Annual Impact Fee Report
For the City of South San Francisco
For Fiscal Year 2014/2015

This report contains information on the City of South San Francisco's development impact fees for Fiscal Year 2014-15. This information is presented to comply with the annual reporting requirements contained in Government Code section 66000 *et seq*. Please note that this annual report is not a budget document, but rather is compiled to meet reporting requirements. It is not intended to represent a full picture of currently planned projects as it only reports project information, revenues and expenditures for Fiscal Year 2014-15. In addition, this report contains the required 5-year findings for unexpended funds for the Childcare Impact Fee and the Traffic Impact Fee pursuant to Government Code section 66001.

Government Code Section 66006 requires local agencies to submit annual and five-year reports detailing the status of development impact fees. The annual report must be made available to the public within 180 days after the last day of the fiscal year, and must be presented to the public agency (City Council) at least 15 days after it is made available to the public.

This report summarizes the following annual reporting information for each of the development impact fee programs:

1. A brief description of the fee program.

2. Schedule of fees.

3. Beginning and ending balances of the fee program.

4. Amount of fees collected, interest earned, and transfers/loans.

5. An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement, including the total percentage of the cost of the public improvement that was funded with fees.

6. A description of each interfund transfer or loan along with the date the loan will be repaid and the rate of interest and a description of the public improvement on which the transferred or loaned fees will be expended.

7. The estimated date when projects will begin if sufficient revenues are available to construct the project.

8. The amount of refunds made to property owners.

9. Required 5-year Findings for the Childcare Impact and Traffic fee program.

In addition, this report contains information on the City of South San Francisco's sewer capacity charges. Government Code Section 66013 requires local agencies to submit annual reports detailing the status of sewer capacity charges. The annual report must be made available to the public within 180 days after the last day of each fiscal year. This report summarizes the following information for the sewer capacity charges:

1. A description of the charges deposited in the fund.

2. The beginning and ending balance of the fund and the interest earned from investment of moneys in the fund.

3. The amount of charges collected in that fiscal year.

4. An identification of all of the following:
   a. Each public improvement on which charges were expended and the amount of the expenditure for each improvement, including the percentage of the total cost of the public improvement that was funded with those charges if more than one source of funding was used.
   b. Each public improvement on which charges were expended that was completed during that fiscal year.
   c. Each public improvement that is anticipated to be undertaken in the following fiscal year.

5. A description of each interfund transfer or loan from the capital facilities fund along with the date the loan will be repaid and the rate of interest. In the case of an interfund transfer, the report identifies the public improvements on which the transferred moneys are or will be expended.

More detailed information on certain elements of the various fee programs is available through other documents such as nexus studies, master plans, capital improvement programs, and budgets.

The City does not typically earmark impact fees for any specific project as the revenues are collected, but rather the revenues are applied toward a series of capital improvement projects as outlined in the nexus studies, such as a future sewer infrastructure, transportation infrastructure, and other capital facilities.

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Childcare Impact Fee Program

The nexus study for this citywide impact fee program was adopted by City Council in 2001. The study identified the need for new and expanded child care facilities in the City. Updates since 2001 to this fee program have included a periodic inflation adjustment. The fee program includes a 5% administrative fee. The estimated cost of the new and expanded facilities included in the nexus study totaled $43.9 million. The nexus study identified new development's share of the cost as 24.6% of the total new and expanded facilities cost. The expected development impact fee revenue was estimated at $11.3 million, which includes administrative costs of 5% of total fee revenue. Existing development's share of the cost is $33.1 million (75.4% of new facilities) which must be funded with other funding sources such as the City's General Fund, grants, developer contributions, and Community Development Block Grants.

As of June 30, 2015, approximately $2.5 million in fees has been collected, $670,000 in interest earnings has been credited to the program, and $620,000 has been expended on projects and program administration fees.

<u>Required 5-Year Findings for Unexpended Funds/Annual Reporting Requirements:</u>

1. The purpose of the Childcare Impact Fee Program is to provide new development's share of funding for new and expanded childcare facilities required at build-out of the City.

2. The reasonable relationship between the childcare impact fee and the purpose for which it is charged is demonstrated in the *South San Francisco Child Care Facilities Impact Fee Nexus Study* dated September 2001 and adopted November 14, 2001. As of June 30, 2015, there continues to be a need for new childcare facilities due to the influx of new residents and additional employees from new developments. Currently, the City runs two licensed childcare facilities. There is a 4-year waiting list for space at these facilities; there are 640 children on the waiting list. The City estimates that there will be 5,000 new residents in the City within the next 5 years. The City reasonably anticipates that these new residents will require additional childcare services.

3. The sources and amounts of funding anticipated for completion of the future new and expanded childcare facilities are in the *South San Francisco Child Care Facilities Impact Fee Nexus Study* dated September 2001 and adopted November 14, 2001. As noted in the nexus study, the source of funding existing development's share is a combination of the General Fund, grants, developer contributions, and Community Development Block Grants.

4. Four projects have been completed using Childcare Impact Fee Program funding. The approximate date for funding and constructing future facilities

will be determined, at the discretion of the City Council, when adequate additional funds for facility construction have accumulated.

5. The approximate $2.5 million of unexpended impact fee revenue will be used to fund projects to increase childcare spaces in the City. As stated above, as of November 24, 2015, there are 640 children on the waiting list for the City's childcare programs. Community Care licensing requires 35 square feet of indoor space per child and 75 square feet of outdoor space per child. A fully equipped facility with kitchen and staff space for 100 children would require approximately 5,000 square feet of indoor space. Consequently, in light of the significant demand, the City requires additional funding/revenue in order to construct the necessary facilities. The City's voters recently passed Measure W, which may provide funding for a new recreational facility within the City. The City is contemplating using a portion of the unexpended impact fee revenue to fund additional childcare facility space at the new recreational facility. Construction of other childcare facilities would require the expenditure of General Fund reserves, which are designated for any purpose at the discretion of the City Council. Thus, the approximate date for funding and construction of additional childcare facilities is dependent on the Council's prioritization of these projects. The funding source of existing development's share of these projects will be the City's General Fund, less any grant funds and developer contributions received.

6. There are no potential refunds of Childcare Impact fees to property owners.

7. There were not any interfund transfers or loans

Childcare Impact Fee (Fund 830)

This citywide development impact fee program funds new development's fair share of new and expanded childcare facilities to serve the City.

Beginning balance, July 1, 2014		**$ 1,995,688**	
Additions			
Childcare impact fees collected	$ 477,806		
Interest earned	18,701		
Total additions		496,507	
Disbursements			% Fee Funded
City administration	2,500		100%
Projects	0		
Total disbursements		(2,500)	
Remaining balance as of June 30, 2015		**$ 2,489,695**	
Planned projects for Fiscal Year 2015/16			% Fee Funded
There are no planned projects for Fiscal Year 2015/16		0	
Remaining balance after planned projects		**$ 2,489,695**	

Public Safety Impact Fee Program

The nexus study for this citywide impact fee program was adopted by City Council in 2012. The study identified the need for new and expanded public safety capital facility and equipment to support new development projects. This fee program also includes an annual inflation adjustment. The fee program includes a 2% administrative fee. The estimated cost of the new and expanded public safety equipment and facilities included in the nexus study totaled $40.4 million. The nexus study identified new development's share of the cost at $10.4 million (25.6% of the total new and expanded equipment and facilities cost). Existing development's share of the cost is $30.0 million (74.4% of new equipment and facilities) which must be funded with other funding sources such as the City's General Fund, grants, or developer contributions.

As of June 30, 2015, approximately $299,000 in fees have been collected, $2,000 in interest earnings have been credited to the program, and no money has yet been expended on projects or fee program administration.

Annual Reporting Information:

1. The Public Safety Impact Fee is collected to provide new development's share of funding for new and expanded public safety capital facility and equipment required at build out of the City.

2. See page 20 for the fee schedule outlining the amount of the fee; See page 8 for beginning and ending balance of the account for this fee and for the amount of fees collected and interest earned.

3. No projects have been completed using the Public Safety Impact Fee Program funding. The approximate date for funding and constructing future facilities and procuring future equipment will be determined when adequate additional funds have accumulated.

4. There were not any interfund transfers or loans

5. There are no potential refunds of Public Safety Impact Fees to property owners

Public Safety Impact Fee (Fund 821)

This citywide development impact fee program funds new development's fair share of new and expanded capital facility and equipment to serve the City.

Beginning balance, July 1, 2014		**$72,992**	
Additions			
Public Safety impact fees collected – Fire	$ 159,747		
Public Safety impact fees collected - Police	66,999		
Interest earned	1,392		
Total additions		228,138	
Disbursements			
Projects	0		
Total disbursements		0	
Remaining balance as of June 30, 2015		**$ 301,130**	
Planned projects for Fiscal Year 2015/16			% Fee Funded
New Cardiac Monitors	97,280		25.6%
Replace Safety Clothing	26,368		25.6%
Total planned projects for Fiscal Year 2015/16		(123,648)	
Remaining balance after planned projects		**$ 177,482**	

Oyster Point Interchange Impact Fee Program

The City Council adopted this plan area fee program on May 23, 1984 using a February 1983 Feasibility Study prepared by Nolte and Associates in conjunction with Resolution No. 71-84 which created the "Oyster Point Contribution Formula". The 1983 Feasibility Study identified the need for the Oyster Point Interchange project which was, at that time, referred to as the grade separation project.

Updates to the fee program since 1984 include the following:

1. An ongoing monthly inflation adjustment.

2. June 26, 1996 fee program change via Resolution No. 102-96 that included adjustments for:
   a) the inflationary index that reduced the fee by approximately 22%,
   b) the project description which increased the scope of the project to include the Terrabay hook ramps and the southbound off-ramp flyover, and
   c) the use of more current trip generation rates

3. October 9, 1996 fee program change via Resolution No. 152-96 that added additional land uses with their associated trip generation rates.

The Feasibility Study identified new development's share of the grade separation project cost at 64.8% and existing development's share of the cost at 35.2%. The grade separation was completed and funded in 1995 and is not part of this annual report. The increased scope portion of the project, added in 1996, was identified as being 100% the responsibility of new development. Of this additional scope, the flyover, estimated to cost $6.4 million, was completed in 2005, and the hook ramps, estimated to cost $15 million, were completed in October 2006. Additional work relating to property transfers and gaining final Caltrans project acceptance is on-going.

<u>Annual Reporting Information</u>

1. The purpose of the Oyster Point Interchange Impact Fee Program is to provide new development's share of funding for this project required at build-out of the plan area.

2. The construction portion of the flyover and hook ramps is completed and funding through the fee program will continue through build-out of the plan area. As impact fees are collected, they will be used to pay back the Successor Agency to the Redevelopment Agency for the advance of $14.45 million.

3. See page 21 for the fee schedule outlining the amount of the fee; See page 11 for beginning and ending balance of the account for this fee and for the amount of fees collected and interest earned.

4. There are no potential refunds of Oyster Point Interchange Impact Fees to property owners.

5. The fund has one loan from the former Redevelopment Agency. The amount owed as of June 30, 2015 is approximately $11.4 million. Since the dissolution of the Redevelopment Agency in 2012, the interest rate charged by the Successor Agency is 0%. The loan is repaid as new impact fee revenue is received. Because the amount of future impact fee revenue is unknown, the repayment date is unknown.

Oyster Point Interchange Impact Fee (Fund 840)

This plan area development impact fee program funds new development's fair share of the Oyster Point Interchange project.

Beginning balance, July 1, 2014		**$ 24,615**	
Additions			
Fees collected	$ 352,410		
Interest earned	1,182		
Total additions		353,592	
Disbursements			% Fee Funded
Projects	0		
Repayment of RDA Loan	352,674		100%
Total disbursements		(352,674)	
Remaining balance as of June 30, 2015		**$ 25,533**	
Planned Projects for Fiscal Year 2015/16			% Fee Funded
U.S. 101 Off Ramp/Hook Ramps (st1013)	38,366		100%
U.S. 101 Flyover to Oyster Point (st1014)	14,196		100%
Total Planned Projects in Fiscal Year 2015/16		(52,562)	
Remaining Balance After Planned Projects		(27,029)	
Loans to Oyster Point Interchange Fee Fund from Successor Agency to RDA			Due Date and Interest Rate
Balance, July 1, 2014	11,722,826		None & None
Less payment during fiscal year	(352,674)		
Balance, June 30, 2015		(11,370,152)	
Fees available (future fees required) for current and completed projects [1]		**$ (11,397,181)**	

[1] Includes the Successor Agency loan of $11.4 million.

Traffic Impact Fee Program

The 2001 nexus study for this plan area fee was adopted by City Council in 2002. The study identified the need for new and expanded roadway and intersection improvements to serve the area located east of US 101 in the City. The study was updated on May 6, 2005 and on July 19, 2007. This fee program includes an annual inflation adjustment and a 2.5% administrative fee. The estimated cost of the new and expanded facilities included in the 2007 study totaled $38.5 million ($32.4 million in net cost after accounting for fees already received). There are 26 road improvements listed in the 2007 study and two studies for a total of 28 projects. The study determined that new development would be responsible for 100% of the cost of the 28 projects.

As of June 30, 2015, approximately $12.0 million in fees have been collected, $2.0 million in interest earnings have been credited to the program, and $7.8 million has been expended on projects and fee program administration.

<u>Required 5-Year Findings for Unexpended Funds/Annual Reporting Requirements</u>

1. The purpose of the Traffic Impact Fee Program is to provide new development's share of funding for new and expanded roadway and intersection improvements to serve the area located east of US 101 at build-out of the plan area.

2. The reasonable relationship between the traffic impact fee and the purpose for which it is charged is demonstrated in the *Traffic Impact Fee Study Updated East of 101 Area.* The fee study determined that 6,538 PM Peak Hour Trips would be generated by the growth in the East of 101 Area upon General Plan build-up. In order to mitigate the increase in PM Peak Hour trips, a list of traffic improvements was prepared. As of June 30, 2015, there continues to be a need for new Traffic Impact Fees due to further development east of Highway 101, including several large developments under construction or in the planning stages.

3. The sources and amounts of funding anticipated for completion of the future new and expanded roadway and intersection improvements are in the *Traffic Impact Fee Study Updated East of 101 Area*.

4. Of the 26 improvement projects listed in the nexus study, six are currently under construction. A traffic study, which will prioritize the construction of the new and expanded facilities listed in the nexus study is in progress. The projects currently underway are shown in the Fiscal Year 2014-15 Capital Improvement Program (CIP) budget. The remaining nexus study projects will be programmed in future years' CIP budgets. Note that after the build-out of the east of Highway 101 area is completed, it is anticipated that traffic levels will be even higher than was projected in the 2007 study, and that additional projects will be needed to mitigate the increased traffic.

5. Of the approximate $5.9 million of unexpended traffic impact fee revenue, $3.7 million is budgeted to be expended on projects in Fiscal Year 2015-16 (see table on page 14). The remaining $2.2 million will be used to fund projects in subsequent years, such as the design of projects listed in the original and updated fee studies. The approximate date of funding to complete financing of projects identified in the nexus study and the traffic fee study updates is unknown, as the sole source of funding is the traffic impact fee, which is dependent on the implementation of new developments. Based on the findings in the nexus study, new development is responsible for 100% of the cost.

6. There are no potential refunds of Traffic Impact Fees to property owners.

7. There were not any interfund transfers or loans.

Traffic Impact Fee (Fund 820)

This plan area development impact fee program funds new development's fair share of new and expanded roadway and intersection improvements east of US 101 to serve the City.

Beginning balance, July 1, 2014		**$ 6,795,927**	
Additions			
Fees collected	$ 1,411,851		
Interest earned	50,753		
Total additions		1,462,604	
Disbursements			% Fee Funded
City administration	2,500		100%
South Airport Blvd/Utah Ave (TIF #20 & tr1010)	1,407,510		100%
Traffic Impact Fee Study (tr1013)	15,196		
Grand/East Grand (TIF #26 & tr1103)	19,189		100%
Oyster Point Blvd/Route 101 Northbound On-Ramp (TIF #35 & tr1105)	527,685		100%
101 Northbound Off-Ramp to E Grant/Executive (TIF #38 & tr1107)	340,152		100%
US-101 Produce Avenue Interchange (TIF #39 & tr1404)	1,449		0.6%
Total disbursements		(2,313,681)	
Remaining Balance as of June 30, 2015		**$ 5,944,850**	
Planned Projects for Fiscal Year 2015/16			% Fee Funded
South Airport Blvd/Utah Ave (TIF #20 & tr1010)	541,642		100%
Traffic Impact Fee Study (tr1013)	116,458		100%
Grand/East Grand (TIF #26 & tr1103)	298,522		100%
Oyster Point Blvd/Route 101 Northbound On-Ramp (TIF #35 & tr1105)	1,256,346		100%
Airport Blvd/Miller Ave (TIF #12 & tr1102)	5,772		100%
Airport Blvd/Grand Ave (TIF #13 & tr1104)	7,289		
101 Northbound Off-Ramp to E Grant/Executive (TIF #38 & tr1107)	68,907		100%
Gateway/E. Grand Traffic Improvements (tr1004)	203,986		100%
US-101 Produce Avenue Interchange (TIF #39 & tr1404)	9,788		5%
E. Grand, Gateway & Forbes Intersection (tr1602)	600,000		100%
Oyster Pt., Gateway & Veterans Intersection (tr1603)	600,000		100%
Total planned projects for Fiscal Year 2015/16		(3,708,710)	
Remaining balance after planned projects		**$ 2,236,140**	

Sewer Impact Fee Program

The 2002 nexus study for this plan area fee was adopted by City Council in 2002. The study identified the need for new and rehabilitated sewer collection and treatment facilities to serve the area located east of US 101 in the City. This fee program also includes an annual inflation adjustment. The estimated cost of the 20 new and expanded sewer projects included in the study totaled $21.4 million. The study identified new development's share of the cost of the required facilities at $15.5 million (72.4% of the total new and expanded facilities cost) while existing development's share of the cost (existing deficiency) is $5.9 million (27.6% of new facilities). New development's share of the cost, $15.5 million was increased to include some master planning costs ($425,000) and some CEQA reviewing costs ($600,000) for a total cost to new development of $16,425,000. Of that amount, $12,429,000 was to be sewer impact fee funded and $4,066,000 was to be funded directly by developer contributions. Of the twenty total projects listed in the nexus study, eleven projects are either fully or partially funded with the sewer impact fee funds, four are existing development's responsibility, four are to be funded by developer contributions, and one is to be funded with a combination of developer contributions and revenues from existing development. Existing development's share will be funded with the sewer charges appearing on property tax bills as a direct levy.

As of June 30, 2015, approximately $7.6 million in fees (including a prepayment from a large bio-technology firm) has been collected, $400,000 in interest earnings has been credited to the program, and $6.1 million has been expended on projects and fee program administration.

<u>Annual Reporting Information:</u>

1. The purpose of the Sewer Impact Fee Program is to provide new development's share of funding for new and rehabilitated sewer collection and treatment facilities to serve the area located east of US 101 at build-out of the plan area.

2. See page 21 for the fee schedule outlining the amount of the fee; See page 17 for beginning and ending balance of the account for this fee and for the amount of fees collected and interest earned.

3. Six of the eleven projects listed in the nexus study to be funded fully or partially from sewer impact fees have been started and four of those are completed. The projects currently underway are shown in the Fiscal Year 2015-16 CIP budget. The remaining nexus study projects will be programmed in future years' CIP budgets.

4. As of June 30, 2015, the Sewer Impact Fee Program does not have any unexpended funds. The fund balance at end of Fiscal Year 2014-15 is approximately negative $40,000 (the fund has $1.93 million in cash balance, which includes $1.97 million in prepaid/unearned fee revenue).

5. There are no potential refunds of Sewer Impact Fees to property owners.

Sewer Impact Fee (Fund 810)

This plan area development impact fee program funds new development's fair share of new and rehabilitated sewer collection and treatment facilities to serve the area located east of US 101 in the City.

Beginning balance, July 1, 2014		**$ 1,474,649**	
Additions			
Fees collected	$ 459,624		
Interest earned	12,837		
Net Fee Credit Permits	0		
Total additions		472,461	
Disbursements			% Fee Funded
City administration	2,500		100%
Littlefield Ave. (So) Subtrunk Repair/Upgrade (ss1023)	16,191		
Total Disbursements		(18,691)	
Remaining balance as of June 30, 2015		**$ 1,928,419**	
Planned Projects for Fiscal Year 2015/16			% Fee Funded
Littlefield Ave. (So) Subtrunk Repair/Upgrade (ss1023)	46,817		80%
Total Planned Projects in Fiscal Year 2015/16		(46,817)	
Remaining Balance After Planned Projects		1,881,602	
Loans to Sewer Impact Fee Fund			Due Date and Interest Rate
Developer Prepayment for East Grand Avenue Subtrunk project (ss1014) [1]		(1,969,879)	None & Pooled City Rate
Fees available (future fees required) for current and completed projects [2]		**$ (88,277)**	

[1] The developer prepaid the sewer impact fees to allow for earlier construction of project ss1014 and receives credit against future sewer impact fee obligations.

[2] Includes the $2.0 million developer prepayment.

Sewer Capacity Charge Program

The original analysis was adopted by City Council in 2000 and annual updates included a preset adjustment to the charges based on borrowing costs. The most current Sewer Capacity Charge Analysis by Bartle Wells & Associates is dated August 26, 2009 and was adopted by City Council in April of 2010 to be effective in Fiscal Year 2010-11. This analysis identifies the need for sewer collection and treatment capacity in the City. The estimated capital investment (cost less depreciation) of the collection and treatment facilities was included in the analysis and totaled $161.2 million in 2009 dollars ($63.5 million from the 2000 analysis). The analysis identified the capacity charge as a cost recovery charge associated with providing collection and treatment capacity to new development, both through the existing infrastructure provided, and through future capital projects not funded by the Sewer Impact Fee Program located East of 101. Existing development's share of the benefit of these facilities is funded from sewer charges appearing on property tax bills as a direct levy.

As of June 30, 2015, approximately $1.4 million in sewer capacity charge revenues has been collected and $36,000 in interest earnings has been credited to the program since the July 2010 update became effective. During this timeframe, approximately $1.2 million has been expended on projects and program administration.

Annual Reporting Information:

1. The sewer capacity charges do not exceed the estimated reasonable costs of providing the facilities for which the fee is charged (see § 66013, subd. (a)).

2. The sewer capacity charges accounting and reporting requirements are being met, i.e., the revenues are kept in a separate fund and the City provides annual reports on the use of the funds collected (see § 66013, subds. (c) and (d)). Since the update for the sewer capacity charges went into effect in Fiscal Year 2010-11, $1.2 million of collected sewer capacity charges has been spent on Water Quality Control Plant upgrades.

3. There were not any interfund transfers or loans

Sewer Capacity Charges (Fund 730)

This fee program funds the cost associated with providing collection and treatment capacity to new development, both through the existing infrastructure provided, and through future capital projects not funded by other sources.

Beginning Balance, July 1, 2014	$326,897	
Charges collected	$210,189	
Interest earned	$3,783	
Total Additions	$213,972	
Disbursements		% Charge Funded
City Administration	$2,500	100%
Projects	$ 0	
Total Disbursements	$2,500	

Remaining Balance, June 30, 2015	$538,369	
Planned Projects for Fiscal Year 2015/16	Amount	% Charge Funded
No projects are planned	$0	
Remaining Balance After Planned Projects	$538,369	

Fee Schedules for 2014-15

Childcare Impact Fee Rates for Fiscal Year 2014-15

Land Use	per Unit or per Gross Sq. Ft. (GSF)
Residential	
Low Density	$1,979 per unit
Medium Density	$1,858 per unit
High Density	$1,851 per unit
Other Residential	$1.28 per GSF
Commercial/Industrial	
Commercial / Retail	$0.68 per GSF
Hotel / Visitor Services	$0.18 per GSF
Office / R&D	$0.57 per GSF
Other Non-Residential	$0.54 per GSF

Public Safety Impact Fee Rates for Fiscal Year 2014-15

Land Use	per Unit or per Square Foot (SF)
Residential	
Low Density	$1,285 per unit
Medium Density	$810 per unit
High Density	$563 per unit
Commercial/Industrial	
Commercial / Retail	$0.44 per SF
Hotel / Visitor	$0.42 per SF
Office / R&D	$0.44 per SF
Industrial	$0.18 per SF

Fee Schedules for 2014-15

Oyster Point Interchange Impact Fee Rates for Fiscal Year 2014-15

The impact fee is calculated by multiplying the number of vehicle trips by $154 and by the percentage increase in the Construction Cost Index (CCI) as published in the Engineering News-Record (ENR) from the date of adoption, when the CCI was 6,552.16, to the current effective CCI.

Vehicle Trips are based on average daily traffic (ADT). The rates shown below are based on 1,000 gross square feet of land use.

The ENR CCI published in April is used to calculate annual increases. The CCI for April 2013 and 2014 were 10,373.34 and 10,894.84, respectively, resulting in a percentage increase of 5.0%.

Land Use	ADT Trip Rate per 1,000 GSF
General Industrial	5.46
Manufacturing	3.99
Warehousing	4.50
Hotel	10.50
General Office Building	12.30
Research & Development (R&D)	5.30
Restaurant (Dinner House/High Turn-over)	56.30 / 164.40
General Commercial	48.00

Traffic Impact Fee Rates for Fiscal Year 2014-15

Area of Building x Land Use Fee where the Land Use Fee is:

R&D = $5.48 per building sq. ft.
Hotel = $1,275.04 per room
Commercial = $22.70 per building sq. ft.

Sewer Impact Fee Rates for Fiscal Year 2014-15

Gallons per area x area x $4.46. The generation rate for all land use is 400 gallons per day per 1,000 square feet of building area.

Sewer Capacity Charge for Fiscal Year 2014-15

The fee is updated each calendar year. For both calendar years 2014 and 2015, the fee was $3,944 per EDU. An EDU, or Equivalent Dwelling Unit, is the amount and strength of sewage equivalent to that discharged by a single-family residence. EDU = (0.00347 x Q) + (0.362 x BOD) + (0.589 x TSS). Q = gallons per day of sewage to be discharged; BOD = pounds per day of biochemical oxygen demand to be discharged; TSS = pounds per day of total suspended solids to be discharged.

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