| Subtotal | 21,024 | 1.208 |
| <i>PARK/RECREATIONAL FACILITIES</i> | | |
| Restrooms - Pioneer Park | 504 | .029 |
| Bandstand - Pioneer Park | 1,440 | .083 |
| Restrooms - Mueller Park | 216 | .012 |
| Restroom - Reedley Beach | 270 | .016 |
| Concession Building - Camacho Park | 680 | .039 |
| Restroom - Cricket Hollow Park | 570 | .033 |
| Boat Launch Facility | 570 | .033 |
| Bath House | 2,700 | .155 |
| Pool Chlorine Building | 225 | .013 |
| Pool Changing Room | 500 | .029 |
| Subtotal | 7,675 | 0.441 |
| <i>OTHER/MISCELLANEOUS</i> | | |
| Single Family Dwelling | 2,500 | .144 |
| Mobile Home | 1,536 | .088 |
| Storage Shed | 3,000 | .172 |
| Subtotal | 7,036 | .404 |
| GRAND TOTAL | 77,351 | 4.445 |

The lack of City-owned building space for administrative, planning and engineering functions has resulted in fairly small working spaces for City staff and little available room for

conferences or other meetings at City Hall. This situation will become even worse in the future as the City grows and must add administrative staff to support and serve this growth.

PROJECTED CITY OFFICE NEEDS

Based on projected staffing needs for Reedley, City staff has provided an estimate of facility needs through build-out. A review of these building needs are summarized below:

- **City Hall/General City Offices** - Staffing for the City's general administrative functions will continue to rise as development in the area continues. Assuming this growth in municipal operations, a sizeable amount of additional space is needed to house City staff in the future. To accommodate this growth in administrative and technical staff, City staff have indicated that any future Civic Center should be at least 12,500 square feet in size. At this size, the building would provide sufficient office space for the future needs of the Public Works, Community Development, Finance and Administrative staff.
- **Council Chambers** - The City Council Chambers, located next to the current municipal facility, are considered adequate for the foreseeable future.
- **Corporation Yard** - The City currently owns a corporation yard along "I" Street at Curtis Avenue, southeast of the downtown area. The Corporation Yard facility is barely adequate to serve all Public Works operations. A 4,250 square foot wood frame facility is located on the current site.

According to City staff, the corporation yard will need to be relocated and offices expanded to at least 8,000 square feet in size in the future. This is necessary for two reasons: (1) a larger facility is needed at build-out to house additional staff and equipment, and (2) the new facility would provide larger working space for existing staff. The facility would be located on a new five acre site to allow for proper storage of maintenance equipment and supplies.

- **Community Center** - The City currently has a community center at C.F. Mueller Park. The center is home to most City-sponsored recreational and cultural classes and activities. Rooms at the existing center are currently booked well in advance, and additional space will be required as population in Reedley increases. The Community Services Department anticipates the need to construct a recreational center to sufficiently meet these increasing demands.

Projected Costs of New Facilities

Table 8-2 presents a functional cost estimate for the expansion of general City offices. These estimates are based on the projected square footage requirements through build-out, provided by City staff. In the absence of more detailed design planning, estimates of construction cost for the proposed facility expansions may be most accurately approached on the basis of a dollar allowance per square foot. For the purposes of this Report, a cost allowance of \$125 per square foot was used to estimate construction costs for the proposed expansion of City offices. These costs are based on similar facilities constructed of this nature by local governments.

Other design factors hinder precise cost evaluation for other cost elements. Since in most cases a building site has not yet been identified for the facility expansion, costs associated with site preparation, parking, utilities and possible demolition costs could vary widely. The use of different finish materials and architectural programming could likewise affect budgets for these facilities.

However, for this Report, costs for these elements are again based on common engineering estimating criteria for similar type facilities. Thus, site development and landscaping are estimated at 15% of construction costs, furnishings and furniture at 8% and design and administration costs at 15% of construction costs. The Report includes an estimate of \$150,000 for land acquisition.

Total projected costs for the City Hall facility are shown on Table 8-2 and are summarized on Schedule 8.2. The total costs for expansion of the Civic Center offices, based on the City's current commitment in this area, are projected at \$2,750,300. Costs should be adjusted upon development of a more detailed conceptual plan or actual design of a City buildings expansion program.

**Table 8-2
Estimated Costs of a New City Hall Facility**

| Item | Estimated Costs |
|--|--------------------|
| Projected Building Needs | 12,500 |
| Building Construction (\$125/GSF) | \$1,562,500 |
| Site Development & Landscaping (15% of Bldg. Constr.) | \$234,400 |
| Parking (\$5/SF) | \$150,000 |
| Design, Engineering & Contract Admin. (15% of Construction, Site Development, Parking) | \$292,000 |
| Furnishings/Furniture (8% of Bldg. Construction) | \$125,000 |
| Contingency (10% of Above Costs) | \$236,400 |
| Land Acquisition | \$150,000 |
| TOTAL PROJECT CONSTRUCTION COSTS | \$2,750,300 |

Corporation Yard

As mentioned earlier, the City will require significant expansion to its existing Corporation Yard. The expected growth in build-out will require the need for additional space for storage and public works operations. City staff have indicated an interest in acquiring land in the southeast section of the City for such a site. Acquisition is estimated to cost approximately \$130,165. The total construction costs, not including the cost to acquire the site, are estimated at \$1,862,200. The existing Corporation Yard site could then be sold by the City possibly to the adjacent industrial plant north of the yard.

Community Center

As the City's population continues to increase, additional space will be required to accommodate the increased social and cultural activities anticipated for the future. An additional recreational

center is to be constructed at the planned Frankwood/Parlier Park site. The center will likely contain a gym for social events and possible classroom space for City-sponsored courses.

PROJECTION OF VEHICLE NEEDS

In addition to the construction of new buildings and offices required by future development, the City's fleet operations will also be impacted by the increased growth in Reedley. With the future development of residential subdivisions and commercial and industrial areas from what is now raw land, the number of miles of street, sewer and storm drain collection facilities will all increase. New development will also require the acquisition and development of new parkland and administrative offices to support the needs and demand for public services from these new residents and businesses. Additional maintenance vehicles will be required in order to maintain this additional infrastructure.

A detailed breakdown of vehicle costs is provided on Schedule 8.3. Total costs for the acquisition of city vehicles and heavy equipment is estimated to cost \$2,078,000.

DISTRIBUTION OF COSTS

Schedule 8.2 summarizes the City buildings and vehicle acquisition costs resulting from future development in Reedley. The total costs of all General Facilities and Equipment is estimated at \$9,318,965.

For each facility listed on Schedule 8.2, costs are allocated between "Existing Development" and "Future Development". Projects to expand facilities needed as a result of the projected growth of Reedley are allocated to "Future Development". This includes the acquisition of new vehicles, which are required due to the future residential, commercial and industrial growth of Reedley.

Both the construction of new municipal facilities and the expansion of the Corporation Yard is allocated on a per capita basis between the Existing Development and Future Development both existing and future residents benefit from the construction of these new, modern facilities. Thus, 49.46% of costs are allocated to the Existing Population (based on the ratio of 17,400 existing residents to the ultimate population of 35,178), while Future Development is allocated 50.54% of costs.

Total development-generated costs are thus estimated at \$5,796,741. Development-related costs are further distributed between each land use on an equal acreage basis. Thus, undeveloped Commercial land, which constitutes 2.91% of all undeveloped land, should bear 2.91% of

development-related costs. In the same way, costs are established for Residential, Limited Industrial and Heavy Industrial zoned land. Costs have thus been allocated as follows:

Table 8-3
Summary of Costs, by Land Use

| Proposed Land Use | Allocation of Costs | Cost Impact per Unit/Acre |
|--------------------|---------------------|---------------------------|
| Residential * | \$3,865,759 | \$732/unit |
| Commercial | \$168,819 | \$3,794/acre |
| Industrial | | |
| Limited Industrial | \$221,930 | \$3,794/acre |
| Heavy Industrial | \$1,540,234 | \$3,794/acre |

* All residential land uses are assessed an equal cost per dwelling unit.

**SCHEDULE 8.1
GENERAL CITY FACILITIES
ALLOCATION OF COST ESTIMATES RESULTING FROM NEW DEVELOPMENT**

| PROPOSED LAND USE | UNDEVELOPED ACRES | ACREAGE BASIS | ACRE EFFORT | % OF RES- PONSIBILITY | ALLOCATION OF COSTS | NUMBER OF UNITS | COST IMPACT PER UNIT/ACRE |
|-------------------|-------------------|---------------|-------------|--------------------------|------------------------|--------------------|------------------------------|
| RESIDENTIAL | 1,019.00 | 1 | 1,019.00 | 66.69% | \$3,865,759 | 5,281 | \$732 /Unit |
| COMMERCIAL | 44.50 | 1 | 44.50 | 2.91% | \$168,819 | | \$3,794 /Acre |
| INDUSTRIAL | | | | | | | |
| LIMITED | 58.50 | 1 | 58.50 | 3.83% | \$221,930 | | \$3,794 /Acre |
| HEAVY | 406.00 | 1 | 406.00 | 26.57% | \$1,540,234 | | \$3,794 /Acre |

| | | | | | | | |
|-------|----------|--|----------|---------|-------------|-------|--|
| TOTAL | 1,528.00 | | 1,528.00 | 100.00% | \$5,796,741 | 5,281 | |
|-------|----------|--|----------|---------|-------------|-------|--|

NOTE: COSTS BETWEEN LAND USES ARE DETERMINED ON AN EQUAL ACREAGE BASIS. COSTS ARE FURTHER DISTRIBUTED ON A PER DWELLING UNIT BASIS FOR RESIDENTIAL LAND USES BASED UPON THE TOTAL PROJECTED ADDITIONAL DWELLING UNITS AT BUILD-OUT.

SCHEDULE 8.2

**CITY OF REEDLEY
DEVELOPER FEES DETAIL
GENERAL CITY FACILITIES**

| LINE # | DESCRIPTION | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING POPULATION | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------------------------------------|--|--------------------|---|-------------------------|--|-------------------------|
| | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| GF-01A | CONSTRUCTION OF NEW CITY HALL FACILITY (12,500 SF FACILITY) | \$2,600,300 | 49.46% | \$1,286,179 | 50.54% | \$1,314,121 |
| GF-01B | ACQUISITION OF CITY HALL GROUNDS | \$150,000 | 49.46% | \$74,194 | 50.54% | \$75,806 |
| GF-02A | CONSTRUCTION OF NEW CORPORATION YARD | \$1,862,200 | 49.46% | \$921,095 | 50.54% | \$941,105 |
| GF-02B | ACQUISITION OF CORPORATION YARD GROUNDS | \$130,165 | 49.46% | \$64,383 | 50.54% | \$65,782 |
| GF-03 | ACQUISITION OF CITY VEHICLES/EQUIPMENT | \$2,078,000 | 0.00% | \$0 | 100.00% | \$2,078,000 |
| GF-04 | UPGRADE OF COMPUTER HARDWARE/SOFTWARE | \$80,000 | 0.00% | \$0 | 100.00% | \$80,000 |
| GF-05 | UPGRADE OF TELEPHONE SYSTEM | \$15,000 | 0.00% | \$0 | 100.00% | \$15,000 |
| GF-06 | UPGRADE OF RADIO SYSTEM | \$25,000 | 0.00% | \$0 | 100.00% | \$25,000 |
| GF-07 | CONSTRUCTION OF NEW COMMUNITY CENTER | \$2,378,300 | 49.46% | \$1,176,372 | 50.54% | \$1,201,928 |
| TOTAL ESTIMATED PROJECT COSTS | | \$9,318,965 | 37.80% | \$3,522,224 | 62.20% | \$5,796,741 |

Costs include an estimate for design engineering, contract administration and inspection and contingencies, when applicable.

SCHEDULE 8.3

CITY OF REEDLEY
 ADDITIONAL GENERAL CITY VEHICLES NECESSARY AT BUILD-OUT

| TYPE | DEPARTMENT/FUNCTION | ACQUISITION COST | NUMBER REQ'D. | TOTAL COST |
|--------------------------|-----------------------|------------------|---------------|-------------|
| DISPOSAL TRUCKS | SOLID WASTE | \$120,000 | 6 | \$720,000 |
| STREET SWEEPER | STREETS/GENERAL USE | \$92,000 | 1 | \$92,000 |
| SEWER RODDER | SEWER | \$110,000 | 1 | \$110,000 |
| WHEEL TRACTORS | PUBLIC WORKS/PARKS | \$40,000 | 1 | \$40,000 |
| FORKLIFT | GENERAL USE | \$30,000 | 1 | \$30,000 |
| FRONT END LOADER | WATER/STREETS/PARKS | \$90,000 | 1 | \$90,000 |
| LOADER - BACKHOE | WATER/STREETS/PARKS | \$48,000 | 1 | \$48,000 |
| MOTOR GRADER | STREETS/SWR TREATMENT | \$150,000 | 1 | \$150,000 |
| WATER TANK TRUCK | STREETS/WATER | \$50,000 | 1 | \$50,000 |
| 2-TON DUMP TRUCKS | GENERAL USE | \$38,000 | 2 | \$76,000 |
| 2-TON FLAT BED TRUCKS | GENERAL USE | \$30,000 | 2 | \$60,000 |
| 1-TON UTILITY BED TRUCKS | STREETS/WATER | \$19,000 | 2 | \$38,000 |
| 1/2 TON PICKUPS | WWTP/WTR/PARKS/PW | \$15,000 | 15 | \$225,000 |
| 4-DOOR SEDANS | GENERAL USE | \$16,000 | 4 | \$64,000 |
| VAC. LAWN MOWERS | PARKS | \$18,000 | 3 | \$54,000 |
| STEEL WHEEL ROLLER | GENERAL USE | \$50,000 | 1 | \$50,000 |
| CONCRETE SAW | GENERAL USE | \$15,000 | 1 | \$15,000 |
| MOBILE AIR COMPRESSOR | GENERAL USE | \$24,000 | 1 | \$24,000 |
| MOBILE TRASH PUMP | SOLID WASTE | \$10,000 | 2 | \$20,000 |
| PAINT STRIPER | STREETS | \$12,000 | 1 | \$12,000 |
| PAINT LINE STRIPER | STREETS | \$60,000 | 1 | \$60,000 |
| PAINT STENCIL TRUCK | STREETS | \$50,000 | 1 | \$50,000 |
| TOTAL | | | | \$2,078,000 |

SOURCE: CITY OF REEDLEY, PUBLIC WORKS DEPARTMENT

Chapter 9

Storm Drainage Facilities

The construction of flood control and storm drainage facilities is essential to the preservation of private property, public streets, curbs and other facilities. The building of new homes and businesses on presently undeveloped land will require the installation of additional storm drain lines and inlets to handle increased runoff from these developing areas. This Chapter reviews the costs of storm drainage and flood control facilities needed to serve future development.

EXISTING STORM DRAINAGE SYSTEM

The City's existing storm drainage system is primarily composed of street and gutter facilities, as well as a complex underground pipeline network, which convey runoff either to detention ponds, irrigation canals, or directly to the Kings River. The canals have served as a convenient source of disposal for a number of years. However, as the City develops, the ability of these canals to collect most of the City's runoff will decrease. As a result, ponding basins have been established either to act as retention basins, where stormwater is kept until it percolates into the ground, or to temporarily accumulate runoff before channelling waters to the River.

To address existing flooding problems, as well as the effects of development on the City's storm drainage system, the City commissioned a detailed review of specific storm drainage areas. The Storm Drainage Master Planning Report was completed in November 1982 and identifies future storm drainage needs. The proposed projects listed in this Report were primarily obtained from the 1982 study.

STORM DRAINAGE ZONES

The City's storm drain master plan, completed in 1982, identified six primary geographic drainage zones within the City. Each of these six drainage zones were reviewed to identify the impacts and solutions required to provide sufficient storm drainage collectively throughout the City. MSI has summarized its discussion of facilities on the following page by each of these zone.

However, while the division of the City into six major drainage areas made sense 10 years ago, City staff have now indicated that these zones will probably be interconnected in the future to take advantage of certain efficiencies and the needs of the City. Thus, MSI recommends

charging one citywide storm drainage impact fee (as is currently done by the City) because of the inter-relationship of drainage facilities between each zone.

PROPOSED STORM DRAINAGE IMPROVEMENTS

Schedule 9.2 summarizes the flood control projects listed in each of the drainage areas. A summary of specific improvements is provided below:

Drainage Zone 1 (Projects #SD-03 through SD-15) - This zone covers much of the downtown and southwestern sections of the Reedley Planning Area. A substantial segment of this area is largely developed; however, future development will occur in the southern and western reaches of this basin. Significant projects in this area include the planned connection of the existing outfall line at the Kings River to serve undeveloped areas east of the existing outfall. The necessary lines will largely discharge storm runoff into the Kings River. The total cost of projects within this zone is estimated at \$809,270.

Drainage Zone 2 (Projects #SD-16 through SD-26) - This zone covers much of the Planning Area north of Parlier Avenue between Buttonwillow Avenue and Reed Avenue. Extensive residential development is expected to occur in this Zone. Runoff from the proposed lines in this zone will be primarily conveyed to retention ponds in the southern section of the basin, with some connections to an existing line to the Kings River. Total costs for this zone are \$457,390.

Drainage Zone 3 (Project #SD-27) - Zone 3 covers much of the area northeast of the downtown area, including land between Parlier and Buttonwillow southwest to East Avenue and C Street. Land within this zone is largely developed, with very little improvements considered necessary. The proposed improvements in this area include 1,800 feet of underground piping to facilitate flows into the Camacho detention basin. Total costs within this zone are \$67,500.

Drainage Zone 4 (Project #SD-28) - This zone provides drainage facilities for the areas just east of the downtown section, from East Avenue and C Street southeast to the intersection of Buttonwillow and Dinuba Avenue. The area is nearly all developed, but still requires an additional line along Columbia Avenue to provide adequate storm runoff. Total costs for this zone are \$14,060.

Drainage Zone 5 (Projects #SD-29 through SD-38) - This zone covers much of the southeastern section of the Reedley planning area. Much of the planned industrial development in the City is located within this drainage zone. The majority of this land is undeveloped and will require extensive improvements to adequately convey storm waters. Underground lines in much of the zone will channel stormwater to a proposed 11-acre detention basin. The lines are necessary to provide for adequate runoff in this area. Total costs for this zone are \$1,868,080.

Drainage Zone 6 (Projects #SD-39 through SD-44) - This section covers most of the eastern section of the Reedley planning area. All of this land has been identified as undeveloped at this location. Various lines throughout this area have yet to be installed, and proposed ponding basins have been recommended east of Buttonwillow Avenue. Total costs for this area are listed at \$2,613,750.

DISTRIBUTION OF COSTS

The storm drainage projects on Schedule 9.2 are separated by each of the sub-areas specified above. As can be seen on Schedule 9.2, costs for storm drainage facilities are allocated between "Existing Development" and "New Development". This step distinguishes those capital project costs attributable to the development of new homes or business properties, as opposed to project costs which are needed due to some shortfall in the existing drainage system.

To determine the extent of responsibility of existing residents or future development, costs have been prorated based on the estimated ratio of developed land to undeveloped land served by each line. Based upon this method of distribution, the total estimated project costs which are directly attributable to existing residents and businesses equals \$508,084, or 8.63% of the total storm drainage improvement costs throughout each of the six basins. Future development, on the other hand, is allocated costs totalling \$5,376,966, or 91.37% of the facility costs within these drainage areas.

Distribution Between Land Uses

After the costs of storm drainage facilities generated by future development were identified, the costs were distributed to each of the land uses (i.e. commercial and residential uses) based on their estimated storm runoff. Single Family Residential development retains the most turf per acre and thus maintains greater percolation and conversely the least runoff of storm water. Thus, residential land uses should not bear the same cost as Commercial or Industrial development, which generally have little if any turf area (or stated another way a higher percentage of impervious area) and therefore generate a high amount of runoff. For this Report, costs were distributed between land uses based on runoff coefficients from the City's Master Plan for Storm Drainage.

A listing of runoff coefficients is provided in the following table.

**Table 9-1
Storm Drainage Runoff Coefficients**

| Proposed Land Use | Runoff Coefficient |
|----------------------------|--------------------|
| Residential | |
| Estate Residential | 0.25 |
| Low Density Residential | 0.25 |
| Medium Density Residential | 0.28 |
| Multi-Family Residential | 0.40 |
| Commercial | 0.70 |
| Industrial | |
| Limited Industrial | 0.65 |
| Heavy Industrial | 0.65 |

Source: Storm Drainage Master Planning Report, Blair, Church and Flynn Consulting Civil Engineers, Clovis, CA, November 1982, p. 13.

Summary of Cost Impacts

The storm runoff coefficients by land use (as shown in Table 9-1 and used in Schedule 9.1) were multiplied by the number of undeveloped acres to determine a Storm Drainage Factor. The Storm Drainage Factor for each of the seven land uses was divided by the total storm drain runoff factor to determine each land use's respective share of storm drainage costs. Costs are then divided by the number of vacant acres to derive a cost per acre. Costs for each land use type are summarized in the following Table 9.2 and on Schedule 9.1.

**Table 9-2
Summary of Storm Drainage Impact Costs per Acre**

| Proposed Land Use | Allocation of Costs | Cost Impact Per Acre |
|---------------------------|---------------------|----------------------|
| Residential | | |
| Single Family Estate | \$38,441 | \$2,136 |
| Single Family Low | \$34,169 | \$2,136 |
| Single Family Residential | \$2,115,363 | \$2,392 |
| Multi-Family | \$343,745 | \$3,417 |
| Commercial | \$266,095 | \$5,980 |
| Industrial | | |
| Limited | \$324,823 | \$5,553 |
| Heavy | \$2,254,330 | \$5,553 |

**SCHEDULE 9.1
STORM DRAINAGE FACILITIES
ALLOCATION OF COST ESTIMATES RESULTING FROM NEW DEVELOPMENT**

| PROPOSED LAND USE | UNDEVELOPED ACRES | COEFFICIENT OF RUNOFF | TOTAL DRAINAGE FACTOR | % OF RESPONSIBILITY | ALLOCATION OF COSTS | COST IMPACT PER ACRE |
|---------------------------|-------------------|-----------------------|-----------------------|---------------------|---------------------|----------------------|
| RESIDENTIAL | | | | | | |
| SINGLE FAMILY ESTATE | 18.00 | 0.25 | 4.50 | 0.71% | \$38,441 | \$2,136 |
| SINGLE FAMILY LOW DENSITY | 16.00 | 0.25 | 4.00 | 0.64% | \$34,169 | \$2,136 |
| SINGLE FAMILY RESIDENTIAL | 884.40 | 0.28 | 247.63 | 39.34% | \$2,115,363 | \$2,392 |
| MULTI-FAMILY | 100.60 | 0.40 | 40.24 | 6.39% | \$343,745 | \$3,417 |
| COMMERCIAL | 44.50 | 0.70 | 31.15 | 4.95% | \$266,095 | \$5,980 |
| INDUSTRIAL | | | | | | |
| LIMITED | 58.50 | 0.65 | 38.03 | 6.04% | \$324,823 | \$5,553 |
| HEAVY | 406.00 | 0.65 | 263.90 | 41.93% | \$2,254,330 | \$5,553 |
| TOTAL | 1,528.00 | | 629.45 | 100.00% | \$5,376,966 | |

SOURCE: Storm Drainage Master Planning Report,
prepared by Blair, Church & Flynn Consulting Engineers (November 1982)

SCHEDULE 9.2

CITY OF REEDLEY
 DEVELOPER FEES DETAIL
 STORM DRAINAGE FACILITIES

| LINE # | DESCRIPTION | PIPE SIZE | LINEAR FEET | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------|--|-----------|-------------|----------------|--|-------------------------|--|-------------------------|
| | | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| SD-01 | STORM DRAINAGE MASTER PLAN | | | \$15,000 | 0.00% | \$0 | 100.00% | \$15,000 |
| SD-02 | ELIMINATION OF SEWER CROSS-CONNECTIONS | | | \$40,000 | 100.00% | \$40,000 | 0.00% | \$0 |
| SD-03 | CYPRESS COURT - HOPE AVENUE TO KLEIN AVENUE | 15 | 500 | \$11,250 | 100.00% | \$11,250 | 0.00% | \$0 |
| SD-04 | M STREET - REED TO DINUBA | 18 | 1,300 | \$35,750 | 100.00% | \$35,750 | 0.00% | \$0 |
| SD-05 | I STREET - 8TH STREET TO 9TH STREET | 24 | 550 | \$20,630 | 100.00% | \$20,630 | 0.00% | \$0 |
| SD-06 | KINGSWOOD PARKWAY - EXISTING LINE TO RIVER | 36 | 1,200 | \$75,000 | 20.00% | \$15,000 | 80.00% | \$60,000 |
| SD-07 | KINGSWOOD PARKWAY - EYMAN AVENUE SOUTH | 30 | 2,150 | \$107,500 | 20.00% | \$21,500 | 80.00% | \$86,000 |
| SD-08 | WEST OF REED AVENUE - WEST TO EXISTING OUTFALL | 18 | 2,400 | \$66,000 | 85.00% | \$56,100 | 15.00% | \$9,900 |
| SD-09 | REED AVENUE CONNECTION WEST TO OUTFALL LINE | 24 | 350 | \$13,130 | 80.00% | \$10,504 | 20.00% | \$2,626 |
| SD-10 | EAST/WEST LINE - NORTH OF MANNING FROM REED TO THE KINGS RIVER | 24 | 2,650 | \$99,380 | 50.00% | \$49,690 | 50.00% | \$49,690 |
| SD-11 | EAST/WEST LINE - SOUTH OF STANLEY AVENUE FROM CHURCH AVENUE EAST | 30 | 1,900 | \$95,000 | 10.00% | \$9,500 | 90.00% | \$85,500 |
| SD-12 | FLORAL AVENUE - EAST OF REED TO RIVER OUTFALL | 30 | 3,600 | \$180,000 | 0.00% | \$0 | 100.00% | \$180,000 |
| SD-13 | CHURCH AVENUE - OLSEN TO CURTIS | 24 | 1,350 | \$50,630 | 100.00% | \$50,630 | 0.00% | \$0 |
| SD-14 | SHOEMAKE - KLEIN TO ENNS | 18 | 1,400 | \$38,500 | 100.00% | \$38,500 | 0.00% | \$0 |
| SD-15 | CURTIS AVENUE - HOPE TO CHURCH | 18 | 600 | \$16,500 | 100.00% | \$16,500 | 0.00% | \$0 |

SCHEDULE 9.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
STORM DRAINAGE FACILITIES

| LINE # | DESCRIPTION | PIPE SIZE | LINEAR FEET | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------|--|-----------|-------------|----------------|--|-------------------------|--|-------------------------|
| | | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| SD-16 | FRANKWOOD AVENUE - NORTH OF PARLIER AND TURNING EAST | 24 | 700 | \$26,250 | 0.00% | \$0 | 100.00% | \$26,250 |
| SD-17 | PARLIER - FROM DEL ALTAIR EAST | 24 | 900 | \$33,750 | 0.00% | \$0 | 100.00% | \$33,750 |
| SD-18 | REED AVENUE - NORTH OF PARLIER AVENUE | 24 | 1,400 | \$52,500 | 25.00% | \$13,125 | 75.00% | \$39,375 |
| SD-19 | NORTH/SOUTH LINE - PARLIER AVENUE TURNING NORTH | 30 | 450 | \$22,500 | 25.00% | \$5,625 | 75.00% | \$16,875 |
| SD-20 | NORTH/SOUTH LINE - NORTH OF PARLIER AVENUE CONNECTION NORTH TO PECK DITCH | 18 | 950 | \$26,130 | 0.00% | \$0 | 100.00% | \$26,130 |
| SD-21 | NORTH/SOUTH LINE - NORTH OF PARLIER BETWEEN PECK DITCH AND BALLARD DITCH | 24 | 550 | \$20,630 | 0.00% | \$0 | 100.00% | \$20,630 |
| SD-22 | NORTH/SOUTH LINE - FROM EAST/WEST CONNECTION NORTH OF PARLIER NORTH 750 FEET | 18 | 750 | \$20,630 | 0.00% | \$0 | 100.00% | \$20,630 |
| SD-23 | PARLIER AVENUE - FROM PECK DITCH TO THE EAST | 24 | 1,100 | \$41,250 | 10.00% | \$4,125 | 90.00% | \$37,125 |
| SD-24 | PARLIER AVENUE - FROM EAST CONNECTION TO PLANNED NORTH/SOUTH LINE | 30 | 600 | \$30,000 | 10.00% | \$3,000 | 90.00% | \$27,000 |
| SD-25 | PARLIER AVENUE - SOUTH ON COLUMBIA TO PLANNED CONNECTION | 36 | 1,500 | \$93,750 | 30.00% | \$28,125 | 70.00% | \$65,625 |
| SD-26 | EAST/WEST LINE - COLUMBIA AVENUE CONNECTION TO DRAINAGE BASIN | 42 | 1,200 | \$90,000 | 30.00% | \$27,000 | 70.00% | \$63,000 |
| SD-27 | KADY AVENUE - NORTH AND WEST TO HEMLOCK | 24 | 1,800 | \$67,500 | 25.00% | \$16,875 | 75.00% | \$50,625 |
| SD-28 | COLUMBIA - SOUTH OF SPRINGFIELD - CONNECTION TO EXISTING LINE | 12 | 750 | \$14,060 | 50.00% | \$7,030 | 50.00% | \$7,030 |

SCHEDULE 9.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
STORM DRAINAGE FACILITIES

| LINE # | DESCRIPTION | PIPE SIZE | LINEAR FEET | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------|---|-----------|-------------|----------------|--|-------------------------|--|-------------------------|
| | | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| SD-29 | HEMLOCK TEMPORARY BASIN TOWARD PLANNED PONDING BASIN SITE | 42 | 5,500 | \$412,500 | 5.00% | \$20,625 | 95.00% | \$391,875 |
| SD-30 | FROM PLANNED HEMLOCK BASIN LINE CONNECTION SOUTH TO PLANNED PONDING BASIN | 48 | 1,600 | \$140,000 | 5.00% | \$7,000 | 95.00% | \$133,000 |
| SD-31 | BUTTONWILLOW WEST TO PLANNED PONDING BASIN | 42 | 3,000 | \$225,000 | 0.00% | \$0 | 100.00% | \$225,000 |
| SD-32 | NORTHWEST LINE - CONNECTION TO BUTTONWILLOW-BASIN LINE | 24 | 1,100 | \$41,250 | 0.00% | \$0 | 100.00% | \$41,250 |
| SD-33 | NORTHWEST LINE - CONNECTION SOUTH TO BUTTONWILLOW-BASIN LINE | 36 | 875 | \$54,690 | 0.00% | \$0 | 100.00% | \$54,690 |
| SD-34 | PONDING BASIN - NORTH OF FLORAL, WEST OF CURTIS DITCH | | | \$840,000 | 0.00% | \$0 | 100.00% | \$840,000 |
| SD-35 | NORTHWEST LINE - CONNECTION NORTH TO BUTTONWILLOW-BASIN LINE | 24 | 650 | \$24,380 | 0.00% | \$0 | 100.00% | \$24,380 |
| SD-36 | NORTH/SOUTH LINE - EAST OF FRANKWOOD FROM FLORAL NORTH | 18 | 750 | \$20,630 | 0.00% | \$0 | 100.00% | \$20,630 |
| SD-37 | FLORAL AVENUE - EAST OF FRANKWOOD TO EAST OF REED | 24 | 2,300 | \$86,250 | 0.00% | \$0 | 100.00% | \$86,250 |
| SD-38 | NORTH/SOUTH LINE - CHURCH AVENUE ALIGNMENT FROM FLORAL AVENUE NORTH | 18 | 850 | \$23,380 | 0.00% | \$0 | 100.00% | \$23,380 |
| SD-39 | EAST OF BUTTONWILLOW, NORTH OF MANNING | 36 | 500 | \$31,250 | 0.00% | \$0 | 100.00% | \$31,250 |
| SD-40 | EAST OF BUTTONWILLOW, NORTH OF DINUBA | 36 | 500 | \$31,250 | 0.00% | \$0 | 100.00% | \$31,250 |
| SD-41 | EAST OF BUTTONWILLOW, NORTH OF FLORAL | 36 | 500 | \$31,250 | 0.00% | \$0 | 100.00% | \$31,250 |

SCHEDULE 9.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
STORM DRAINAGE FACILITIES

| LINE # | DESCRIPTION | PIPE SIZE | LINEAR FEET | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | | | |
|--------|--|-----------|-------------|-------------------------------|--|-------------------------|--|-------------------------|--------|-------------|
| | | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST | | |
| SD-42 | ADDITIONAL PONDING BASINS - EAST OF BUTTONWILLOW, NORTH OF MANNING | | | \$840,000 | 0.00% | \$0 | 100.00% | \$840,000 | | |
| SD-43 | ADDITIONAL PONDING BASINS - EAST OF BUTTONWILLOW, NORTH OF DINUBA | | | \$840,000 | 0.00% | \$0 | 100.00% | \$840,000 | | |
| SD-44 | ADDITIONAL PONDING BASINS - EAST OF BUTTONWILLOW, NORTH OF FLORAL | | | \$840,000 | 0.00% | \$0 | 100.00% | \$840,000 | | |
| | | | | TOTAL ESTIMATED PROJECT COSTS | 50,725 | \$5,885,050 | 8.63% | \$508,084 | 91.37% | \$5,376,966 |

NOTES:

1. Project costs are based on the City's Master Plan for Storm Drainage.
2. Project costs include an estimate for design, engineering and contingencies.

Chapter 10

Wastewater Treatment Facilities

The City of Reedley's wastewater treatment plant, located in the southwestern section of the City, is comprised of two separate systems with a combined treatment capacity of 2.77 million gallons per day (MGD). The older plant is a digester and trickling system with a working capacity of approximately 0.5 million gallons per day (MGD). In 1982, the City of Reedley completed a treatment plant expansion designed to handle roughly 2.27 MGD. This expansion system consists of an oxidation ditch for long term aeration, eventually transporting sewage to two clarifiers for final sedimentation. The treated sewage is then conveyed to six large percolation lagoons located to the southwest. Currently, the lagoons can provide three to four days of on-site storage capacity at maximum demand.

IMPACT OF FUTURE DEVELOPMENT

The future residential, commercial and industrial growth projected for the City of Reedley will significantly impact the capacity at the plant. The plant is currently handling an average flow of 2.22 million gallons per day. The remaining 0.55 MGD of hydraulic capacity is reserved as a buffer for peak wastewater flows during the day. The reserve capacity is markedly low and with continued development of the City's undeveloped areas will decrease to an unacceptable level in a relatively short period of time. As more residents move to Reedley and the City's commercial and industrial sectors grow, the City will need to provide additional capacity at the treatment plant to serve this development.

Projected Wastewater Flows

To estimate the additional wastewater flow to be generated at build-out of Reedley's undeveloped land, Table 10-1 displays the estimated sewage flow, measured in gallons per acre per day, for each of the seven major land uses. Per capita use by City residents is estimated to be 75 gallons per capita per day (GPCD). Rates for Commercial and Industrial land use areas are flat rates per acre and are based on discussions with the Public Works Department staff and the Northeast Area Specific Plan. Per Table 10-1, sewage flow per acre for single family residential land is notably less than other land use types, with industrial land use areas commonly generating more waste than other land uses. Since there remains a considerable amount of undeveloped industrial land within Reedley's sphere of influence, the City must be prepared to accommodate the additional sewage created by new industry.

**Table 10-1
Wastewater Flow Rates by Land Use**

| Land Use | Sewage Flow Per Capita | Persons Per Unit | Sewage Flow Per Unit | Units per Acre | Sewage Flow Per Acre |
|----------------------|------------------------|------------------|----------------------|----------------|----------------------|
| Single Family Estate | 75.0 | 3.48 | 261.00 | 1.20 | 313 |
| Single Family Low | 75.0 | 3.48 | 261.00 | 3.00 | 783 |
| Single Family Medium | 75.0 | 3.48 | 261.00 | 4.30 | 1,122 |
| Multi-Family | 75.0 | 3.05 | 228.75 | 14.00 | 3,203 |
| Commercial | n/a | n/a | n/a | n/a | 475 |
| Limited Industrial | n/a | n/a | n/a | n/a | 1,000 |
| Heavy Industrial | n/a | n/a | n/a | n/a | 1,500 |

Source: City of Reedley, Public Works Department

Projected Wastewater Flows at Build-Out

Based on the above wastewater flow rates, the total sewage flow derived from the City's undeveloped acreage can be determined. Table 10-2, following, displays total projected wastewater flows at the theoretical build-out of Reedley. At build-out, future development will generate an additional 2,021,537 gallons per day of wastewater based on the average wastewater flow rates cited in Table 10-1, above.

**Table 10-2
Total Additional Wastewater Flows at Build-Out**

| Land Use | Sewage Flow Per Acre | Undeveloped Acres | Additional Sewage Flow (GPD) |
|----------------------|----------------------|-------------------|------------------------------|
| Single Family Estate | 313 | 18.00 | 5,638 |
| Single Family Low | 783 | 16.00 | 12,528 |
| Single Family Medium | 1,122 | 884.40 | 992,562 |
| Multi-Family | 3,203 | 100.60 | 322,172 |
| Commercial | 475 | 44.50 | 21,138 |
| Limited Industrial | 1,000 | 58.50 | 58,500 |
| Heavy Industrial | 1,500 | 406.00 | 609,000 |
| Total | -- | 1,528.00 | 2,021,537 |

Based on this projection, the City will need to secure an additional 2.02 MGD in capacity at the treatment plant through build-out of the community.

CALCULATION OF IMPACT COSTS

To accommodate the increased wastewater generated by future development, the City has begun to develop plans to upgrade the existing plant. City staff have indicated that approximately \$7.828 million in improvements are necessary to address future flow demands at the treatment plant.

Schedule 10.2 provides an estimate of these expansion projects based on cost estimates provided by the City staff. As mentioned above, the estimated cost of all sewage treatment plant improvements required to serve future residential, commercial and industrial development total \$7,828,050. This is an average cost of \$3.45 per gallon per day of capacity.

DISTRIBUTION OF COSTS

Schedule 10.1 translates the calculation for the City's wastewater treatment impact fee from the \$3.45 GPD to a per dwelling unit or acreage fee. This per gallon cost is multiplied by the

estimated number of gallons of flow created by each specific land use. A summary of these costs are listed in the table below and also on Schedule 10.1.

Table 10-3
Summary of Wastewater Treatment Costs per Unit or Acre

| Proposed Land Use | Cost Impact Per Unit or Acre |
|---------------------------|---------------------------------|
| Single Family Estate | \$900/unit |
| Single Family Low | \$900/unit |
| Single Family Residential | \$900/unit |
| Multi-Family | \$789/unit |
| Commercial | \$1,638/acre |
| Limited Industrial | \$3,448/acre |
| Heavy Industrial | \$5,173/acre |

ALTERNATIVE COST METHODOLOGY

The costs identified on Schedule 10.2 are based on average wastewater flows for residential, commercial and industrial development. There may be circumstances where, because of the use, the average sewage flows may vary significantly from the actual wastewater generated by a commercial or manufacturing development. The ultimate wastewater connection fee adopted by the City should provide staff some discretion in assessing the fee.

A more specific impact fee may be accomplished by establishing a procedure whereby a more precise assessment of the development's specific sewage flow based on the actual use is determined during plan check. The sewage flow is then multiplied by the average cost per gallon of \$3.45, as determined on Schedule 10.2.

Such a procedure will enable the City to avoid overcharging a developer when the particular use of his development generates significantly less sewage flow than the average flow rates cited on Schedule 10.1. Conversely, the City will be able to insure that a development which will generate a greater sewage flow than the average for that land use, will pay for the additional impact on the City's wastewater facilities. As an example, if a particular industrial development is known to generate 2,000 GPAD, in contrast to the average flow rate of 1,500 GPAD, then that development could be assessed a fee equivalent to the higher sewer flow rate.

As an alternative to an individual review of sewage flow rates for particular developments, the City may wish to adopt an Equivalent Dwelling Units (EDU) approach, in which sewage flows are estimated for a variety of commercial and manufacturing businesses based on standard engineering criteria, and impact costs are calculated based on the proportion of flow to a standard single family home (313 GPD). Under this system, one EDU would represent impact costs of \$900 (313 GPD * \$3.45/GPD).

Table 10-4 on the following page provides standard wastewater flows for a number of different commercial and industrial establishments. Flows are stated in terms of gallons per day.

Table 10-4
Summary of Costs for Various Commercial & Industrial Uses

| LAND USE | FLOW (GPSFD) | FLOW GPD/MISC. | COST PER GPD | COST PER BLDG. SF | COST PER UNIT |
|-----------------------------------|-------------------------|---------------------------|-------------------------|------------------------------|--------------------------|
| INDUSTRIAL | | | | | |
| Asphalt Batch Plant | 0.500 | | \$3.45 | \$1.725 | |
| Auto Dismantler | 0.072 | | \$3.45 | \$0.248 | |
| Building Construction | 0.140 | | \$3.45 | \$0.483 | |
| Chrome Plating Shop | 2.090 | | \$3.45 | \$7.211 | |
| Concrete Manufacturer | 0.500 | | \$3.45 | \$1.725 | |
| Electronics | 1.070 | | \$3.45 | \$3.692 | |
| Industrial Glass Works | 0.063 | | \$3.45 | \$0.217 | |
| Machine Shop | 0.063 | | \$3.45 | \$0.217 | |
| Metal Fabrication | 0.063 | | \$3.45 | \$0.217 | |
| Metal Working Machinery Equip. | 0.370 | | \$3.45 | \$1.277 | |
| Misc. Machinery Except Electrical | 0.063 | | \$3.45 | \$0.217 | |
| Newspaper Publisher | 0.345 | | \$3.45 | \$1.190 | |
| Plating Shops | 2.090 | | \$3.45 | \$7.211 | |
| Window Shade Manufacturer | 0.052 | | \$3.45 | \$0.179 | |
| Winery | 1.200 | | \$3.45 | \$4.140 | |
| PUBLIC/INSTITUTIONAL | | | | | |
| Auditoriums, Halls | 0.110 | | \$3.45 | \$0.380 | |
| Fraternal Organization | | 85/Bed | \$3.45 | | \$293.25/Bed |
| Board and Care Home | | 85/Bed | \$3.45 | | \$293.25/Bed |
| Churches | 0.280 | | \$3.45 | \$0.966 | |
| Day Care Center, Nursery School | 0.183 | | \$3.45 | \$0.631 | |
| Hospitals (Convalescent) | | 125/Bed | \$3.45 | | \$431.25/Bed |
| Hospitals (General) | | 250/Bed | \$3.45 | | \$862.50/Bed |
| Hospitals (Veterinary) | 0.230 | | \$3.45 | \$0.794 | |
| School with Showers | | 20/Student | \$3.45 | | \$69.00/Student |
| School without Showers | | 15/Student | \$3.45 | | \$51.75/Student |
| COMMERCIAL/OFFICE | | | | | |
| Auto Body Shop | 0.110 | | \$3.45 | \$0.380 | |
| Auto Dealers | 0.110 | | \$3.45 | \$0.380 | |
| Bakeries | 0.624 | | \$3.45 | \$2.153 | |
| Banks | 0.150 | | \$3.45 | \$0.518 | |
| Barber Shops | 0.156 | | \$3.45 | \$0.538 | |
| Bars | 0.350 | | \$3.45 | \$1.208 | |
| Beauty Parlors | 0.493 | | \$3.45 | \$1.701 | |
| Blueprint Service | 0.140 | | \$3.45 | \$0.483 | |
| Bowling Alleys | 0.280 | | \$3.45 | \$0.966 | |
| Cafeterias - Day Use | 0.710 | | \$3.45 | \$2.450 | |
| Car Washes | 1.700 | | \$3.45 | \$5.865 | |

Table 10-4
Summary of Costs for Various Commercial & Industrial Uses
(Continued)

| <i>LAND USE</i> | <i>FLOW (GPSFD)</i> | <i>FLOW GPD/MISC.</i> | <i>COST PER GPD</i> | <i>COST PER BLDG. SF</i> | <i>COST PER UNIT</i> |
|-------------------------------|-------------------------|---------------------------|-------------------------|------------------------------|--------------------------|
| Drug Stores | 0.040 | | \$3.45 | \$0.138 | |
| Dry Cleaners | 0.800 | | \$3.45 | \$2.760 | |
| Gas Stations | 0.469 | | \$3.45 | \$1.618 | |
| Health Studios | 0.420 | | \$3.45 | \$1.449 | |
| Home Furnishings (Retail) | 0.027 | | \$3.45 | \$0.093 | |
| Hotels (Excluding Restaurant) | 0.480 | | \$3.45 | \$1.656 | |
| Laundries (Coin-Op) | 2.316 | | \$3.45 | \$7.990 | |
| Markets (Grocery) | 0.190 | | \$3.45 | \$0.656 | |
| Medical - Dental Bldg. | 0.220 | | \$3.45 | \$0.759 | |
| Medical (Dentists) | 1.569 | | \$3.45 | \$5.413 | |
| Medical (Doctors) | 0.365 | | \$3.45 | \$1.259 | |
| Mini-Storage Warehouses | 0.020 | | \$3.45 | \$0.069 | |
| Misc. Durable Goods | 0.960 | | \$3.45 | \$3.312 | |
| Misc. Personal Services | 0.420 | | \$3.45 | \$1.449 | |
| Misc. Repair Shops | 0.140 | | \$3.45 | \$0.483 | |
| Mortuaries | 0.094 | | \$3.45 | \$0.324 | |
| Movie Theater - Indoor | | 5/Seat | \$3.45 | | \$17.25/Seat |
| Movie Theater - Drive-In | | 5/Car | \$3.45 | | \$17.25/Car |
| Motels | 0.480 | | \$3.45 | \$1.656 | |
| Office Building | 0.088 | | \$3.45 | \$0.304 | |
| Plant Nursery | 0.076 | | \$3.45 | \$0.262 | |
| Plumbing Supply | 0.076 | | \$3.45 | \$0.262 | |
| Radio TV & Music Stores | 0.020 | | \$3.45 | \$0.069 | |
| Recycle Center | 0.072 | | \$3.45 | \$0.248 | |
| Restaurants (Fast Food) | 0.900 | | \$3.45 | \$3.105 | |
| Restaurants (Full Service) | 1.040 | | \$3.45 | \$3.588 | |
| Retail Structures | 0.083 | | \$3.45 | \$0.286 | |
| RV Park | | 121/RV | \$3.45 | | \$417.45/RV |
| Tool And Equipment Rental | 0.110 | | \$3.45 | \$0.380 | |
| Truck Terminal | 0.052 | | \$3.45 | \$0.179 | |
| Warehouses | 0.052 | | \$3.45 | \$0.179 | |
| Woodworking Shops | 0.052 | | \$3.45 | \$0.179 | |

GPSFD = Gallons per Square Foot per Day

GPD = Gallons per Day

SCHEDULE 10.1

CITY OF REEDLEY
 WASTEWATER TREATMENT PLANT FACILITIES
 CALCULATION OF TREATMENT FACILITY COSTS BY DEVELOPMENT TYPE

| Land Use | Gallons Per Capita Per Day | Persons Per Unit | Gallons Per Unit Per Day | Units Per Acre | Gallons Per Acre Per Day | Cost Per GPD* | Cost Per Unit Or Acre |
|---------------------------|----------------------------|------------------|--------------------------|----------------|--------------------------|---------------|-----------------------|
| RESIDENTIAL | | | | | | | |
| SINGLE FAMILY ESTATE | 75.0 | 3.48 | 261.00 | 1.2 | 313.20 | \$3.45 | \$900 /unit |
| SINGLE FAMILY LOW DENSITY | 75.0 | 3.48 | 261.00 | 3.0 | 783.00 | \$3.45 | \$900 /unit |
| SINGLE FAMILY RESIDENTIAL | 75.0 | 3.48 | 261.00 | 4.3 | 1,122.30 | \$3.45 | \$900 /unit |
| MULTI-FAMILY DENSITY | 75.0 | 3.05 | 228.75 | 14.0 | 3,202.50 | \$3.45 | \$789 /unit |
| COMMERCIAL | | | | | 475.00 | \$3.45 | \$1,638 /acre |
| INDUSTRIAL | | | | | | | |
| LIMITED | | | | | 1,000.00 | \$3.45 | \$3,448 /acre |
| HEAVY | | | | | 1,500.00 | \$3.45 | \$5,173 /acre |

* See Schedule 10.2 for detail.

SCHEDULE 10.2

CITY OF REEDLEY
 DEVELOPER FEES DETAIL
 WASTEWATER TREATMENT FACILITIES

| ITEM | ESTIMATED COST |
|--|----------------|
| EARTHWORK | |
| PERCOLATION PONDS AND DIKES | \$338,000 |
| OXIDATION DITCH | \$60,000 |
| TARGET RANGE | \$20,000 |
| SLUDGE BEDS AND LAGOONS | \$100,000 |
| GENERAL EARTHWORK AND GRADING | \$20,000 |
| DEWATERING | \$2,000 |
| PAVING, HEADERS, CURB AND GUTTERS | \$60,000 |
| GRAVEL ROADS INCLUDING FINE GRADING | \$70,000 |
| LANDSCAPING | \$14,000 |
| YARD PIPING | |
| 24-INCH PIPING - PERCOLATION PONDS | \$305,000 |
| 12-INCH PIPING - PERCOLATION PONDS | \$80,000 |
| 24-INCH DIAMETER OUTFALL PIPING | \$40,000 |
| YARD PIPING (GENERAL) | \$220,000 |
| HEADWORKS STRUCTURE | \$77,000 |
| OXIDATION DITCH (FACILITY) | \$800,000 |
| DISTRIBUTION STRUCTURE | \$100,000 |
| SECONDARY CLARIFIERS (STRUCTURE) | \$520,000 |
| RAS/WAS PUMP STATION (STRUCTURE) | \$600,000 |
| EFFLUENT PUMP STATION | \$220,000 |
| SLUDGE BED FACILITY | \$300,000 |
| FILTERED EFFLUENT PUMP AND CHLORINE CONTACT BASINS | \$220,000 |
| CHLORINATION-DECHLORINATION FACILITIES | \$300,000 |
| OPERATIONS BUILDING | \$400,000 |
| ELECTRICAL | \$261,000 |
| INSTRUMENTATION | \$30,000 |
| CLEAR & GRUB | \$30,000 |
| SECONDARY RIVER CROSSING | \$300,000 |

SCHEDULE 10.2

CITY OF REEDLEY
 DEVELOPER FEES DETAIL
 WASTEWATER TREATMENT FACILITIES

| ITEM | ESTIMATED COST |
|----------------------------------|--------------------|
| FENCE | \$47,000 |
| MOBILIZATION | \$100,000 |
| EMERGENCY WATER CONTROL PLAN | \$23,000 |
| MISCELLANEOUS ITEMS | \$350,000 |
| DESIGN & ENGINEERING COSTS | \$380,000 |
| CONSTRUCTION COSTS | \$420,000 |
| CONTINGENCY (15% of Total Above) | \$1,021,050 |
| TOTAL COST | \$7,828,050 |

| | |
|---|-----------|
| TOTAL PLANT CAPACITY FROM PLANNED IMPROVEMENTS (GALLONS PER DAY) | 2,270,000 |
|---|-----------|

| | |
|-------------------------------------|--------|
| COST OF CAPACITY PER GALLON PER DAY | \$3.45 |
|-------------------------------------|--------|

NOTES:

1. COSTS ARE BASED ON PAST BID TABULATIONS FOR THE WASTEWATER TREATMENT PLANT EXPANSION FOR THE CITY OF REEDLEY .
2. COSTS PER GALLON PER DAY ARE BASED ON AN ANTICIPATED TOTAL FLOW DERIVED FROM PLANNED IMPROVEMENTS OF 2,270,000 GALLONS PER DAY.

SOURCE:

CITY OF REEDLEY, PUBLIC WORKS DEPARTMENT

Chapter 11

Wastewater Collection Facilities

The City's wastewater collection system consists of a number of collection lines ranging from six inches to 21 inches in diameter. Generally, the six inch lines are found in the City's older areas, with eight inch lines also utilized on many local streets. Larger lines of 11 inches or above are commonly placed along major collector or arterial streets. These lines convey sewage via two major trunk lines toward the wastewater treatment plant. The flows are transported across the river to the plant at three different locations.

The general contour of Reedley slopes gently in a southerly direction. As a result, gravity flow lines are capable of conveying wastewater flows toward the treatment plant. However, sewer lift stations are required along various points of the Kings River. The lift stations are primarily utilized to channel flows across the river to the plant. According to the City's Sewer Master Plan, much of the current collection system is operating at under capacity at this time.

IMPACT OF FUTURE DEVELOPMENT

The future residential, commercial and industrial growth projected for the City of Reedley will significantly impact the collection system capacity along major trunk lines. As more residents move to Reedley and the City's commercial and industrial sectors grow, the City will need to install various collection lines to serve this development.

Oversize Costs of New Collector Lines

Schedule 11.2 lists various sewer line extension or connection projects. The listing of projects on Schedule 11.2 does not include local sewer lines (usually 8" in diameter) that are needed to serve specific subdivisions. These lines are considered the on-site responsibility of the developer and are required by the City during the subdivision review process.

Typically, in largely undeveloped areas, the developer is required to construct all sewer lines within or adjacent to his/her property. However, in some cases, these lines are often required to be "oversized", or constructed at a diameter greater than the normal 8" collector line to account for off-site or down-line impacts on the sewer system. While the developer is still responsible for the local line requirement (i.e., the estimated costs of an 8" line), the marginal cost to install the additional diameter pipe remains the responsibility of all new development in

the area since the pipe is sized to accommodate the future wastewater demands of the general area.

Accordingly, the costs for the oversized section of the line should be shared between future development in the area and thus is assessed in an impact fee. The bulk of these lines will be found in the more undeveloped areas of the City. The cost of the "oversize" amount is determined by subtracting the total cost of the line by the cost for the local 8" line. Schedule 11.2 lists these "oversize" projects.

The alternative to reimbursing the developer for this oversize amount is either: (1) assessing the total cost of the line to a development impact fee, thereby ignoring the developer's local requirement and raising the level of the fee; or (2) replacing the line with a larger line or constructing a parallel trunk line at some later date, which again results in greater costs being assessed through an impact fee.

Installation of Lift Stations

Lift station upgrades and installations are also necessary to address development-generated demands on the sewer system. Schedule 11.2 lists the projects and respective costs for such lift station modifications.

DISTRIBUTION OF COSTS

Table 11-1, following, displays the estimated wastewater flow per acre by land use within the study area. The lowest wastewater flow rate per acre is generated by single family residential development, while industrial land use flows are notably higher than other sections.

**Table 11-1
Wastewater Flow Rates by Land Use
(Gallons Per Acre Per Day)**

| Land Use | Sewage Flow Per Capita | Persons Per Unit | Sewage Flow Per Unit | Units per Acre | Sewage Flow Per Acre |
|----------------------|------------------------|------------------|----------------------|----------------|----------------------|
| Single Family Estate | 75.0 | 3.48 | 261.00 | 1.20 | 313 |
| Single Family Low | 75.0 | 3.48 | 261.00 | 3.00 | 783 |
| Single Family Medium | 75.0 | 3.48 | 261.00 | 4.30 | 1,122 |
| Multi-Family | 75.0 | 3.05 | 228.75 | 14.00 | 3,203 |
| Commercial | n/a | n/a | n/a | n/a | 475 |
| Limited Industrial | n/a | n/a | n/a | n/a | 1,000 |
| Heavy Industrial | n/a | n/a | n/a | n/a | 1,500 |

Source: City of Reedley, Public Works Department

Project costs determined on Schedule 11.2 were distributed between each of the land uses based on the projected sewage flow for each land use. The number of residential units and undeveloped industrial and commercial acres was multiplied by the flow rates to derive the total flow rate per day per land use. The percentage of total flow was determined by dividing the additional flow, by land use, by the total additional flow (2,021,536.72 gallons). The resulting percentage was then multiplied by the total cost of wastewater collection facilities to arrive at the cost allocation by land use. This allocation of costs is then divided by the number of undeveloped acres to arrive at the cost per acre by land use.

Schedule 11.1 details the costs to each land use based on this calculation. A summary of these costs is also provided in the following table:

Table 11-2
Summary of Wastewater Collection Impact Costs per Unit or Acre

| Proposed Land Use | Allocation of Costs | Cost Impact Per Unit or Acre |
|---------------------------|---------------------|------------------------------|
| Residential | | |
| Single Family Estate | \$2,914 | \$132/unit |
| Single Family Low | \$6,358 | \$132/unit |
| Single Family Residential | \$503,706 | \$132/unit |
| Multi-Family | \$163,447 | \$116/unit |
| Commercial | \$10,727 | \$241/acre |
| Industrial | | |
| Limited Industrial | \$29,687 | \$507/acre |
| Heavy Industrial | \$309,051 | \$761/acre |

**SCHEDULE 11.1
SEWAGE COLLECTION FACILITIES
ALLOCATION OF COST ESTIMATES NEEDS RESULTING FROM NEW DEVELOPMENT**

| PROPOSED LAND USE | UNDEVELOPED ACREAGE | UNITS PER ACRE | POTENTIAL UNITS | FLOW PER UNIT OR ACRE (GPM) | TOTAL SEWAGE FLOW | % OF RESPONSIBILITY | ALLOCATION OF COSTS | COST IMPACT PER UNIT OR ACRE |
|---------------------------|---------------------|----------------|-----------------|-----------------------------|---------------------|---------------------|---------------------|------------------------------|
| RESIDENTIAL | | | | | | | | |
| SINGLE FAMILY ESTATE | 18.00 | 1.2 | 22 | 261 /unit | 5,742.00 | 0.28% | \$2,914 | \$132 /unit |
| SINGLE FAMILY LOW DENSITY | 16.00 | 3.0 | 48 | 261 /unit | 12,528.00 | 0.62% | \$6,358 | \$132 /unit |
| SINGLE FAMILY RESIDENTIAL | 884.40 | 4.3 | 3,803 | 261 /unit | 992,583.00 | 49.10% | \$503,709 | \$132 /unit |
| MULTI-FAMILY | 100.60 | 14.0 | 1,408 | 229 /unit | 322,080.00 | 15.93% | \$163,447 | \$116 /unit |
| COMMERCIAL | 44.50 | | | 475 /acre | 21,137.50 | 1.05% | \$10,727 | \$241 /acre |
| INDUSTRIAL | | | | | | | | |
| LIMITED | 58.50 | | | 1,000 /acre | 58,500.00 | 2.89% | \$29,687 | \$507 /acre |
| HEAVY | 406.00 | | | 1,500 /acre | 609,000.00 | 30.13% | \$309,051 | \$761 /acre |
| TOTAL | 1,528.00 | | 5,281 | | 2,021,570.50 | 100.00% | \$1,025,892 | |

NOTE: Sewage flow rates were calculated by the City of Reedley, Public Works Department.

SCHEDULE 11.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
SEWAGE COLLECTION FACILITIES

| LINE # | DESCRIPTION | LINEAR FEET | PIPE SIZE | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------|---|-------------|-----------|----------------|--|------------------------|--|------------------------|
| | | | | | PERCENT NEED | APPORIONED DOLLAR COST | PERCENT NEED | APPORIONED DOLLAR COST |
| SW-01 | REED AVE. FROM PARLIER AVE. N. TO SPHERE OF INFLUENCE | 1,700 | 12 | \$20,196 | 0.00% | \$0 | 100.00% | \$20,196 |
| SW-02 | HOLLYWOOD DR. FROM PARLIER AVE. N. TO SPHERE OF INFLUENCE | 1,700 | 12 | \$20,196 | 0.00% | \$0 | 100.00% | \$20,196 |
| SW-03 | EAST AVE. ALIGNMENT FROM PARLIER AVE. N. TO SPHERE OF INFLUENCE | 1,700 | 12 | \$20,196 | 0.00% | \$0 | 100.00% | \$20,196 |
| SW-04 | COLUMBIA AVE. FROM PARLIER AVE. N. TO SPHERE OF INFLUENCE | 1,700 | 12 | \$20,196 | 0.00% | \$0 | 100.00% | \$20,196 |
| SW-05 | BUTTONWILLOW AVE. FROM PARLIER AVE. N. TO SPHERE OF INFLUENCE | 1,700 | 15 | \$36,353 | 0.00% | \$0 | 100.00% | \$36,353 |
| SW-06 | HANEY AVE. ALIGNMENT FROM PARLIER AVE. N. TO SPHERE OF INFLUENCE | 1,700 | 12 | \$20,196 | 0.00% | \$0 | 100.00% | \$20,196 |
| SW-07 | FRANKWOOD AVE. FROM PARLIER AVE. N. TO SPHERE OF INFLUENCE | 1,700 | 12 | \$20,196 | 0.00% | \$0 | 100.00% | \$20,196 |
| SW-08 | PARLIER AVE. FROM BUTTONWILLOW AVE. E. TO SPHERE OF INFLUENCE | 1,500 | 12 | \$17,820 | 0.00% | \$0 | 100.00% | \$17,820 |
| SW-09 | PARLIER AVE. FROM THOMPSON AVE. E. TO BUTTONWILLOW AVE. | 1,800 | 12 | \$21,384 | 0.00% | \$0 | 100.00% | \$21,384 |
| SW-10 | BUTTONWILLOW AVE. FROM SPRINGFIELD AVE. N. TO MANNING AVE. | 1,300 | 18 | \$40,154 | 0.00% | \$0 | 100.00% | \$40,154 |
| SW-11 | BUTTONWILLOW AVE. FROM MANNING AVE. N. TO PARLIER AVE. | 1,300 | 15 | \$27,799 | 0.00% | \$0 | 100.00% | \$27,799 |
| SW-12 | SPRINGFIELD AVE. FROM BUTTONWILLOW AVE. E. TO SPHERE OF INFLUENCE | 2,800 | 15 | \$59,875 | 0.00% | \$0 | 100.00% | \$59,875 |
| SW-13 | DINUBA AVE. FROM BUTTONWILLOW E. TO SPHERE OF INFLUENCE | 1,500 | 18 | \$46,332 | 0.00% | \$0 | 100.00% | \$46,332 |
| SW-14 | BUTTONWILLOW AVE. FROM DINUBA AVE. N. TO SPRINGFIELD AVE. | 1,350 | 18 | \$41,699 | 0.00% | \$0 | 100.00% | \$41,699 |

SCHEDULE 11.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
SEWAGE COLLECTION FACILITIES

| LINE # | DESCRIPTION | LINEAR FEET | PIPE SIZE | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------|--|-------------|-----------|----------------|--|-------------------------|--|-------------------------|
| | | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| SW-15 | BUTTONWILLOW AVE. SOUTH TO HUNTSMAN AVENUE ALIGNMENT | 1,300 | 18 | \$40,154 | 0.00% | \$0 | 100.00% | \$40,154 |
| SW-16 | FISHER AVE. SOUTH TO STANLEY AVENUE ALIGNMENT | 1,000 | 15 | \$21,384 | 0.00% | \$0 | 100.00% | \$21,384 |
| SW-17 | SOUTHEAST OF SW-16 TO BUTTONWILLOW (400' N. OF FLOWER AVENUE) | 1,500 | 12 | \$17,820 | 0.00% | \$0 | 100.00% | \$17,820 |
| SW-18 | BUTTONWILLOW AVE. E. TO SPHERE OF INFLUENCE (400' N. OF FLOWER AVE.) | 1,500 | 12 | \$17,820 | 0.00% | \$0 | 100.00% | \$17,820 |
| SW-19 | HUNTSMAN AVE. ALIGNMENT FROM REED AVE. E. TO BUTTONWILLOW AVE. | 4,000 | 18 | \$123,552 | 0.00% | \$0 | 100.00% | \$123,552 |
| SW-20 | EAST AVE. ALIGNMENT FROM SHOEMAKER AVE. S. TO SPHERE OF INFLUENCE | 1,900 | 12 | \$22,572 | 0.00% | \$0 | 100.00% | \$22,572 |
| SW-21 | REED AVE. FROM SPHERE OF INFLUENCE N. | 900 | 12 | \$10,692 | 0.00% | \$0 | 100.00% | \$10,692 |
| SW-22 | FLOWER AVE. FROM REED AVE. E. TO EAST AVE. ALIGNMENT (ALONG SPHERE OF INFLUENCE) | 2,000 | 12 | \$23,760 | 0.00% | \$0 | 100.00% | \$23,760 |
| SW-23 | FROM REED AVE. E. TO EAST AVE. ALIGNMENT (700' N. OF SPHERE OF INFLUENCE) | 2,000 | 12 | \$23,760 | 0.00% | \$0 | 100.00% | \$23,760 |
| SW-24 | KINGS RIVER ROAD FROM OLSON AVE. N. TO DINUBA AVE. ALONG SPHERE OF INFLUENCE | 1,000 | 8 | \$14,256 | 100.00% | \$14,256 | 0.00% | \$0 |
| SW-25 | KINGS RIVER ROAD FROM MANNING AVE. PUMP STATION S. TO SPHERE OF INFLUENCE | 2,000 | 15 | \$42,768 | 0.00% | \$0 | 100.00% | \$42,768 |
| SW-26 | MANNING AVE. FROM KINGS RIVER RD. W. TO SPHERE OF INFLUENCE | 800 | 12 | \$9,504 | 0.00% | \$0 | 100.00% | \$9,504 |
| SW-27 | DEL ALTAIR AVENUE FROM CAROB AVE. N. TO PARLIER AVE. | 200 | 12 | \$2,376 | 0.00% | \$0 | 100.00% | \$2,376 |
| SW-28 | REED AVENUE - PARLIER TO MANNING | 2,700 | 15 | \$57,737 | 0.00% | \$0 | 100.00% | \$57,737 |

SCHEDULE 11.2

**CITY OF REEDLEY
DEVELOPER FEES DETAIL
SEWAGE COLLECTION FACILITIES**

| LINE # | DESCRIPTION | LINEAR FEET | PIPE SIZE | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------------------------------------|---|-------------|-----------|----------------|--|-------------------------|--|-------------------------|
| | | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| SW-29 | LIFT STATION - NORTH OF FLORAL AT EAST AVENUE ALIGNMENT | | | \$59,400 | 0.00% | \$0 | 100.00% | \$59,400 |
| SW-30 | TWO LIFT STATIONS - KINGS RIVER | | | \$100,000 | 0.00% | \$0 | 100.00% | \$100,000 |
| SW-31 | SEWER MASTER PLAN | | | \$40,000 | 0.00% | \$0 | 100.00% | \$40,000 |
| TOTAL ESTIMATED PROJECT COSTS | | | | 46,250 | 1.37% | \$14,256 | 98.63% | \$1,025,892 |

NOTE: The estimated costs listed above represent the "oversize" amount required for each line, with the exception of Projects SW-24, SW-29, SW-30, and SW-31. For a further explanation of costs, please see the text in this chapter.

Chapter 12

Water Supply and Holding Facilities

An adequate water supply with appropriate holding facilities is obviously critical to the construction of new development. The City's water supply and holding facilities can presently support the City's existing population only and will need to be expanded to serve the future population projected for the City. The City will need to collect sufficient monies for construction of new wells and other equipment needed over the next 20 years from either the development community or its existing customers in order to continue to allow development.

EXISTING WATER SUPPLY & HOLDING SYSTEM

Historical Water Demand

The City's historical water demand, measured from January 1992 to July 1992, has been estimated at 3.79 million gallons per day (MGD).¹ Based on this level, Table 12-1, following, estimates three common measures of the water demand on a City's water system. These measures are:

- **Average Day Demand** - This measure refers to the total number of gallons used by a system's users during a "typical" day of the year. As such, this measure is usually expressed either in terms of Gallons per Minute (GPM) or Gallons per Day (GPD).
- **Maximum Day Demand** is the average demand on the day with the highest water use. According to the City's Water Master Plan Update, the Maximum Day Demand is estimated by multiplying the Average Day Demand by a peaking factor of 2.5.²
- **Peak Hour Demand** - This measure refers to the highest demand hour of the Maximum Day. Peak Hour Demand is estimated at 1.5 times the Maximum Day Demand.

In Reedley, the Average Day Water Demand is estimated at 2,635 GPM, or 3,794,358 GPD. Table 12-1, following, calculates the City's Maximum Day Demand and Peak Hour Demand based on this figure.

Table 12-1
Current Water Demand Levels

| Demand Measure | Flow (GPM) | Flow (GPD) |
|--------------------|---------------|---------------|
| Average Day Demand | 2,635 | 3,794,358 |
| Maximum Day Demand | 6,587 | 9,485,895 |
| Peak Hour Demand | 9,881 | -- |

These measures are important in terms of the design and function of the various components of the water delivery system. Normally, the water supply/production system is used to supply the City during average water demand periods. The function of water storage, however, is to provide water to the system's users during peak demand periods when the system demand rate exceeds the water production capability and, conversely, to receive and store water from the production/supply system during low demand periods. However, in the case of Reedley, the storage tanks are used primarily for purposes of system pressurization.

Water Production/Supply Facilities

The City of Reedley receives all of its water supply from groundwater in the unconfined alluvial aquifer under the City. The City collects this water through 13 wells located throughout the City. The groundwater is pumped from these wells and then distributed through major trunk lines. All pumps are run by electric motors, with the exception of two wells operated with gas motors. The well pumping capacities range from 480 to 1,400 gallons per minute.

The quality of water produced by the existing wellfield is generally considered adequate. However, traces of groundwater contamination have been discovered at the top of the aquifer during recent tests of the water system. As a result, two of the wells have recently been closed. The water provided to Reedley's citizens meets all State Health Department standards for a domestic water supply.

Water Storage Facilities

The City of Reedley currently maintains two tanks with a capacity of 50,000 gallons each. The water from two of the wells is deposited into the two storage tanks. The tanks are constructed of steel and are considered to be in good working condition. Both tanks are located behind "G" Street between 10th and 11th Streets. As mentioned above, the primary use of the tanks is to assist in the adequate pressurization of the water system.

CALCULATION OF IMPACT COSTS

The City's current number of wells is sufficient in meeting the water demands of existing residents and businesses. However, the City's existing wells will not be adequate to handle the City's water supply demands at build-out. The following tables help demonstrate this issue. The first table presents the maximum demand rates per unit or acre by each land use classification. The demand rates are based on estimates from the City Public Works Department.

Table 12-2
Water Demand by Land Use
(Maximum Day Demand)

| Land Use | Water Demand Per Capita | Persons Per Unit | Water Demand Per Unit | Water Demand Per Acre |
|----------------------|-------------------------|------------------|-----------------------|-----------------------|
| Single Family Estate | 250 | 3.48 | 870 | n/a |
| Single Family Low | 250 | 3.48 | 870 | n/a |
| Single Family Medium | 250 | 3.48 | 870 | n/a |
| Multi-Family | 250 | 3.05 | 763 | n/a |
| Commercial | n/a | n/a | n/a | n/a |
| Limited Industrial | n/a | n/a | n/a | 5,000 |
| Heavy Industrial | n/a | n/a | n/a | 7,500 |

Source: City of Reedley, Public Works Department

The table below multiplies the water demand per acre or per unit by the number of undeveloped acres or potential dwelling units throughout the City, thus projecting the additional water demand generated by future development.

**Table 12-3
Additional Maximum Day Demand at Build-out
(Gallons Per Day)**

| Land Use | Potential Units | Undeveloped Acres | Maximum Day Water Demand | Projected Water Demand |
|----------------------|-----------------|-------------------|--------------------------|------------------------|
| Single Family Estate | 22 | | 870/unit | 19,140 |
| Single Family Low | 48 | | 870/unit | 41,760 |
| Single Family Medium | 3,803 | | 870/unit | 3,308,610 |
| Multi-Family | 1,408 | | 763/unit | 1,073,600 |
| Commercial | | 44.50 | 2,360/acre | 105,020 |
| Limited Industrial | | 58.50 | 5,000/acre | 292,500 |
| Heavy Industrial | | 406.00 | 7,500/acre | 3,045,000 |
| Total | -- | -- | -- | 7,885,630 |

The total projected maximum day demand from undeveloped acreage is 7.885 MGD, or 5,476 Gallons per Minute. As mentioned above, the water supply system is currently operating near capacity. The expected increase in maximum day demand will require the City to locate additional sources of water.

To provide sufficient water supplies, the City will be required to construct an additional 13 wells. A number of these wells would serve as backup wells, or redundant wells. This type of well is used in Reedley's water supply system for several different purposes: (1) to provide water during periods of peak demand, (2) as a source of water for fires or other emergencies when additional sources of water are needed, and (3) to operate when other wells are off-line because of contamination or maintenance.

The City's water system is in need of several other projects which will both facilitate operations and improve the efficiency of the system. The City of Reedley Water Master Plan Update, developed in 1984, calls for the acquisition and installation of a telemetry system. This computer system obtains information on the existing well pumps, allowing for a precise record of the system's performance. Costs to install a central processing unit and provide equipment at all remote sites are estimated at \$496,780. As this system benefits both existing residents and future development, the costs for the project were pro-rated based on the number of existing versus planned wells.

The City also has plans to install both a DBCP filtration system and bacteriological sampling station. The filtration system, with a cost estimate of \$1.1 million, and the sampling station will help ensure the quality of water from the underground aquifer. It is expected that the two existing wells with DBCP contamination will be placed back into the water system upon installation of the filtration device. The cost cited above is intended to cover only the immediate remediation of these two wells and does not include any unanticipated remediation required due to future contamination of City wells or the enforcement of stricter drinking water standards by the federal or state government.

SUMMARY OF COSTS

The total cost of all Water Supply and Holding Facilities is estimated at \$9,091,380. As discussed above, projects include the construction of thirteen new wells, installation of a telemetry system, and various water quality projects. Future development is allocated \$7.96 million of these costs for expansion of the system needed to serve the additional water needs of this growth. Schedules 12.1 and 12.2 calculate the cost of this impact on the City's water supply and holding system. Costs for each land use are summarized in the table following:

Table 12-4
Summary of Water Supply & Holding Costs per Unit or Acre

| Proposed Land Use | Allocation of Costs | Cost Impact Per Unit or Acre |
|---------------------------|---------------------|------------------------------|
| Residential | | |
| Single Family Estate | \$19,325 | \$878/unit |
| Single Family Low | \$42,163 | \$878/unit |
| Single Family Residential | \$3,340,557 | \$878/unit |
| Multi-Family | \$1,083,966 | \$770/unit |
| Commercial | \$106,034 | \$2,383/acre |
| Industrial | | |
| Limited Industrial | \$295,324 | \$5,048/acre |
| Heavy Industrial | \$3,074,402 | \$7,572/acre |

ALTERNATIVE COST METHODOLOGY

Schedule 12.1 also summarizes costs on a per gallon basis, where all land uses are assessed an equal cost per gallon per day. This \$1.01 Cost per Gallon was derived by dividing the total cost to develop the additional water supply and holding facilities by the projected additional maximum day demand at build-out of Reedley. Given the significant variances in water demand possible for commercial and industrial establishments, the City may wish to charge non-residential development based on this cost per gallon or an Equivalent Dwelling Unit (EDU) basis.

Therefore, as was done for Wastewater Treatment Facilities, an example of various commercial and industrial water demand rates is provided on Table 12-5 on the following page. A fee can be formulated by multiplying the cost per gallon into the given unit of measurement.³

ENDNOTES

1. City of Reedley, Water Usage Comparison Chart, prepared by the City of Reedley Water Department
2. Water Master Plan Update 1984, John Carollo Engineers, Walnut Creek, CA, September 10, 1984, p. IV-9.
3. John J. Woodcock, "The Common Denominator: Equivalent Residential Units", AWWA Journal, Vol. 76, No. 9, September 1984, p. 59.

Table 12-5
Detail of Water Supply & Holding Costs
For Specific Commercial and Industrial Uses

| <i>LAND USE</i> | <i>WATER DEMAND PER SF OR UNIT</i> | <i>COST PER GPD</i> | <i>COST PER SF OR UNIT</i> |
|--------------------------------------|--|-------------------------|--------------------------------|
| Banks | 0.22 /Sq.ft | \$1.01 | \$0.222 /Sq.ft |
| Barber Shops | 0.32 /Sq.ft | \$1.01 | \$0.323 /Sq.ft |
| Bathhouses/Swimming Pools | 17.34 /Swimmer | \$1.01 | \$17.507 /Swimmer |
| Beauty Salons | 0.70 /Sq.ft | \$1.01 | \$0.707 /Sq.ft |
| Bowling Alleys | 0.14 /Sq.ft | \$1.01 | \$0.141 /Sq.ft |
| Car Dealerships | 0.12 /Sq.ft | \$1.01 | \$0.121 /Sq.ft |
| Car Washes | 6.48 /Sq.ft | \$1.01 | \$6.543 /Sq.ft |
| Car Washes-Self Service | 1.18 /Sq.ft | \$1.01 | \$1.191 /Sq.ft |
| Child Care Centers | 22.10 /Student | \$1.01 | \$22.313 /Student |
| Dental Offices | 0.82 /Sq.ft | \$1.01 | \$0.828 /Sq.ft |
| Department Stores | 0.07 /Sq.ft | \$1.01 | \$0.071 /Sq.ft |
| Drug Stores | 0.15 /Sq.ft | \$1.01 | \$0.151 /Sq.ft |
| Dry Cleaning Pick-Up And Drop-Off | 0.02 /Sq.ft | \$1.01 | \$0.020 /Sq.ft |
| Dry Cleaning On-Site | 0.65 /Sq.ft | \$1.01 | \$0.656 /Sq.ft |
| Dry Cleaning And Laundry On-Site | 0.77 /Sq.ft | \$1.01 | \$0.777 /Sq.ft |
| Dry Cleaning, Laundry, And Coin-Wash | 2.18 /Sq.ft | \$1.01 | \$2.201 /Sq.ft |
| Dry Goods Stores (Clothing) | 0.10 /Sq.ft | \$1.01 | \$0.101 /Sq.ft |
| Funeral Homes | 0.09 /Sq.ft | \$1.01 | \$0.091 /Sq.ft |
| Furniture Stores | 0.03 /Sq.ft | \$1.01 | \$0.030 /Sq.ft |
| Gasoline Service Stations | 1,387.20 /Station | \$1.01 | \$1,400.594 /Station |
| Hospitals | 0.63 /Sq.ft | \$1.01 | \$0.636 /Sq.ft |
| Indoor Tennis Courts | 260.10 /Court | \$1.01 | \$262.611 /Court |
| Kennels And Animal Hospitals | 0.26 /Sq.ft | \$1.01 | \$0.263 /Sq.ft |
| Laundromats | 4.93 /Sq.ft | \$1.01 | \$4.978 /Sq.ft |
| Medical Office Buildings | 0.51 /Sq.ft | \$1.01 | \$0.515 /Sq.ft |
| Motels With Restaurant | 285.60 /Sq.ft | \$1.01 | \$288.358 /Sq.ft |
| Motels Without Restaurant | 198.90 /Sq.ft | \$1.01 | \$200.821 /Sq.ft |
| Newspaper Offices | 27.20 /Employee | \$1.01 | \$27.463 /Employee |
| Nursery And Garden Centers | 3.40 /Sq.ft | \$1.01 | \$3.433 /Sq.ft |
| Nursing Homes | 0.60 /Sq.ft | \$1.01 | \$0.606 /Sq.ft |
| Office Buildings With Cafeteria | 0.34 /Sq.ft | \$1.01 | \$0.343 /Sq.ft |
| Office Buildings Without Cafeteria | 0.15 /Sq.ft | \$1.01 | \$0.151 /Sq.ft |
| Restaurants | 1.00 /Sq.ft | \$1.01 | \$1.010 /Sq.ft |
| Retail Stores (Small) | 0.36 /Sq.ft | \$1.01 | \$0.363 /Sq.ft |
| Retirement Homes | 0.31 /Sq.ft | \$1.01 | \$0.313 /Sq.ft |
| Schools-Private (186 Days) | 34.00 /Student | \$1.01 | \$34.328 /Student |
| Supermarkets | 0.20 /Sq.ft | \$1.01 | \$0.202 /Sq.ft |
| Swimming Pools (Bathhouse Separate) | 36.21 /Swimmer | \$1.01 | \$36.560 /Swimmer |
| Theaters-Drive In | 4.28 /Car space | \$1.01 | \$4.321 /Car space |
| Theaters-Walk In | 1.53 /Seat | \$1.01 | \$1.545 /Seat |
| Warehouses | 0.02 /Sq.ft | \$1.01 | \$0.020 /Sq.ft |

**SCHEDULE 12.1
WATER SUPPLY & HOLDING FACILITIES
ALLOCATION OF COST ESTIMATES NEEDS RESULTING FROM NEW DEVELOPMENT**

| PROPOSED LAND USE | UNDEVELOPED ACREAGE | POTENTIAL UNITS | MAXIMUM DAY WATER DEMAND (GPD) | TOTAL MAXIMUM DAY WATER DEMAND | % OF RESPON-SIBILITY | ALLOCATION OF COSTS | COST IMPACT PER UNIT OR ACRE |
|---------------------------|---------------------|-----------------|--------------------------------|--------------------------------|----------------------|---------------------|------------------------------|
| RESIDENTIAL | | | | | | | |
| SINGLE FAMILY ESTATE | 18.00 | 22 | 870 /unit | 19,140.00 | 0.24% | \$19,325 | \$878 /unit |
| SINGLE FAMILY LOW DENSITY | 16.00 | 48 | 870 /unit | 41,760.00 | 0.53% | \$42,163 | \$878 /unit |
| SINGLE FAMILY RESIDENTIAL | 884.40 | 3,803 | 870 /unit | 3,308,610.00 | 41.96% | \$3,340,557 | \$878 /unit |
| MULTI-FAMILY | 100.60 | 1,408 | 763 /unit | 1,073,600.00 | 13.61% | \$1,083,966 | \$770 /unit |
| COMMERCIAL | 44.50 | | 2,360 /acre | 105,020.00 | 1.33% | \$106,034 | \$2,383 /acre |
| INDUSTRIAL | | | | | | | |
| LIMITED | 58.50 | | 5,000 /acre | 292,500.00 | 3.71% | \$295,324 | \$5,048 /acre |
| HEAVY | 406.00 | | 7,500 /acre | 3,045,000.00 | 38.61% | \$3,074,402 | \$7,572 /acre |
| TOTAL | 1,528.00 | 5,281 | | 7,885,630.00 | 100.00% | \$7,961,771 | |

ALTERNATIVE COST METHODOLOGY: \$1.01 /Gallon Per Day - Max. Day Demand

SOURCE: City of Reedley, Public Works Department

Management Services Institute, Inc., Anaheim, CA

March 1993

SCHEDULE 12.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
WATER SUPPLY & HOLDING FACILITIES

| LINE # | DESCRIPTION | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|-------------------------------|--|----------------|--|-------------------------|--|-------------------------|
| | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| WS-01 | CONSTRUCTION OF 13 WELLS (1,400 GPM) | \$6,500,000 | 0.00% | \$0 | 100.00% | \$6,500,000 |
| WS-02 | DBCP FILTRATION SYSTEM | \$1,100,000 | 49.46% | \$544,090 | 50.54% | \$555,910 |
| WS-03 | WATER MASTER PLAN UPDATE | \$25,000 | 0.00% | \$0 | 100.00% | \$25,000 |
| WS-04 | BACTERIOLOGICAL SAMPLING STATION | \$10,000 | 49.46% | \$4,946 | 50.54% | \$5,054 |
| WS-05 | ACQUISITION/INSTALLATION OF EMERGENCY MOTORS | \$500,000 | 20.00% | \$100,000 | 80.00% | \$400,000 |
| WS-07 | WELL EQUIPMENT REPLACEMENT | \$9,600 | 100.00% | \$9,600 | 0.00% | \$0 |
| WS-08 | BOOSTER SYSTEM (THREE PUMPS) | \$450,000 | 49.46% | \$222,582 | 50.54% | \$227,418 |
| WS-09 | INSTALLATION OF TELEMETRY SYSTEM | \$496,780 | 50.00% | \$248,390 | 50.00% | \$248,390 |
| TOTAL ESTIMATED PROJECT COSTS | | \$9,091,380 | 12.43% | \$1,129,609 | 87.57% | \$7,961,771 |

Chapter 13

Water Distribution Facilities

In addition to Water Supply and Holding Facilities, discussed in the previous Chapter, the City's water distribution lines will also be impacted by future growth. As new developments are constructed in the outlying areas of Reedley, water lines will need to be extended to serve these new areas. Outlying development, as well as in-fill development within the already developed portions of the City, will also require the upsizing of certain lines to carry increased water flows.

Schedule 13.2 calculates the costs of these improvements, as well as projects to repair or rehabilitate existing water distribution structures. Schedule 13.1 then apportions the costs of those projects identified as the responsibility of future development between the seven major land uses to derive an impact cost per acre.

EXISTING WATER DISTRIBUTION SYSTEM

The City of Reedley maintains an extensive water distribution system throughout much of the City. As mentioned in the previous Chapter, the City's water is taken from wells at different locations in Reedley and subsequently channelled to major trunk lines for distribution to all areas within the City limits. The trunk lines are primarily located below arterial and major collector streets and feed the local water lines found in local streets and alleys. Line sizes vary greatly in Reedley, with local lines of six inch to eight inches in diameter and main transmission lines usually sized at 12" to 18".

According to the City's 1992 records on water usage, the City's distribution system is configured to deliver to the City 6,000 to 7,000 gallons per minute (GPM). This amount is sufficient in meeting the current maximum day water demand. Furthermore, the main water lines are able to adequately provide water flows at acceptable pressure levels for the current population. Planned improvements to the City water distribution system may include the replacement of aged water lines. Replacement of lines should reduce further maintenance costs that would accrue in the future.

IMPACT ON THE WATER SYSTEM FROM FUTURE DEVELOPMENT

Future development will tend to impact a City's water distribution system in two ways:

- (1) At the peripheral areas of the City, water lines will need to be extended to serve developing areas. In many cases, the local lines are constructed as a condition of subdivision for a development. However, some lines require a diameter greater than is needed to simply serve the particular development.
- (2) As a result of the development of vacant land in the City, the system will also require the construction of parallel lines or upgrade of existing trunk lines.

Adequacy of Existing Trunk Lines

Much of the growth in the City is expected outside of the central business district area. The existing lines in the central area are expected to sufficiently support any additional flows in the next twenty years. As a result, expansion to the City's water system is not expected to necessitate the construction of parallel trunk lines. Schedule 13.2 therefore only includes projects and costs of the first type of planned water distribution projects. The listing does not include any "local" water line projects (generally 8" or less in diameter), which commonly are on-site requirements required of a specific development.

Oversize Costs of New Water Lines

Schedule 13.2 displays various water line extension or connection projects. Typically, in largely undeveloped areas, the developer is required to construct all water lines within or adjacent to his/her property. However, in some cases, such lines are often required to be "oversized", or constructed at a diameter greater than the normal 6"-8" collector line to account for off-site or down-line impacts on the water system. While the developer is still responsible for the local line requirement (i.e., the estimated costs of a 6"-8" line), the marginal cost to install the additional diameter pipe remains the responsibility of all new development in the area since the pipe is sized to accommodate the future water demands of the general area.

Accordingly, the costs for the oversized section of the line should be allocated to future development in the area and thus is assessed in an impact fee. The bulk of these lines will be found in the more undeveloped areas of the City. The cost of the "oversize" amount is determined by subtracting the total cost of the line by the cost for the local 8" line.

The alternative to reimbursing the developer for this oversize amount is either: (1) assessing the total cost of the line to a development impact fee, thereby ignoring the developer's local requirement and raising the level of the fee; or (2) replacing the line with a larger line or constructing a parallel trunk line at some later date, which again results in greater costs being assessed through an impact, or connection, fee.

The overall cost to mitigate development-generated impacts on the system is \$1,299,550. These costs also include an estimate for contingencies, engineering and contract administration.

DISTRIBUTION OF COSTS

Costs for Water Distribution Facilities are based on the maximum day water demand, as established in the previous Chapter. Thus, single family residential units generate a greater water demand rate than multi-family units, while industrial areas are expected to generate higher water demands than commercial areas. The total water use factor is a product of water demand (measured in gallons per day) times the undeveloped acres. Schedule 13.1 details costs to each land use based on this calculation.

Costs allocated to each land use are summarized in the following table:

Table 13-1
Summary of Water Distribution Costs per Unit or Acre

| Proposed Land Use | Allocation of Costs | Cost Impact Per Unit or Acre |
|-------------------|---------------------|------------------------------|
| Residential | | |
| Estate | \$3,154 | \$143/unit |
| Low Density | \$6,882 | \$143/unit |
| Medium Density | \$545,258 | \$143/unit |
| Multi-Family | \$176,929 | \$126/unit |
| Commercial | 17,307 | \$389/acre |
| Industrial | | |
| Limited | \$48,204 | \$824/acre |
| Heavy | \$501,815 | \$1,236/acre |

SCHEDULE 13.1
WATER DISTRIBUTION FACILITIES
ALLOCATION OF COST ESTIMATES NEEDS RESULTING FROM NEW DEVELOPMENT

| PROPOSED LAND USE | UNDEVELOPED ACREAGE | POTENTIAL UNITS | MAXIMUM DAY WATER DEMAND (GPM) | TOTAL WATER DEMAND | % OF RESPON-SIBILITY | ALLOCATION OF COSTS | COST IMPACT PER UNIT OR ACRE |
|---------------------------|---------------------|-----------------|--------------------------------|--------------------|----------------------|---------------------|------------------------------|
| RESIDENTIAL | | | | | | | |
| SINGLE FAMILY ESTATE | 18.00 | 22 | 870 /unit | 19,140.00 | 0.24% | \$3,154 | \$143 /unit |
| SINGLE FAMILY LOW DENSITY | 16.00 | 48 | 870 /unit | 41,760.00 | 0.53% | \$6,882 | \$143 /unit |
| SINGLE FAMILY RESIDENTIAL | 884.40 | 3,803 | 870 /unit | 3,308,610.00 | 41.96% | \$545,258 | \$143 /unit |
| MULTI-FAMILY | 100.60 | 1,408 | 763 /unit | 1,073,600.00 | 13.61% | \$176,929 | \$126 /unit |
| COMMERCIAL | 44.50 | | 2,360 /acre | 105,020.00 | 1.33% | \$17,307 | \$389 /acre |
| INDUSTRIAL | | | | | | | |
| LIMITED | 58.50 | | 5,000 /acre | 292,500.00 | 3.71% | \$48,204 | \$824 /acre |
| HEAVY | 406.00 | | 7,500 /acre | 3,045,000.00 | 38.61% | \$501,815 | \$1,236 /acre |
| TOTAL | 1,528.00 | 5,281 | | 7,885,630.00 | 100.00% | \$1,299,550 | |

NOTE: Water Demand per Acre was provided by the City of Readley, Public Works Department.

SCHEDULE 13.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
WATER DISTRIBUTION FACILITIES

| LINE # | DESCRIPTION | LINEAR FEET | PIPE SIZE | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------|---|-------------|-----------|----------------|--|-------------------------|--|-------------------------|
| | | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| WT-01 | REED AVENUE EXTENSION FROM EXISTING LINE NORTH TO SOUTH AVENUE | 1,100 | 12 | \$13,926 | 0.00% | \$0 | 100.00% | \$13,926 |
| WT-02 | SOUTH AVENUE FROM REED AVE TO EAST OF SPHERE OF INFLUENCE | 9,450 | 12 | \$119,637 | 0.00% | \$0 | 100.00% | \$119,637 |
| WT-03 | FRANKWOOD AVENUE FROM SOUTH AVENUE SOUTH TO EXISTING LINE | 2,000 | 12 | \$25,320 | 0.00% | \$0 | 100.00% | \$25,320 |
| WT-04 | PARLIER AVENUE FROM FRANKWOOD AVENUE EAST TO SPHERE OF INFLUENCE | 6,800 | 12 | \$86,088 | 0.00% | \$0 | 100.00% | \$86,088 |
| WT-05 | COLUMBIA AVENUE FROM PARLIER AVENUE NORTH TO SOUTH AVENUE | 2,640 | 12 | \$33,422 | 0.00% | \$0 | 100.00% | \$33,422 |
| WT-06 | BUTTONWILLOW AVENUE FROM SOUTH AVENUE SOUTH TO MANNING AVENUE | 5,280 | 12 | \$66,845 | 0.00% | \$0 | 100.00% | \$66,845 |
| WT-07 | EAST SPHERE OF INFLUENCE FROM MANNING AVENUE SOUTH TO DINUBA AVE. | 5,280 | 12 | \$66,845 | 0.00% | \$0 | 100.00% | \$66,845 |
| WT-08 | MANNING AVENUE EAST TO SPHERE OF INFLUENCE | 2,140 | 12 | \$27,092 | 0.00% | \$0 | 100.00% | \$27,092 |
| WT-09 | DINUBA AVENUE FROM BUTTONWILLOW AVENUE EAST TO SPHERE OF INFLUENCE | 2,640 | 12 | \$33,422 | 0.00% | \$0 | 100.00% | \$33,422 |
| WT-10 | SPRINGFIELD AVENUE FROM BUTTONWILLOW AVENUE EAST TO SPHERE OF INFLUENCE | 2,640 | 12 | \$33,422 | 0.00% | \$0 | 100.00% | \$33,422 |
| WT-11 | BUTTONWILLOW AVENUE FROM MYRTLE AVENUE SOUTH TO SPRINGFIELD AVENUE | 2,050 | 12 | \$25,953 | 0.00% | \$0 | 100.00% | \$25,953 |
| WT-12 | BUTTONWILLOW AVENUE FROM EARLY AVENUE SOUTH TO DINUBA AVENUE | 1,650 | 12 | \$20,889 | 0.00% | \$0 | 100.00% | \$20,889 |
| WT-13 | EAST SPHERE OF INFLUENCE FROM DINUBA AVENUE SOUTH TO FLORAL AVENUE | 5,280 | 12 | \$66,845 | 0.00% | \$0 | 100.00% | \$66,845 |
| WT-14 | BUTTONWILLOW AVENUE FROM CURTIS AVENUE SOUTH TO FLORAL AVENUE | 4,250 | 12 | \$53,805 | 0.00% | \$0 | 100.00% | \$53,805 |

SCHEDULE 13.2

CITY OF REEDLEY
DEVELOPER FEES DETAIL
WATER DISTRIBUTION FACILITIES

| LINE # | DESCRIPTION | LINEAR FEET | PIPE SIZE | ESTIMATED COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT | |
|--------|--|-------------|-----------|----------------|--|-------------------------|--|-------------------------|
| | | | | | PERCENT NEED | APPORTIONED DOLLAR COST | PERCENT NEED | APPORTIONED DOLLAR COST |
| WT-15 | BUTTONWILLOW AVENUE FROM CURTIS AVENUE ALIGNMENT EAST TO SPHERE OF INFLUENCE | 1,500 | 12 | \$18,990 | 0.00% | \$0 | 100.00% | \$18,990 |
| WT-16 | HUNTSMAN AVENUE AND SUNSET AVENUE ALIGNMENT EAST TO SPHERE OF INFLUENCE | 4,500 | 12 | \$56,970 | 0.00% | \$0 | 100.00% | \$56,970 |
| WT-17 | SUNSET AVENUE ALIGNMENT NORTH OF FLORAL AVENUE EAST TO SPHERE OF INFLUENCE | 4,500 | 12 | \$56,970 | 0.00% | \$0 | 100.00% | \$56,970 |
| WT-18 | FLORAL AVENUE FROM SUNSET AVENUE ALIGNMENT EAST TO SPHERE OF INFLUENCE | 4,500 | 12 | \$56,970 | 0.00% | \$0 | 100.00% | \$56,970 |
| WT-19 | SUNSET AVENUE ALIGNMENT FROM SFRR SOUTH TO FLORAL AVENUE | 4,350 | 12 | \$55,071 | 0.00% | \$0 | 100.00% | \$55,071 |
| WT-20 | HEMLOCK AVENUE ALIGNMENT FROM CURTIS AVENUE SOUTH TO FLORAL AVENUE | 4,350 | 12 | \$55,071 | 0.00% | \$0 | 100.00% | \$55,071 |
| WT-21 | CURTIS AVENUE AT HEMLOCK AVENUE WEST TO SFRR | 1,550 | 12 | \$19,623 | 0.00% | \$0 | 100.00% | \$19,623 |
| WT-22 | HUNTSMAN AVENUE ALIGNMENT FROM FRANKWOOD AVENUE EAST TO JUSTINE AVENUE ALIGNMENT | 2,300 | 12 | \$29,118 | 0.00% | \$0 | 100.00% | \$29,118 |
| WT-23 | FRANKWOOD AVENUE FROM CURTIS AVENUE SOUTH TO FLORAL AVENUE | 4,650 | 12 | \$58,869 | 0.00% | \$0 | 100.00% | \$58,869 |
| WT-24 | FLORAL AVENUE FROM SUNSET AVENUE ALIGNMENT WEST TO REED AVENUE | 4,900 | 12 | \$62,034 | 0.00% | \$0 | 100.00% | \$62,034 |
| WT-25 | REED AVENUE FROM EXISTING LINE SOUTH TO FLORAL AVENUE | 1,550 | 12 | \$19,623 | 0.00% | \$0 | 100.00% | \$19,623 |
| WT-26 | REED AVENUE NORTHWEST TO KINGSWOOD PARKWAY | 4,300 | 12 | \$54,438 | 0.00% | \$0 | 100.00% | \$54,438 |
| WT-27 | KINGS RIVER ROAD FROM OLSON AVENUE NORTH TO DINUBA AVENUE | 1,900 | 12 | \$24,054 | 0.00% | \$0 | 100.00% | \$24,054 |
| WT-28 | KINGSWOOD PARKWAY FROM EXISTING LINE TO MANNING AVENUE | 2,100 | 12 | \$26,586 | 0.00% | \$0 | 100.00% | \$26,586 |

SCHEDULE 13.2

CITY OF REEDLEY
 DEVELOPER FEES DETAIL
 WATER DISTRIBUTION FACILITIES

| LINE # | DESCRIPTION | LINEAR FEET | PIPE SIZE | ESTIMATED COST | PERCENT NEED | APPORTIONED DOLLAR COST | CONSTRUCTION NEEDS RESULTING FROM EXISTING DEVELOPMENT | CONSTRUCTION NEEDS RESULTING FROM FUTURE DEVELOPMENT |
|--------|---|-------------|-----------|----------------|--------------|-------------------------|--|--|
| WT-29 | MANNING AVENUE FROM EXISTING LINE WEST TO SPHERE OF INFLUENCE | 2,500 | 12 | \$31,650 | 0.00% | \$0 | | \$31,650 |

| | | | | | | | | |
|-------------------------------|---------|-------------|-------|-----|---------|-------------|--|--|
| TOTAL ESTIMATED PROJECT COSTS | 102,650 | \$1,299,550 | 0.00% | \$0 | 100.00% | \$1,299,550 | | |
|-------------------------------|---------|-------------|-------|-----|---------|-------------|--|--|

Chapter 14

Parks and Recreation Facilities

This Chapter summarizes the City's existing inventory of parks and calculates the existing park standard, the ratio of parkland acres per resident. The existing parkland per capita standard is then utilized to calculate the park dedication requirement for future residential development, in accordance with Section 66477 of the Government Code.

This discussion of parks includes only existing or planned active and passive parkland within the City. City-owned open space areas are discussed separately in Chapter 15 of this Report.

EXISTING PARKS AND RECREATION SYSTEM

The City currently owns seven developed parks designated for recreation purposes: C.F. Mueller Park, Pioneer Park, Camacho Park, the Trimble Pool, Reedley Beach, Cricket Hollow Park and Smith Ferry. The City also owns approximately 23.20 acres of undeveloped land. C.F. Mueller Park is the main active recreational area for City residents. The neighborhood parks primarily serve children in the 5-14 age group, as well as family groups in specific areas.

The seven developed parks, which are listed on Schedule 14.2, as well as Table 14-1, are located in the central section of the City and along the Kings River. In recognition of the lack of parks in the northern areas, the City has placed an emphasis on equalizing the distribution of park space within town by developing new parks in the northern areas of Reedley. This will largely be accomplished through the development of several large neighborhood parks in this area. A planned community park is also planned for at the corner of Frankwood and Parlier Avenue. The community park will likely offer a mix of both passive and active uses.

The following table details parks currently owned by the City and their approximate acreage based on information from the General Plan. The table shows that the City presently owns 45.27 acres of neighborhood and regional parkland.

The City presently possesses a standard of 2.60 acres of parkland per 1,000 residents ($45.27 \text{ acres} \div 17,400 \text{ residents} * 1,000$). This is below both the recommended standard of 5.0 park acres per 1,000 persons suggested by the National Recreation and Park Association (NRPA) and the benchmark of 3.0 acres per 1,000 persons contained in Section 66477 of the California Government Code relating to dedication of parks. Again, this calculation does not include City-owned open space areas which are discussed in the following Chapter.

**Table 14-1
Inventory of Existing Parks**

| Park Name | Developed Acres | Undeveloped Acres | Total Acreage |
|-------------------|-----------------|-------------------|---------------|
| C.F. Mueller Park | 7.00 | 0.00 | 7.00 |
| Columbia Park | 0.00 | 9.20 | 9.20 |
| Pioneer Park | 1.30 | 0.00 | 1.30 |
| Frankwood/Parlier | 0.00 | 11.00 | 11.00 |
| Camacho Park | 5.00 | 0.00 | 5.00 |
| Trimble Pool | 0.77 | 0.00 | 0.77 |
| Reedley Beach | 3.00 | 0.00 | 3.00 |
| Cricket Hollow * | 4.00 | 0.00 | 4.00 |
| Smith Ferry * | 1.00 | 3.00 | 4.00 |
| TOTAL | 22.07 | 23.20 | 45.27 |

* The acreages for these parks refers to the total amount of existing parkland owned by the City and does not include open space areas.

CALCULATION OF PARK DEDICATION STANDARD

The additional residents from future residential development will impact the City's current park system by requiring adequate space for various athletic activities, facilities for group meetings, parties and activities and general improvements for passive recreation enjoyment. Given the magnitude of residential growth projected in this Report, the challenge facing the City will be to provide new facilities and parkland to serve the recreational needs of these new residents. Without the acquisition and development of new parkland during the next twenty to thirty years, the City's parks will become overcrowded and overused, with the ultimate result becoming a negative experience for park users.

In addition to constructing and developing parks through limited grant monies and possibly using retention basins in the future to double as parks, one means of insuring adequate parkland is to

require new developments to either dedicate and develop parks within the subdivision or to impose fees in lieu of dedication.

Specific Enabling Legislation

Unlike the other facilities discussed in this report, the California Government Code contains specific enabling legislation for the acquisition and development of community and neighborhood parks by a City. This legislation, codified as Section 66477 of the Government Code and known commonly as the "Quimby Act", establishes criteria for charging new development for park facilities based on specific park standards. This Report will recommend the adoption of Quimby-style park fees over an AB 1600-style development impact fee based on recent legal opinions which have established the supersedence of the Quimby Act.

Allowable Park Standard

Under Section 66477 of the Government Code, the City may calculate a fee and impose it on new residential development based on a standard of 3.0 acres per 1,000 population even if the City presently possesses a ratio of less than 3.0 acres per 1,000 for the existing population. The Government Code also enables a City to impose a fee on private residential development based on a standard greater than 3.0/1,000 residents acres if the City currently exceeds the benchmark ratio of 3 acres per 1,000 persons, to a maximum of 5.0 acres/1,000.

The law states that "if the amount of existing neighborhood and community park area ... exceeds the [3 acres of park area per 1,000 person] limit ... the legislative body may adopt the calculated amount as a higher standard not to exceed 5 acres per 1,000 persons."¹ Park fees may be required by the City provided that the City meet certain conditions including:

- "The amount and location of land to be dedicated or the fees to be paid shall bear a reasonable relationship to the use of the park by the future inhabitants of the subdivision."
- "The legislative body has adopted a general plan containing a recreational element, and the park and recreational facilities are in accordance with definite principles and standards contained therein."
- "The city ... shall develop a schedule specifying how, when, and where it will use the land or fees, or both, to develop park or recreational facilities ... Any fees collected under the ordinance shall be committed within five years after the payment of such fees..."

City staff has indicated that Council has previously approved a recreation element to the City's General Plan as required above.

Determination of Park Standard

As determined earlier in this Chapter, the City currently has 2.60 acres of developed park per 1,000 residents. However, due to the provision in Section 66447 of the Government Code that allows the adoption of a standard of 3.0 acres of developed park per 1,000 residents, the 3.0 figure has been used for calculating the "Quimby" park impact fee (per Schedule 14.1).

CALCULATION OF IMPACT COSTS

Once a per capita standard for parks has been determined, the cost of residential development's impact on the City's park system was computed, as follows.

Park Acquisition Costs

City staff has estimated the average cost to acquire an acre of vacant Single Family-zoned land in Reedley at \$20,000 per acre. Since park sites are ideally located in areas zoned for residential use, the use of this figure represents a reasonable estimate of the acquisition cost of an acre of parkland.

Market Value of Land

The above land acquisition costs were based on average land prices as estimated by the staff of the Community Development Department. However, adoption of a "Quimby" Act park impact fee provides for a fair-market appraisal of the residential property being developed with an adjustment to the park fee should the appraisal vary significantly from the estimated \$20,000 per acre acquisition price.

According to City staff, the responsibility for the determination of the market value of the land belongs to the developer, who must contract for the services of an independent appraiser, subject to the City's approval.

Park Development Costs

Average park development costs were determined based upon the information contained in Schedule 14.2. This schedule lists proposed new parks identified by the Community Services Department planned for the City of Reedley. The planned park system for Reedley includes new parks located in the following areas:

- **Frankwood/Parlier** - An 11-acre community park proposed to be located south of Parlier Avenue and east of Frankwood Avenue.

- **West of Frankwood** - A 10-acre neighborhood park planned for the area west of Frankwood Avenue in the south of Reedley.
- **Frankwood/South Area Park** - An additional 10-acre park is planned for this area.
- **Gateway Park** - A five acre park located in the area between the Santa Fe Railroad, Manning Avenue and the Kings River.
- **Smith Ferry** - A 5-acre addition is planned adjacent to the existing Smith Ferry area.

These parks and proposed locations represent only a partial listing of needed recreational areas through build-out of the City. Additional park locations and their phasing will largely be determined by specific development projects submitted to the City and the pattern and pace of development during the next 20 years. However, the above listing is considered indicative of the nature and size of parks that will be developed in Reedley during the next several decades and thus can be used as the basis for computing development costs.

The cost to develop an acre of neighborhood parkland is estimated at \$90,500 per acre, which is consistent with MSI's other clients' costs. Park development includes costs such as grading and turfing, shrubbery, fencing, parking facilities, play equipment and pathways that are considered standard for a neighborhood or community park. The average development cost also includes such off-site improvements as curb and gutter, fencing and other costs.

In addition to the development of the above types of facilities, a swimming pool is planned for the Frankwood/Parlier community park. The cost of the community park thus includes the "typical" development of the park (play areas, picnic tables, etc.) plus the cost of the swimming pool (estimated at \$1.4 million).

Schedule 14.2 determines the net average development cost per acre of parkland by adding the cost to develop the numerous planned neighborhood parks and the planned Frankwood/Parlier community park. This net average cost is calculated to be \$108,635, as shown at the bottom of Column 13 on Schedule 14.1. This average development cost was used in calculating the City's park impact fee, as explained below.

Average Park Cost per Capita

The average acquisition cost of \$20,000 per acre combined with the average development cost of \$108,635, total an average cost of \$128,635 per acre. Based upon the above costs, three acres (the standard) would cost the City about \$385,904 (3.0 acres times \$128,635 per acre) or \$385.90 for each of the 1,000 persons the acre of park would serve (\$385,904/1,000 persons).

Average Cost per Dwelling Unit

The number of persons, on average, that reside in residential units varies by type of dwelling. Typically single family residential units have a greater dwelling density than do individual multiple family units. This pattern bears out in Reedley also. As a result, the park fee at \$1,343 for a single family residence (SFR) is higher than the \$1,177 for a multiple family unit (MFR).

Single Family Unit (3.48 persons X \$385.90/person) = \$1,343 (rounded)

Multiple Family Unit (3.05 persons X \$385.90/person) = \$1,177 (rounded)

While the multiple family unit fee is less than the single family unit on a per unit basis, it is important to remember that on a per acre basis the multiple family development will be required to pay a greater amount. As an example, four single family residences on one acre would pay a combined \$5,372 while a twelve unit multiple family development on one acre would be required to pay \$14,124 in park development fees.

Schedule 14.1 contains a complete schedule of impact costs for these two types of residential development.

ENDNOTES

1. California Government Code, Title 7, Division 2, Section 66477 (b). See Appendix B for the complete text of this legislation.

SCHEDULE 14.1

**CITY OF REEDLEY
PARKS AND RECREATION FACILITIES
CALCULATION OF SAMPLE QUMBY ACT FEES**

| | <i>Park Acquisition</i> | <i>Park & Facility Development</i> | <i>Total Cost</i> |
|-----------------------------------|-------------------------|--|-------------------|
| Total Proposed Costs | \$1,080,000 | \$8,386,600 | \$9,466,600 |
| Acres to be Acquired | 54.00 | | |
| Acres to be Developed | | 77.20 | |
| Average Cost per Acre of Parkland | \$20,000 | \$108,635 | \$128,635 |

| | |
|--|-----------|
| Qumby Park Standard (Acres of Parkland per 1,000 Population) | 3.0 |
| Total Park Cost for 3.0 Acres of Parks | \$385,904 |
| Population Served by 3.0 Park Acres | 1,000 |
| Parkland Cost per Capita (Resident) | \$385.90 |

| | <i>RESIDENTS PER UNIT</i> | <i>PARK COST PER PERSON</i> | <i>PARK COST PER UNIT</i> |
|--------------------------|---------------------------|-----------------------------|---------------------------|
| <i>COST PER DWELLING</i> | | | |
| SINGLE-FAMILY | 3.48 | \$385.90 | \$1,343 |
| MULTI-FAMILY | 3.05 | \$385.90 | \$1,177 |

NOTE: Residents per Unit are based on figures from the 1990 U.S. Census.

SCHEDULE 14.2

CITY OF REEDLEY
 PARK AND RECREATION FACILITIES
 PARK FACILITIES DATA BASE

| No. (1) | Park (2) | Park Type (3) | OWNERSHIP STATUS | | | PARK STATUS | | | PROJECT COSTS | | | |
|------------|---------------------------|-------------------|------------------|---------------|--------------|-----------------|-------------------|--------------|---------------------|---------------------|------------------|---------------|
| | | | Owned (4) | Needed (5) | Total (6) | Develop. (7) | Undevelop. (8) | Total (9) | Acquisition (10) | Development (11) | Facility (12) | Total (13) |
| PK-1 | C.F. MUELLER | Neighborhood | 7.00 | 0.00 | 7.00 | 7.00 | 0.00 | 7.00 | \$0 | \$0 | \$0 | \$0 |
| PK-2 | COLUMBIA | Neighborhood | 9.20 | 0.00 | 9.20 | 0.00 | 9.20 | 9.20 | \$0 | \$832,600 | \$0 | \$832,600 |
| PK-3 | PIONEER | Neighborhood | 1.30 | 0.00 | 1.30 | 1.30 | 0.00 | 1.30 | \$0 | \$0 | \$0 | \$0 |
| PK-4 | FRANKWOOD/PARLIER | Community | 11.00 | 0.00 | 11.00 | 0.00 | 11.00 | 11.00 | \$0 | \$995,500 | \$1,400,000 | \$2,395,500 |
| PK-5 | CAMACHO PARK | Neighborhood | 5.00 | 0.00 | 5.00 | 5.00 | 0.00 | 5.00 | \$0 | \$0 | \$0 | \$0 |
| PK-6 | TRIMBLE POOL | Mini/Neighborhood | 0.77 | 0.00 | 0.77 | 0.77 | 0.00 | 0.77 | \$0 | \$0 | \$0 | \$0 |
| PK-7 | GATEWAY PARK | Neighborhood | 0.00 | 5.00 | 5.00 | 0.00 | 5.00 | 5.00 | \$100,000 | \$452,500 | \$0 | \$552,500 |
| PK-8 | BUTTONWILLOW BASIN | Neighborhood | 0.00 | 5.00 | 5.00 | 0.00 | 5.00 | 5.00 | \$100,000 | \$452,500 | \$0 | \$552,500 |
| PK-9 | W. OF FRANKWOOD | Neighborhood | 0.00 | 10.00 | 10.00 | 0.00 | 10.00 | 10.00 | \$200,000 | \$905,000 | \$0 | \$1,105,000 |
| PK-10 | E. OF BUTTONWILLOW | Neighborhood | 0.00 | 10.00 | 10.00 | 0.00 | 10.00 | 10.00 | \$200,000 | \$905,000 | \$0 | \$1,105,000 |
| PK-11 | FRANKWOOD/SOUTH AREA PARK | Neighborhood | 0.00 | 10.00 | 10.00 | 0.00 | 10.00 | 10.00 | \$200,000 | \$905,000 | \$0 | \$1,105,000 |
| | SUBTOTAL | Local Parks | 34.27 | 40.00 | 74.27 | 14.07 | 60.20 | 74.27 | \$800,000 | \$5,448,100 | \$1,400,000 | \$7,648,100 |

| | | | | | | | | | | | | |
|-------|----------------|----------------|-------|-------|-------|------|-------|-------|-----------|-------------|-----|-------------|
| PK-12 | REEDLEY BEACH | Regional | 3.00 | 0.00 | 3.00 | 3.00 | 0.00 | 3.00 | \$0 | \$0 | \$0 | \$0 |
| PK-13 | CRICKET HOLLOW | Regional | 4.00 | 9.00 | 13.00 | 4.00 | 9.00 | 13.00 | \$180,000 | \$814,500 | \$0 | \$994,500 |
| PK-14 | SMITH FERRY | Regional | 4.00 | 5.00 | 9.00 | 1.00 | 8.00 | 9.00 | \$100,000 | \$724,000 | \$0 | \$824,000 |
| | SUBTOTAL | Regional Parks | 11.00 | 14.00 | 25.00 | 8.00 | 17.00 | 25.00 | \$280,000 | \$1,538,500 | \$0 | \$1,818,500 |

| PARK ACQUISITION AND CONSTRUCTION COSTS | | | | Park Development Costs | | Average Cost Per Acre | | | |
|---|--|-------|--------|------------------------|------------|-----------------------|-------------|-------------|-----------|
| Park Acres to be Acquired | | Owned | Needed | Develop. | Undevelop. | Acquisition | Facility | Development | Per Acre |
| | | | 54.00 | | | \$1,080,000 | | | \$20,000 |
| Park Acres to be Developed | | | | 77.20 | | | \$1,400,000 | \$6,986,600 | \$108,635 |
| Total | | | 54.00 | 77.20 | | \$1,080,000 | \$1,400,000 | \$6,986,600 | \$128,635 |

Chapter 15

Open Space Facilities

In addition to providing park and recreation facilities for the many residents of Reedley, the acquisition of open space areas throughout the City is an important priority of the City per the General Plan. Open space areas not only serve to balance the active park facilities found in the City's regional, community, and other parks, but also serve to enhance the quality of life for all people living, working or traveling to Reedley.

Open space, as defined in the City's General Plan, refers to "any water or land which has value for single or multiple open space functions".¹ These functions include: the preservation of natural amenities; the protection of health and safety, including preserving areas located near flood plains or fault zones; and preservation of natural resources, including agricultural areas and major mineral deposits. Open space areas are usually characterized as areas which are intended to remain in their natural state; consequently, active parks which are required instead for recreational pursuits, are not included in this category.

CALCULATION OF OPEN SPACE FACILITY FEE

Reedley finds itself in a position similar to many other growing communities in the western United States. The communities are usually formally incorporated with significant amounts of vacant land within town and potential for future growth. A significant amount of vacant or raw areas, including open fields, and undeveloped lots even though privately owned, are available to residents of the area. As the community grows, the inventory of open areas is reduced to the point where the remaining open space areas are fully recognized by residents as the precious resource that they are.

Unfortunately, this recognition is sometimes made at a point when the preservation of the few remaining acres of available empty lots or open fields becomes either cost prohibitive or simply too little, too late. Fortunately, residents of Reedley already have come to realize the importance of conserving and acquiring these open areas. As a reflection of this concern, the City's General Plan identifies the need for preservation of these areas and also specifically indicates the objective to encourage the management, conservation and protection of open space resources.

Calculation of Open Space Standard

Open space provides value to all property owners in the community merely by its existence. While it is common to measure the amount of open space on a per capita basis, this measure ignores the value of open spaces to industrial and commercial property. Even communities that are largely business and commerce oriented recognize the need for open space areas. As such, the commercial portions of the City should share, along with the various residential uses, the responsibility of acquiring open space.

Currently, the City owns significant open space acreage along the Kings River amounting to some 74 acres. Approximately 37 acres of Reedley Beach Park, 6.92 acres of Cricket Hollow and 5.87 acres at Smith Ferry are reserved for these purposes. Presently, there are 1,935.49 acres of privately developed land in Reedley. When measured against this number, there are 0.0384 acres of municipally-owned open space per privately developed acre. In order to maintain this same ratio of open space to developed land, each single acre privately developed in the future (i.e., a home, apartment complex, shopping center, etc.), would have to assist in the acquisition of 0.0384 acres of area for open space/reserve purposes. A 100-acre development, for example, would be asked to dedicate or pay a fee in lieu of dedication equivalent to 3.84 acres. This calculation is shown on Schedule 15.1, following.

When compared to the apparent value many residents place on the protection of open land, this calculation appears very conservative in its methodology. However, like the other types of infrastructure noted in this Report, the City's currently met standard, in this case 0.0384 acres of open space per developed acre, is the basis for assessing future development's impact on facilities. Over the course of the City's development, such a standard would produce an additional 58.71 acres of open space throughout town.

Calculation of Open Space Fee

For this Report, a land acquisition cost of \$20,000 per acre has been used. This estimated cost falls short of the land costs for commercial or industrial zoned areas of the City, but is instead based on single family residential land costs indicated by City staff.

Based on a cost of \$20,000/acre, the cost per acre assessed to new development is calculated at \$768 per acre. Each land use is assessed an equal fee per acre because of the value of open space to all uses, whether that use is residential, a mobile home park or commercial property.

ENDNOTES

1. City of Reedley Draft General Plan 2012, Open Space and Conservation Elements, Quad & Associates, March 1992, p. 52.

SCHEDULE 15.1

**CITY OF REEDLEY
OPEN SPACE FACILITIES
CALCULATION OF DEDICATION REQUIREMENT**

CURRENT OPEN SPACE OWNED BY CITY OF REEDLEY:

| OPEN SPACE AREAS | ACREAGE |
|-------------------|--------------|
| REEDLEY BEACH | 36.58 |
| CRICKET HOLLOW | 6.92 |
| SMITH FERRY | 5.87 |
| ISLANDS, PARKWAYS | 25.00 |
| TOTAL | 74.37 |

CALCULATION OF OPEN SPACE STANDARD:

| | |
|---|----------|
| DEVELOPED ACREAGE (See Schedule 15.2) | 1,935.49 |
| TOTAL CITY OPEN SPACE (See Above) | 74.37 |
| ACRES OF OPEN SPACE PER DEVELOPED ACRE (Current Open Space Standard) | 0.0384 |
| REMAINING UNDEVELOPED ACRES (See Schedule 15.2) | 1,528.00 |
| ACRES OF OPEN SPACE REQUIRED FOR NEW DEVELOPMENT | 58.68 |

| | |
|--|----------|
| OPEN SPACE LAND ACQUISITION (Acquisition Cost Per Acre) | \$20,000 |
| OPEN SPACE STANDARD PER DEVELOPED ACRE (From Above) | 0.0384 |
| DEVELOPMENT IMPACT COST PER DEVELOPED ACRE | \$768 |

SCHEDULE 15.2

CITY OF REEDLEY
 OPEN SPACE FACILITIES
 DEVELOPED AND UNDEVELOPED ACRES BY LAND USE

| LAND USE TYPE | DEVELOPED ACRES | UNDEVELOPED ACRES | TOTAL ACRES |
|---------------------------|-----------------|-------------------|-----------------|
| RESIDENTIAL | | | |
| SINGLE FAMILY ESTATE | 0.00 | 18.00 | 18.00 |
| SINGLE FAMILY LOW DENSITY | 0.00 | 16.00 | 16.00 |
| SINGLE FAMILY RESIDENTIAL | 1,004.20 | 884.40 | 1,888.60 |
| MULTI-FAMILY | 166.40 | 100.60 | 267.00 |
| COMMERCIAL | | | |
| INDUSTRIAL | 133.53 | 39.50 | 173.03 |
| LIMITED | 40.00 | 5.00 | 45.00 |
| HEAVY | 3.06 | 0.00 | 3.06 |
| INDUSTRIAL | | | 0.00 |
| LIMITED | 535.30 | 58.50 | 593.80 |
| HEAVY | 53.00 | 406.00 | 459.00 |
| TOTAL | 1,935.49 | 1,528.00 | 3,463.49 |
| PERCENTAGE | 55.88% | 44.12% | 100.00% |

SOURCE: CITY OF REEDLEY, PLANNING DEPARTMENT

Chapter 16

Conclusion

GENERAL CONCLUSION

This study of the City's Development Impact costs and the construction of the resulting fees with City staff's assistance provides not only a method of recovering costs generated by new development thus allowing the City to consider continuing development, but also provides a management tool showing the City its other significant capital facilities needs. Whether the City Council chooses to impose fees to recover the herein calculated development impact costs is a matter of policy. However, the data assembled provides the most complete picture possible of the City of Reedley's current and impending capital needs, not only for each of impacts caused by new development, but also from existing infrastructure deficiencies.

Additionally, this document provides the Council and staff with a yardstick with which to measure the various developer mechanisms to finance infrastructure. Payment of the fee is only one option. In most cases, the impact fee is merely calculated and assessed upon the development. However there are circumstances that require some flexibility. As an example, should a developer of a project with a fire impact fee obligation of \$600,000 offer to donate the required land and construct the \$1,000,000 facility, the City may wish to enter into an agreement to reimburse the developer for the remaining \$400,000 to be collected from later fees. Mello-Roos agreements may be utilized to construct the needed facilities listed in this document and thus to impose impact fees would be a duplication of charges to the project. These and other alternatives may be proposed by developers of private land. However, in the past the City did not necessarily have the appropriate information to base such negotiations on.

Administrative Responsibility

The development impact costs reported herein will not be static, they are dynamic. They will change with the improvement of and changes to data, costs, demographics and identification of overall needs. MSI recommends that responsibility for the collection and accounting of DIF revenue be assigned to the Finance Department to best insure that the collected DIF's be used for that which they were collected and in the time frame allowable. In addition this office appears most suited for the responsibility of insuring that the annual, or at most, semi-annual updating, of the costs and thus the calculated DIF rates be accomplished. Admittedly there will be additional staff required for these tasks. These additional hours, both accounting and analytical, would be financed through the application of an overhead rate that will be discussed later.

OTHER CONSIDERATIONS

Accounting and Fund Structure

Should the City choose to adopt separate Development Impact Fees, City accounting staff will have to create either a separate accounting fund for each infrastructure service or, in the alternative, a specific set of revenue and expense accounts for each fee category in a consolidated Development Impact Fee Fund. MSI recommends the former.

Such a procedure is necessary to assure proper match-up between monies collected and capital projects constructed or acquired, to insure that DIF monies are used for the purpose that they have been so identified and collected.

Application of Combined Overhead Rate

Since there are significant administrative and accounting requirements that the City accepts with the adoption of DIF's, it is recommended that the City also apply an overhead rate for the overhead and administration of the Development Impact Fees. This revenue source would be placed in a reserve of the City General Fund and be used for additional accounting efforts, a pro-rata portion of the annual audit, and the annual update, and gradual improvements in the impact cost and fee calculations as suggested in the text. Some such procedural improvements would be more detailed facilities plans for each of the infrastructure services identified, and the preparation of a comprehensive Capital Financing Plan, as earlier mentioned.

Improvement to Study Calculation Data

This Study's resulting costs were undertaken based upon the best information available in the City, recent court cases, and from the body of text readings on the topic. However, these are not static calculations. They must be updated regularly, annually at best, but no more than bi-annually. Costs as well as standards and needs should be updated. In some cases, "capital facility plans" were completed as required by AB 1600 in lieu of the typically more detailed Master Plans. The Master Plans for each discipline are more desirable and should be pursued. That they were not available is no reason not to adopt DIF's. However, adoption of the DIF's does not remove any obligation, legal or moral, to improve the accuracy of the calculations with more detailed or complete data.

As a general rule, DIF's should be updated when:

1. The cost of construction or land acquisition increases, generally annually.

2. Any significant change occurs to the proposed land use of the City. This would include any significant update of the City's General Plan involving large changes to land use or also, changes to the Zoning Ordinance.
3. There is a major annexation of undeveloped land (not previously included in the calculation base).
4. Any development related project is identified that was not identified on any of the previous calculation efforts.
5. Legislation requiring a service level change or local referendum affecting growth is imposed.
6. When the construction of a development required project is financed with bonds or any other debt instrument.

Implementation

What remains to be done? Clearly, a significant informational and instructional effort must be undertaken. After agreement by the City Council to implement the fees, the biggest task is to inform the developers and others concerned and affected of the City's intent and how it will positively affect them and the City's citizens. The staff of Management Services Institute, Inc. also is prepared to assist in this most important task.

END

APPENDIX A

**FULL TEXT
OF
AB 1600**

CHAPTER 5. FEES FOR DEVELOPMENT PROJECTS

Section

66000. Definitions.
66001. Fee as condition of approval; agency requirements.
66002. Capital improvement plan; adoption; updates; hearings.
66003. Reimbursement agreements; inapplicability of §§ 66001 and 66002; operative date of chapter.
66004. Establishment or increase of fees; applicable requirements.
66005. Limitation on imposition of fees or exactions as condition of approval.
66006. Local agency improvement fees; public availability of account or fund information.
66006.5. Right-of-way donations in lieu of fees.
66007. Construction of public improvements or facilities on residential development; payment of fees or charges on residential development; time; definitions; enforcement of fee.
66008, 66009. Repealed.

Chapter 5 was added by Stats.1987, c. 927, § 1, operative Jan. 1, 1989.

Former Chapter 5, District Planning Law, was repealed by Stats.1984, c. 1009, c. 29.

§ 66000. Definitions

As used in this chapter:

(a) "Development project" means any project undertaken for the purpose of development. "Development project" includes a project involving the issuance of a permit for construction or reconstruction, but not a permit to operate.

(b) "Fee" means a monetary exaction, other than a tax or special assessment, which is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, but does not include fees specified in Section 66477, fees for processing applications for governmental regulatory actions or approvals, * * * fees collected under development agreements adopted pursuant to Article 2.5 (commencing with Section 65864) of Chapter 4, or fees collected pursuant to agreements with redevelopment agencies which provide for the redevelopment of property in furtherance or for the benefit of a redevelopment project for which a redevelopment plan has been adopted pursuant to the Community Redevelopment Law (Part 1 (commencing with Section 83000) of Division 24 of the Health and Safety Code.

Additions or changes indicated by underline; deletions by asterisks * * *

(c) "Local agency" means a county, city, whether general law or chartered, city and county, school district, special district, * * * authority, agency, any other municipal public corporation or district, or other political subdivision of the state.

(d) "Public facilities" includes public improvements, public services, and community amenities. (Added by Stats.1987, c. 927, § 1, operative Jan. 1, 1989. Amended by Stats.1988, c. 418, § 7; Stats.1990, c. 1572 (A.B.3228), § 14.)

§ 66001. Fee as condition of approval; agency requirements

(a) In any action establishing, increasing, or imposing a fee as a condition of approval of a development project by a local agency on or after January 1, 1989, the local agency shall do all of the following:

(1) Identify the purpose of the fee.

(2) Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specified in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged.

(3) Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

(4) Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

(b) In any action imposing a fee as a condition of approval of a development project by a local agency on or after January 1, 1989, the local agency shall determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

(c) Upon receipt of a fee subject to this section, the local agency shall deposit, invest, account for, and expend the fees pursuant to Section 66006.

(d) The local agency shall make findings once each fiscal year with respect to any portion of the fee remaining unexpended or uncommitted in its account five or more years after deposit of the fee to identify the purpose to which the fee is to be put and to demonstrate a reasonable relationship between the fee and the purpose for which it was charged. The findings required by this subdivision need only be made for moneys in the possession of the local agency and need not be made with respect to letters of credit, bonds, or other instruments taken to secure payment of the fee at a future date.

(e) Except as provided in subdivision (f), the local agency shall refund to the then current record owner or owners of lots or units of the development project or projects on a prorated basis the unexpended or uncommitted portion of the fee, and any interest accrued thereon, for which need cannot be demonstrated pursuant to * * * subdivision (d). A local agency may refund the unexpended or uncommitted revenues by direct payment, by providing a temporary suspension of fees, or by any other means consistent with the intent of this section. The determination by the governing body of the local agency of the means by which those revenues are to be refunded is a legislative act.

(f) If the administrative costs of refunding unexpended or uncommitted revenues pursuant to * * * subdivision (e) exceed the amount to be refunded, the local agency, after a public hearing, notice of which has been published pursuant to Section 6061 and posted in three prominent places within the area of the development project, may determine that the revenues shall be allocated for some other purpose for which fees are collected subject to this chapter and which serves the project on which the fee was originally imposed.

(Added by Stats.1987, c. 927, § 1, operative Jan. 1, 1989. Amended by Stats.1988, c. 418, § 8.)

Notes of Decisions

In general 1/2
Amount 2

Authority 1

1/2. In general

Resolution of school district board imposing school facilities fee on developers, identifying as its purpose "new school construction and reconstruction" attribut-

able to residential development, satisfied statutory requirements that agency identify purpose of fee and use to which it is to be put, notwithstanding absence of any concrete construction plans for school construction; resolution also satisfied statutory requirement that there be determination that reasonable relationship exists between type of development and fee need and uses. *Garrick Development Co. v. Hayward Unified School Dist.* (App. 1 Dist.1992) 4 Cal.Rptr.2d 897, 3 Cal.App.4th 320, review denied.

to pay for construction of facilities or equipment needed for fire protection. 78 Ops.Atty.Gen. 229 (1990).

2. Amount

Statutory subdivision requiring local agency in any action imposing a fee as condition of approval to determine whether there is reasonable relationship between amount of fee and cost of public facility attributable to development on which fee is imposed did not apply to quasi-legislative action of school district imposing school facilities fees on developers; subdivision applies only to adjudicatory, case-by-case actions. *Garrick Development Co. v. Hayward Unified School Dist.* (App. 1 Dist.1992) 4 Cal.Rptr.2d 897, 3 Cal.App.4th 320, review denied.

1. Authority

A California fire protection district does not have authority under Cal.Government Code section 66001 to impose a fee upon development projects in the district

§ 66002. Capital improvement plan; adoption; updates; hearings

(a) Any local agency which levies a fee subject to Section 66001 may adopt a capital improvement plan, which shall indicate the approximate location, size, time of availability, and estimates of cost for all facilities or improvements to be financed with the fees.

(b) The capital improvement plan shall be adopted by, and shall be annually updated by, a resolution of the governing body of the local agency adopted at a noticed public hearing. Notice of the hearing shall be given pursuant to Section 65090. In addition, mailed notice shall be given to any city or county which may be significantly affected by the capital improvement plan. This notice shall be given no later than the date the local agency notices the public hearing pursuant to Section 65090. The information in the notice shall be not less than the information contained in the notice of public hearing and shall be given by first-class mail or personal delivery.

(c) "Facility" or "improvement," as used in this section, means any of the following:

(1) Public buildings, including schools and related facilities; provided that school facilities shall not be included if Senate Bill 97 of the 1987-88 Regular Session is enacted and becomes effective on or before January 1, 1988.

(2) Facilities for the storage, treatment, and distribution of nonagricultural water.

(3) Facilities for the collection, treatment, reclamation, and disposal of sewage.

(4) Facilities for the collection and disposal of storm waters and for flood control purposes.

(5) Facilities for the generation of electricity and the distribution of gas and electricity.

(6) Transportation and transit facilities, including but not limited to streets and supporting improvements, roads, overpasses, bridges, harbors, ports, airports, and related facilities.

(7) Parks and recreation facilities.

(8) Any other capital project identified in the capital facilities plan adopted pursuant to Section 66002.

(Added by Stats.1987, c. 927, § 1, operative Jan. 1, 1989.)

Law Review Commentaries

Transportation congestion and growth management: Comprehensive approaches to resolving America's major quality of life crisis. Robert H. Freilich and S. Mark White, 24 Loy.L.A. L.Rev. 915 (1991).

§ 66003. Reimbursement agreements; inapplicability of §§ 66001 and 66002; operative date of chapter

Sections 66001 and 66002 do not apply to a fee imposed pursuant to a reimbursement agreement by and between a * * * local agency and a property owner or developer for that portion of the cost of a public facility paid by the property owner or developer which exceeds the need for the public facility attributable to and reasonably related to the development. This chapter shall become operative on January 1, 1989.

(Added by Stats.1987, c. 927, § 1, operative Jan. 1, 1989. Amended by Stats.1988, c. 418, § 9; Stats.1989, c. 170, § 2.)

§ 66004. Establishment or increase of fees; applicable requirements

The establishment or increase of any fee pursuant to this chapter shall be subject to the requirements of * * * Section * * * 66018.

(Added by Stats.1988, c. 418, § 10. Amended by Stats.1990, c. 1572 (A.B.3228), § 15.)

Additions or changes indicated by underline; deletions by asterisks * * *

§ 66005. Limitation on imposition of fees or exactions as condition of approval

(a) When a local agency imposes any fee or exaction as a condition of approval of a proposed development, as defined by Section 65927, or development project, * * * those fees or exactions shall not exceed the estimated reasonable cost of providing the service or facility for which the fee or exaction is imposed.

* * *

(b) This section does not apply to fees or monetary exactions expressly authorized to be imposed under Sections 66475.1 and 66477.

(c) It is the intent of the Legislature in adding this section to codify existing constitutional and decisional law with respect to the imposition of development fees and monetary exactions on developments by local agencies. This section is declaratory of existing law and shall not be construed or interpreted as creating new law or as modifying or changing existing law.

(Formerly § 65959, added by Stats.1986, c. 1203, § 3. Renumbered § 66005 and amended by Stats.1988, c. 418, § 6.)

§ 66006. Local agency improvement fees; public availability of account or fund information

(a) If a local agency requires the payment of a fee specified in subdivision (c) in connection with the approval of a development project, the local agency receiving the fee shall deposit it with the other fees for the improvement in a separate capital facilities account or fund in a manner to avoid any commingling of the fees with other revenues and funds of the local agency, except for temporary investments, and expend those fees solely for the purpose for which the fee was collected. Any interest income earned by moneys in the capital facilities account or fund shall also be deposited in that account or fund and shall be expended only for the purpose for which the fee was originally collected.

(b) (1) For each separate account or fund established pursuant to subdivision (a), the local agency shall, within 60 days of the close of each fiscal year, make available to the public the beginning and ending balance for the fiscal year and the fee, interest, and other income and the amount of expenditure by public facility and the amount of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001 during the fiscal year.

(2) The local agency shall review the information made available to the public pursuant to paragraph (1) at the next regularly scheduled public meeting not less than 15 days after * * * this information is made available to the public, as required by this subdivision. Notice of the time and place of the meeting, including the address where this information may be reviewed, shall be mailed, at least 15 days prior to the meeting, to any interested party who files a written request with the local agency for mailed notice of the meeting. Any written request for mailed notices shall be valid for one year from the date on which it is filed unless a renewal request is filed. Renewal requests for mailed notices shall be filed on or before April 1 of each year. The legislative body may establish a reasonable annual charge for sending notices based on the estimated cost of providing the service.

(c) For purposes of this section, "fee" means any fee imposed to provide for an improvement to be constructed to serve a development project, or which is a fee within the meaning of subdivision (b) of Section 66000, and that is imposed by the local agency as a condition of approving the development project.

(d) Any person may request an audit of any local agency fee or charge that is subject to Section 66023, including fees or charges of school districts, in accordance with that section.

(e) The Legislature finds and declares that untimely or improper allocation of development fees hinders economic growth and is, therefore, a matter of statewide interest and concern. It is, therefore, the intent of the Legislature that subdivision (a) shall supersede all conflicting local laws and shall apply in charter cities.

(Formerly § 53077, added by Stats.1983, c. 921, § 1. Amended by Stats.1987, c. 1002, § 1. Renumbered § 66006 and amended by Stats.1988, c. 418, § 2; Stats.1988, c. 926, § 1; Stats.1989, c. 170, § 3; Stats.1992, c. 169 (A.B.2953), § 1.)

Historical and Statutory Notes

1988 Legislation
Section 4 of Stats.1988, c. 926, provides:
"It is the intent of the Legislature that the amendment and renumbering of Section 53077 of the Govern-

ment Code proposed by Section 1 of this bill shall prevail over the amendment and renumbering of Section 53077 by Section 2 of Assembly Bill No. 3980 of the 1987-88 Regular Session of the Legislature."

Additions or changes indicated by underline; deletions by asterisks * * *

§ 66006.5. Right-of-way donations in lieu of fees

(a) A city or county which imposes an assessment, fee, or charge, other than a tax, for transportation purposes may, by ordinance, prescribe conditions and procedures allowing real property which is needed by the city or county for local transportation purposes, or by the state for transportation projects which will not receive any federal funds, to be donated by the obligor in satisfaction or partial satisfaction of the assessment, fee, or charge.

(b) To facilitate the implementation of subdivision (a), the Department of Transportation shall do all of the following:

(1) Give priority to the refinement, modification, and enhancement of procedures and policies dealing with right-of-way donations in order to encourage and facilitate those donations.

(2) Reduce or simplify paperwork requirements involving right-of-way procurement.

(3) Increase communication and education efforts as a means to solicit and encourage voluntary right-of-way donations.

(4) Enhance communication and coordination with local public entities through agreements of understanding that address state acceptance of right-of-way donations.

(Added by Stats.1989, c. 857, § 2.)

Historical and Statutory Notes

1989 Legislation

Section 1 of Stats.1989, c. 857, provides:

"(a) The Legislature makes the following findings and declarations:

"(1) Numerous areas throughout the state are experiencing rapid expansion of residential, commercial, industrial, and business activities, which is producing increased traffic levels.

"(2) Many property owners have expressed a willingness to donate real property or property rights for transportation improvements to accommodate these increases in traffic.

"(3) The cost of right-of-way acquisition is often a significant and, in some cases, even a prohibitive cost element in many transportation improvement projects.

"(4) The voluntary donation of right-of-way can result in direct benefits to property owners, developers and the community at large, and can greatly assist in reducing the costs associated with transportation improvement projects.

"(5) It is in the best interest and welfare of the citizens of California for the state and counties and cities to actively foster donations of right-of-way for transportation purposes.

"(b) It is the intention of the Legislature, through the enactment of this act, to encourage and facilitate donations of right-of-way by willing donors in all areas where transportation improvements are to be made."

§ 66007. Construction of public improvements or facilities on residential development; payment of fees or charges on residential development; time; definitions; enforcement of fees

(a) Except as otherwise provided in subdivision (b), any local agency which imposes any fees or charges on a residential development for the construction of public improvements or facilities shall not require the payment of those fees or charges, notwithstanding any other provision of law, until the date of the final inspection, or the date the certificate of occupancy is issued, whichever occurs first. However, utility service fees may be collected at the time an application for utility service is received. If the residential development contains more than one dwelling, the local agency may determine whether the fees or charges shall be paid on a pro rata basis for each dwelling when it receives its final inspection or certificate of occupancy, whichever occurs first; on a pro rata basis when a certain percentage of the dwellings have received their final inspection or certificate of occupancy, whichever occurs first; or on a lump-sum basis when the first dwelling in the development receives its final inspection or certificate of occupancy, whichever occurs first.

(b) Notwithstanding subdivision (a), the local agency may require the payment of those fees or charges at an earlier time if (1) the local agency determines that the fees or charges will be collected for public improvements or facilities for which an account has been established and funds appropriated and for which the local agency has adopted a proposed construction schedule or plan prior to final inspection or issuance of the certificate of occupancy or (2) the fees or charges are to reimburse the local agency for expenditures previously made. "Appropriated," as used in this subdivision, means authorization by the governing body of the local agency for which the fee is collected to make expenditures and incur obligations for specific purposes.

(c) (1) If any fee or charge specified in subdivision (a) is not fully paid prior to issuance of a building permit for construction of any portion of the residential development encumbered thereby, the local agency issuing the building permit may require the property owner, or lessee if the lessee's interest appears of record, as a condition of issuance of the building permit, to execute a contract to pay the fee or charge, or applicable portion thereof, within the time specified in subdivision (a). If

Additions or changes indicated by underline; deletions by asterisks * * *

the fee or charge is prorated pursuant to subdivision (a), the obligation under the contract shall be similarly prorated.

(2) The obligation to pay the fee or charge shall inure to the benefit of, and be enforceable by, the local agency that imposed the fee or charge, regardless of whether it is a party to the contract. The contract shall contain a legal description of the property affected, shall be recorded in the office of the county recorder of the county and, from the date of recordation, shall constitute a lien for the payment of the fee or charge, which shall be enforceable against successors in interest to the property owner or lessee at the time of issuance of the building permit. The contract shall be recorded in the grantor-grantee index in the name of the public agency issuing the building permit as grantee and in the name of the property owner or lessee as grantor. The local agency shall record a release of the obligation, containing a legal description of the property, in the event the obligation is paid in full, or a partial release in the event the fee or charge is prorated pursuant to subdivision (a).

(3) The contract may require the property owner or lessee to provide appropriate notification of the opening of any escrow for the sale of the property for which the building permit was issued and to provide in the escrow instructions that the fee or charge be paid to the local agency imposing the same from the sale proceeds in escrow prior to disbursing proceeds to the seller.

(d) This section applies only to fees collected by a local agency to fund the construction of public improvements or facilities. It does not apply to fees collected to cover the cost of code enforcement or inspection services, or to other fees collected to pay for the cost of enforcement of local ordinances or state law.

(e) "Final inspection" or "certificate of occupancy," as used in this section, have the same meaning as described in Sections 305 and 307 of the Uniform Building Code, International Conference of Building Officials, 1985 Edition.

(f) Methods of complying with the requirement in subdivision (b) that a proposed construction schedule or plan be adopted, include, but are not limited to, (1) the adoption of the capital improvement plan described in Section 66002, or (2) the submittal of a five-year plan for construction and rehabilitation of school facilities pursuant to subdivision (c) of Section 17717.5 of the Education Code.

• • •

(Formerly § 53077.5, added by Stats.1986, c. 685, § 1. Amended by Stats.1987, c. 1184, § 6. Renumbered § 66007 and amended by Stats.1988, c. 418, § 3; Stats.1988, c. 912, § 2; Stats.1989, c. 1209, § 28, eff. Oct. 1, 1989; Stats.1989, c. 1217, § 3; Stats.1992, c. 231 (A.B.1262), § 2.)

Historical and Statutory Notes

1988 Legislation

Amendment of this section by § 3.5 of Stats.1988, c. 418, failed to become operative under the provisions of § 11 of that Act.

Under the provisions of § 4 of Stats.1988, c. 912, the 1988 amendments of this section by c. 418 and c. 912

were given effect and incorporated in the form set forth in § 2 of c. 912. An amendment of this section by § 1 of Stats.1988, c. 912, failed to become operative under the provisions of § 4 of that Act.

Notes of Decisions

School impact fees 2
Utility service fees 1

2. School impact fees

Section 53080 providing for school district governing board to levy fee against development project and precluding issuance of building permit for development absent compliance with any levied fee took precedence over former § 53077.5 (see, now, § 66007) which provided that local agency which imposes fees on development for construction of public facilities shall not require payment of fees until final inspection or issuance of certificate of occupancy, and school impact fees were accordingly properly collected before building permit was issued at higher rate than would have been applicable to senior citizen housing project at date of final inspection or issuance of certificate of occupancy. *RRLH, Inc. v. Saddleback Valley Unified School Dist.* (App. 4 Dist.1990) 272 Cal.Rptr. 529, 222 Cal.App.3d 1602.

1. Utility service fees

Where a local agency imposes fees upon a residential development for the construction of public improvements or facilities subject to the constraints of this section, the "utility service fees" which may be collected at the time an application for utility service is received are the one-time fees imposed to connect a residential development to the utility's facilities or pay for the construction of additional improvements or facilities to repair, improve or increase the capacity of the utility system. 70 Ops.Atty.Gen. 195, 8-13-87.

Historical and Statutory Notes

Section 66008, formerly § 65913.5, added by Stats. 1984, c. 653, § 1, amended by Stats.1985, c. 186, § 2; Stats.1985, c. 671, § 1; Stats.1986, c. 1102, § 39.5, renumbered § 66008 and amended by Stats.1988, c. 418, § 4, related to protesting the imposition of fees, dedications, reservations, or other exactions imposed on residential housing developments. See, now, § 66020.

Section 66009, formerly § 65958, added by Stats.1985, c. 671, § 2, amended by Stats.1986, c. 1203, § 2, renumbered § 66009 and amended by Stats.1988, c. 418, § 5; Stats.1988, c. 968, § 2, related to protests of fees, taxes, assessments, dedications, reservations and other exactions required for governmental approval of developments or development projects. See, now, § 66021.

Annotations Under Repealed Sections

SECTION 66008

Notes of Decisions

Construction with other laws 2
Payment of fee 3
Time for filing 1
Written protest 4

1. Time for filing

Agreement between city and school district, under which fees were imposed on residential builders, was based on finding that conditions of school overcrowding "will" exist and, thus, city and school district did not falsely represent to builders that conditions of overcrowding existed when fees were imposed so as to provide basis for builders' claim that school district should have been estopped from asserting limitations defense to builders' action to recover fees. *Trend Homes, Inc. v. Central Unified School Dist.* (App. 5 Dist.1990) 269 Cal.Rptr. 349, 220 Cal.App.3d 102.

Action challenging school district resolution imposing school facilities fee on new commercial and industrial construction was governed by the four-year catch-all period of limitations; action was not governed by Gov. Code § 66008 establishing 180-day period of limitation commencing from date fee is paid under protest or by Gov. Code § 54995 providing that certain action challenging ordinance or resolution must be brought within 120 days of effective date of the measure. *Balch Enterprises, Inc. v. New Haven Unified School Dist.* (App. 1 Dist.1990) 268 Cal.Rptr. 543, 219 Cal.App.3d 783, modified, review denied.

2. Construction with other laws

Any action in which a party challenges a residential development fee imposed as a "special tax" must comply with the requirements of § 66008 as well as the specific requirements of § 66017. *North State Development Co. v. Pittsburg Unified School Dist.* (App. 1 Dist.1990) 270 Cal.Rptr. 166, 220 Cal.App.3d 1418.

3. Payment of fee

This section requires a party to pay the fee imposed and file a written protest stating that the fee has been paid or otherwise satisfied and the facts and the legal theory forming the basis for the protest. *North State Development Co. v. Pittsburg Unified School Dist.* (App. 1 Dist.1990) 270 Cal.Rptr. 166, 220 Cal.App.3d 1418.

4. Written protest

Landowners failed to comply with procedural requirements for their challenge of school facilities fee on new residential development imposed by school district, despite landowners' contention that they had substantial communications and voiced their objections to the fee to the district's counsel, where the landowners filed three petitions challenging fee, but never filed required written protest at time first petition was filed, one landowner was not a party to the lawsuit and the other landowner had not yet paid any fee, and filing of second petition exceeded limitations period. *North State Development Co. v. Pittsburg Unified School Dist.* (App. 1 Dist.1990) 270 Cal.Rptr. 166, 220 Cal.App.3d 1418.

APPENDIX B

FULL TEXT
OF
QUIMBY ACT

§ 66477. Park and recreational purposes

The legislative body of a city or county may, by ordinance, require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative map or parcel map, provided that:

(a) The ordinance has been in effect for a period of 30 days prior to the filing of the tentative map of the subdivision or parcel map.

(b) The ordinance includes definite standards for determining the proportion of a subdivision to be dedicated and the amount of any fee to be paid in lieu thereof. The amount of land dedicated or fees paid shall be based upon the residential density, which shall be determined on the basis of the approved or conditionally approved tentative map or parcel map and the average number of persons per household. There shall be a rebuttable presumption that the average number of persons per household by units in a structure is the same as that disclosed by the most recent available federal census or a census taken pursuant to Chapter 17 (commencing with Section 40200) of Part 2 of Division 3 of Title 4. However, the dedication of land, or the payment of fees, or both, shall not exceed the proportionate amount necessary to provide three acres of park area per 1,000 persons residing within a subdivision subject to this section, unless the amount of existing neighborhood and community park area, as calculated pursuant to this subdivision, exceeds that limit, in which case the legislative body may adopt the calculated amount as a higher standard not to exceed five acres per 1,000 persons residing within a subdivision subject to this section.

(1) The park area per 1,000 members of the population of the city, county, or local public agency shall be derived from the ratio that the amount of neighborhood and community park acreage bears to the total population of the city, county, or local public agency as shown in the most recent available federal census. The amount of neighborhood and community park acreage shall be the actual acreage of existing neighborhood and community parks of the city, county, or local public agency as shown on its records, plans, recreational element, maps, or reports as of the date of the most recent available federal census.

(2) For cities incorporated after the date of the most recent available federal census, the park area per 1,000 members of the population of the city shall be derived from the ratio that the amount of neighborhood and community park acreage shown on the records, maps, or reports of the county in which the newly incorporated city is located bears to the total population of the new city as determined pursuant to Section 11005 of the Revenue and Taxation Code. In making any subsequent calculations pursuant to this section, the county in which the newly incorporated city is located shall not include the figures pertaining to the new city which were calculated pursuant to this paragraph. Fees shall be payable at the time of the recording of the final map or parcel map or at a later time as may be prescribed by local ordinance.

(c) The land, fees, or combination thereof are to be used only for the purpose of developing new or rehabilitating existing neighborhood or community park or recreational facilities to serve the subdivision.

(d) The legislative body has adopted a general plan or specific plan containing policies and standards for parks and recreation facilities, and the park and recreational facilities are in accordance with definite principles and standards.

(e) The amount and location of land to be dedicated or the fees to be paid shall bear a reasonable relationship to the use of the park and recreational facilities by the future inhabitants of the subdivision.

(f) The city, county, or other local public agency to which the land or fees are conveyed or paid shall develop a schedule specifying how, when, and where it will use the land or fees, or both, to develop park or recreational facilities to serve the residents of the subdivision. Any fees collected under the ordinance shall be committed within five years after the payment of such fees or the issuance of building permits on one-half of the lots created by the subdivision, whichever occurs later. If the fees are not committed, they, without any deductions, shall be distributed and paid to the then record owners of the subdivision in the same proportion that the size of their lot bears to the total area of all lots within the subdivision.

(g) Only the payment of fees may be required in subdivisions containing 50 parcels or less, except that when a condominium project, stock cooperative, or community apartment project exceeds 50 dwelling units, dedication of land may be required notwithstanding that the number of parcels may be less than 50.

(h) Subdivisions containing less than five parcels and not used for residential purposes shall be exempted from the requirements of this section. However a condition may be placed on the approval

Additions or changes indicated by underline; deletions by asterisks * * *

of such parcel map that if a building permit is requested for construction of a residential structure or structures on one or more of the parcels within four years the fee may be required to be paid by the owner of each such parcel as a condition to the issuance of such permit.

(i) If the subdivider provides park and recreational improvements to the dedicated land, the value of the improvements together with any equipment located thereon shall be a credit against the payment of fees or dedication of land required by the ordinance.

Land or fees required under this section shall be conveyed or paid directly to the local public agency which provides park and recreational services on a communitywide level and to the area within which the proposed development will be located, if such agency elects to accept the land or fee. The local agency accepting such land or funds shall develop the land or use the funds in the manner provided in this section.

If park and recreational services and facilities are provided by a public agency other than a city or a county, the amount and location of land to be dedicated or fees to be paid shall, subject o subdivision (b), be jointly determined by the city or county having jurisdiction and such public agency.

This section does not apply to commercial or industrial subdivisions or to condominium projects or stock cooperatives which consist of the subdivision of airspace in an existing apartment building which is more than five years old when no new dwelling units are added.

Planned developments, real estate developments, stock cooperatives, and community apartment projects, as defined in Sections 11003, 11003.1, 11003.2, 11003.4, and 11004, respectively, of the Business and Professions Code, and condominiums, as defined in Section 783 of the Civil Code, shall be eligible to receive a credit, as determined by the legislative body, against the amount of land required to be dedicated, or the amount of the fee imposed, pursuant to this section, for the value of private open space within the development which is usable for active recreational uses.

Park and recreation purposes shall include land and facilities for the activity of "recreational community gardening," which activity consists of the cultivation by persons other than, or in addition to, the owner of such land, of plant material not for sale.

(Amended by Stats.1984, c. 1001, § 1; Stats.1984, c. 1009, § 33.5; Stats.1985, c. 286, § 1; Stats.1986, c. 291, § 1.)

Historical and Statutory Notes

1984 Legislation

Amendment of this section by § 2 of Stats.1984, c. 1001, failed to become operative under the provisions of § 3 of that Act.

Amendment of this section by § 33 of Stats.1984, c. 1009, failed to become operative under the provisions of § 46 of that Act.

Effect of amendment of section by two or more acts at the same session of the legislature, see Government Code § 9605.

Cross References

Development permits, fee or exaction as condition of approval, see § 65959.

Notes of Decisions

Credits 11
Development fees 8.5

8.5. Development fees

Park development fee charged to condominium developer was authorized by this section and municipal ordinance

authorizing collection of park fees, and provisions governing return of unused fees governed developer's entitlement to refund of fees. B & P Development Corp. v. City of Saratoga (App. 6 Dist.1986) 230 Cal.Rptr. 192, 185 C.A.3d 949.

9. In lieu fees

This section does not authorize a city to impose a park and recreation in-lieu fee as a condition to the approval of a parcel map for the division of one parcel into two parcels, where the parcel is being divided only for the purpose of sale, not for residential development, and is to be subsequently subdivided by the purchaser into smaller parcels for residential development. Op.Leg. Counsel, 83 A.J. 8844.

11. Credits

A city or county, as a condition of regulating and approving the creation of a subdivision, may not lawfully require the dedication of land improved for park and recreational purposes without credit being given to the subdivider for the value of the recreational improvements. 73 Ops.Atty.Gen. 152 (1990).

§ 66477.1. Acceptance or rejection of offers of dedication; acceptance into county road system

(a) At the time the legislative body approves a final map, it shall also accept, accept subject to improvement, or reject any offer of dedication. The clerk of the legislative body shall certify or state on the map the action by the legislative body.

(b) The legislative body of a county, or a county officer designated by the legislative body, may accept into the county road system, pursuant to Section 941 of the Streets and Highways Code, any road for which an offer of dedication has been accepted or accepted subject to improvements. (Amended by Stats.1985, c. 114, § 10, eff. June 28, 1985; Stats.1987, c. 982, § 19; Stats.1988, c. 132, § 1.)

Notes of Decisions

In general 1
 Conditional acceptance 2

2. Conditional acceptance

Public entity's interest in streets and easements offered by dedication is limited by conditional nature of its acceptance thereof, which depends for finality upon subsequent acceptance after satisfactory completion of street improvements; qualified acceptance results in outstanding offer of dedication which entity may accept upon its conditions of acceptance being met, and until offer is unconditionally accepted, no public interest is created. Mikels v. Rager (App. 4 Dist.1991) 284 Cal.Rptr. 87, 232 Cal.App.3d 334, rehearing denied and modified, review denied.

1. In general

General contract law principles applied to statutory offers of dedication and acceptances thereof. Mikels v. Rager (App. 4 Dist.1991) 284 Cal.Rptr. 87, 232 Cal.App.3d 334, rehearing denied and modified, review denied.

§ 66477.5. Certificate of dedication for public improvements or construction of public facilities; contents; recording with county recorder; exceptions; continuance of public purpose; disposal of dedicated property

(a) The local agency to which property is dedicated in fee for public purposes, or for making public improvements or constructing public facilities, other than for open space, parks, or schools, shall record a certificate with the county recorder in the county in which the property is located. The certificate shall be attached to the map and shall contain all of the following information:

- (1) The name and address of the subdivider dedicating the property.
- (2) A legal description of the real property dedicated.

(3) A statement that the local agency shall reconvey the property to the subdivider if the local agency makes a determination pursuant to this section that the same public purpose for which the property was dedicated does not exist, or the property or any portion thereof is not needed for public utilities, as specified in subdivision (c).

(b) The subdivider may request that the local agency make the determination that the same public purpose for which the dedication was required still exists, after payment of a fee which shall not exceed the amount reasonably required to make the determination. The determination may be made by reference to a capital improvement plan as specified in Section 65403 or 66002, an applicable general or specific plan requirement, the subdivision map, or other public documents that identify the need for the dedication.

(c) If a local agency has determined that the same public purpose for which the dedication was required does not exist, it shall reconvey the property to the subdivider or the successor in interest, as specified in subdivision (a), except for all or any portion of the property that is required for that same public purpose or for public utilities.

(d) If a local agency decides to vacate, lease, sell, or otherwise dispose of the dedicated property the local agency shall give at least 60 days notice to the subdivider whose name appears on the certificate before vacating, leasing, selling, or otherwise disposing of the dedicated property. This notice is not required if the dedicated property will be used for the same public purpose for which it was dedicated.

(e) This section shall only apply to property required to be dedicated on or after January 1, 1990. (Added by Stats.1989, c. 822, § 1.)

Historical and Statutory Notes

1984 Legislation

Former § 66477.5 was repealed by Stats.1984, c. 896, § 1, operative Jan. 1, 1987. Prior to repeal, the section was amended by Stats.1984, c. 896, § 1.

ARTICLE 3.5. PUBLIC ACCESS TO PUBLIC RESOURCES

§ 66478.1. Legislative intent

It is the intent of the Legislature, by the provisions of Sections 66478.1 through 66478.10 of this article to implement Section 4 of Article X of the California Constitution insofar as Sections 66478.1 through 66478.10 are applicable to navigable waters.

(Amended by Stats.1986, c. 1019, § 27.)

Additions or changes indicated by underline; deletions by asterisks * * *

APPENDIX C

**PROFESSIONAL QUALIFICATIONS
OF
MANAGEMENT SERVICES INSTITUTE, INC.
PERSONNEL**

SCOTT IAN THORPE

EDUCATION

Bachelor of Public Administration-San Diego State University

Master of Public Administration - California State University Fullerton

PROFESSIONAL EXPERIENCE

Management Services Institute, Inc.- Senior Vice President

(1985-Present) Principal in a municipal management services company providing diversified financial services.

City of Brea-Management and Budget Manager

(1984-1985) Responsible for development of budget preparation and management information reporting systems. Created and established a 50-workstation personal computer operation from acquisition, placement, and maintenance of all equipment to initial and on-going training. Created a comprehensive legislative program for reviewing all federal, state, and local legislation.

City of Anaheim - Management Auditor

(1979-1984) Assisted in the preparation of \$350,000,000 annual budget. Provided centralized management support and assistance of line departments with a variety of services including program development, productivity improvement, internal management audits, budget review/analysis, revenue forecasting and auditing, data processing systems development, work measurement and management techniques. Specialized in management assistance to stadium, convention center, and golf operations. Responsible for fiscal and management training sessions required of all city management staff.

City of Covina-Administrative Assistant to the City Manager

(1974-1979) Performed general program development with significant emphasis on the improvement of the budget, legislative, public information, and agenda process systems. Conducted major annexation study and effort.

City of Chula Vista-Administrative Aide

(1973-1974) Completed City-wide Policy and Procedure Manual. Conducted operation reviews of long term fire vehicle equipment purchases and of the municipal bus system.

OTHER ACCOMPLISHMENTS

ABC Elementary School District Closure Project-Enrollment Projections
Charter Oak Unified School District Closure Committee-Board Appointee
Lecturer on various municipal government/management topics.

SCOTT I. THORPE
(continued)

CLIENTS SERVED

DEVELOPMENT IMPACT FEES

City of Barstow
City of Carpinteria
City of Chino
City of Coachella
City of Folsom
City of Hemet
City of Highland
City of Lemoore
Town of Mammoth Lakes
City of Morgan Hill
Town of Paradise
City of Rialto
City of Riverside City-wide
City of Riverside Fire Services
City of Riverside Parks & Operations Services
City of Sedona, Arizona
City of Selma
City of Sierra Madre
SANBAG
County of San Bernardino
City of Scotts Valley
City of Tulare

MUNICIPAL BUSINESS SYSTEM COST STUDIES

City of Azusa
City of Banning
City of Brea
City of Bend, Oregon
City of Carpinteria
City of Carson
City of Chino
City of Corona
City of Fontana
City of Hesperia
City of Highland
City of Kennewicke, Washington
City of Lake Elsinore
City of Lynwood
City of Porterville
City of Rancho Mirage
City of Redlands
City of Rialto
City of Shafter
City of Taft
City of Upland

MBS SOFTWARE INSTALLATION/TRAINING

City of Bend, Oregon
City of Kennewicke, Washington
City of Taft

MASTER FACILITY PLANS/CIPS

City of Big Bear Lake (5/10 year)
City of Carpinteria
City of Chino
City of Folsom
Town of Mammoth Lakes
Town of Paradise
City of Sedona, AZ
City of Selma

MISCELLANEOUS PROJECTS

City of Azusa - Building Plan Check & Inspection Process Review
City of Colton - Utilities Collection Procedural Manual
City of Fontana - General & Departmental Overhead Plan
City of Hemet - Supplemental DIF Public Peril Report
City of Highland - Fee and Rate Schedule
Los Angeles Fire/Police Retirement System - Fiscal Review
City of Redlands - Corporation Yard Debt Financing Cost Dist.
City of Redlands - Solid Waste Collection & Landfill Rate Study
City of Redlands - Street Sweeping Rate Study

MARK D. MATHERS

EDUCATION

Bachelor of Arts - California State University, Fullerton

Master of Arts - California State University, Long Beach

PROFESSIONAL EXPERIENCE

Management Services Institute, Inc. - Principal Analyst

(July 1989 - Present) Provide general financial management assistance to cities and other Management Services Institute clients.

City of Long Beach - Administrative Analyst

(February 1988 - July 1989) Performed journey-level administrative and budgetary duties for the City's Public Works Capital Improvement Program Division. Prepared Five-Year Capital Improvement Plan and One-Year Capital Improvement Budgets. Prepared Engineering Bureau's operating budget, including preparation of revenue projections. Responsible for the overall administration of the \$30 million Capital Improvement Program.

City of Long Beach - Assistant Administrative Analyst

(September 1986 - January 1988) Performed general administrative and budgetary duties for the City's Public Works Capital Improvement Program Division, which is responsible for the planning of the City's infrastructure needs and tracking and scheduling of all of the City's capital projects. Implemented computerized Project Management and Resource Management Systems and prepared monthly automated reports.

City of Irvine - Administrative Intern

(November 1985 - June 1986) Performed administrative staff duties for the Community Development/Planning Department. Assisted in preparation of department's budget and revenue projections. Prepared revision of developer fees and prepared report on business permit operations.

City of Anaheim - Administrative Intern

(November 1984 - November 1985) Performed entry-level staff duties in the Personnel Department. Conducted recruitments for various positions. Performed underutilization analyses and adverse impact analyses for Affirmative Action Program.

MARK D. MATHERS
(continued)

CLIENTS SERVED

DEVELOPMENT IMPACT FEES

City of Chino (Update)
City of Coachella
City of Folsom
City of Hemet
City of Lemoore
City of Mammoth Lakes
City of Morgan Hill
City of Paradise
City of Rialto
City of Rialto - Agua Mansa Industrial Corridor
County of San Bernardino
City of Scotts Valley
City of Sedona, AZ
City of Selma
City of Sierra Madre
City of Tulare

**MASTER FACILITY PLANS/
CAPITAL IMPROVEMENT PLANS**

City of Chino
City of Folsom
City of Mammoth Lakes
City of Paradise
City of Sedona, AZ
City of Selma

SEWER RATE STUDIES

City of Porterville
City of Taft

LONG RANGE FINANCIAL PLANS

City of Chino
City of Coachella
City of Porterville
City of Turlock

OTHERS

Hemet Supplemental DIF Analysis
Hemet Southeast Area Supplemental Analysis
Chino Capital Financing Plan

JEFFREY MICHAEL TYNE

EDUCATION

Bachelor of Arts, Political Science - Arizona State University

Master of Public Administration - Arizona State University - Specialization in Urban Planning and Management

PROFESSIONAL EXPERIENCE

Management Services Institute, Inc., - Analyst

(7/90 to Present) Staff Analyst in a diversified consulting firm specializing in the financing needs of local government.

Joint Legislative Budget Committee, State of Arizona - Fiscal Staff Intern

(5/89 to 5/90) Identified fiscal impact of proposed legislation. Projected long range state education fiscal requirements and enrollments. Created and performed various surveys. Prepared impact analysis of Federal funding on the State of Arizona.

CLIENTS SERVED

MUNICIPAL BUSINESS SYSTEM COST STUDIES

City of Cypress
City of Huntington Beach
City of Norwalk

MASTER FACILITY PLANS

City of Paradise
City of Sedona, AZ
City of Selma

DEVELOPMENT IMPACT FEES

City of Coachella
City of Lemoore
City of Riverside
City of Sedona, AZ
City of Selma

LONG RANGE FINANCIAL PLANS

City of Coachella