BOARD OF SUPERVISORS AGENDA ITEM REPORT

Requested Board Meeting Date: 5/6/2025

*= Mandatory, information must be provided

Click or tap the boxes to enter text. If not applicable, indicate "N/A".

***Title**:

Public Hearing: Street Facilities Development Fee Study – Draft Report

***Introduction/Background**:

The County Roadway Development Impact Fee ordinance must be updated at least every five years per state statute. The Board previously approved the required Land Use Assumptions Report and Infrastructure Improvements Plan on Februay 18, 2025. The next step in the process is a public hearing on the draft Street Facilities Development Fee Study (Fee Study). The Board may not approve or dissaprove of the Fee Study at this meeting, but may do so at least 30 days after the hearing.

***Discussion**:

Transportation staff, with assistance from a Psomas, Inc., has prepared the required draft Fee Study which describes the fee calculation methodology and recommended fees for each type of development. The standard residential fee is proposed to increase 37% from $8,523 to $11,654. Non-residential fees would also increase. These increases are primarily due to a 50% increase in roadway construction costs. Staff has engaged in public outreach, including meetings with key public stakeholders, throughout the study. As a result of these consultations, staff proposes that the increased fees be phased in over three years as was done when fees were previously increased in 2020. This would result in the standard residential fee increasing to $9,567 in late 2025, $10,610 in 2026, and $11,654 in 2027.

***Conclusion**:

The draft Fee Study and recommended fees are presented for public hearing. The Final Fee Study and draft ordinance will be presented for Board action at a subsequent BOS meeting.

***Recommendation**:

Public hearing only, the Board may not approve or dissaprove the draft Fee Study at this meeting.

***Fiscal Impact**:

NA

***Board of Supervisor District**:

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☑ All

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Deputy County Administrator Signature: Date: 4/17/2025

County Administrator Signature: Date: 4/17/2025

7/14/2021

Pima County, Arizona

Impact Fee Update

Street Facilities

Development Fee Study

Draft Report

Prepared by

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Prepared for

PIMA COUNTY

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March 20, 2025

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TABLE OF CONTENTS

LIST OF EXHIBITS

1. INTRODUCTION

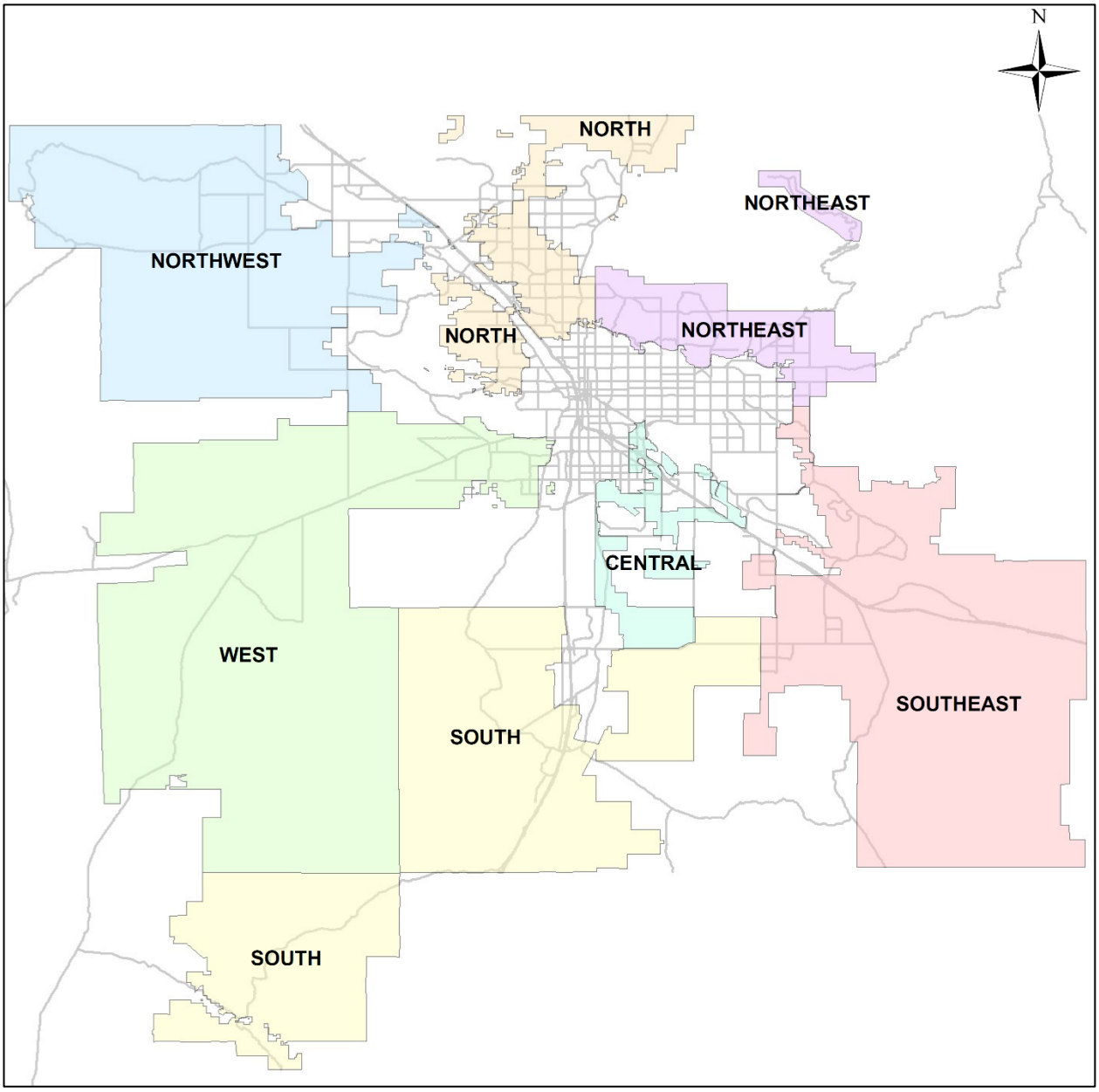
The Street Facilities Development Impact Fee in unincorporated Pima County is assessed for new developments to offset some of the infrastructure costs associated with growth. The County currently charges development impact fees for street facilities. To continue assessing and collecting fees, the County must update its program to comply with the new state statute ARS §11-1102. The update of the Street Facilities Development Impact Fee program includes preparation of new development impact fee studies, project lists, fee schedules, and county ordinance.

The statute prescribes in detail development fee assessment procedures and programs and limits the types of "necessary public services" which the fees can fund. A county must develop two preliminary products prior to calculating the fees for each service category: a set of land use assumptions and an infrastructure improvements plan (IIP). These documents were presented for public hearing on January 7, 2025, and were adopted by the County Board of Supervisors on February 18, 2025.

The Land Use Assumptions Report and Street Facilities Infrastructure Improvements Plan (Street Facilities IIP) define seven service areas for street improvements, shown in Exhibit 1.

This Development Fee Report defines land use categories subject to the fee and identifies the maximum recommended fees to be collected to fund the Street Facilities IIP.

Exhibit 1. Streets Service Areas



2. DEVELOPMENT IMPACT FEE CATEGORIES

Roadway development impact fees are assessed based on a development's size and type. Pima County defines eight major land use categories: residential, commercial/retail, industrial, hospital/clinic, recreational, office, public schools, and charter/private schools with subcategories for residential, retail/services, and office (Exhibit 2). Category definitions are based on commonly used land use descriptions in the Institute of Transportation Engineers' *Trip Generation Manual* (ITE).

Exhibit 2. Land Use Categories and Descriptions

Category	Description	ITE Code
Single Family Residential (SFR)	Single family homes not age-restricted, not mobile homes	210
Multi-Family Residential	Apartments and townhomes	220
Senior Housing (Residential)	Age-restricted housing, single family detached and attached/multi-family units	251
Assisted Living/ Congregate Care	Nursing homes, group homes, and housing with centralized amenities and/or some level of medical services or medical care	253
Mobile Home	Mobile/manufactured homes and mobile home parks	240
Hotel/Motel	Hotels, motels, recreational vehicle parks, temporary lodging	310,320
Retail	General commercial/retail including grocery, big box, home improvement/superstores, factory outlets, discount clubs, nurseries, automobile sales, pharmacies	821, 823
Services	Restaurants, auto repair centers, car washes, day cares, banks	932, 942
High-Traffic Retail/Services	Fast food, coffee shops, gas stations, convenience stores and other similar high traffic generators	930, 934, 945
Industrial	All industrial uses, manufacturing, warehouses, and self-storage facilities (i.e. mini-warehouses)	110, 130, 140, 150, 151
Hospital/Clinic	Hospitals, clinics, labs, pharmacies, veterinary hospitals/clinics	610, 630
Recreational	Athletic, health, fitness, racquet, tennis clubs	492
General Office	All non-medical/dental/veterinarian offices	710
Medical/Dental/ Vet Office	Medical, dental, and veterinarian offices	720
Public Schools	Public schools, all grades	520, 525
Charter/Private Schools	Charter/private schools, all grades	530, 532, 536

3. STREET FACILITIES AND COSTS ATTRIBUTABLE TO DEVELOPMENT

The Streets Facilities IIP included a list titled "Necessary Streets Facilities" (Exhibit 2 in that document) of 28 projects to be partially funded with impact fees between 2025 and 2034. That exhibit, also included in the following pages as Exhibit 4, includes projects in each of the seven service (or benefit) areas, the total cost of improvements, and the cost attributable to new development. A summary of the IIP projects by service area and amount attributable to development is shown below in Exhibit 3. The total cost of improvements is $286,231,361. Of that total, a little less than half, or $133,874,882, is attributable to new development. The remainder is not attributable to new development and will be funded through other sources such as RTA, RTA Next, federal or local funds.

Exhibit 3. Total Roadway Needs and Cost Attributable to Development

Service Area	Total Roadway Needs 2025-2034	Cost Attributable to Development	% of total
Central	$ 3,750,000	$ 3,545,887	95%
Southeast	$ 133,687,861	$ 59,304,152	44%
North	$ 66,185,500	$ 20,892,705	32%
Northeast	$ 6,500,000	$ 6,500,000	100%
Northwest	$ 12,300,000	$ 3,994,341	32%
South	$ 5,800,000	$ 5,800,000	100%
West	$ 58,008,000	$ 33,837,797	58%
TOTAL	**$ 286,231,361**	**$ 133,874,882**	**47%**

The amount attributable to new development varies by service area depending on how much new growth is anticipated relative to total roadway needs and the amount of funding which can be committed via impact fees. For example, most (84%) of the capacity to be added in the West service area is due to the substantial anticipated growth during the next 10 years. However, federal grant funding was secured by the County for the Valencia Road, Camino de la Tierra to Mission Road project, reducing the cost burden on new development to 58% for the West service area. Overall, the total percent of roadway capacity needs in the IIP attributable to new development is 47%. Additional detail about the development of the total costs and the cost attributable to development can be found in the Street Facilities IIP.

Exhibit 4. Necessary Streets Facilities

Service Area	Project No.	Project	Limits		Project Description	# of Lanes	Length /Units	Total Cost	% Used by Development	Cost Attributable to Development
CENTRAL	1	Country Club Road	Milber Street	Michigan Street	Widening	4	0.2	$1,350,000	85%	$1,145,887
	2	Swan Road/Los Reales Road	N/A	N/A	Intersection Improvements	N/A	1	$2,400,000	100%	$2,400,000
							Central Service Area Total	**$3,750,000**	**N/A**	**$3,545,887**
SOUTHEAST	3	Houghton Road	0.2 mi south of Golf Links Road	Escalante Road	Widening	6	0.8	$21,600,000	41%	$4,162,206
	4	Houghton Road	I-10	Andrada Polytech	Legacy Improvement	4	2.9	$35,087,861	38%	$5,500,000
	5	Mary Ann Cleveland Way	Vista Del Lago	Colossal Cave Road	Widening	4	1.6	$28,800,000	32%	$9,269,879
	6	Old Spanish Trail	Valencia Road	Rocking K Ranch Loop North	Widening	4	2.3	$20,000,000	100%	$20,000,000
	7	Valencia Road	Houghton Road	Old Spanish Trail	Legacy Improvement	2	2.6	$16,000,000	51%	$8,172,067
	8	Colossal Cave Road - Up to 2 Locations	Mary Ann Cleveland Way	Camino Loma Alta	Intersection Improvements	N/A	2	$7,000,000	100%	$7,000,000
	9	Old Spanish Trail/ Camino Loma Alta	N/A	N/A	Signal/Turn Lanes	N/A	1	$3,500,000	100%	$3,500,000
	10	Sahuarita Road - Up to 2 Locations	Wentworth Rd	Davidson Rd	Turn Lanes	N/A	2	$1,700,000	100%	$1,700,000
							Southeast Service Area Total	**$133,687,861**	**N/A**	**$59,304,152**

Exhibit 4 (cont'd). Necessary Street Facilities

Service Area	Project No.	Project	Limits		Project Description	# of Lanes	Length /Units	Total Cost	% Used by Development	Cost Attributable to Development
NORTH	11	Orange Grove Road	Corona Road	Oracle Rd	Widening	4	1.7	$27,304,000	30%	$4,681,000
	12	Sunset Road	I-10	River Road	New Construction	3	0.3	$11,381,500	61%	$2,301,991
	13	Thorny dale Road	Cortaro Farms Road	Overton Road	Widening	4	1.0	$20,000,000	32%	$6,409,714
	14	Linda Vista Road - Up to 6 Locations	Hartman Road	Camino de Oeste	Turn Lanes	N/A	6.0	$5,100,000	100%	$5,100,000
	15	Linda Vista Road/Shannon Road	N/A	N/A	Intersection Improvements	N/A	1.0	$2,400,000	100%	$2,400,000
							North Service Area Total	**$66,185,500**	**N/A**	**$20,892,705**
NORTHEAST	16	River Road - Up to 2 Locations	Alvernon Way	Sabino Canyon Road	Turn Lanes	N/A	2.0	$1,700,000	100%	$1,700,000
	17	Houghton Road/Catalina Highway	N/A	N/A	Intersection Improvements	N/A	1	$2,400,000	100%	$2,400,000
	18	Tanque Verde Road/Soldier Trail	N/A	N/A	Intersection Improvements	N/A	1	$2,400,000	100%	$2,400,000
							Northeast Service Area Total	**$6,500,000**	**N/A**	**$6,500,000**
NORTHWEST	19	Twin Peaks Road	Twin Peaks Road	Saguaro Highlands	Widening	4	0.6	$9,900,000	37%	$1,594,341
	20	Sandario Road/Picture Rocks Road	N/A	N/A	Intersection Improvements	N/A	1	$2,400,000	100%	$2,400,000
							North Service Area Total	**$12,300,000**	**N/A**	**$3,994,341**

Exhibit 4 (cont'd). Necessary Street Facilities

Service Area	Project No.	Project	Limits		Project Description	# of Lanes	Length /Units	Total Cost	% Used by Development	Cost Attributable to Development
SOUTH	21	Sahuarita Road - Up to 4 Locations	Alvernon Way	Sycamore Springs Trail	Turn Lanes	N/A	4	$3,400,000	100%	$3,400,000
	22	Harrison Road/Sahuarita Road	N/A	N/A	Intersection Improvements	N/A	1	$2,400,000	100%	$2,400,000
							South Service Area Total	**$5,800,000**	**N/A**	**$5,800,000**
WEST	23	Camino Verde	Copper Leaf Drive	Bilby Road	Widening	3	0.8	$10,800,000	98%	$10,603,079
	24	Valencia Road	Camino de la Tierra	Mission Road	Widening	6	1.3	$35,100,000	74%	$11,126,718
	25	Camino Verde/Valencia Road	N/A	N/A	Intersection Improvements	N/A	1	$3,200,000	100%	$3,200,000
	26	Irvington Road - Up to 2 Locations	Ajo Way	Mission Road	Intersection Improvements	N/A	2	$4,108,000	100%	$4,108,000
	27	Kinney Road/Irvington Road/Joseph Avenue	N/A	N/A	Intersection Improvements	N/A	1	$2,400,000	100%	$2,400,000
	28	Valencia Road/Vahalla Road	N/A	N/A	Intersection Improvements	N/A	1	$2,400,000	100%	$2,400,000
							West Service Area Total	**$58,008,000**	**N/A**	**$33,837,797**
							TOTAL	**$286,231,361**	**N/A**	**$133,874,882**

4. DEVELOPMENT FEES FOR STREET FACILITIES

Roadway development impact fees are based on the cost to provide roadway capacity for new development. The Infrastructure Improvements Plan (IIP) identified the roadway improvements that will be needed as a result of anticipated development over the next 10 years. The IIP also identified the travel demand and the equivalent demand per unit (EDU) for each land use type. The methodology for calculating travel demand and impact fees is described in more detail below.

4.1. TRAVEL DEMAND CALCULATION

Several factors are used to calculate fees, including the amount of traffic generated by a residential unit or non-residential development (trip generation), the percent of primary trips, the distance traveled on the roadway network (impact/consumption), and the cost to provide the roadway capacity needed to serve that development/land use. The explanation of these variables and associated references can be found in the Appendix. The travel demand for a single family residential (SFR) unit is shown in the calculation below:

Vehicle-Miles Traveled per Dwelling Unit

Trips per Dwelling Unit (ITE Trip Generation)	=	0.94 trips in peak hour
Trip Length (US Census, N.H.T.S.)	=	12.6 miles
Vehicle-Miles Traveled (VMT) in peak hour = 0.94 x 12.6 miles	=	11.8 miles
Travel in Unincorporated Pima County = 50% x 11.8 miles	=	5.9 miles
Travel on Arterial Roads Only = 80% x 5.9 miles	**=**	**4.7 miles**

4.2. FEE CALCULATION

The impact fee for a single family dwelling unit is calculated by multiplying the number of vehicle miles travelled (VMT) as calculated above by the cost to construct one unit of roadway capacity (one lane mile). The roadway unit cost is calculated by dividing the cost per lane mile of newly constructed roadway ($4.5M) by the hourly vehicle capacity per lane mile (1,180 vehicles per hour). Adjustments are made to account for non-residential and multi-purpose trips and to allow credits for taxes paid toward those roadway improvements included in the Regional Transportation Authority (RTA) plan and the proposed RTA Next plan.

The RTA credit calculations are included as an appendix; note that the calculations included in this document supersede those in the IIP. A summary of the fee calculation for one SFR unit is shown below. Note that the numbers shown are rounded.

Single Family Residential Fee Calculation

Cost per lane mile of capacity	=	$4,500,000
Capacity per lane mile (peak hour)	=	1,180 vehicles per hour (vph)
Cost per vehicle miles travelled ($4,500,000/1,180vph)	=	$3,814/vph
Base fee (4.7 miles x $3,814)	=	$18,038
Residential Factor (accounts for non-residential trips)	=	65%
Raw fee (base fee x residential factor)	=	$11,725
Fee credits for RTA taxed paid	=	$71
Net Fee per residential unit (raw fee – RTA credit)	**=**	**$11,654**

The term "Equivalent Demand per Unit (EDU)" is a measure of demand for street infrastructure crated by a typical single family residence (SFR). The average VMT created by one SFR on the arterial network is considered to be one EDU. The demand for roadway improvements for other land uses is the ratio of its demand compared to that of an SFR, expressed in EDUs. The EDUs were established in the IIP and are included in Exhibit 4.

Non-residential fees (as well as residential fees for non-SFR units) are calculated in the same manner as SFR fees, starting with the base fee calculated in the SFR fee calculation (4.7 VMT x $3,814 cost for one lane mile for one VMT) and then multiplying that product by the applicable EDU. The example below is for retail development, and one retail unit is 1,000 square feet.

Retail Fee Calculation (per 1,000 sq. ft.)

Base fee (4.7 miles x $3,814)	=	$18,038
Equivalent Demand per Unit (per 1,000 sq. ft.)	=	1.10
Factored Base Fee (base fee x EDU)	=	$19,822
Non-Residential Factor (65% are residential trips)	=	35%
Raw fee (base fee x non-residential factor)	=	$6,938
Fee credits for RTA taxes paid	=	$30
Net Fee per Retail Unit (raw fee – RTA credit)	**=**	**$6,908**

Other fees are calculated similarly and are summarized in Exhibit 5, which defines the recommended maximum base fee for each land use. The fees are calculated in proportion to the relative EDU factors and RTA credits, which are detailed in the IIP. The fees are assessed per number of dwelling units for residential uses, per room for hotels, and per 1,000 square feet of gross building area for all other non-residential uses.

Exhibit 5. Recommended Maximum Roadway Development Fee

Land Use Category	Unit	EDUs	Raw Fee*	RTA Credit**	Recommended Fee***
Residential					
Single Family Detached	Dwell. Unit	1.00	$ 11,725	$ 71	$ 11,654
Attached Residential/Multi-Family	Dwell. Unit	0.54	$ 6,361	$ 33	$ 6,328
Senior Housing	Dwell. Unit	0.32	$ 3,742	$ 71	$ 3,671
Assisted Living/Congregate Care	Dwell. Unit	0.19	$ 2,245	$ 17	$ 2,228
Mobile Home Park	Dwell. Unit	0.62	$ 7,234	$ 27	$ 7,207
Commercial/Retail					
Hotel/Motel	Rooms	0.51	$ 3,190	$ 21	$ 3,169
Retail	1000 sf	1.10	$ 6,938	$ 30	$ 6,908
Services	1000 sf	2.54	$ 16,059	$ 30	$ 16,029
High-Traffic Retail/Services	1000 sf	5.30	$ 33,449	$ 45	$ 33,404
Industrial	1000 sf	0.34	$ 2,150	$ 45	$ 2,105
Hospital/Clinic	1000 sf	1.45	$ 9,168	$ 88	$ 9,080
Recreational	1000 sf	1.88	$ 11,861	$ 40	$ 11,821
Office					
General Office	1000 sf	1.21	$ 7,634	$ 45	$ 7,589
Medical/Dental/Vet Office	1000 sf	3.14	$ 19,796	$ 45	$ 19,751
Public Schools	1000 sf	0.45	$ 2,825	$ 44	$ 2,781
Charter/Private Schools	1000 sf	1.09	$ 6,894	$ 44	$ 6,850

*Raw fees are the development fees before RTA credits area applied.

** RTA credits were calculated based on estimated construction costs. Details of the calculations are in the IIP.

***Recommended fees are the raw fees after applying the RTA credits.

APPENDIX

- **List of Preparers**
- **Updated RTA Credit Calculations**
- **Fee Calculation**
- **EDU Table**

List of Preparers

Staff Participants

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Updated RTA Credit Calculations

Land Use Category	ICC Building Group	ICC Construction Type	ICC Cost per sq ft	Average	Typical sq ft	Cost per Unit	Taxable Cost Per Unit (65%)	RTA Sales Tax (0.5%)	RTA Sales Tax Credit Factor	RTA Sales Tax Credit per Unit	RTA Sales Tax Credit per Unit, Rounded
Residential											
Single Family Detached	R3 - residential one and two family U - utility (garage)	VB VB	$167.37 $64.85	$167.37 $64.85	2,000 400	$360,680	$234,442	$1,172.21	6.0%	$70.33	**$71.00**
Attached Residential/ Multi-Family	R2 - residential multi-family	VB	$149.80	$149.80	1,115	$167,027	$108,568	$542.84	6.0%	$32.57	**$33.00**
Senior Housing	R3 - residential one and two family U - utility (garage)	VB VB	$167.37 $64.85	$167.37 $64.85	2,000 400	$360,680	$234,442	$1,172.21	6.0%	$70.33	**$71.00**
Assisted Living/ Congregate Care	I2 - institutional, nursing homes R4 - care/assisted living	VA IB	$238.82 $255.57	$247.20	350	$86,518	$56,237	$281.18	6.0%	$16.87	**$17.00**
Mobile Home Park	R2 - residential multi-family	VB	$149.80	$149.80	900	$134,820	$87,633	$438.17	6.0%	$26.29	**$27.00**
Commercial/Retail											
Hotel/Motel	R1 - residential hotels	VB	$192.64	$192.64	550	$105,952	$68,869	$344.34	6.0%	$20.66	**$21.00**
Retail	M - mercantile	IIIB	$151.25	$151.25	1,000	$151,250	$98,313	$491.56	6.0%	$29.49	**$30.00**
Services	M - mercantile	IIIB	$151.25	$151.25	1,000	$151,250	$98,313	$491.56	6.0%	$29.49	**$30.00**
High-Traffic Retail/Services	B - business	IIIB	$229.40	$229.40	1,000	$229,400	$149,110	$745.55	6.0%	$44.73	**$45.00**
Industrial	B - business	IIIB	$229.40	$229.40	1,000	$229,400	$149,110	$745.55	6.0%	$44.73	**$45.00**
Hospital/Clinic	I2 - institutional, hospitals	IB	$449.45	$449.45	1,000	$449,450	$292,143	$1,460.71	6.0%	$87.64	**$88.00**
Recreational	A3 - museums, libraries	IIIB	$200.06	$200.06	1,000	$200,060	$130,039	$650.20	6.0%	$39.01	**$40.00**
Office											
General Office	B - business	IIIB	$229.40	$229.40	1,000	$229,400	$149,110	$745.55	6.0%	$44.73	**$45.00**
Medical/Dental/Vet Office	B - business	IIIB	$229.40	$229.40	1,000	$229,400	$149,110	$745.55	6.0%	$44.73	**$45.00**
Public Schools	E - educational	IIIB	$221.55	$221.55	1,000	$221,550	$144,008	$720.04	6.0%	$43.20	**$44.00**
Charter/Private Schools	E - educational	IIIB	$221.55	$221.55	1,000	$221,550	$144,008	$720.04	6.0%	$43.20	**$44.00**

Fee Calculation

	Type of Calculation	Proposed	Data Source/Calculation
1	Number of Trips per DU in Peak Hr	0.94	ITE Trip Generation Manual, 11th Edition
2	Trip Length	12.6	2022 NHTS - Table 3-3, all. New presentation, https://nhts.ornl.gov/assets/2022/pub/2022_NHTS_Summary_Travel_Trends.pdf
3	Peak Hr VMT/DU	11.8	=1*2
4	% travel in Unincorporated PC	50%	Estimated based on location of trip generators and destinations within the County and adjacent jurisdictions
5	% of travel on Arterials	80%	AASHTO
6	% of travel on Unincorporated PC Arterials	40%	=4*5
7	Peak Hr VMT/DU in PC Arterials	4.7	=3*6
8	Cost per Ln-Mi	$ 4,500,000	IIP Appendix
9	Peak Hr Capacity/Ln	1,180	=19,530 (Daily capacity veh/day)*.11 (% travel in peak hour)*55% (% travel in peak direction)
10	$/VMT	3,814	=8/9
11	Base Fee	$ 18,038	=7*10
12	Residential/Non Residential Factor	65%	Factor used to ensure trips are not double counted (since each trip has two ends). Standard adjustment would be 50/50 splits between residential and non-residential, but because non-residential include a significant percentage of non-primary (i.e. pass-by) trips, a higher percentage of trip ends are associated with residential uses.
13	Raw Fee (Residential)	$ 11,725	=11*12
14	Credits/offsets (RTA)*	$ 71	Fee Study appendix (see previous page)
15	Credits/offsets (HURF)	$ -	The County uses HURF monies for maintenance. Therefore, no credit is given because Impact Fees cannot go to maintenance (and therefore, there is no double-charging).
16	Net Fee (Residential)	$ 11,654	=13-14-15

EDU Table

Land Use Category	Unit	% Primary Trips	Peak Hour Rate per Unit	Average Trip Length (mi)	% Travel within Unincorporated PC	% Travel on Arterials	% Travel Demand on PC Arterial Network	Vehicle Miles of Travel Demand per Unit - Peak Hour	Representative ITE Category	Proposed EDUs
Residential										
Single Family Detached	Dwelling Unit	100%	0.94	12.6	50%	80%	40%	4.7	210	**1.00**
Attached Residential/Multi-Family	Dwelling Unit	100%	0.51	12.6	50%	80%	40%	2.6	220	**0.54**
Senior Housing	Dwelling Unit	100%	0.30	12.6	50%	80%	40%	1.5	251	**0.32**
Assisted Living/Congregate Care	Dwelling Unit	100%	0.18	12.6	50%	80%	40%	0.9	253	**0.19**
Mobile Home Park	Dwelling Unit	100%	0.58	12.6	50%	80%	40%	2.9	240	**0.62**
Commercial/Retail										
Hotel/Motel	Rooms	100%	0.48	12.6	50%	80%	40%	2.4	310, 320	**0.51**
Retail	1000 sf	60%	3.74	5.8	50%	80%	40%	5.2	821, 823	**1.10**
Services	1000 sf	66%	6.34	7.2	50%	80%	40%	12.1	932, 942	**2.54**
High-Traffic Retail/Services	1000 sf	23%	37.89	7.2	50%	80%	40%	25.1	930, 934, 945	**5.30**
Industrial	1000 sf	70%	0.43	13.4	50%	80%	40%	1.6	110, 130, 140, 150, 151	**0.34**
Hospital/Clinic	1000 sf	60%	2.28	12.6	50%	80%	40%	6.9	610, 630	**1.45**
Recreational	1000 sf	75%	3.45	8.6	50%	80%	40%	8.9	492	**1.88**
Office										
General Office	1000 sf	75%	1.43	13.4	50%	80%	40%	5.7	710	**1.21**
Medical/Dental/Vet Office	1000 sf	75%	3.93	12.6	50%	80%	40%	14.9	720	**3.14**
Public Schools	1000 sf	25%	5.17	4.1	50%	80%	40%	2.1	520, 525	**0.45**
Charter/Private Schools	1000 sf	25%	7.39	7.0	50%	80%	40%	5.2	530, 532, 536	**1.09**

Proposed Impact Fee Phase In Rates

Land Use Category	Current Fee	Phase 1 Sept 2025 - Aug 2026	Phase 2 Sept 2026 - Aug 2027	Phase 3 Sept 2027 forward
Single Family Residential	$8,523	$9,567	$10,610	$11,654
Multi-Family Residential	$4,827	$5,327	$5,828	$6,328
Senior Housing	$2,535	$2,914	$3,292	$3,671
Assisted/Congregate Care	$1,545	$1,773	$2,000	$2,228
Mobile Home/Park	$3,965	$5,046	$6,127	$7,207
Hotel/Motel	$2,269	$2,569	$2,869	$3,169
Retail	$5,442	$6,489	$7,535	$8,582
Services	$14,635	$15,100	$15,564	$16,029
High-Traffic Retail/Services	$27,365	$29,378	$31,391	$33,404
Industrial	$1,307	$1,573	$1,839	$2,105
Hospital/Clinic	$6,448	$7,519	$8,591	$9,662
Recreational	$12,843	$12,502	$12,162	$11,821
General Office	$4,594	$5,762	$6,930	$8,098
Medical/Dental/Vet Office	$13,785	$16,193	$18,600	$21,008
Public Schools	$2,496	$2,591	$2,686	$2,781
Charter/Private Schools	$5,604	$6,019	$6,434	$6,850