Traffic Impact Fee Study

Prepared for the City of Cotati

Submitted by
W-Trans

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Executive Summary

The City of Cotati currently administers a Traffic Impact Fee that was initially established in 1988 in accordance with Chapter 17.31 of the Cotati Municipal Code through Resolution 88-65. Though the fee has occasionally been increased to reflect changes in the cost of construction and land acquisition, with the most recent change having been in 2011, through the General Plan Update process the infrastructure improvements needed to accommodate future growth were determined, and for this report their potential costs were estimated.

In order to develop the information needed to establish a comprehensive Traffic Impact Fee Program, information developed during the General Plan update, including future infrastructure needs as well as the anticipated new development in various land use categories, were used. The list of projects includes various capacity enhancements.

Program costs were developed, and include design, environmental review, right-of-way acquisition, construction, and program administration. Some of the future projects are widening along or construction of new streets where future development would be expected to construct the improvements along and connecting to their frontages; for these projects most of the cost was assumed to be covered by such developers, with only a portion included in the fee to cover the advance planning and some design for the project. The projects identified in the City's *Bicycle and Pedestrian Master Plan* were also included along with anticipated outside funding for these projects. Finally, a new program that will allow the City to accumulate funding to address both congestion and safety issues that may arise as a result of increased traffic demand, including all modes of travel, were developed as a percentage of the total allocation to projects increasing vehicular capacity.

The total cost of the program was then divided by the number of trips that will be generated by new development (after appropriate deductions), and a base "per trip" fee determined. To make application of the fee easier, all of the uses within a single land use category were combined. Based on the applied or average trip generation for various categories, the fees and surcharges were developed for application to new development.

Introduction and Study Parameters

Introduction

The City of Cotati has established development fees, including a Traffic Mitigation fee set in 2011.

The newly adopted General Plan includes Action C1 1a specifically states that the City shall "Continually seek opportunities to fund maintenance of and improvements to the circulation network..." This is followed by Action C1 1b to "implement the roadway improvements identified in the Traffic Impact Fee Study..." This study provides the background for implementation of this action item from the General Plan.

Legal Authority for Development Fees

Development fees in the State of California must adhere to the requirements of Assembly Bill 1600, enacted in 1987. Codified as California Government Code Section 66000 et seq., it authorizes cities and towns to impose fees on new development to fund public facilities and improvements necessitated by such development. Section 66000 et seq. requires that any and all development fees imposed by a Town must have a reasonable relationship, or "nexus," to the type, need and cost of the improvements to be funded. Government Code Section 66000 also requires that each impact fee be held in an account separate from the City's General Fund.

Action C1 1e of the 2015 General Plan reads, "As part of the development review and planning process, review general plan amendments, zone change requests, specific plans, and development projects to ensure that adequate circulation improvements are included, that the project addresses its proportional-share of impacts to the City's circulation network, and that the project provides for complete streets to the extent feasible." By establishing a traffic impact fee tied directly to the anticipated future development and the projects needed to accommodate the additional traffic associated with this growth, the City has established this nexus.

Transportation Setting

Operational Analysis

Information presented in the *Public Draft Environmental Impact Report – 2013 Cotati General Plan Update,* September 2014, (DEIR) was used as the basis for developing a list of projects to be included in the traffic impact fee. As background for this report, the setting provided in the DEIR is repeated here.

Study Area and Periods

The following 20 study intersections were identified as those most critical to Cotati's local circulation system and its connectivity to the regional transportation network.

1. Gravenstein Highway (SR 116)/Alder Avenue
2. Gravenstein Highway (SR 116)/West Cotati Avenue
3. Gravenstein Highway (SR 116)/Redwood Drive
4. Gravenstein Highway (SR 116)/US 101 South Ramps
5. Gravenstein Highway (SR 116)/US 101 North Off-ramp
6. Old Redwood Highway/Commerce Boulevard/US 101 North On-ramp
7. Old Redwood Highway/Gravenstein Highway
8. Old Redwood Highway/William Street-George Street
9. Old Redwood Highway/West Sierra Avenue-East Cotati Avenue
10. Old Redwood Highway/Henry Street-Charles Street
11. Old Redwood Highway/Valparaiso Avenue-Myrtle Avenue
12. West Sierra Avenue/US 101 South Onramp-West School Street
13. West Sierra Avenue/US 101 North Off-ramp
14. West Sierra Avenue/East School Street
15. East Cotati Avenue/Charles Street
16. East Cotati Avenue/La Salle Avenue
17. East Cotati Avenue/Adrian Drive
18. East Cotati Avenue/Lancaster Drive
19. East Cotati Avenue/Santero Way
20. Gravenstein Highway (SR 116)/Madrone Avenue

The following six arterial segments were also selected for analysis in the DEIR.

1. Commerce Boulevard
2. Gravenstein Highway
3. Old Redwood Highway (north of Downtown)
4. Old Redwood Highway (south of Downtown)
5. West Sierra Avenue
6. East Cotati Avenue

Conditions during the weekday a.m. and p.m. peak hours were chosen for analysis. The a.m. peak hour is the highest volume hour between 7:00 and 9:00 a.m., and typically captures activity associated with trips from home to school or work. The p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion as residents travel homeward.

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal infrastructure, curb ramps, and streetscape amenities. The *Cotati Bicycle and Pedestrian Master Plan* identifies two Pedestrian Districts in Cotati (areas of high activity where pedestrian improvements should be prioritized) including downtown/Old Redwood Highway between SR 116 and Henry Street, and the area immediately surrounding Thomas Page Elementary School. Nearly complete sidewalk coverage, accessible curb ramps, and marked crosswalks are provided along arterial streets in Cotati. High-visibility crosswalk markings, pedestrian refuge islands, and in-roadway pedestrian warning signs, among other treatments, are provided at several uncontrolled mid-block crosswalk locations along East Cotati Avenue, West Sierra Avenue, and Old Redwood Highway.

Sidewalks in Cotati generally range from four to ten feet in width. Wide sidewalks and a variety of pedestrian amenities are provided throughout the downtown including accessible pedestrian ramps, pedestrian phasing at traffic signals, decorative paving and crosswalk treatments, curb extensions, pedestrian scale lights, transit shelters, benches, street trees, sidewalk dining, and public art, among others. Sidewalks are also provided in most of Cotati's single family residential neighborhoods on the east side of US 101, in multi-family residential developments, and in commercial developments in the City's northwest quadrant.

While the pedestrian network is generally well-developed in Cotati, there are some locations where gaps in the sidewalk network can be found. Short gaps exist along undeveloped properties and various frontages on Old Redwood Highway, Redwood Drive, West Sierra Avenue, and Myrtle Avenue among other locations, and sidewalks are not provided along SR 116 west of Redwood Drive. Further, traditional curb, gutter, and sidewalks are generally not provided along residential streets in west Cotati.

Bicycle Facilities

Bicycle circulation in Cotati is supported by an existing network of multi-use paths, on-street bike lanes, and bicycle routes. Notable facilities include a segment of the Laguna de Santa Rosa bike path between Commerce Boulevard (in Rohnert Park) and the southern City limits (with one small gap just south of East Cotati Avenue), and on-street bicycle lanes within the City limits on West Sierra Avenue and East Cotati Avenue. The City's Bicycle and Pedestrian Master Plan, shown in Figure 3.12-3, expands upon the existing network to create a robust bicycle circulation system in Cotati. The Plan includes important bicycle connections such as completion of the Laguna de Santa Rosa path within the entire City, completion of the SMART multi-use path, a completed bicycle circulation system on Old Redwood Highway including on-street bike lanes for portions of the corridor outside the historic downtown, the Valparaiso Avenue-Myrtle Avenue corridor, and the segment of West School Street between the US 101 pedestrian/bicycle tunnel and Thomas Page Elementary School.

Determination of Future Infrastructure Needs

Traffic Operation Standards

Policy CI 1.3 of the Cotati General Plan establishes a minimum motor vehicle Level of Service (LOS) standard of LOS D at intersections. It further notes that intersection queuing shall be evaluated in tandem with LOS and projected 95th percentile queues at signalized intersections shall not extend through upstream signalized intersections. While this policy dictates the trigger for determining when improvements to the transportation system may be needed, any such improvements must be consistent with the City's General Plan policies as well as Municipal and Zoning Code regulations. These guiding documents allow the City to maintain its character while still striving to provide sufficient traffic capacity to minimize inconvenience and delays to its residents.

Existing Conditions

Traffic volumes at study intersections 1 through 19 were obtained in March and April 2011. Traffic volumes during the p.m. peak period at Gravenstein Highway/Madrone Avenue were obtained in May 2010, while morning peak period counts were conducted in October 2013. All traffic counts were obtained while all area schools, including Sonoma State University, were in session.

As presented in the DEIR, 18 of the 20 study intersections are currently operating at LOS D or better. The all-way stop-controlled intersections at Old Redwood Highway/William Street-George Street and East Cotati Avenue/La Salle Avenue are operating at LOS E during the PM peak hour. All six of the study roadway segments are operating at LOS C or better.

Land Use

The net incremental increases in development associated with buildout of the recently adopted General Plan within the current City limits are shown in Table 1.

Table 1 – Net Increase in Development at General Plan Buildout

Land Use	Units
Residential	1,685 units
Commercial	910,000 sf
Office	966,700 sf
Industrial	511,200 sf

Additional information regarding the development of this data is provided in the General Plan and its associated EIR.

Future Traffic Projections

Future traffic volumes for the year 2040 were determined using the SCTA regional travel demand model (SCTM\10) to determine future traffic associated with regional growth and travel patterns, along with a citywide TRAFFIX model that performs a more detailed manual assignment of traffic growth associated with the land uses contained in Cotati's updated General Plan. The year 2040 countywide land use database contained within the SCTA model was modified to hold existing land use quantities within Cotati constant, while still reflecting regional land use

and circulation network changes outside the City. Future "no project" turning movement projections were then calculated for the 20 study intersections using the SCTA base and modified future year scenarios.

The *Trip Generation Manual*, 9th Edition, 2012, by the Institute of Transportation Engineers (ITE) was used as the basis for determining the potential amount of vehicle traffic generated by the project. This publication is a standard reference used by jurisdictions throughout the country, and is based on actual trip generation studies performed at numerous locations in areas of various populations. Deductions were applied in the modeling to account for trips between two new land uses. The resulting trips added by each type of land use after applying appropriate deductions, as identified in the General Plan EIR, are indicated in Table 2.

Table 2 – Net New Trips by Land Use

Land Use	Number of Units	Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips
Single Family Dwelling	1157	11,015	868	1,157
Multi-Family Dwelling	528	3,511	269	327
Shopping Center	315,700	11,863	267	1,031
Specialty Retail	294, 330	11,479	249	702
Business Park	252,364	2,763	311	280
Quality Restaurant	47,623	3,770	34	314
General Light Industrial	511,230	3,614	473	501
General Office Building	966,705	7,880	1,191	1,126
Total		**55,894**	**3,662**	**5,438**

It is noted that the trips indicated in the table ***do not*** all represent new trips in the City of Cotati. Many will be the result of residents finding jobs closer to home or shopping nearer their home rather than having to travel outside the area for the same services; however, for the purposes of this study and allocating impact fees, all of the trips are identified to provide a basis for assigning costs.

General Plan Roadway Improvements

The following circulation network modifications were identified as being needed on City streets to support buildout of the General Plan. It is noted that these projects are part of the planned future circulation system, and are needed to accommodate anticipated increases in traffic due to development and associated added traffic. Additional details regarding each project are provided on the Project Estimate sheets contained in Appendix A.

A. **Gravenstein Highway**. Widen Gravenstein Highway to provide two lanes in each direction between Redwood Drive and Madrone Avenue. This project also includes coordinated signal timing and the construction of turn pockets at various intersections.

B. **SR 116/Madrone Avenue**. Signalize the intersection, including the addition of various turn lanes, and other changes to geometrics and phasing.

C. **SR 116/New North-South Street**. A new intersection to be created when a new street system is constructed north of SR 116 will require signalization of the new connection and addition of turn lanes on various approaches.

D. **SR 116/West Cotati Avenue**. The intersection will be realigned and signalized, including the addition turn lanes and changes in phasing.

E. **SR 116/Redwood Drive**. This project includes extending the westbound left-turn and widening the eastbound approach.

F. **Old Redwood Highway/Commerce Boulevard-US 101 North On-ramp**. The northbound left-turn pocket will be converted to a through lane.

G. **SR 116/Old Redwood Highway**. The northbound left-turn lane will be extended and the phasing changed.

H. Old Redwood Highway/St. Joseph Street. The intersection will be signalized.

I. **Old Redwood Highway/William-George Streets**. The intersection will be signalized.

J. **Old Redwood Highway/East Cotati Avenue**. Various changes will be made to the configuration.

K. **East Cotati Avenue/Charles Street**. The intersection will be signalized.

L. **East Cotati Avenue/Lasalle Avenue**. The intersection will be signalized.

M. **New North-South and East-West Streets**. New east-west and north-south streets connecting various properties to SR 116 and Alder Lane will be constructed to serve lands in the area. As part of this project the existing skewed connection of Derby Lane the intersection of Alder Avenue will be closed and both replaced with a new connection to SR 116.

N. **Helman Avenue**. A center turn lane will be provided from the new north-south street to Lowe's.

O. **Isabel Drive-Gilman Ranch Road Connection**. Isabel Drive and Gilman Ranch Road will be extended and connect to a new north-south street connecting to SR 116.

P. **Pedestrian/Bike Plan Project**. Numerous improvements are included in the Cotati Bicycle and Pedestrian Master Plan that are intended to attract trips and reduce reliance on vehicular travel.

Q. **Safety Improvements Citywide**. This program would provide funds to make improvements to address safety issues.

The locations of the above projects are indicated on Figure 1.

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Traffic Impact Fee Study for the City of Cotati

Figure 1 – Locations for General Plan Roadway Improvements

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Program Costs

Description of Costs

Program costs include design, environmental review and mitigation, right-of-way acquisition, construction, and program administration. Project costs were estimated based upon actual construction costs of recently completed projects.

Once the projected construction cost was determined, associated costs for design, environmental review and mitigation, and construction administration were added. A 25 percent contingency was then included based on the total estimated cost for design, environmental clearance, environmental mitigation, right-of-way acquisition, contract administration and construction.

Additionally, information contained in the *Cotati Bicycle and Pedestrian Master Plan* was used to identify costs for bicycle and pedestrian facilities needed to fill gaps in the existing network. These facilities attract trips that might otherwise be made by motor vehicle, so contribute to the City's ability to maintain acceptable operation.

Finally, to achieve a street system that operates safely a program was added that would have a cost set at approximately 3 percent of the cost of the other projects specifically identified.

Cost Estimates

Table 3 contains a project-by-project summary of the estimated cost of each project. Additional details regarding the cost allocation are provided on the project estimate sheets in Appendix A.

Table 3 – Anticipated Project Costs		
Project Location	**Description**	**Cost (in $1,000's)**
A. Gravenstein Hwy	Widen SR 116 and add turn lanes	$6,221
B. SR 116/Madrone Ave	Signal and additional turn lanes	$1,133
C. SR 116/New North-South Street	Signalize new intersection	$1,555
D. SR 116/ W Cotati Ave	Realign and signalize the intersection	$1,984
E. SR 116/ Redwood Dr	Additional lane capacity	$813
F. ORH/Commerce Blvd-US 101 N	Restriping and signal modification	$93
G. SR 116/ORH	Extend turn lane and change phasing	$75
H. ORH/St. Joseph Street	Signal	$735
I. ORH/William-George Streets	Signal	$735
J. ORH/East Cotati Ave	Reconfiguration and phasing change	$125
K. E Cotati Ave/Charles St	Signal	$756
L. E Cotati Ave/Lasalle Ave	Signal	$770
M. New North-South and East-West Streets	New Streets	$5,443
N. Helman Ave	Center turn lane	$2,598
O. Isabel Ave-Gilman Ranch Rd Extension	New Streets	$4,204
P. Bike and Pedestrian Master Plan	Various Improvements	$3,360
Q. Safety Program	Various safety improvements	$821
Total		**$31,421**

Notes: ORH = Old Redwood Highway

Funding Needed

As noted in the discussion of projects above, three of the projects will be essentially the financial responsibility of adjacent property owners. However, because these streets need to connect multiple properties and provide circulation options for nearby existing properties, a portion of this cost has been included in the fee estimate. It was assumed that 30 percent of the cost of these new street systems would be covered by the impact fee due to its applicability to other developing properties besides those immediately adjacent.

Additionally, much of the cost to install sidewalks to fill gaps in the existing system would be completed as part of adjacent developments or through outside funding. Based on information contained in the *Cotati Bicycle and Pedestrian Master Plan*, it was assumed that much of the funding needed for this project would come from sources other than the traffic impact fee.

The resulting cost of the program to be covered by impact fees is indicated in Table 4.

Table 4 – Estimated Program Cost (in 1,000's)	
Expense Category	**Amount**
Total Program Cost	$31,421
Cost Allocated to Adjacent Properties	$7,841
Other Assumed Cost Offsets	$2,346
Total Revenue Needed	**$21,234**

Fee Calculation

Since the additional trips generated during the evening peak hour are the primary reason that the identified improvements will be needed, it was deemed most appropriate to allocate fees based on the trips generated by each land use during this critical time period.

Many of the trips associated with retail land uses are not new trips to the system, but rather are made as interim stops between a primary origin and destination. Further, some trips will have both their origin and destination associated with new development. To avoid double-counting these trips, the fees were applied only to one end of primary trips, with various deductions applied before developing the trip fee.

Similarly, residence-based trips would be more likely to take advantage of pedestrian and bicycle improvements, so a surcharge was applied to this land use category. Based on a review of the various housing types allowed in Cotati it was determined that many of the multi-family dwelling types have trip generating characteristics more typical of a single family dwelling. Further, some developments include such a variety of housing types that separate rates for each type could not be developed. A single, blended rate for all residential units was therefore determined. Finally, while hotels were lumped in with other types of commercial uses, so were not specifically evaluated in the operational analysis prepared for the General Plan Update and used as the basis of this evaluation, a separate fee was developed to reflect the approximate correlation between the amount of commercial space that would be offset by a hotel. That number was then related to a per-room fee.

The fees derived for various land uses are shown in Table 5.

Table 5 – Traffic Impact Fees by Land Use		
Land Use	**Unit**	**Fee per Unit**
Residential	one dwelling	$6,198
Commercial	1,000 square feet	$6,542
Restaurant	1,000 square feet	$9,948
Industrial	1,000 square feet	$3,598
Office	1,000 square feet	$4,413
Hotels	Per room	$4,776

Comparison with Other Jurisdictions

To provide a frame of reference for the proposed fees, similar fees for other local jurisdictions were reviewed. Many jurisdictions have a range of fees within a single category, so in each case the highest fee was selected for comparison. As can be seen in Table 6, the fees vary widely between jurisdictions, with most of the highest fees in nearby Petaluma. The proposed fees fall below the average for each of the three categories reviewed. Copies of the fee sheet from each agency referenced to create Table 6 are provided in Appendix B.

Table 6 – Traffic Impact Fees in Other Jurisdictions			
Jurisdiction	**Per Single Family Dwelling**	**Per 1,000 Sq. Ft. Commercial**	**Per 1,000 Sq. Ft. Industrial**
Cloverdale	$2,622	$3,164	$2,521
Healdsburg	$2,991	$590	$590
Novato	$8,775	$13,506	$7,572
Petaluma	$18,493	$17,013	$12,575
Rohnert Park	$2,380	$9,520	$1,666
Santa Rosa	$6,659	$11,110	$2,820
Sebastopol	$4,040	$5,369	$1,920
Sonoma	$614	$190	$190
Windsor	$11,429	$9,543	$4,710
Average	**$6,445**	**$7,778**	**$3,840**

Study Participants and References

Study Participants

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References

City of Cotati General Plan, De Novo Planning Group, 2015
Cotati Bicycle & Pedestrian Master Plan, Sonoma County Transportation Authority, 2014
Final Environmental Impact Report for the 2013 Cotati General Plan Update, De Novo Planning Group, 2014
Trip Generation Manual, 9th Edition, Institute of Transportation Engineers, 2012

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Appendix A

Project Estimates

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

A. Gravenstein Highway

Project Location

Project Description

The project will widen Gravenstein Highway to provide two lanes in each direction between Redwood Drive and Madrone Avenue. This project also includes coordinated signal timing and the construction of turn pockets at various intersections.

Project Estimate (all dollars in 1,000's)

Right of way	$1,485
Design	$251
Environmental	$782
Construction	$2,459
Sub Total	$4,977
Contingency 25%	$1,244
Total	**$6,221**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

B. SR 116/Madrone Avenue

Project Location

Project Description

This project will signalize the intersection, including the addition of a 200-foot westbound right-turn lane, a 100-foot eastbound right-turn lane, a 100-foot northbound left-turn lane, and the conversion of southbound lanes to separate left-turn, through, and right-turn lanes by adding a 50-foot right-turn lane. Planned phasing includes protected left turns on all approaches and right-turn overlaps on the eastbound, westbound and southbound approaches.

Project Estimate (all dollars in 1,000's)

Design	$ 74
Environmental	$ 88
Construction	$ 744
Sub Total	$ 906
Contingency 25%	$ 227
Total	**$1,133**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

C. SR 116/New North-South Street

Project Location

Project Description

This project will signalize the intersection, including the addition of 200-foot left-turn lanes eastbound and westbound, a 150-foot westbound right-turn lane, and a 100-foot eastbound right-turn lane. The northbound approach will include separate left-turn and through lanes as well as a 100-foot right-turn lane and the new southbound approach will include separate left-turn, through, and right-turn lanes. Protected left-turn phasing and right-turn overlaps are planned for all approaches.

Project Estimate (all dollars in 1,000's)

Design	$ 96
Environmental	$ 188
Construction	$ 960
Sub Total	$1,244
Contingency 25%	$ 311
Total	**$1,555**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

D. SR 116/ West Cotati Avenue

Project Location

Project Description

This project will realign and signalize the intersection, including the addition of 200-foot eastbound and westbound left-turn lanes, two eastbound lanes beginning 200 feet west of the intersection and the addition of a right-turn lane in the westbound direction. Further, the project will provide separate left-turn/through and right-turn lanes on the northbound approach and three lanes on the new southbound approach. Protected left-turn phasing will be implemented on SR 116, while West Cotati Avenue will be split-phased. Right-turn overlaps are planned on all but the eastbound approach.

Project Estimate (all dollars in 1,000's)

Right-of-way	$ 173
Design	$ 129
Construction	$1,285
Sub Total	$1,587
Contingency 25%	$ 397
Total	**$1,984**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

E. SR 116/ Redwood Drive

Project Location

Project Description

This project includes the extension of the westbound left lane from 150 feet to 250 feet beginning 150 feet west of Redwood Drive and the widening of the eastbound approach to three through lanes.

Project Estimate (all dollars in 1,000's)

Right-of-way	$ 130
Design	$ 48
Construction	$ 472
Sub Total	$ 650
Contingency 25%	$ 163
Total	**$ 813**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

F. Old Redwood Highway/Commerce Boulevard-US 101 North On-ramp

Project Location

Project Description

This project will eliminate the northbound left-turn pocket and convert it to a through lane.

Project Estimate (all dollars in 1,000's)

Design	$ 12
Construction	$ 62
Sub Total	$ 74
Contingency 25%	$ 19
Total	**$ 93**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

G. SR 116/Old Redwood Highway

Project Location

Project Description

This project will extend the northbound left-turn lane from 200 feet to 300 feet and change the phasing to protected left-turns on all approaches.

Project Estimate (all dollars in 1,000's)

Design	$ 15
Construction	$ 45
Sub Total	$ 60
Contingency 25%	$ 15
Total	**$ 75**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

H. Old Redwood Highway/St. Joseph

Project Location

Project Description

This project will signalize this intersection, including protected left-turn signal phasing on Old Redwood Highway and permitted left-turn phasing on.

Project Estimate (all dollars in 1,000's)

Design	$ 58
Construction	$ 530
Sub Total	$ 588
Contingency 25%	$ 147
Total	**$ 735**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

I. Old Redwood Highway/William-George Streets

Project Location

Project Description

This project will signalize this intersection, including protected left-turn signal phasing on Old Redwood Highway and permitted left-turn phasing on George and William Streets.

Project Estimate (all dollars in 1,000's)

Design	$ 58
Construction	$ 530
Sub Total	$ 588
Contingency 25%	$ 147
Total	**$ 735**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

J. Old Redwood Highway/East Cotati Avenue

Project Location

Project Description

This project will convert the westbound East Cotati Avenue approach to through and right-turn lanes and eliminate the left-turn lane. The project will change the southbound Old Redwood Highway approach to dual left-turn lanes and a through/ right-turn lane. The second eastbound lane on East Cotati Avenue will be dropped east of La Plaza.

Project Estimate (all dollars in 1,000's)

Design	$ 15
Construction	$ 85
Sub Total	$ 100
Contingency 25%	$ 25
Total	**$ 125**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

K. East Cotati Avenue/Charles Street

Project Location

Project Description

This project will signalize the intersection including protected/permitted left-turn phasing for East Cotati Avenue.

Project Estimate (all dollars in 1,000's)

Right-of-way	$ 27
Design	$ 53
Construction	$ 525
Sub Total	$ 605
Contingency 25%	$ 151
Total	**$ 756**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

L. East Cotati Avenue/Lasalle Avenue

Project Location

Project Description

This project will signalize the intersection, including protected signal phases for East Cotati Avenue and permitted signal phasing for the Lasalle Avenue approaches.

Project Estimate (all dollars in 1,000's)

Right-of-way	$ 28
Design	$ 58
Construction	$ 530
Sub Total	$ 616
Contingency 25%	$ 154
Total	**$ 770**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

M. New North-South and East-West Streets

Project Description

This project will provide new east-west and north-south streets connecting various properties to SR 116 and Alder Lane. As part of this project the existing skewed connection of Derby Lane will be closed and replaced with a new perpendicular street and the intersection of Alder Avenue with SR 116 will be closed. This project is generally the responsibility of the adjacent property owners, so while the bulk of the cost will be borne by these property owners, the City will provide the preliminary engineering and may need to front the cost of constructing portions of the project.

Project Estimate (all dollars in 1,000's)

Design	$ 434
Environmental	$1,025
Construction	$2,895
Sub Total	$4,354
Contingency 25%	$1,089
Total	**$5,443**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

N. Helman Avenue

Project Location

Project Description

This project will provide a center turn lane on Helman Avenue from the new North-South street to the frontage of Lowe's.

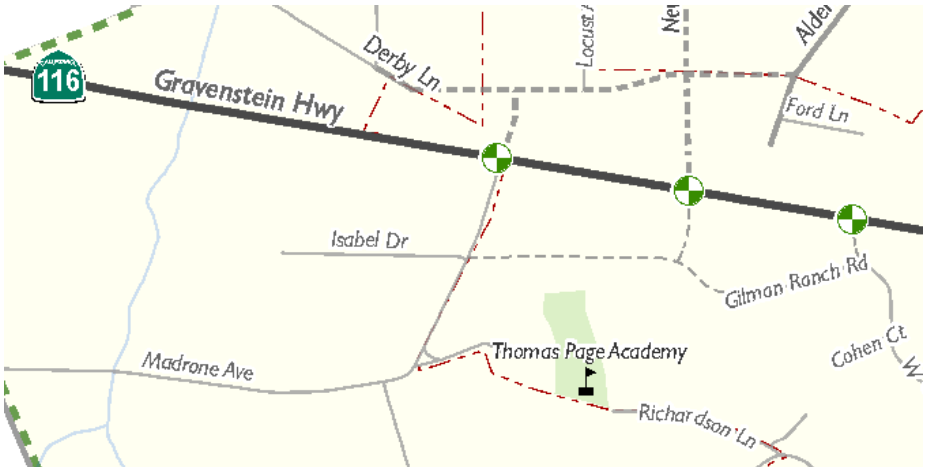
Project Estimate (all dollars in 1,000's)

Design	$ 240
Environmental	$ 242
Construction	$1,596
Sub Total	$2,078
Contingency 25%	$ 520
Total	**$2,598**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

O. Isabel Drive and Gilman Ranch Road Connection to SR 116

Project Location



Project Description

This project will extend Isabel Drive and Gilman Ranch Road and provide a north-south street connecting various properties to SR 116, Gilman Ranch Road and Isabel Drive. This project is generally the responsibility of the adjacent property owners, so while the bulk of the cost will be borne by these property owners, the City will provide the preliminary engineering and may need to front the cost of constructing portions of the project.

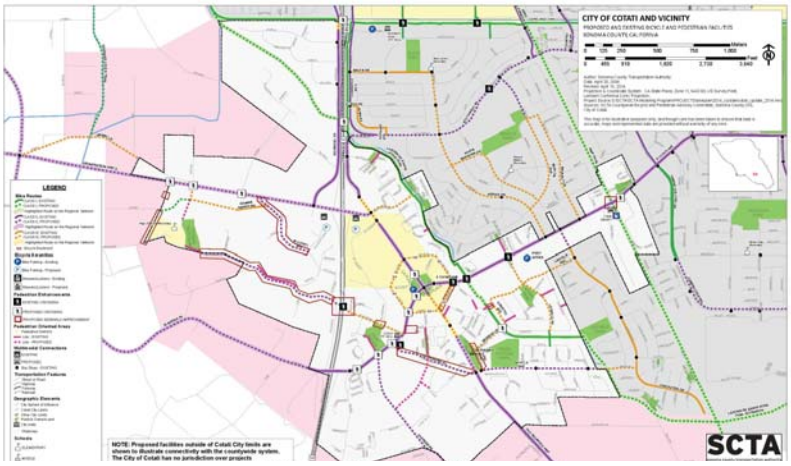
Project Estimate (all dollars in 1,000's)

Design	$ 296
Environmental	$ 1,096
Construction	$1,971
Sub Total	$3,363
Contingency 25%	$ 841
Total	**$4,204**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

P. Cotati Bicycle and Pedestrian Master Plan Improvements

Project Location



Project Description

This project will provide funds to complete Cotati's primary bicycle network, enhanced pedestrian crossings, and sidewalk gap closures. Approximately 4.5 miles of various classes of bikeways will be constructed. More than one mile of sidewalks will be added. It is anticipated that a majority of the funding will come from grants as well as when adjacent properties are developed.

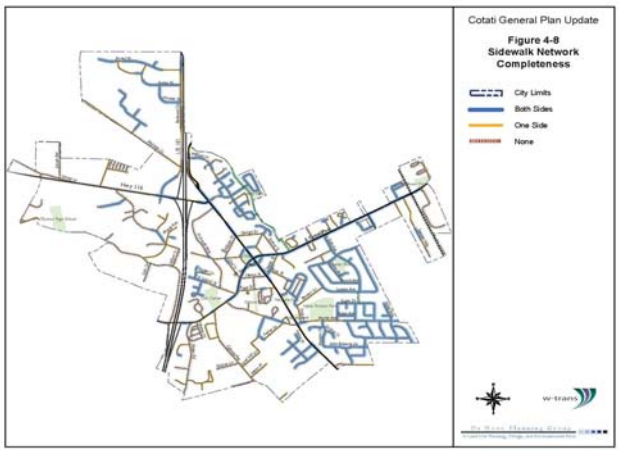
Project Estimate (all dollars in 1,000's)

Project Costs	$3,360
Outside Funds	$2,346
Total	**$1,014**

City of Cotati
Traffic Impact Mitigation Fee
Project Estimate

Q. Safety Improvements Citywide

Project Location



Project Description

This is a City wide program that will address safety issue on City streets, bicycle and pedestrian circulation systems, and is based on a percentage of the cost of other improvements needed to achieve adequate capacity. Fund in this program can be used to provide the City matching portions of grant funded projects.

Project Estimate (all dollars in 1,000's)

Project Funds	$821

Appendix B

Fees for Other Jurisdictions

2014 DEVELOPMENT IMPACT FEES

Effective July 1, 2014

DEVELOPMENT IMPACT FEE PROGRAM	2014 FEE
Public Facilities Development Impact Fee	
Single Family Residential	$4,772
Multi-family Residential	$3,522
Mobile Home	$3,847
Commercial (per 1,000 square feet)	$779
Industrial (per 1,000 square feet)	$545
Parks and Recreation Facilities	
Single Family Residential	$3,581
Multi-family Residential	$2,643
Mobile Home	$2,888
Quimby Act Parkland Acquisition	
Single Family Residential	$6,029
Multi-family Residential	$4,450
Non-Quimby Act Parkland Acquisition	
Single Family Residential	$6,029
Multi-family Residential	$4,450
Mobile Home	$4,860
Administration	
Single Family Residential	$572
Multi-family Residential	$423
Mobile Home	$462
Commercial (per 1,000 square feet)	$93
Industrial (per 1,000 square feet)	$65
Water Capacity	
Single Family Residential	$5,992
Multi-family Residential	$4,422
Mobile Home	$4,830
Commercial (per gallon)[1]	$18.43
Industrial (per gallon)[1]	$18.43
Wastewater Capacity	
Single Family Residential	$9,298
Multi-family Residential	$6,862
Mobile Home	$7,496
Commercial (per gallon)[1]	$57.18
Industrial (per gallon)[1]	$57.18
Street and Thoroughfare	
Single Family Residential 4 Bedroom	$2,622
Single Family Residential 3 Bedroom	$2,133
Single Family Residential 2 Bedroom	$1,699
Multi-family Residential 4 Bedroom	$2,122
Multi-family Residential 3 Bedroom	$1,644
Multi-family Residential 2 Bedroom	$1,183
Downtown Commercial (Per 1,000 sf)	$3,164
Service Commercial (per 1,000 sf)	$3,367
Destination Commercial (per 1,000 sf)	$3,164
General Industrial (per 1,000 sf)	$2,521
Public (per acre)	$5,785
Business Park (per 1,000 sf)	$3,986
Mixed Use Commercial (per 1,000 sf)	$3,164
Airport (per 1,000sf)	$1,671
Storm Drainage	
Single Family Residential	$212
Multi-family Residential	$56
Commercial (per Acre)	$1,025
Industrial (per Acre)	$1,025
Fire Facilities	
Single Family Residential	$1,251
Multi-family Residential	$1,224
Mobile Home	$1,090
Commercial (per 1,000 square feet)	$920
Industrial (per 1,000 square feet)	$644
Health Care	
Single Family Residential	$95
Multi-family Residential	$93
Mobile Home	$83
Commercial (per 1,000 square feet)	$70
Industrial (per 1,000 square feet)	$49

1. The actual amounts of the Water and Wastewater Capacity Fees for non-residential projects shall be calculated on a case-by case basis from the average daily water use and wastewater production for the project based on a water and wastewater use study prepared by a Registered Civil Engineer and subject to approval by the City Engineer.

Approved:

Paul Cayler, City Manager

Exhibit B
City of Healdsburg
Capital Impact Fee Schedule

Infrastructure Impact Charges - Single Family Residential Dwelling		
Water System	7,213.00	per unit
Sewer System	14,242.00	per unit
Streets & Traffic Controls	2,991.00	per unit
Park System	2,057.00	per unit
Storm Drain System	3,222.00	per unit
Electrical Development Fees		
Up to 125 amps	975.00	per unit
Up to 200 amps	1,473.00	per unit
Up to 400 amps	2,925.00	per unit
Fire System Development Impact Fees	193.00	per unit
Infrastructure Impact Charges - Secondary Residential Dwelling Unit		
Water System	3,606.50	per unit
Sewer System	7,121.00	per unit
Streets & Traffic Controls	1,495.50	per unit
Park System	1,028.50	per unit
Storm Drain System	1,611.00	per unit
Electrical Development Fees	975.00	when second electrical meter is requested
Fire System Development Impact Fees	193.00	per unit
Infrastructure Impact Charges - Commercial & Industrial		
Water System	7,213.00	per ERU*
Sewer System	14,242.00	per ERU*
Streets & Traffic Controls	0.59	per sq-ft of gross floor area
Park System	0.35	per sq-ft of gross floor area
Storm Drain System	1.32	per sq-ft of hard surface area
Electrical Development Fees	Varies	
Fire System Development Impact Fees	0.15	per sq-ft of gross floor area
Infrastructure Impact Charges - Multi-Family Residential Dwelling Units		
Water System	7,213.00	per dwelling unit
Sewer System	14,242.00	per dwelling unit
Streets & Traffic Controls	2,991.00	per dwelling unit
Park System	2,057.00	per dwelling unit
Storm Drain System	1.32	per sq-ft of hard surface
Electrical Development Fees		
2 to 8 Units	975.00	per dwelling unit
9 to 50 Units	780.00	per dwelling unit
Fire System Development Impact Fees	193.00	per dwelling unit
Infrastructure Impact Charges - Mixed Use (Live/Work)		
Water System	7,213.00	per residential dwelling unit plus 7,213.00 per non-residential ERU*
Sewer System	14,242.00	per residential dwelling unit plus 14,242.00 per non-residential ERU*
Streets & Traffic Controls	2,991.00	per residential dwelling unit plus 0.59 per sq-ft of non-residential gross floor area
Park System	2,057.00	per residential dwelling unit plus 0.35 per sq-ft of non-residential gross floor area
Storm Drain System	1.32	per sq-ft of hard surface
Electrical Development Fees	Varies	
Fire System Development Impact Fees	193.00	per residential dwelling unit plus 0.15 per sq-ft of non-residential gross floor area

DEVELOPMENT IMPACT FEES: RESOLUTIONS 74-01, 75-01 (66-02 and 68-02: Effective May 29, 2002)

The following table reflects projects that are assessed Development Impact Fees on a per-unit basis.

Table II
Residential Development Impact Fee Apportionment

Description	Public Facilities Fees					Traffic Impact Fees			
	Rec/Cul Facilities	Civic Facilities	General Government Systems	Open Space	Drainage	Streets & Intersections	Transit Facilities	Corp. Yard	Total Per Unit Cost
Single Family Dwellings = $21,573.00 Per Dwelling	$6,481.00	$1,162.00	$504.00	$1,402.00	$2,759.00	$8,775.00	$301.00	$189.00	$21,573.00
Multi-family Dwellings = $14,616.00Per Unit	$6,481.00	$1,162.00	$504.00	$1,402.00	$796.00	$4,044.00	$140.00	$87.00	$14,616.00
Accessory Dwelling Unit for existing Single Family Dwelling = 7,309.00	$3,241.00	$581.00	$252.00	$701.00	$398.00	$2,022.00	$70.00	$44.00	$7,309.00

The following table reflects projects that are assessed Development Impact Fees on a square-foot basis.

Table III
Nonresidential Impact Fee Apportionment

Description	Public Facilities Fees					Traffic Impact Fees			
	Rec/Cul Facilities	Civic Facilities	General Government Systems	Open Space	Drainage	Streets & Intersections	Transit Facilities	Corp. Yard	Subtotal x Unit or Floor Area
Commercial Per 1,000 Sq. Ft. = $15,631.00	⊘	$387.00	$168.00	$467.00	$351.00	$13,506.00	$464.00	$287.00	$15,631.00
Industrial Per 1,000 Sq. Ft. = $9,303.00	⊘	$387.00	$168.00	$467.00	$351.00	$7,572.00	$220.00	$138.00	$9,303.00
Office Per 1,000 Sq. Ft. = $13,452.00	⊘	$759.00	$168.00	$467.00	$351.00	$11,081.00	$385.00	$240.00	$13,452.00
Hotel/Motel (Per Room) = $6,168.00	⊘	$469.00	$252.00	$700.00	$476.00	$4,044.00	$140.00	$87.00	$6,168.00

FIRE FACILITIES IMPACT FEES: RESOLUTION NO. 44-02 (Effective June 8, 2002)

These fees have been revised - see note (4) page 8

The following table reflects projects that are assessed Fire Facilities Impact Fees on a per-unit or square-foot basis.

Table IV
Fire Facilities Impact Fee Apportionment

LAND USE	FEE
Single-family Residential	$1,007.00 per Dwelling Unit
Multi-family Residential	$785.00 per Dwelling Unit
Commercial	$541.00 per 1,000 sq. ft. of gross floor area
Office	$902.00 per 1,000 sq. ft. of gross floor area
Industrial	$387.00 per 1,000 sq. ft. of gross floor area

Parking In-Lieu Fee (Resolution 83-05 Effective July 2005)

This fee is scheduled to be revised in July 2011 - see note (5) page 8

New nonresidential development, expansion of existing nonresidential structures, or nonresidential changes of use requiring additional on-site parking, occurring on parcels located within the boundaries of the Downtown Overlay Zoning District must provide must provide

FEE TYPE	LAND USE TYPE	FEE	UNIT OF MEASUREMENT
Traffic Development Impact Fee	Single Family Residential	$ 18,493	Unit
	Multifamily Residential	$ 11,284	Unit
	Accessory Dwelling	$ 5,178	Unit
	Senior Housing	$ 4,956	Unit
	Office	$ 17,754	1,000 sq ft of building space
	Hotel/Motel	$ 10,726	Room
	Commercial/Shopping	$ 17,013	1,000 sq ft of building space
	Industrial/Warehouse	$ 12,575	1,000 sq ft of building space
	Education	$ 2,774	Student
	Institution	$ 6,472	1,000 sq ft of building space
	Gas/Service Station	$107,815	Fuel Position
Wastewater Capacity Fee [(B)]	Single Family Residential	$7,542.29	Unit
	Multifamily Residential	$4,993.11	Unit
	Accessory Dwelling	$2,774.42	Unit
	Non-Residential Customers	$ 16.00 $ 3,632.38 $ 4,165.13	Per gallon daily flow Per daily pound of BOD Per daily pound of TSS
Water Capacity Fee (per meter size)	**METER SIZE**	**FEE**	
	¾	$3,671.16	
	1" (residential)	$3,671.16	
	1" (non-residential)	$6,130.87	
	1 ½	$12,224.91	
	2"	$19,567.22	
	3"	$36,711.56	
	4"	$61,198.22	
	6"	$121,148.16	
	›6	Case by Case basis	

[(A)] The Quimby Act applies only to fees and/or dedications imposed on certain subdivisions subject to the Subdivision Map Act to fund land acquisition costs for park or recreational purposes.

[(B)] The wastewater capacity fee for non-residential users is based on the daily flow, biological oxygen demand and the total suspended solids of the wastewater being discharged. Please contact the Department of Public Works & Utilities at 707-**778-4546** for a quote.

Table ES-2 Summary of Proposed Public Facility Fee Components (1)

							Traffic	Westside			Eastside	
Land Use Class	**Training Facilities**	**City Hall**	**Corporation Yard Expansion**	**Median and Frontage Improvements**	**Drainage Master Plan**	**Water Master Plan**	**Roadways**	**Westside Safety Station**	**Westside Water Main Imps**	**Westside Utilities Dowdell**	**Southside Safety Station**	**Eastside Water Main Improvements**
Single Family Residential (units)	$256	$376	$393	$2,695	$11	$9	$2,380	$1,083	$95	$969	$711	$449
Multi-Family Residential (units)	$160	$235	$246	$1,684	$7	$5	$1,547	$677	$59	$605	$444	$281
Senior Housing (units)	$160	$235	$246	$1,684	$7	$5	$952	$677	$59	$605	$444	$281
Assisted Living (units)	$80	$117	$123	$842	$3	$3	$952	$338	$30	$303	$222	$140
General Office (enclosed tsf)	$229	$336	$351	$2,408	$10	$8	$4,046	$968	$85	$866	$636	$402
Hotel/Motel (enclosed tsf)	$84	$123	$129	$884	$4	$3	$4,284	$355	$31	$318	$233	$147
Retail (enclosed tsf)	$146	$214	$223	$1,533	$6	$5	$9,520	$616	$54	$551	$404	$256
Light Industrial (enclosed tsf)	$53	$77	$81	$556	$2	$2	$1,666	$223	$20	$200	$147	$93
Heavy Industrial (enclosedtsf)	$53	$77	$81	$556	$2	$2	$1,666	$223	$20	$200	$147	$93
Warehouse (enclosed tsf)	$53	$77	$81	$556	$2	$2	$1,161	$223	$20	$200	$147	$93

Drainage

	Northeast	**University District**	**Southeast**	**Sonoma Mountain Village**	**Northwest**	**Wilfred Dowdell**	**Stadium Lands**
Single Family Residential (units)	$ 1,710	$ 2,096	$ -	$ -	$ -	$ -	$ -
Multi-Family Residential (units)	$ 427	$ 518	$ -	$ -	$ 343	$ -	$ 414
Non-Residential Land Use (disturbed tsf)		$ 259	$ -	$ -	$ 236	$ 236	$ 236

Sewer not SMV

	Interceptor Outfall	ESTS 1	ESTS 2	ESTS 2a	ESTS 3	Subregional	Canon Manor PM
Single Family Residential (units)	$ 1,513	$ 3,809	$ 2,495	$ 648	$ 1,154	$ 9,100	$ 1,979
Multi-Family Residential (units)	$ 988	$ 2,487	$ 1,629	$ 423	$ 753	$ 5,942	$ 1,292
Non-Residential Land Use (gallon)	$ 9	$ 22	$ 15	$ 4	$ 7	$ 54	$ 12

Sewer SMV

	Interceptor Outfall	ESTS 1	ESTS 2	ESTS 2a	ESTS 3	Subregional
Single Family Residential (units)	$ 1,208	$ 3,042	$ 1,993	$ 517	$ -	$ 7,267
Multi-Family Residential (units)	$ 789	$ 1,986	$ 1,301	$ 338	$ -	$ 4,745
Non-Residential Land Use (gallon)	$ 9	$ 22	$ 15	$ 4	$ -	$ 54

(1) Proposed PF Fees funds facilities historically funded *in part* by the sewer capacity charge program. *Separate* sewer capacity charges will no longer be collected upon approval of this fee schedule.

IMPACT FEES

This section contains information on various impact fees which are charged to pay for infrastructure or services which are needed to serve development. Development projects may be subject to more than one of these impact fees.

CAPITAL FACILITIES FEE

The Capital Facilities Fee was established to pay for certain public infrastructure facilities required to serve new development within the City. Infrastructure funded by the CFF includes street widening, traffic signals, freeway interchanges, bike paths, and storm drains. This fee is typically paid prior to the issuance of a building permit, at the Department of Community Development, City Hall Room 3, 100 Santa Rosa Avenue.

Development Type	Fee ***(Effective January 1, 2015)***
Residential, Very Low Density (0 to 1.99 units/acre)	$6,659 / unit
Residential, Low Density (2 to 7.99 units/acre)	$5,837 / unit
Residential, Medium-Low Density (8 to 12.99 units/acre)	$5,341 / unit
Residential, Medium Density (13 to 17.99 units/acre)	$4,759 / unit
Residential, Medium-High Density (18 to 30+ units/acre)	$3,961 / unit
Second Dwelling Unit	$3,961 / unit
Retail	-
Southwest Area Plan	$3.53 / gross square foot
Southeast Area Plan	$3.53 / gross square foot
Northeast	$11.11 / gross square foot
Northwest	$11.11 / gross square foot
Other Southeast	$11.11 / gross square foot
Commercial	$6.65 / gross square foot
Office	$4.64 / gross square foot
Industrial	$2.82 / gross square foot
Mini Warehouse	$1.12 / gross square foot
Congregate Care Facility	$1,026 / unit or room
Churches	$0.87 / gross square foot
Private Schools	$4.55 / gross square foot
Drug Rehabilitation Center	$4.43 / gross square foot

Notes:

- Quadrant boundaries are U.S. 101 and Santa Rosa Creek.
- "Other uses" are determined by the Director of Community Development. Other uses include all uses not specified above, including, but not limited to, hospitals, rest homes, other care facilities, and day care centers. Variable" is as determined by the Director of Community Development and consistent with the provisions of Ordinance No. 3322.
- To determine a fee for service stations, an estimate of square footage is made utilizing the number of cars which can be served simultaneously. Multiply the number of cars which can be served by 250 square feet. The result of this calculation is added to any other retail square footage proposed to determine the fee paid.

City of Sebastopol

Incorporated 1902

IMPACT AND ANNEXATION FEE SCHEDULE

Important Note: Information is correct as of: 03-31-2011; however, all amounts listed are subject to change. Other fees may apply. Please contact the appropriate City Department to verify current fees for any particular project.

Number in brackets [ ] indicates City Council Resolution by which fee was established.

I. IMPACT FEES

SCHOOL IMPACT FEES: By law, you must provide a receipt from the local school district showing payment of the school impact fee before the Building Department can issue your Building Permit. The fee can vary; please call the local District Office at 707/824-6403 for the correct amount.	
RESIDENTIAL	Per square foot, $1.93
COMMERCIAL	Per square foot, $.36

WASTEWATER RETROFIT IMPACT FEE	
Single Family Residential	Per unit, $2,040.00
Multi Family Residential	Per unit, $1,040.00

HOUSING LINKAGE FEE	
Commercial	Per square foot, $2.08
Industrial	Per square foot, $2.15
Retail	Per square foot, $3.59

TRAFFIC IMPACT FEES [4824]	
Single-family residences, per unit [1 Bedroom]	$2,601.00
Single-family residences, per unit [2 Bedroom]	$3,278.00
Single-family residences, per unit [3+ Bedroom]	$4,040.00
Multi-family residences, per unit [1 Bedroom]	$2,314.00
Multi-family residences, per unit [2 Bedroom]	$3,118.00
Multi-family residences, per unit [3+ Bedroom]	$3,921.00
Offices uses, each 1,000 square feet	$2,711.00
Office park, each 1,000 square feet	$1,258.00
Industrial uses, each 1,000 square feet	$1,920.00
Mini-warehouses, per unit	$91.00
Motel w/restaurant, per room	$366.00
Motel w/o restaurant, per room	$391.00
Shopping center, each 1,000 square feet	$5,369.00
Hardware Center, each 1,000 square feet	$1,341.00
Downtown Retail, per 1,000 square feet	$990.00
Specialty Retail, per 1,000 square feet	$1,303.00
Drive-thru Restaurant, per 1,000 square feet	$22,318.00
High Turnover Restaurant, per 1,000 square feet	$11,489.00
Quality Restaurant, per,1000 square feet	$6,481.00

Building Department Fee Summary Sheet - Effective 2/19/15

Fee Type	Fee ID	2015 Fee	Unit
Administrative or Plan Review			
Construction Permit Deposit	BL-01	Varies (Deposit - Not a Fee)	
Permit Processing Fee	BL-02	$40.00	Ea
Training & Certification Fee	BL-03	$9.00	Ea
Plan Check Fee	BL-04	$97.00	per Hr.
Miscellaneous Building Division Services (Hourly Rate)	BL-05	$88.00	per Hr.
Imaging - 8.5 x 11	BL-06	$0.50	Ea
Imaging - Other sizes	BL-06	$2.40	Ea
Conditional Authorization to Proceed with Work	BL-07	$444.00	Ea
Off-Hour Building Dept. Services	BL-08	$177.00	per Hr.
Permit Extension Fee	BL-09	$44.00	Ea
Document Preparation and Recording Fee	BL-10	$88.00	Ea
Appeal Fee	BL-11	$630.00	Ea
Refund Processing Fee	BL-12	$48.00	Ea
Investigation Fee	BL-13	$355.00	Minimum
Change of Use or Occupancy Review (Building Survey)	BL-14	$533.00	Ea
Contractor's License Tax	BL-15	$1.00 per $1,000 valuation	
Capital Improvement Fee - per square foot for commercial buildings	BL-16	$0.19	per S.F.
Capital Improvement Fee - for one-bedroom dwelling	BL-16	$410.00	Ea Unit
Capital Improvement Fee - for two-bedroom dwelling	BL-16	$478.00	Ea Unit
Capital Improvement Fee - for three or more bedroom dwelling	BL-16	$614.00	Ea Unit
Capital Improvement Fee - for each added bedroom	BL-16	$68.00	Ea
Impact Fee	BL-17	$966.00	Ea Unit
Inspection Services			
Single Inspection Permit Fee	BL-20	$111.00	Ea
Building Permit Inspection Fee	BL-21	Per Building Table BL-21-A	Ea Pmt
Building Demolition Inspection Fee	BL-22	$266.00	Ea
Building Relocation Inspection Fee	BL-23	$533.00	Ea
Electrical Inspection Fee - Unit Fee	BL-24	Per Electrical Table BL-24-A	varies
Plumbing Inspection Fee - Unit Fee	BL-25	Per Plumbing Table BL-25-A	varies
Water Conserving Plumbing Fixture Verification - Plumber Certified	BL-26	$44.00	All Fixt.
Water Conserving Plumbing Fixture Verification - Inspector Verified	BL-26	$44.00 plus $16.00 for each fixture	Ea Fixt.
Mechanical Inspection Fee - Unit Fee	BL-27	Per Mechanical Table BL-27-A	varies
Energy Inspection Fee	BL-28	20% of calculated Inspection Fees in Tables BL-21-A, BL-24-A, BL-25-A and BL-27-A	Ea Pmt
Accessibility Inspection Fee	BL-29	20% of calculated Inspection Fees in Tables BL-21-A.	Ea Pmt
One & Two Family Re-Roofing Permits	BL-30	$133.00	Ea Pmt
Private Residential Swimming Pool Inspection Fee	BL-31	$533.00	Ea Pmt
Modular and Manufactured Housing Fee	BL-32	25% of calculated Inspection Fees in Tables BL-21-A, BL-24-A, BL-25-A and BL-27-A.	Ea Pmt
Stormwater Management Inspection Fee	BL-33	• If no grading permit is issued, 10% of the building permit inspection fee calculated pursuant to Building Table BL-21-A or 1-hr. minimum based on the average hourly Building Dept. staff rate (see BL-05), whichever	
Stormwater Management Inspection Fee	BL-33	• If a grading permit is issued, 40% of the grading permit inspection fee calculated pursuant to Grading Table BL-34-A or 1-hr. minimum based on the average hourly Building Dept. staff rate (see BL-05), whichever	
Grading Permit Inspection Fee	BL-34	Per Grading Table BL-34-A	Ea Pmt
CALGreen Inspection Fee	BL-35	20% of calculated Inspection Fees in Tables BL-21-A, BL-24-A, BL-25-A, BL-27-A and BL-34-A, or 1-hr. minimum based on the Hourly Building Dept. Rate, whichever is greater.	Ea Pmt
Large Format Printing	BL-37	Per Table in BL-37	varies

Description	Quantity		Unit Cost	Unit	Totals
Drainage Resolution 914-00 effective 7/17/00					
Single Family			$3,365	Dwelling Unit	$
Multiple Family			$3,365	Dwelling Unit	$
Commercial, Industrial or Office			$17,764	Acre	$
Park and Recreation Facilities Resolution 2673-10 effective 6/21/10					
Single Family			$9,629	Dwelling Unit	$
Multiple Family			$6,649	Dwelling Unit	$
Public Facilities Resolution 2674-10 effective 6/21/10					
Single Family			$4,956	Dwelling Unit	$
Multiple Family			$3,423	Dwelling Unit	$
Commercial			$979	1,000 SF	$
Office			$1,633	1,000 SF	$
Industrial			$699	1,000 SF	$
Traffic Resolution 2392-08 effective 1/18/09; Resolution 2736-10 effective 9/15/10					
Single Family Detached			$11,429	Dwelling Unit	$
Multi-Family			$7,015	Dwelling Unit	$
Second Unit Equal to or Less than 840 sf			$2,942	Dwelling Unit	$
General Business (Office)			$7,280	1,000 SF	$
Retail/Commercial			$9,543	1,000 SF	$
Light Industrial			$4,710	1,000 SF	$
Heavy Industrial			$1,407	1,000 SF	$
* Mixed use credit Residential or Non-Residential	-0.15	x		$__ * Subtract from total above	$
*Transit Core Credit Residential	-0.09	x		$__ * Subtract from total above	$
*Transit Core Credit Non-Residential	-0.03	x		$__ * Subtract from total above	$
*Surcharge for Drive-through Other	# of units	x		$5,657 * Add to total above	$
*Surcharge for Drive-through Food	# of units	x		$48,089 * Add to total above	$

* Mixed Use Credit = Any project that has Office/Residential receives 15% credit against the lesser value of the calculated Traffic Fees
* Transit Core Credit = Credit of 9% for Residential and 3% for non-Residential developments within one-half mile of Transit Depot
* Surcharge for Drive-through Other = A surcharge fee is added to the basic Traffic fee for any drive-through other than food (example: banks, pharmacy).
* Surcharge for Drive-throughFoot = A surcharge fee is added to the basic Traffic fee for any drive-through food.

Water Capacity Resolution 1566-03 effective 12/3/03; Resolution 2764-11 effective 3/20/11

Meter and Installation	Domestic	Irrigation		
Installation			$129	$
5/8" meter			$260	$
1" meter			$382	$
1 1/2" meter			$609	$

Applicant shall provide and install all meters 2" and larger. Town will supply and install ERT at cost plus installation.

Install ERT on Existing Meter	ERT Cost		
5/8"- 1"		Get Quote	$
1 1/2" - 2"		Get Quote	$
1 1/2" - 10" Turbo		Get Quote	$
Domestic Connection (per meter size)			
Single Family Residential w/ 5/8" Meter (1,200 sq ft or less on 4,000 sq ft lot or less.) 1" for Fire Supression	$5,167	each	$
Single Family Residential w/ 3/4" Meter (1" for fire)	$7,712	each	$
Single Family Residential w/ 1" Meter	$7,712	each	$
Multiple Family, and Non-Residential 1" Meter	$12,880	each	$
Residential,MultipleFamily,andNon-Residential 11/2" Meter	$25,681	each	$
Residential, Multiple Family, and Non-Residential 2" Meter	$41,106	each	$
Residential, Multiple Family, and Non-Residential 3" Meter	$77,121	each	$
Residential, Multiple Family, and Non-Residential 4" Meter	$128,561	each	$
Residential, Multiple Family, and Non-Residential 6" Meter	$257,044	each	$
Residential, Multiple Family, and Non-Residential 8" Meter	$411,287	each	$