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CITY OF REDLANDS

DEVELOPMENT IMPACT FEE JUSTIFICATION STUDY

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Prepared for
CITY OF REDLANDS
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The City of Redlands ("City"), a political subdivision of the State of California, authorized David Taussig & Associates, Inc. to prepare a nexus study to justify proposed development impact fees to be imposed on new development within the City limits. The fees to be collected will provide a source of revenue to fund public improvements that will mitigate the impacts of such new development. This Fee Study will meet the requirements of California Government Code Section 66001 known as the "Mitigation Fee Act" and will achieve the following goals related to said section:

- Ensure the development impact fees do not exceed the estimated reasonable cost of providing the service for which the fee is imposed
- Provide a clear and concise document that will serve as the basis for the proposed fee levels

A development impact fee is a one-time charge imposed by a local agency on new development to recover, or partially recover, the estimated reasonable cost of providing public facilities needed to mitigate the impacts of such new development. Further discussion on the legal limitations related to imposing development impact fees is discussed in Section II, "Legal Requirements."

This Fee Study and the resulting fee structure will focus on the justification for imposing impact fees to fund, or partially fund, police, fire, library, park, general government, and transportation facilities necessary to mitigate the impacts of new development.

This study uses a planning horizon of 2035 for all projections of demographic growth. To ensure the proposed fee structure meets the nexus requirements of Section 66001 and ensure the fees are proportionate to the impacts generated by the various land uses, this Fee Study uses an equivalent development unit ("EDU") method to fairly allocate costs to new development and determine the appropriate fee levels that will provide a source of funds to pay for the proposed facilities. A more detailed discussion regarding the EDU methodology can be found in Section III-3.

Application of the EDU methodology depends upon reasonable choices of variables that adequately measure demand for respective facilities ("demand variable"). For instance, transportation impacts can be considered to be proportional to traffic volumes generated on public streets. Therefore the demand variable is the standard trip generation rates for various land uses. Another example is that the demand for police facilities can be measured by the number of residents and employees requiring police protection services from the various land uses.

Table I-1 summarizes the demand variables used in this Fee Study:

TABLE I-1
DEMAND VARIABLES

Facility Category	Demand Variable
Police	Population and Employees
Fire	Population and Employees
Library	Population
Parks	Population
General Government	Population and Employees
Transportation	Average Daily Trips

Section IV of this Fee Study provides detailed analyses of facility needs (the "Needs List") for each fee category, allocation of costs to new development and calculation of fee structures for police, fire, library, parks, general government, and transportation facilities. Section IV also adds an administrative component of 2.0% of the individual fee amounts to pay for the City's overhead costs incurred in the administration of the Fee program. Table I-2 summarizes the proposed Fee structure including the administrative component:

TABLE I-2
FEE SUMMARY

	Residential (fee per unit)			Non-Residential (fee per 1,000 Sq. Ft.)									Fee per Room
Land Use	Single Family	Multi-Family	Transit Oriented Development	Retail	Commercial	Food Service and Entertainment	Office	Warehousing – Standard	Warehousing – High Cube	Manufacturing and Assembly	Industrial/Other	Institutional and Health Care	Hotel/Motel
Police Facilities	$30.11	$27.56	$18.66	$8.64	$3.65	$46.85	$37.40	$11.67	$1.97	$10.09	$9.54	$19.26	$8.71
Fire Facilities	$577.08	$528.21	$357.74	$165.64	$69.89	$897.94	$716.94	$223.67	$37.69	$193.49	$182.88	$369.14	$167.04
Park Facilities	$3,959.94	$3,624.62	$2,454.85	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Library Facilities	$264.58	$242.18	$164.02	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Government Facilities	$686.45	$628.33	$425.55	$197.03	$83.13	$1,068.13	$852.83	$266.06	$44.83	$230.16	$217.54	$439.10	$198.70
Transportation Facilities	$1,512.36	$1,048.32	$1,074.63	$3,438.17	$3,331.11	$6,977.94	$2,007.94	$709.44	$262.62	$388.46	$1,271.14	$3,009.17	$1,049.11
Totals	**$7,030.52**	**$6,099.22**	**$4,495.45**	**$3,809.48**	**$3,487.78**	**$8,990.86**	**$3,615.11**	**$1,210.84**	**$347.11**	**$822.20**	**$1,681.10**	**$3,836.67**	**$1,423.56**

The City has identified the need to levy impact fees to pay for police, fire, library, parks, general government, and transportation facilities. These fees will finance facilities on the Needs Lists at levels identified by the City as appropriate for new development. Upon the adoption of the Fee Study and required legal documents by the City Council, all new development will be required to pay its "fair share" of the cost of facilities on the Needs Lists through these fees.

The fees are established pursuant to AB 1600 as described below.

AB 1600 Legal Requirements

Prior to World War II, development in California was held responsible for very little of the cost of public infrastructure. Public improvements were financed primarily through jurisdictional general funds and utility charges. It was not uncommon during this period for speculators to subdivide tracts of land without providing any public improvements, expecting the closest city to eventually annex a project and provide public improvements and services.

However, starting in the late 1940s, the use of impact fees grew with the increased planning and regulation of new development. During the 1960s and 1970s, the California Courts broadened the right of local government to impose fees on developers for public improvements that were not located on project sites. More recently, with the passage of Proposition 13, the limits on general revenues for new infrastructure have resulted in new development being held responsible for a greater share of public improvements, and both the use and levels of impact fees have grown substantially. Higher fee levels were undoubtedly driven in part by a need to offset the decline in funds for infrastructure development from other sources.

The levy of impact fees is one authorized method of financing the public facilities necessary to mitigate the impacts of new development, as the levy of such fees provides funding to maintain an agency's existing level of service for an increased service population. A fee is "a monetary exaction, other than a tax or special assessment, which is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project…" (California Government Code, Section 66000). A fee may be levied for each type of capital improvement required for new development, with the payment of the fee occurring prior to the beginning of construction of a dwelling unit or non-residential building (or prior to the expansion of existing buildings of these types). Fees are often levied at final map recordation, issuance of a certificate of occupancy, or more commonly, at building permit issuance. Actual fees will be collected as proscribed in the Redlands Municipal Code.

Assembly Bill ("AB") 1600, which created Section 66000 et. seq. of the Government Code, was enacted by the State of California in 1987. This Fee Study is intended to meet the nexus or benefit requirements of AB 1600, which mandates that there is a nexus between fees imposed, the use of the fees, and the development projects on which the fees are imposed.

In 2006, Government Code Section 66001 was amended to clarify that a fee cannot include costs attributable to existing deficiencies, but can fund costs used to maintain the existing level of service or meet an adopted level of service that is consistent with the general plan.

Section 66000 et seq. of the Government Code requires all public agencies to satisfy the following requirements when establishing, increasing or imposing a fee as a condition of new development:

1. Identify the purpose of the fee. (Government Code Section 66001(a)(1)).

2. Identify the use to which the fee will be put. (Government Code Section 66001(a)(2)).

3. Determine that there is a reasonable relationship between the fee's use and the type of development on which the fee is to be imposed. (Government Code Section 66001(a)(3)).

4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is to be imposed. (Government Code Section 66001(a)(4)).

5. Discuss how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The sections below present each of the five requirements listed above as they relate to the imposition of the proposed fees.

1. Purpose of the Fee (Government Code Section 66001(a)(1))

   New residential and non-residential development within the City will generate additional residents and employees who will require additional public facilities. Land for these facilities will have to be acquired and public facilities and equipment will have to be expanded, constructed or purchased to meet this increased demand.

   This Fee Study has been prepared in response to the projected direct and cumulated effect of future development. Each new development will contribute to the need for new public facilities. Without future development many of the new public facilities on the Needs Lists would not be necessary as the existing facilities are adequate for the City's present population. In instances where facilities would be built regardless of new development, the costs of such facilities have been allocated to new and existing development based on their respective level of benefit.

   The proposed impact fee will be charged to all future development, irrespective of location, in the City. Even future "in fill" development projects contribute to impacts on public facilities because they are an interactive component of a much greater universe of development located throughout the City. First, the property owners and/or the tenants associated with any new development in

the City can be expected to place additional demands on City facilities funded by the fee. Second, these property owners and tenants are dependent on and, in fact, may not have chosen to utilize their development, except for residential, retail, employment and recreational opportunities located nearby on other existing and future development. Third, the availability of residents, employees, and customers throughout the City has a growth-inducing impact without which some of the "in-fill" development would not occur. As a result, all development projects in the City contribute to the cumulative impacts of development.

The impact fees will be used for the acquisition, installation, and construction of public facilities identified on the Needs Lists and appropriate administrative costs to mitigate the direct and cumulative impacts of new development in the City.

2. The Use to Which the Fee is to be Put (Government Code Section 66001(a)(2))

   The fee will be used for the acquisition, installation, and construction of the public facilities identified on the Needs Lists, included in Section IV of the Fee Study and other appropriate costs to mitigate the direct and cumulative impacts of new development in the City. The fee will provide a source of revenue to the City to allow for the acquisition, installation, and construction of public facilities, which in turn will maintain the current standard of service, preserve the quality of life in City and protect the health, safety, and welfare of the existing and future residents, visitors, and employees.

3. Determine That There is a Reasonable Relationship Between the Fee's Use and the Type of Development Project Upon Which the Fee is Imposed (Benefit Relationship) (Government Code Section 66001(a)(3))

   It is the projected direct and cumulative effect of future development that has prompted the preparation of the Fee Study. Each development will contribute to the need for new public facilities. Without future development, the City would have no need to construct many of the public facilities on the Needs Lists. For all other facilities, the costs have been allocated to both existing and new development based on their level of benefit. Even future "in fill" development projects, which may be adjacent to existing facilities, further burden existing public facilities. Consequently, all new development within the City, irrespective of location, contributes to the direct and cumulative impacts of development on public facilities and creates the need for new facilities to accommodate growth.

   The fees will be expended for the acquisition, installation, and construction of the public facilities identified on the Needs Lists and other authorized uses, as that is the purpose for which the Fee is collected. As previously stated, all new development creates either a direct impact on public facilities or contributes to the cumulative impact on public facilities. Moreover, this impact is generally

equalized among all types of development because it is the increased demands for public facilities created by the future residents and employees that create the impact upon existing facilities.

For the foregoing reasons, new development benefits from the acquisition, construction, and installation of the facilities on the Needs Lists.

4. Determine How There is a Reasonable Relationship Between the Need for the Public Facility and the Type of Development Project Upon Which the Fee is Imposed (Impact Relationship) (Government Code Section 66001(a)(4))

   As previously stated, all new development within the City, irrespective of location, contributes to the direct and cumulative impacts of development on public facilities and creates the need for new facilities to accommodate growth. Without future development, many of the facilities on the Needs Lists would not be necessary. For certain other facilities, the costs have been allocated to both existing and new development based on their level of benefit.

   For the reasons presented herein, there is a reasonable relationship between the need for the public facilities included on the Needs List and all new development within the City.

5. The Relationship Between the Amount of the Fee and the Cost of the Public Facilities Attributable to the Development Upon Which the Fee is Imposed ("Rough Proportionality" Relationship) (Government Code 66001(a)

   As set forth above, all new development in the City impacts public facilities. Moreover, each individual development project and its related increase in population and/or employment, along with the cumulative impacts of all development in the City, will adversely impact existing facilities. Thus, imposition of the Fee to finance the facilities on the Needs Lists is an efficient, practical, and equitable method of permitting development to proceed in a responsible manner.

   New development impacts facilities directly and cumulatively. In fact, without any future development, the acquisition, construction, and/or installation of many of the facilities on the Needs Lists would not be necessary as existing City facilities are adequate. Even new development located adjacent to existing facilities will utilize and benefit from facilities on the Needs List.

   The proposed fee amounts are roughly proportional to the impacts resulting from new development based on the analysis in Section IV. Thus there is a reasonable relationship between the amount of the Fee and the cost of the facilities.

Identifying these items will enable an impact fee to meet the nexus and rough proportionality requirements established by previous court cases. These

findings are discussed in the nexus test for each proposed fee element as presented in Section IV.A through Section IV.F. Current State financing and fee assessment requirements only allow new development to pay for its fair share of new facilities' costs. Any current deficiencies resulting from the needs of existing development must be funded through other sources. Therefore, a key element to establish legal impact fees is to determine what share of the benefit or cost of a particular improvement can be equitably assigned to existing development, even if that improvement has not yet been constructed. By removing this factor, the true impact of new development can be assessed and equitable fees assigned.

In order to determine the public facilities needed to serve new development as well as establish fee amounts to fund such facilities, the City provided DTA with projections of future population, employees and development within the City. For purposes of projecting future population and employment growth, the City categorizes developable land uses as residential property and non-residential property. Residential and non-residential property is further categorized into subclasses as shown in Table III-1. Based on these designations, DTA established fees for these land use categories to acknowledge the difference in impacts resulting from various land uses and to make the resulting fee program implementable. A summary of the land use classes utilized in this fee study are included in Table III-1. However, not all fees will apply to all land uses.

Table III-1

LAND USE CLASSIFICATION FOR FEE STUDY	DEFINITION
Single Family Residential	Includes, but is not limited to, buildings used as the following: • Single family detached homes • Single family attached homes
Multi-Family Residential	Includes, but is not limited to, buildings used as the following: • Buildings with attached residential units including apartments, town homes, condominiums, except for units within a Transit-Oriented Development (TOD) • A 2nd residential unit on property zoned and entitled for single family residential use unless collection of DIF is prohibited by California law
Transit-Oriented Development	Includes, but is not limited to, buildings used as the following: • Multi-family residential units located within Transit-Oriented Development (TOD) zones identified in the City General Plan and conforming to TOD development requirements. • Note: Retail and Commercial development within TOD zones will be assessed at the standard DIF rates for Retail and Commercial
Retail	Includes, but is not limited to, buildings used as the following: • Department stores, discount stores, furniture/appliance outlets, home improvement centers • Neighborhood shopping center • Subregional and regional shopping centers
Commercial	Includes, but is not limited to, buildings used as the following: • Automobile sales and services • Entertainment and cultural facilities • Business Parks • Service-oriented business activities unless specifically listed elsewhere

LAND USE CLASSIFICATION FOR FEE STUDY	DEFINITION
Food Service and Entertainment	Includes, but is not limited to, buildings used as the following: • Theatres • Full service restaurants • Fast Food restaurants • Coffee shops and all other limited food/beverage businesses • Bars and tasting rooms • Bowling alleys, etc.
Office	Includes, but is not limited to, buildings used as the following: • Business/professional office • Professional medical offices not located on the same property/development as a hospital • Service oriented business activities where the focus in on customer service delivery in an office environment.
Hotel/Motel	Includes, but is not limited to, buildings used as the following: • Short term and intermediate term housing with room rental businesses defined as hotel or motel in the Redlands Municipal Code
Warehousing - Standard	Includes, but is not limited to, buildings used as the following: • Warehouse facilities, or portions of other buildings, used for storage and distribution of materials not qualifying as High Cube warehousing
Warehousing – High Cube	Includes, but is not limited to, buildings used as the following: • >200,000 SF warehouse over 24 feet high used for storage and consolidation of manufactured goods prior to distribution to other warehouse facilities utilitizing a high level of on-site automation and logistics management
Manufacturing and Assembly	Includes, but is not limited to, buildings used as the following: • Facilities used for manufacturing and assembly of products
Industrial - Other	Includes, but is not limited to, buildings used as the following: • Rock, Sand, and Gravel Production • Storage Facilities • Redlands Municipal Airport • Parking lots • Utility Facilities

LAND USE CLASSIFICATION FOR FEE STUDY	DEFINITION
Public/Institutional and Health Care	Includes, but is not limited to, buildings used as the following: - Public schools and educational facilities - Private schools - Universities - Community Centers - Post offices - Religious buildings - Hospitals

The time horizon used for all fees is through the year 2035. The City was able to utilize available data from the City's General Plan (the "General Plan") to generate existing and future development projections through 2035.

The following sections summarize the existing and future development figures used in calculating the impact fees.

Section 1 below summarizes the existing development in the City.

Section 2 below summarizes the future development in the City through the year 2035.

Section 3 below summarizes the total development in the City in the year 2035.

Lastly, Section 4 below summarizes the EDU methodology used in all fee calculations.

1. EXISTING DEVELOPMENT WITHIN CITY

A. Residential Development

The City estimates there were 69,882 residents residing in 26,953 residential units within the City as of January 1, 2015.

Table III-2 summarizes the existing residential development within the City.

TABLE III-2
CITY OF REDLANDS
ESTIMATED EXISTING RESIDENTIAL DEVELOPMENT

Residential Property	Existing Number of Residents (2015)	Existing Number of Residential Units (2015)
Single-Family	50,315	19,547
Multi-Family	19,567	7,406
Transit-Oriented Development	0	0
Total	69,882	26,953

B. Non-Residential Development

In terms of non-residential development, the City has estimated there are approximately 268 Hotel/Motel rooms and 28.9 million square feet of other non-residential development within the City as of January 1, 2015. The number of existing Hotel/Motel rooms was estimated by DTA based on the existing 270,918 building square feet as provided by the City and a factor of 1,012 building square feet per hotel room.

In terms of employees, there are 30,546 existing employees within the City.

Table III-3 summarizes the existing non-residential development within the City.

TABLE III-3
CITY OF REDLANDS
ESTIMATED EXISTING NON-RESIDENTIAL DEVELOPMENT

Non-Residential Property	Number of Employees	Number of Non-Residential SF	Number of Rooms
Retail	3,038	3,280,718	NA
Commercial	1,290	3,301,780	NA
Food Service & Entertainment	2,203	438,842	NA
Office	6,993	1,744,700	NA
Warehousing- Standard	445	355,878	NA
Warehousing-High Cube	2,527	11,993,284	NA
Manufacturing & Assembly	2,342	2,165,052	NA
Industrial- Other	331	323,748	NA
Institutional & Health Care	11,127	5,391,797	NA
Hotel/Motel	250	NA	268
Total	30,546	28,995,799	268

2. FUTURE DEVELOPMENT WITHIN CITY (2015 – 2035)

As discussed in the introduction above, the time horizon used for all fees is through the year 2035. Therefore, this section describes development through 2035. These fee calculations rely on the development information provided by the City related to population, residential dwelling units, employees, non-residential building square feet, and hotel/motel rooms as described below.

A. Residential Development

The City estimates there will be 105,676 residents and residing in 41,171 residential units within the City in the year 2035. Therefore, the City will have a population increase of 35,794 new residents and growth in residential development of 14,218 new dwelling units from 2015 through 2035.

Table III-4 summarizes the future demographics for residential property through the year 2035.

TABLE III-4
CITY OF REDLANDS
ESTIMATED FUTURE RESIDENTIAL DEVELOPMENT
(2015 THROUGH YEAR 2035)

Residential Property	Future Number of Residents (2015 - 2035)	Future Number of Residential Units (2015 - 2035)
Single-Family	15,089	4,677
Multi-Family	5,029	1,703
Transit-Oriented Development	15,676	7,838
Total	35,794	14,218

B. Non-Residential Development

In terms of non-residential development, it is estimated there will be approximately 132 new Hotel/Motel rooms and 14.2 million new square feet of other non-residential development within the City from 2015 to 2035. The number of new Hotel/Motel rooms was estimated by DTA based on 133,292 future building square feet as provided by the City and a factor of 1,012 building square feet per hotel room as mentioned above.

In terms of employees, it is estimated there will be 14,838 additional employees within the City through 2035.

Table III-5 summarizes the future demographics for the non-residential land uses through the year 2035.

TABLE III-5
CITY OF REDLANDS
ESTIMATED FUTURE NON-RESIDENTIAL DEVELOPMENT
(2015 THROUGH 2035)

Non-Residential Property	Number of Employees	Number of Non-Residential SF	Number of Rooms
Retail	1,494	1,613,362	NA
Commercial	634	1,622,735	NA
Food Service & Entertainment	1,083	215,736	NA
Office	3,439	858,004	NA
Warehousing- Standard	65	52,001	NA
Warehousing-High Cube	1,284	6,093,809	NA
Manufacturing & Assembly	1,206	1,114,568	NA
Industrial- Other	37	36,256	NA
Institutional & Health Care	5,473	2,652,045	NA
Hotel/Motel	123	NA	132
Total	14,838	14,258,516	132

3. TOTAL DEVELOPMENT WITHIN CITY (2035)

Table III-6 describes the total residential development in the City in the year 2035. This is based on the sum of Tables III-2 and III-4.

TABLE III-6
CITY OF REDLANDS
ESTIMATED RESIDENTIAL DEVELOPMENT
(IN YEAR 2035)

Residential Property	Description	Total Existing (2015) (From Table III-2)	Future Development (2015 to 2035) (From Table III-4)	Total Development (2035)
Single-Family	Residents	50,315	15,089	65,404
	Units	19,547	4,677	24,224
Multi-Family	Residents	19,567	5,029	24,596
	Units	7,406	1,703	9,109
Transit-Oriented Development	Residents	0	15,676	15,676
	Units	0	7,838	7,838
Total	Residents	69,882	35,794	105,676
	Units	26,953	14,218	41,171

Table III-7 describes the total non-residential development in the City in the year 2035. This is based on the sum of Tables III-3 and III-5.

TABLE III-7
CITY OF REDLANDS
ESTIMATED NON-RESIDENTIAL DEVELOPMENT
(IN YEAR 2035)

Residential Property	Description	Total Existing (2015) (From Table III-3)	Future Development (2015 to 2035) (From Table III-5)	Total Development (2035)
Retail	Employees	3,038	1,494	4,532
	Non-Res. SF	3,280,718	1,613,362	4,894,080
Commercial	Employees	1,290	634	1,924
	Non-Res. SF	3,301,780	1,622,735	4,924,515
Food Service & Entertainment	Employees	2,203	1,083	3,286
	Non-Res. SF	438,842	215,736	654,578
Office	Employees	6,993	3,439	10,432
	Non-Res. SF	1,744,700	858,004	2,602,704
Warehousing – Standard	Employees	445	65	510
	Non-Res. SF	335,878	52,001	407,879
Warehousing – High Cube	Employees	2,527	1,284	3,811
	Non-Res. SF	11,993,284	6,093,809	18,087,093
Manufacturing & Assembly	Employees	2,342	1,206	3,548
	Non-Res. SF	2,165,052	1,114,568	3,279,620
Industrial - Other	Employees	331	37	368
	Non-Res. SF	323,748	36,256	360,004
Institutional & Health Care	Employees	11,127	5,473	16,600
	Non-Res. SF	5,391,797	2,652,045	8,043,842
Hotel/Motel	Employees	250	123	373
	Rooms	268	132	399
Total	Employees	30,546	14,838	45,384
	Non-Res. SF	28,995,799	14,258,516	43,254,315
	Hotel Rooms	268	132	399

4. EQUIVALENT DWELLING UNIT (EDU) PROJECTIONS

California Government Code §66001(4)(b) requires there to be a "...reasonable relationship between the amount of the fee and the cost of the public facility, or portion of the public facility, attributable to the development on which the fee is imposed." To ensure a reasonable relationship is maintained within the proposed fee structure, this study uses an Equivalent Dwelling Unit ("EDU") methodology. This approach establishes, for given land uses, a method of comparison of that land use to a baseline land use, utilizing a common demand variable. A demand variable is a measurable factor directly related to the size of the public facility.

As stated earlier, fees are calculated for various land use categories. Each land use has different levels of demand for the new facilities depending upon the demand variable most closely related to the determination of the size, extent and cost of the facility in question. For instance, additional traffic generated by new development requires expansion of existing roadway systems, therefore vehicular trips generated by growth in the various land uses would be a reasonable variable to measure traffic demand. In this case the Average Daily Trips ("ADT") would be the common demand variable and the ADTs generated by a residential dwelling unit would be the baseline value to which the ADTs generated by the remaining land uses would be compared. Likewise, additional residents resulting from new residential development will generate demand for expanded library facilities in the existing library system, therefore population increase would be considered a reasonable common demand variable and the population growth from a new residence would be used as the baseline.

Table III-8 shows the fee category, service factor, and applicable land uses for which the EDUs are calculated.

TABLE III-8
City of Redlands
Equivalent Dwelling Units

Facility Type	Service Factor	Fee charged to Land Uses
Police	Residents and Employees Served	Res. and Non-Res.
Fire	Residents and Employees Served	Res. and Non-Res.
Parks	Residents Served	Res. Only
Library	Residents Served	Res. Only
Government Facilities	Residents and Employees Served	Res. and Non-Res.
Transportation	Average Daily Trips	Res. and Non-Res.

Table III-9 shows the existing EDUs for each land use. The following data is used for the police, fire, parks, library, and government facilities fees. The EDUs for transportation, which are based on average daily trips, are described in Section IV.E.

TABLE III-9
City of Redlands
Existing Equivalent Dwelling Units
(From 2015 to 2035)

Residential Property	Number of Existing Residents	Number of Residential Units	EDUs per Residential Unit	Total Existing EDUs
Single Family	50,315	19,547	1.000	19,547
Multi-Family	19,567	7,406	1.026	7,602
Transient Oriented Development	0	0	N/A	N/A
Subtotal	69,882	26,953		27,149
Non-Residential Property	**Number of Existing Employees**	**Number of Non-Residential SF / Rooms**	**EDUs per 1,000 Non-Res. SF / Room**	**Total Existing EDUs**
Retail	3,038	3,280,718	0.360	1,180
Commercial	1,290	3,301,780	0.152	501
Food Service & Entertainment	2,203	438,842	1.950	856
Office	6,993	1,744,700	1.557	2,717
Warehousing – Standard	445	355,878	0.486	173
Warehousing – High Cube	2,527	11,993,284	0.082	982
Manufacturing and Assembly	2,342	2,165,052	0.420	910
Industrial – Other	331	323,748	0.397	129
Institutional & Health Care	11,127	5,391,797	0.802	4,323
Hotel/Motel Rooms	250	268	0.363	97
Subtotal	30,546	28,995,799		11,867
Grand Total				39,016

Table III-10 shows the total number of future EDUs calculated for each land use for the time period from 2015 through 2035. Please note that the future EDU factors differ from the existing EDU factors due to various reasons including estimated changes in residents per unit and employees per square foot as provided by the City. The City estimated such future changes based on current census data statistics, housing density within the City, planning projections, and employee levels of current business in the City.

TABLE III-10
City of Redlands
Future Equivalent Dwelling Units
(From 2015 to 2035)

Residential Property	Number of Future Residents	Number of Residential Units	EDUs per Residential Unit	Total Future EDUs
Single Family	15,089	4,677	1.000	4,677
Multi-Family	5,029	1,703	0.915	1,559
Transient Oriented Development	15,676	7,838	0.620	4,859
Subtotal	35,794	14,218		11,095
Non-Residential Property	**Number of Future Employees**	**Number of Non-Residential SF / Rooms**	**EDUs per 1,000 Non-Res. SF / Room**	**Total Future EDUs**
Retail	1,494	1,613,362	0.287	463
Commercial	634	1,622,735	0.121	197
Food Service & Entertainment	1,083	215,736	1.556	336
Office	3,439	858,004	1.242	1,066
Warehousing – Standard	65	52,001	0.388	20
Warehousing – High Cube	1,284	6,093,809	0.065	398
Manufacturing and Assembly	1,206	1,114,568	0.335	374
Industrial – Other	37	36,256	0.317	11
Institutional & Health Care	5,473	2,652,045	0.640	1,696
Hotel/Motel Rooms	123	132	0.289	38
Subtotal	14,838	14,258,648		4,599
Grand Total				15,694

Table III-11 shows the total number of EDUs calculated for each land use in the year 2035:

TABLE III-11
City of Redlands
Equivalent Dwelling Units
(In 2035)

Residential Property	Number of Residents	Number of Residential Units	Total EDUs
Single Family	65,404	24,224	24,224
Multi-Family	24,596	9,109	9,160
Transient Oriented Development	15,676	7,838	4,859
Subtotal	105,676	41,171	38,243
Non-Residential Property	**Number of Employees**	**Number of Non-Residential SF / Rooms**	**Total EDUs**
Retail	4,532	4,894,080	1,643
Commercial	1,924	4,924,515	698
Food Service & Entertainment	3,286	654,578	1,192
Office	10,432	2,602,704	3,783
Warehousing – Standard	510	407,879	193
Warehousing – High Cube	3,811	18,087,093	1,380
Manufacturing and Assembly	3,548	3,279,620	1,284
Industrial – Other	368	360,004	140
Institutional & Health Care	16,600	8,043,842	6,019
Hotel/Motel Rooms	373	399 Rooms	135
Subtotal	45,384	43,254,315	16,466
Grand Total			54,709

The following sections present the reasonable relationship for benefit, impact, and rough proportionality tests for each fee element (i.e., police facilities, fire facilities, library facilities, etc.) and the analysis undertaken to apportion costs for each type of public facility on the Needs List. More detailed fee calculation worksheets for each type of facility are included in Appendix B.

A. POLICE FACILITIES

The Police Facilities will serve the residents and employees of Redlands by providing law enforcement and public safety services. The Fee Study includes a component for new police vehicles/aircraft. Table IV-A1 illustrates how the police fee will meet the requirements of AB1600 with regard to use of the fee, the type of development funded or partially funded by the fee revenue, the reasonable relationship to the need for facilities, and the proportionality requirements.

TABLE IV-A1
POLICE FACILITIES

AB1600 Code Section	Description	Justification
66001(a)(1)	Identify the purpose of the Fee	Provide a revenue source that will provide funds to acquire vehicles/aircraft that will mitigate the impacts of new residential and non-residential development to the City's Police facilities.
66001(a)(2)	Identify the use to which the fee is to be put	Acquisition of vehicles/aircraft.
66001(a)(3)	Demonstrate how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed	New residential and non-residential development in the City will generate additional residents and employees increasing the need for trained police personnel. Vehicles used to provide these services will have to be purchased to meet this increased demand.
66001(a)(4)	Demonstrate how there is a reasonable relationship between the need for the public facilities and the type of development project on which the fee is imposed	The additional residents and employees from new development will impact demand for police vehicles/aircraft. New police vehicles/aircraft are needed to mitigate the impacts of the additional residents and employees. If additional police vehicles/aircraft are not acquired, then overall public safety in the City will suffer.

AB1600 Code Section	Description	Justification
66001(b)	Demonstrate how there is a reasonable relationship between the amount of the fee and the cost of the public facility	The police fee is based on the cost to provide new vehicles/aircraft.

EXISTING FACILITIES

The City of Redlands currently has 135 vehicles/aircraft. See Table IV-A2 for a summary of the existing inventory.

TABLE IV-A2
EXISTING POLICE FACILITIES

Police Facilities	Facility Unit	Units
Vehicles/Aircraft		
Marked Police Units	Vehicles	48
Unmarked Police Vehicles	Vehicles	7
Off-Road Vehicles	Vehicles	5
Unmarked Units	Vehicles	25
Undercover/Cold Units	Vehicles	9
Crime Scene/Evidence Vehicles	Vehicles	2
Evidence/Building Maintenance	Vehicles	2
CSO/PDG Control/CVP/Explorer/CVP Vehicles	Vehicles	15
Custody/Transport	Vehicles	2
Animal Control Trucks	Vehicles	3
Mobile Command Center	Vehicles	1
Cessna 172 Airplane	Aircraft	1
DUI Trailer (2-axle)	Vehicles	2
DUI Trailer (3-axle)	Vehicles	1
Radar Trailers	Vehicles	2
VMS Trailer	Vehicles	1
Segways	Vehicles	7
Park Ranger Golf Cart	Vehicles	1
MRAP	Vehicles	1
Total		135

In addition, the City currently has one police facility totaling 23,838 building square feet on 1.46 acres of land. As described in Section IV.E herein (Government Facilities), this existing police facility will be replaced in the future with the proposed Government

Center/Safety Hall Facility.

PROPOSED FACILITIES

In order to determine the proposed facilities, the City must determine the demand upon infrastructure created by new development. Residents and businesses benefit from law enforcement services in three ways: (i) directly, (ii) indirectly, and (iii) through standby availability. Direct services are those where a resident or business owner requires a direct response, usually as a result of being the victim of a crime. Direct service results in the form of a law enforcement officer contacting the victim. Indirect benefits, such as crime prevention programs, free patrol time and other law enforcement services that serve all business, citizens, and visitors, are impossible to calculate for a specific boundary. An example of indirect benefit would be the apprehension of a burglar in a particular neighborhood. Had the burglar not been apprehended and arrested, he/she may have broken into additional homes in the neighborhood. Most residents and businesses may go for many years before ever requiring a call-for-service. However, these fortunate residents and businesses still benefit from law enforcement services, if in no other way than by the knowledge that a law enforcement officer is available, through adequate planned standby to respond when needed.

The addition of new residential units and new business will increase the demand upon enforcement service level, more areas requiring preventative patrol, and in general, will create more opportunities for crimes to be committed. Demands will be made upon the previously listed assets in Table IV-A2 above in a direct, indirect, or standby form. Therefore, such assets would need to be expanded.

Table IV-A3 identifies the vehicles/aircraft proposed to be funded in whole or in part with the collection of Police fees. Quantity and costs are based on estimates provided by the City.

TABLE IV-A3
NEEDS LIST

Police Facilities	Facility Unit	Number	Facility Cost
Future Police Vehicles/Aircraft		Vehicles/Aircraft	Costs
Marked Police Units	Vehicles	12	$327,191
Unmarked Units	Vehicles	3	$69,042
Undercover/Cold Units	Vehicles	1	$25,000
Radar Trailers	Vehicles	2	$26,000
Park Ranger Golf Cart	Vehicles	2	$16,000
Total		20	$463,233
Grand Total			$463,233

In addition, a new law enforcement facility (Safety Hall) is included in Section IV.E

herein (General Government Facilities). Therefore, the fee related to new law enforcement facilities space will be collected as part of the General Government Facilities fee while the Police fee will be for the acquisition of police vehicles/aircraft only.

Equivalent Dwelling Units

For police facilities, the development of property into residential and non-residential uses generates residents and employees increasing the need for trained police personnel. Vehicles and aircraft used to provide police services will have to be purchased to meet this increased demand.

Since the facilities proposed to be financed by the impact fees will serve both residential and non-residential property, DTA projected the number of future EDUs based on the number of residents or employees generated by each land use class.

As shown in Section III.4 (Demographics - EDUs), there are 39,016 total existing EDUs and 15,694 future EDUs, bringing the total EDUs in 2035 to 54,709 EDUs.

Allocation of Costs

The total cost of $463,233, as shown in Table IV-A4 above, for police facilities needed to serve existing and new development is allocated to existing and new development based on the share of total EDUs in 2035.

Vehicles/Aircraft

The City currently has 135 existing vehicles/aircraft. The City has determined the vehicles/aircraft identified on Table IV-A3 will be needed to serve new development. Since the existing vehicles of 3.460 vehicles per 1,000 EDUs (135 vehicles divided by 39,016 EDUs) is greater than the buildout vehicles of 2.833 per 1,000 EDUs (155 vehicles divided by 54,709 EDUs), 100% of the costs will be allocated to new development.

Total Facilities Costs

See Table IV-A5 for the total facilities costs allocated to new and existing development.

TABLE IV-A5
TOTAL COSTS

New Facility	Cost Allocated to Existing Development	Cost Allocated to Future Development	Total Costs
Vehicles/Aircraft	$0	$463,233	$463,233
Total	$0	$463,233	$463,233

Proposed Fee Amount

The Fee per EDU was calculated by dividing the costs allocated to future development by the number of future EDUs. See Table IV-A6 for the fee amount for each land use.

TABLE IV-A6
PROPOSED FEES

Land Use Type	Number of Future Units/Rooms/1,000 Sq. Ft.	Development Impact Fee per Unit/Room/1,000 Sq. Ft.	Cost Financed by Fees
Residential Property			
Single Family	4,677	$29.52	$138,050
Multi-Family	1,703	$27.02	$46,011
Transient Oriented Development	7,838	$18.30	$143,421
Non-Residential Property			
Retail	1,613	$8.47	$13,669
Commercial	1,623	$3.57	$5,801
Food Service & Entertainment	216	$45.93	$9,908
Office	858	$36.67	$31,464
Warehousing – Standard	52	$11.44	$595
Warehousing – High Cube	6,094	$1.93	$11,747
Manufacturing and Assembly	1,115	$9.90	$11,031
Industrial – Other	36	$9.35	$339
Institutional & Health Care	2,652	$18.88	$50,073
Hotel/Motel	132	$8.54	$1,125
Total			$463,233
Cost Allocated to Existing Development			$0
Total Cost of Police Facilities			$463,233

Based on the development projections in Section III and Appendix A, the fee amount presented in Table IV-A6 above are expected to finance 100% of the facilities needed.

B. FIRE FACILITIES

The Fire Facilities will serve the residents and employees of Redlands by providing fire protection services. The Fee Study includes a component for new fire facilities, equipment, and vehicles. Table IV-B1 illustrates how the fire fee will meet the requirements of AB1600 with regard to use of the fee, the type of development funded or partially funded by the fee revenue, the reasonable relationship to the need for facilities, and the proportionality requirements.

TABLE IV-B1
FIRE FACILITIES

AB1600 Code Section	Description	Justification
66001(a)(1)	Identify the purpose of the Fee	Provide a revenue source that will provide funds to construct various Fire facilities, and acquire equipment and vehicles that will mitigate the impacts of new residential and non-residential development to the City's Fire facilities.
66001(a)(2)	Identify the use to which the fee is to be put	Expansion/construction/acquisition of Fire facilities, equipment, and vehicles.
66001(a)(3)	Demonstrate how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed	New residential and non-residential development in the City will generate additional residents and employees increasing the need for trained Fire personnel. Buildings, equipment, and vehicles used to provide these services will have to be expanded, constructed or purchased to meet this increased demand.
66001(a)(4)	Demonstrate how there is a reasonable relationship between the need for the public facilities and the type of development project on which the fee is imposed	The additional residents and employees from new development will impact demand for fire facilities. New Fire facilities are needed to mitigate the impacts of the additional residents and employees. If additional Fire facilities are not constructed and equipment and vehicles are not acquired, then overall public safety in the City will suffer.
66001(b)	Demonstrate how there is a reasonable relationship between the amount of the fee and the cost of the public facility	The Fire fee is based on the cost to provide new facilities, equipment, and vehicles.

EXISTING FACILITIES

The City of Redlands currently has four fire stations totaling 23,456 building square feet and 27 fire vehicles. See Table IV-B2 for a summary of the existing inventory.

TABLE IV-B2
EXISTING FIRE FACILITIES

Fire Facilities	Facility Unit	Units
Fire Facility		Building Size
Fire Station 261	SF	14,256
Fire Station 262	SF	3,600
Fire Station 263	SF	5,600
Fire Station 264	Temporary	Temporary
Total Fire Stations		23,456
Fire Vehicles & Equipment		
Type 1 Engine E-261	Vehicles	1
Type 1 Engine E-262	Vehicles	1
Type 1 Engine E-263	Vehicles	1
Type 1 Engine E-264	Vehicles	1
Aerial Ladder T-261	Vehicles	1
Type 3 Engine BE-261	Vehicles	1
Type 3 Engine BE-262	Vehicles	1
Type 3 Engine BE-264	Vehicles	1
Water Tender WT-263	Vehicles	1
Squad MS-261	Vehicles	1
Squad MS-261R	Vehicles	1
Command C-700	Vehicles	1
Command BC-704	Vehicles	1
Command BC-705	Vehicles	1
Command BC-706	Vehicles	1
Command BC-707	Vehicles	1
Total		16
Support Staff Vehicles & Equipment		
Staff Vehicle P-751	Vehicles	1
Staff Vehicle 903	Vehicles	1
Utility Vehicle UT-261	Vehicles	1
Incident Suppt IS-263	Vehicles	1
Safety Trailer 951	Vehicles	1
Rescue Trailer 952	Vehicles	1
Lt Support Trailer 953	Vehicles	1
Repair Vehicle 925	Vehicles	1
Total		8
Secondary Units		
Type 1 Engine E-261R	Vehicles	1
Type 1 Engine E-263R	Vehicles	1
Ariel Ladder T-261R	Vehicles	1
Total		3

PROPOSED FACILITIES

In order to determine the proposed facilities, the City must determine the demand upon infrastructure created by new development. It is clear all new development in the City will impact the City's current ability to respond to fire, rescue, and medical calls-for-service. The effect is twofold. Initially, each new residence and business will create, on average, additional calls-for-service increasing the likelihood of simultaneous (and thus competing) calls-for-service. Additionally, as development spreads further from existing stations, the distances (and thus response times) will increase, taking the existing engine companies out-of-service for greater periods of time.

The capacity of any fire station is finite and will reach practical limits (through call frequency and total incident time). When capacity is exceeded, the level of service afforded to existing development will be reduced. In other words, if development continues without an increase in the number of fire stations, the existing stations would be overwhelmed in terms of calls-for-service, increasing the possibility of a greater number of simultaneous calls-for-service. Additional demands will be made upon the previously listed asset in Table IV-B2 above and therefore, such assets would need to be expanded.

Table IV-B3 identifies the facilities, equipment, and vehicles proposed to be funded in whole or in part with the collection of Fire fees. Quantity and costs are based on estimates provided by the City.

TABLE IV-B3
NEEDS LIST

Fire Facilities	Facility Unit	Number	Facility Cost (2013)	Facility Cost (2016)
Future Fire Facilities		Building Size	Costs	Costs
Fire Admin Space	SF	7,000	$3,318,000	$3,591,817
Fire Station 264 Replacement	SF	8,500	$3,535,980	$3,827,786
NE Fire Station	SF	8,500	$3,535,980	$3,827,786
NW Fire Station	SF	8,500	$3,535,980	$3,827,786
Total		32,500	$13,925,940	$15,075,175
Future Support Staff Vehicles		Vehicles	Costs	Costs
Staff Vehicle P-752	Vehicles	1	$18,000	$19,485
Staff Vehicle Staff Cpt.	Vehicles	1	$18,750	$20,297
Staff Vehicle - Arson	Vehicles	1	$19,500	$21,109
Total		3	$56,250	$60,892
Future Secondary Units				
Type 1 Engine (2)	Vehicles	1	$1,268,000	$1,372,641
Grand Total			$15,250,190	$16,508,708

Equivalent Dwelling Units

For Fire facilities, the development of property into residential and non-residential uses generates residents and employees increasing the need for trained fire personnel. Buildings, equipment, and vehicles used to provide fire protection services will have to be expanded, constructed or purchased to meet this increased demand.

Since the facilities proposed to be financed by the impact fees will serve both residential and non-residential property, DTA projected the number of future EDUs based on the number of residents or employees generated by each land use class.

As shown in Section III.4 (Demographics - EDUs), there are 39,016 total existing EDUs and 15,694 future EDUs, bringing the total EDUs in 2035 to 54,709 EDUs.

Allocation of Costs

The total cost of $16,508,708, as shown in Table IV-B3 above, for fire facilities needed to serve existing and new development is allocated to existing and new development based on the share of total EDUs in 2035.

Fire Stations

Table IV-B4 summarizes the allocation of fire station costs to existing and new development. The City currently has 23,456 square feet of existing fire station buildings. Based on the locations of existing and new development, additional fire facilities will be needed at various locations. The City has determined 32,500 new building square feet are needed to adequately serve both existing and new development, bringing the total to 55,956 square feet. Therefore, after providing a credit to existing development for the existing 23,456 square feet, 50.61% of the costs will be allocated to existing development and 49.39% will be allocated to new development as shown below.

TABLE IV-B4
ALLOCATION OF FIRE FACILITIES COSTS

Type of Development	EDUs	Percentage of Total EDUs	Total Facilities Sq. Ft. in 2035	Sq. Ft. Credit for Existing Development	Building Sq. Ft. Net of Credit	Percentage of Costs Allocated	Facility Costs Allocated
Existing Development	39,016	71.31%	39,905	(23,456)	16,449	50.61%	$7,629,681
Future Development	15,694	28.69%	16,051	0	16,051	49.39%	$7,445,494
Total	54,709	100.00%	55,956	(23,456)	32,500	100.00%	$15,075,175

Support Staff Vehicles

The City currently has eight existing vehicles. The City has determined the vehicles identified on Table IV-B3 will be needed to serve new development. Since the existing vehicles of 0.205 vehicles per 1,000 EDUs (8 vehicles divided by 39,016 EDUs) is greater than the buildout vehicles of 0.201 per 1,000 EDUs (11 vehicles divided by 54,709 EDUs), 100% of the costs will be allocated to new development.

Secondary Unit Vehicles

The City currently has three existing vehicles. The City has determined the vehicles identified on Table IV-B3 will be needed to serve new development. Since the existing vehicles of 0.077 vehicles per 1,000 EDUs (3 vehicles divided by 39,016 EDUs) is greater than the buildout vehicles of 0.073 per 1,000 EDUs (4 vehicles divided by 54,709 EDUs), 100% of the costs will be allocated to new development.

Total Facilities Costs

See Table IV-B5 for the total facilities costs allocated to new and existing development.

TABLE IV-B5
TOTAL COSTS

New Facility	Cost Allocated to Existing Development	Cost Allocated to Future Development	Total Costs
Building Sq. Ft.	$7,629,681	$7,445,494	$15,075,175
Support Staff Vehicles	$0	$60,892	$60,892
Secondary Unit Vehicles	$0	$1,372,641	$1,372,641
Total	$7,629,681	$8,879,027	$16,508,708

Proposed Fee Amount

The Fee per EDU was calculated by dividing the costs allocated to future development by the number of future EDUs. See Table IV-B6 for the fee amount for each land use.

TABLE IV-B6
PROPOSED FEES

Land Use Type	Number of Future Units/Rooms/1,000 Sq. Ft.	Development Impact Fee per Unit/Room/1,000 Sq. Ft.	Cost Financed by Fees
Residential Property			
Single Family	4,677	$565.76	$2,646,081
Multi-Family	1,703	$517.86	$881,910
Transient Oriented Development	7,838	$350.73	$2,749,020
Non-Residential Property			
Retail	1,613	$162.39	$261,995
Commercial	1,623	$68.51	$111,181
Food Service & Entertainment	216	$880.34	$189,920
Office	858	$702.89	$603,080
Warehousing – Standard	52	$219.28	$11,403
Warehousing – High Cube	6,094	$36.95	$225,164
Manufacturing and Assembly	1,115	$189.70	$211,431
Industrial – Other	36	$179.29	$6,500
Institutional & Health Care	2,652	$361.90	$959,772
Hotel/Motel	132	$163.77	$21,570
Total			$8,879,027
Cost Allocated to Existing Development			$7,629,681
Total Cost of Fire Facilities			$16,508,708

Based on the development projections in Section III and Appendix A, the fee amount presented in Table IV-B6 above are expected to finance approximately 54% of the facilities needed. The City will need to fund the remaining costs from other sources of funds.

C. PARKS FACILITIES

Public parks play an important part in the overall quality of life for residents in the City of Redlands. The Fee Study includes a component for new parks and trails. Table IV-C1 illustrates how the parks fee will meet the requirements of AB1600 with regard to use of the fee, the type of development funded or partially funded by the fee revenue, the reasonable relationship to the need for facilitiesx and the proportionality requirements.

TABLE IV-C1
PARKS FACILITIES

AB1600 Code Section	Description	Justification
66001(a)(1)	Identify the purpose of the Fee	Provide a revenue source that will provide funds to acquire land and construct park and trail facilities that will mitigate the impacts of new residential development to the City's Parks facilities.
66001(a)(2)	Identify the use to which the fee is to be put	Acquisition of land and development of parks and trails and construction of community centers.
66001(a)(3)	Demonstrate how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed	New residential development in the City will generate additional residents increasing the need for Parks facilities. Park and trail facilities and community centers used to provide these services will have to be expanded or constructed to meet this increased demand.
66001(a)(4)	Demonstrate how there is a reasonable relationship between the need for the public facilities and the type of development project on which the fee is imposed	The additional residents from new development will impact demand for Parks facilities. New parks and trail facilities and community centers are needed to mitigate the impacts of the additional residents. If additional park and trail facilities are not constructed, then the overall quality of life for residents in the City will suffer.
66001(b)	Demonstrate how there is a reasonable relationship between the amount of the fee and the cost of the public facility	The Parks Facilities fee is based on the cost to provide park and trail facilities and community centers.

EXISTING FACILITIES

See Table IV-C2 for a summary of the existing inventory of the City's park facilities.

TABLE IV-C2
EXISTING PARKS, TRAILS, AND COMMUNITY CENTER BUILDINGS

Park Facility	Units
Existing Parks	
Brookside Park	9.2 Acres
Caroline Park	16.8 Acres
Community Park	18.2 Acres
Crafton Park	7.5 Acres
Ed Hales Park	0.3 Acres
Ford Park	27.0 Acres
Franklin Park	0.6 Acres
Jennie Davis Park	5.2 Acres
Prospect Park	11.4 Acres
Simonds Parkway	0.9 Acres
Smiley Park	9.2 Acres
Sylvan Park	23.3 Acres
Texonia Park	8.8 Acres
The Terrace	2.5 Acres
Isreal Beal Park	8.1 Acres
Oakmont Park	14.6 Acres
Redlands Sports Park	48.0 Acres
Heritage Park	18.7 Acres
Orange Street Alley	0.1 Acres
Total Park Acreage	230.3 Acres
Orange Blossom Trail Phases 1, 2, & 3	4.48 Acres [1]
Existing Community Center Buildings	
Redlands Community Center	22,900 Sq. Ft.
Redlands Community Senior Center	7,500 Sq. Ft.
Joslyn Senior Center	8,925 Sq. Ft.
Redlands Bowl	3,046 Sq. Ft.
Mission Gables	5,014 Sq. Ft.
Total Buildings	47,385 Sq. Ft.

[1] Based on trail length of 3.7 miles and standard width of 10 ft per US Dept. of Transportation.

PROPOSED FACILITIES

In order to determine the proposed facilities, the City must determine the demand upon infrastructure created by new development. It is clear new residential development in the City will impact the City's current park and trail system.

The capacity of the park and trail facilities is finite and will reach practical limits (through park and trail visitors). When capacity is exceeded, the level of service afforded to existing development will be reduced. In other words, if development continues without an increase in the number park and trail facilities and community center, the existing facilities would be overwhelmed in terms of providing Parks services. Additional demands will be made upon the previously listed assets in Table IV-C2 above and therefore, such assets would need to be expanded.

Table IV-C3 identifies the park and trail facilities and community center proposed to be funded in whole or in part with the collection of Parks fees. Quantity and costs are based on estimates provided by the City.

TABLE IV-C3
NEEDS LIST

Parks Facilities	Facility Unit	Number	Facility Cost (2016)
Park Acres	Acres	118.0	$41,508,350
Community Center Buildings	Sq. Ft.	24,271	$7,488,046
Trails			
Orange Blossom Trail Phase 4	Acres	4.61	$921,212
Zanja Trail	Acres	5.00	$1,000,000
Other Trail facilities	Acres	5.00	$1,000,000
Total		14.61	$2,872,581
Grand Total			$51,917,608

Equivalent Dwelling Units

For Parks facilities, the development of property into residential uses generates residents increasing the need for Parks facilities. Developed park acreage, trails, and community center buildings will have to be expanded, constructed or purchased to meet this increased demand.

City records do not indicate a significant link between the business community and park use, therefore, no fee is required from non-residential property. Therefore, the EDUs for existing and future development are based on the residents generated from existing and future residential units. There are no EDUs assigned to Non-Residential Property.

As shown in Section III.4 (Demographics - EDUs), there are 27,149 total existing residential EDUs and 11,095 future residential EDUs, bringing the total residential EDUs in 2035 to 38,243 EDUs.

Allocation of Costs

The total cost of $51,917,608, as shown in Table IV-C3 above, for Parks facilities needed to serve existing and new development is allocated to existing and new development based on the share of total EDUs in 2035.

Park Acres

Table IV-C4 summarizes the allocation of park acreage development costs to existing and new development. The City currently has 230.3 acres of existing parks. Based on the locations of existing and new development, additional park facilities will be needed at various locations. The City has determined 118.0 new park acres are needed to adequately serve both existing and new development, bringing the total to 348.3 acres. Therefore, after providing a credit to existing development for the existing 230.3 acres, 14.35% of the costs will be allocated to existing development and 85.65% will be allocated to new development as shown below.

TABLE IV-C4
ALLOCATION OF PARK ACREAGE COSTS

Type of Development	Residential EDUs	Percentage of Total EDUs	Total Park Acres in 2035	Acres Credit for Existing Development	Acres Net of Credit	Percentage of Costs Allocated	Facility Costs Allocated
Existing Development	27,149	70.99%	247.3	(230.3)	16.9	14.35%	$5,956,471
Future Development	11,095	29.01%	101.1	0	101.1	85.65%	$35,551,879
Total	38,243	100.00%	348.3	(230.3)	118.0	100.00%	$41,508,350

Future Community Center Buildings

Table IV-C5 summarizes the allocation of the future community center building costs to existing and new development. The City currently has 47,385 square feet of existing community center buildings. The City has determined 24,271 new building square feet are needed to adequately serve both existing and new development, bringing the total to 71,656 square feet. Therefore, after providing a credit to existing development for the existing 47,385 square feet, 14.35% of the costs will be allocated to existing development and 85.65% will be allocated to new development as shown below.

TABLE IV-C5
ALLOCATION OF COMMUNITY CENTER FACILITIES COSTS

Type of Development	Residential EDUs	Percentage of Total EDUs	Total Bldg. Sq. Ft. in 2035	Sq. Ft. Credit for Existing Development	Sq. Ft. Net of Credit	Percentage of Costs Allocated	Facility Costs Allocated
Existing Development	27,149	70.99%	50,868	(47,385)	3,483	14.35%	$1,074,539
Future Development	11,095	29.01%	20,788	0	20,788	85.65%	$6,413,507
Total	38,243	100.00%	71,656	(47,385)	24,271	100.00%	$7,488,046

Trail Acres

Table IV-C6 summarizes the allocation of trail acreage development costs to existing and new development. The City currently has 4.48 acres of existing trails. Based on the locations of existing and new development, additional trails will be needed at various locations. The City has determined 14.61 new trail acres are needed to adequately serve both existing and new development, bringing the total to 19.1 acres. Therefore, after providing a credit to existing development for the existing 4.48 acres, 62.08% of the costs will be allocated to existing development and 37.92% will be allocated to new development as shown below.

TABLE IV-C6
ALLOCATION OF TRAIL ACREAGE COSTS

Type of Development	Residential EDUs	Percentage of Total EDUs	Total Trail Acres in 2035	Acres Credit for Existing Development	Acres Net of Credit	Percentage of Costs Allocated	Facility Costs Allocated
Existing Development	27,149	70.99%	13.6	(4.5)	9.1	62.08%	$1,813,524
Future Development	11,095	29.01%	5.5	0	5.5	37.92%	$1,107,688
Total	38,243	100.00%	19.1	(4.5)	14.6	100.00%	$2,921,212

Total Facilities Costs

See Table IV-C7 for the total facilities costs allocated to new and existing development.

TABLE IV-C7
TOTAL COSTS

New Facility	Cost Allocated to Existing Development	Cost Allocated to Future Development	Total Costs
Park Acres	$5,956,471	$35,551,879	$41,508,350
Community Center Buildings	$1,074,539	$6,413,507	$7,488,046
Trails	$1,813,524	$1,107,688	$2,921,212
Total	$8,844,534	$43,073,074	$51,917,608

Proposed Fee Amount

The Fee per EDU was calculated by dividing the costs allocated to future development by the number of future EDUs. See Table IV-C8 for the fee amount for each land use.

TABLE IV-C8
PROPOSED FEES

Land Use Type	Number of Future Units/Rooms/1,000 Sq. Ft.	Development Impact Fee per Unit/Room/1,000 Sq. Ft.	Cost Financed by Fees
Residential Property			
Single Family	4,677	$3,882.30	$18,157,502
Multi-Family	1,703	$3,553.55	$6,051,698
Transient Oriented Development	7,838	$2,406.72	$18,863,874
Total			$43,073,074
Cost Allocated to Existing Development			$8,844,534
Total Cost of Fire Facilities			$$51,917,608

Based on the development projections in Section III and Appendix A, the fee amount presented in Table IV-C8 above are expected to finance approximately 83% of the facilities needed. The City will need to fund the remaining costs from other sources of funds.

D. LIBRARY FACILITIES

The Library Facilities will serve the residents of Redlands by promoting literacy and learning, as well as providing an improved quality of life. The Fee Study includes a component for the acquisition of new library collection items and the remodel/refurbishment of existing library facilities. Table IV-D1 illustrates how the library fee will meet the requirements of AB1600 with regard to use of fees, the type of development on which the fee is imposed, the reasonable relationship to the need for collection items, and proportionality requirements.

TABLE IV-D1
LIBRARY FEE – AB1600 COMPLIANCE

AB1600 Code Section	Description	Justification
66001(a)(1)	Identify the purpose of the Fee	Provide a revenue source that will provide funds to acquire various library collection items and remodel/refurbish existing facilities that will mitigate the impacts of new residential development to the City's Library facilities.
66001(a)(2)	Identify the use to which the fee is to be put	Expansion of library collection items and remodel/refurbishment of existing facilities. Collection items include, but are not limited to, books, periodicals, newspapers, DVDs, e-books, etc.
66001(a)(3)	Demonstrate how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed	New residential development in the City will generate additional residents who will become library patrons. Existing facilities will need to be remodeled/refurbished and collections will have to be expanded and additional volumes acquired to meet this increased demand. Fees collected from new residential development will be used for the acquisition of collection items and remodel/refurbishment of existing facilities. City records do not indicate a significant link between the business community and library use, therefore, no fee is required from non-residential property.
66001(a)(4)	Demonstrate how there is a reasonable relationship between the need for the public facilities and the type of development project on which the fee is imposed	The additional residents from new development will impact demand for library space and collection items. Existing facility space will need to be remodeled/refurbished and new collection items are needed to mitigate the impacts of the additional residents. If existing facilities are not remodeled/refurbished and additional library collection items are not acquired, then the City's libraries will have insufficient space and materials.

AB1600 Code Section	Description	Justification
66001(b)	Demonstrate how there is a reasonable relationship between the amount of the fee and the cost of the public facility	The library fee is based on the cost to provide new materials at the same levels as provided to existing residents.

EXISTING FACILITIES

The City of Redlands currently has two library facilities totaling 47,526 building square feet and 714,683 collection items. Collection items include, but are not limited to, books, periodicals, newspapers, DVDs, e-books, etc. See Table IV-D2 for a summary of the existing inventory.

TABLE IV-D2
EXISTING LIBRARY FACILITIES

Library Facilities	Facility Unit	Units
Library Facility		Building Size
A.K. Smiley Library Building	SF	43,876
Lincoln Memorial Shrine	SF	3,650
Total Library Facilities		47,526
Existing Library Materials		
Books	Books	133,174
Non-Book Items	Units	581,509
Total		714,683

PROPOSED FACILITIES

Table IV-D3 identifies the library materials as well as remodeling/refurbishing existing library facilities proposed to be funded with the collection of Library fees. Quantity and costs are based on estimates provided by the City.

TABLE IV-D3
NEEDS LIST

Library Facilities	Facility Unit	Number	Facility Cost
Future Library Materials			Costs
Books	Books	2,660	$93,100
Non-Book Items	Units	116,000	$27,320
Subtotal			$120,420
Remodel/Refurbish Existing Facilities	Sq. Ft.	NA	$9,505,000
Grand Total			$9,625,420

Equivalent Dwelling Units

For library facilities, the development of property into residential uses generates residents who increase the demand on the finite amount of library space and collection items.

City records do not indicate a significant link between the business community and library use, therefore, no fee is required from non-residential property. Therefore, the EDUs for existing and future development are based on the residents generated from existing and future residential units. There are no EDUs assigned to Non-Residential Property.

As shown in Section III.4 (Demographics - EDUs), there are 27,149 total existing residential EDUs and 11,095 future residential EDUs, bringing the total residential EDUs in 2035 to 38,243 EDUs.

Allocation of Costs

The total cost of $9,625,420, as shown in Table IV-D3 above, is for library collection items needed to serve new development and remodeling/refurbishing existing facilities needed to serve existing and new development. Described below is more detail regarding the methodology used to allocate the costs.

Future Book Items

The City currently has 133,174 books in its library system. The City has determined the 2,660 new books identified on Table IV-D3 will be needed to serve new development. Since the existing books of 4.905 per EDU (133,174 divided by 27,149

EDUs) is greater than the buildout books of 3.552 per EDU (135,834 books divided by 38,243 EDUs), 100% of the costs will be allocated to new development.

Future Non-Book Items

The City currently has 581,509 non-book items in its library system. The City has determined the 116,000 new non-book items identified on Table IV-D3 will be needed to serve new development. Since the existing non-book items of 21.419 per EDU (581,509 divided by 27,149 EDUs) is greater than the buildout non-book items of 18.239 per EDU (697,509 non-book items divided by 38,243 EDUs), 100% of the costs will be allocated to new development.

Remodel/Refurbish Existing Library Facilities

Table IV-D4 summarizes the allocation of remodel/refurbishment costs to existing and new development. The City currently has 47,526 of existing building square footage which will need to be remodeled/refurbished in order to serve both existing and future development. Therefore, 70.99% of the costs will be allocated to existing development and 29.01% will be allocated to new development as shown below.

TABLE IV-D4
ALLOCATION OF REMODEL/REFURBISHMENT OF LIBRARY BUILDING COSTS

Type of Development	Residential EDUs	Percentage of Total EDUs	Total Building Sq. Ft. in 2035	Facility Costs Allocated
Existing Development	27,149	70.99%	33,738	$6,747,516
Future Development	11,095	29.01%	13,788	$2,757,484
Total	38,243	100.00%	47,526	$9,505,000

Total Facilities Costs

See Table IV-D5 for the total facilities costs allocated to new and existing development.

TABLE IV-D5
TOTAL COSTS

New Facility	Cost Allocated to Existing Development	Cost Allocated to Future Development	Total Costs
Books	$0	$93,100	$93,100
Non-Book Items	$0	$27,320	$27,320
Remodel/Refurbish Existing Buildings	$6,747,516	$2,757,484	$9,505,000
Total	$6,747,516	$2,877,904	$9,625,420

Proposed Fee Amount

The Fee per EDU was calculated by dividing the costs allocated to future development by the number of future EDUs. See Table IV-D6 for the fee amount for each land use.

TABLE IV-D6
PROPOSED FEES

Land Use Type	EDUs Per Unit [2]	EDUs per 1,000 Sq. Ft.	Units / 1,000 SF	Development Impact Fee Per Unit	Cost Financed by DIF
Residential Property					
Single Family	1.000	NA	4,677	$259.39	$1,213,184
Multi-Family	0.915	NA	1,703	$237.43	$404,341
Transient Oriented Development	0.620	NA	7,838	$160.80	$1,260,380
Non-Residential Property	NA	NA	NA	NA	$0
Total					$2,877,904
Cost Allocated to Existing Development					$6,747,516
Total Cost of Library Facilities					$9,625,420

Based on the development projections in Section III and Appendix A, the fee amount presented in Table IV-D6 above are expected to finance 30% of the facilities needed. The City will need to fund the remaining costs from other sources of funds.

E. GENERAL GOVERNMENT FACILITIES

The General Government Facilities will serve the residents and employees of Redlands by providing general government services. The Fee Study includes a component for new IT hardware, a government center/safety hall, and a downtown public parking facility. Table IV-E1 illustrates how the government facilities fee will meet the requirements of AB1600 with regard to use of the fee, the type of development funded or partially funded by the fee revenue, the reasonable relationship to the need for facilities and the proportionality requirements.

TABLE IV-E1
GENERAL GOVERNMENT FACILITIES

AB1600 Code Section	Description	Justification
66001(a)(1)	Identify the purpose of the Fee	Provide a revenue source that will provide funds to purchase and install additional IT hardware and construct a government center/safety hall building and public parking facility that will mitigate the impacts of new residential and non-residential development to the City's general government facilities.
66001(a)(2)	Identify the use to which the fee is to be put	Purchase and installation of IT hardware and construction of new government center/safety hall building and public parking facility.
66001(a)(3)	Demonstrate how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed	New residential and non-residential development in the City will generate additional residents and employees increasing the need for general government services. IT hardware, buildings, and public parking facilities used to provide these services will have to be expanded, constructed or purchased to meet this increased demand.
66001(a)(4)	Demonstrate how there is a reasonable relationship between the need for the public facilities and the type of development project on which the fee is imposed	The additional residents and employees from new development will impact demand for general government facilities. New IT hardware and a new government center/safety hall and public parking facility are needed to mitigate the impacts of the additional residents and employees. If additional government facilities are not constructed and IT hardware not installed, then overall general government services provided to the residents and employees in the City will suffer.

AB1600 Code Section	Description	Justification
66001(b)	Demonstrate how there is a reasonable relationship between the amount of the fee and the cost of the public facility	The General Government Facilities fee is based on the cost to provide new IT hardware and new government center/safety hall and parking facilities.

EXISTING IT HARDWARE, CITY HALL, AND POLICE FACILITY

See Table IV-E2 for a summary of the existing inventory of the City's IT hardware and existing government facility.

TABLE IV-E2
EXISTING IT HARDWARE, GOVERNMENT FACILITY, AND POLICE FACILITY

Facility	Units
IT Hardware	
Switch and Firewall Equipment	72 units
Servers and Appliances	65 units
Computers	840 units
Laptops	94 units
Existing City Hall	47,500 Square Feet
Existing Police Department Facility	23,838 Square Feet

In addition, the City currently has public parking lots and a public parking structure. The City Council recently approved the sale of existing City parking lot areas and a parking structure located at and surrounding the existing Redlands Mall. Proceeds from the sale in the amount of $1,950,000, are designated to acquire/construct new public parking facilities in the downtown area.

PROPOSED FACILITIES

In order to determine the proposed facilities, the City must determine the demand upon infrastructure created by new development. It is clear all new development in the City will impact the City's current ability to provide general government services.

The capacity of the government facilities is finite and will reach practical limits (through various general government requests). When capacity is exceeded, the level of service afforded to existing development will be reduced. In other words, if development continues without an increase in the number of IT hardware and government center facilities, the existing facilities would be overwhelmed in terms of providing general

government services. Additional demands will be made upon the previously listed asset in Table IV-E2 above and therefore, such assets would need to be expanded.

Table IV-E3 identifies the IT hardware and Government Center/Safety Hall and Parking Facilities proposed to be funded in whole or in part with the collection of General Government fees. Quantity and costs are based on estimates provided by the City.

TABLE IV-E3
NEEDS LIST

General Government Facilities	Facility Unit	Number	Facility Cost (2016)
IT Hardware		Units	Costs
Switch and Firewall Equipment	Units	29	$380,366
Servers and Appliances	Units	26	$626,803
Computers	Units	338	$506,099
Laptops	Units	38	$421,417
Total		431	$1,933,685
Government Center/Safety Hall	Square Feet	276,000	$27,343,805 [1]
Downtown Parking Facility	NA	NA	$2,734,381 [2]
Grand Total			$32,011,871

[1] Total cost is equal to $60,000,000. Of this amount, $32,656,195 will be funded from other non-impact fee sources.
[2] Total cost is expected to exceed $3,000,000. The City will fund all remaining costs from other non-impact fee sources.

Equivalent Dwelling Units

For general government facilities, the development of property into residential and non-residential uses generates residents and employees increasing the need for general government services. IT hardware, government center buildings, and parking facilities used to provide these services will have to be expanded, constructed or purchased to meet this increased demand.

Since the facilities proposed to be financed by the impact fees will serve both residential and non-residential property, DTA projected the number of future EDUs based on the number of residents or employees generated by each land use class.

As shown in Section IV.4 (Demographics - EDUs), there are 39,016 total existing EDUs and 15,694 future EDUs, bringing the total EDUs in 2035 to 54,709 EDUs.

Allocation of Costs

The total cost of $29,277,490, as shown in Table IV-E4 above, for general government facilities needed to serve existing and new development is allocated to existing and new development based on the share of total EDUs in 2035.

IT Hardware

The City currently has 1,071 units of existing IT hardware which results in an existing standard of 0.02745 units of IT hardware per EDU. Based on this standard, the City has determined 431 units of new IT hardware are needed to adequately serve new development. Therefore, 100% of the costs for the new units in the amount of $1,933,685 will be allocated to new development.

Future Government Center/Safety Hall

Table IV-E5 summarizes the allocation of the future government center/safety hall building costs to existing and new development. The City has determined that the existing City Hall facility and existing police department facility will need to be replaced with a new 276,000 building square foot government center and safety hall in order to adequately serve both existing and new development. The new facility will be located near the Corporate Yard on Park Street with public access from Redlands Boulevard. The total cost of the new facility is equal to $60 million. Of this amount, the City has determined that $19,500,000 has already been funded from existing development. This results in a cost per EDU of $499.80 (i.e., $19,500,000 divided by 39,016 existing EDUs). The City has determined that future development will pay the same $499.80 per EDU in order to maintain the existing standard. This would generate $7,843,805 from future development (i.e., $499.80 x 15,694 future EDUs). Therefore, the City will fund the remaining costs of $32,656,195 from other sources.

TABLE IV-E5
ALLOCATION OF GOVERNMENT CENTER/SAFETY HALL FACILITIES COSTS

Type of Development	EDUs	Facility Costs Allocated	Total Cost Per EDU
Existing Development	39,016	$19,500,000	$499.80
Future Development	15,694	$7,843,805	$499.80
Total	54,709	$27,343,805	NA

Future Downtown Parking Facility

Table IV-E6 summarizes the allocation of the future downtown parking facility costs to existing and new development. As mentioned above, the City currently has parking facilities which will be replaced with new parking facilities in order to adequately serve

both existing and new development. The new facilities would include parking lots and parking structures that would be publicly owned. The total cost of the new facilities is expected to exceed $3,000,000.

Of the total cost mentioned above, the City has determined that $1,950,000 has already been funded from existing development. This results in a cost per EDU of $49.98 (i.e., $1,950,000 divided by 39,016 existing EDUs). The City has determined future development should pay the same $49.98 per EDU in order to maintain the existing standard. This would generate $784,381 from future development (i.e., $49.98 x 15,694 future EDUs). Therefore, the City will fund the remaining costs from other sources.

TABLE IV-E6
ALLOCATION OF DOWNTOWN PARKING FACILITY COSTS

Type of Development	EDUs	Facility Costs Allocated	Total Cost Per EDU
Existing Development	39,016	$1,950,000	$49.98
Future Development	15,694	$784,381	$49.98
Total	54,709	$2,734,381	NA

Total Facilities Costs

See Table IV-E7 for the total facilities costs allocated to new and existing development.

TABLE IV-E7
TOTAL COSTS

New Facility	Cost Allocated to Existing Development	Cost Allocated to Future Development	Total Costs
IT Hardware	$0	$1,933,685	$1,933,685
Government Center/Safety Hall	$19,500,000	$7,843,805	$27,343,805
Downtown Parking Facility	$1,950,000	$784,381	$2,734,381
Total	$21,450,000	$10,561,871	$32,011,871

Proposed Fee Amount

The Fee per EDU was calculated by dividing the costs allocated to future development by the number of future EDUs. See Table IV-E8 for the fee amount for each land use.

TABLE IV-E8
PROPOSED FEES

Land Use Type	Number of Future ,Units/Rooms/1,000 Sq. Ft.	Development Impact Fee per Unit/Room/1,000 Sq. Ft.	Cost Financed by Fees
Residential Property			
Single Family	4,677	$672.99	$3,147,593
Multi-Family	1,703	$616.01	$1,049,059
Transient Oriented Development	7,838	$417.20	$3,270,042
Non-Residential Property			
Retail	1,613	$193.17	$311,651
Commercial	1,623	$81.50	$132,254
Food Service & Entertainment	216	$1,047.19	$225,916
Office	858	$836.11	$717,382
Warehousing – Standard	52	$260.84	$13,564
Warehousing – High Cube	6,094	$43.95	$267,839
Manufacturing and Assembly	1,115	$225.65	$251,503
Industrial – Other	36	$213.27	$7,732
Institutional & Health Care	2,652	$430.49	$1,141,678
Hotel/Motel	132	$194.80	$25,658
Total			$10,561,871
Cost Allocated to Existing Development			$21,450,000
Total Cost of Gen. Gov. Facilities			$32,011,871

Based on the development projections in Section III and Appendix A, the fee amount presented in Table IV-E8 above are expected to finance approximately 33% of the facilities needed. The City will need to fund the remaining costs from other sources of funds.

F. TRANSPORTATION FACILITIES

The planning tool the City uses to identify current and future needs for an effective overall circulation system within the City is the Circulation Element of the General Plan. Mandated by State Law, the Circulation Element must be linked to the Land Use Element of the General Plan. In addition, the Circulation Element must be consistent with, and integrated with, the Riverside-San Bernardino Area Comprehensive Transportation Plan Model (CTP Model). Consistency is a requirement for eligibility for State and local transportation funds.

The Circulation Element of the City's General Plan serves as the City's Transportation Master Plan, which identifies future transportation facilities needed to mitigate the impacts of new development through build out conditions, beyond the year 2035. The City provided a listing of future transportation facilities needed to mitigate the impacts of new development through 2035. The facilities listed included interchanges, railroad grade separations, regional arterials, local arterials, and local streets and signals. Project limits and costs for the first three categories are consistent with SANBAG Development Mitigation Nexus Study and the SANBAG Congestion Management Plan ("CMP"), with appropriate cost escalators,

City staff uses current traffic and land use data to update their traffic model. Any significant changes to impacts resulting from new development are incorporated into the City's Capital Improvement Program (CIP) at regular intervals. Such changes are also incorporated into the Circulation Element at periodic intervals.

Table IV-F1 illustrates how the transportation fee will meet the requirements of AB1600 with regard to use of fees, the type of development funded or partially funded by the fee revenue, the reasonable relationship to the need for facilities, and the proportionality requirements.

TABLE IV-F1
TRANSPORTATION FEE – AB1600 COMPLIANCE

AB1600 Code Section	Description	Justification
66001(a)(1)	Identify the purpose of the Fee	Provide a revenue source that will provide funds to construct various transportation projects that will mitigate the impacts of new development on the City's circulation system
66001(a)(2)	Identify the use to which the fee is to be put	Fund or partially fund the construction of new roadways within the City limits. The roadway improvements to be funded or partially funded are summarized in Table IV-F5 and further listed in Appendix B
66001(a)(3)	Demonstrate how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed	New residential and non residential development will generate additional traffic on City streets. The fee revenue will be used to construct new transportation projects upon which new residents and employees will travel. A fee imposed on new residential and non residential development is a reasonable method for mitigating the impacts of such new development
66001(a)(4)	Demonstrate how there is a reasonable relationship between the need for the public facilities and the type of development project on which the fee is imposed	The additional traffic volumes generated by new development will impact current levels of congestion. New roadways and supplemental lanes are needed to mitigate the impacts of the increased traffic volumes. If the proposed projects are not constructed in concert with new development the City's circulation system will experience higher traffic volumes and increase the level of congestion to a condition well below City standards
66001(b)	Demonstrate how there is a reasonable relationship between the amount of the fee and the cost of the public facility	Project costs are allocated to new development based on the percentage of traffic volume generated by new development to the total traffic volume at buildout . The specific fee imposed on the various land uses are based on the relative trip generation rate as compared to a residential unit (baseline rate or EDU factor)

PROPOSED FACILITIES AND COSTS

As mentioned above, City Staff provided a detailed breakdown of the citywide transportation projects needed to mitigate the impacts of new development through the year 2035. While the year 2035 precedes build out conditions, it was chosen as a reasonable planning horizon with respect to the City's circulation system. The projects consist of city wide roadway

improvements totaling over $307 million. The project list includes improvements to interchanges, railroad grade separations, regional arterials, local arterials, local streets and local signals. Roadway projects and intersection projects are part of the City's Circulation Element of the General Plan, the City of Redlands Traffic Model and the City's Capital Improvement Program. The interchange projects as well as the grade separations and regional arterial projects are part of the Riverside-San Bernardino Area Comprehensive Transportation Plan Model (CTP Model) by SCAG and SANBAG Nexus Study and CMP. These projects are identified by these models and master plans as being needed solely or partially to mitigate the impacts of new development. Where projects are partially needed to cure existing deficiencies or otherwise benefit existing development, those projects would have to be funded by sources other than impact fees.

Regional and local arterials, local streets and signals will be constructed on existing City streets and will benefit both existing and new development. The allocations to new development are based on the percentage of average daily trip ends ("ADTs") generated by new development to the total ADTs of the City's roadway network. ADT's assigned to interchanges and regional arterials are consistent with the SANBAG Nexus Study. The calculation of the ADTs and percentage of total ADTs for local arterials, streets and signals is shown in the discussion of "Methodology" within this Section of the Fee Study. The project categories, costs and allocations are shown in Table IV-F2,"Transportation Cost Summary":

TABLE IV-F2
TRANSPORTATION COST SUMMARY

Component	Total Project Cost	Cost Allocated to New Development
Interchange Improvements	$218,375,714	$14,668,387
Railroad Grade Crossings	$2,012,723	$292,699
Regional Arterials	$73,705,000	$17,801,728
Local Arterials	$5,850,000	$6,166,586
Local Signals	$6,229,621	$1,515,505
Local Streets	$1,500,000	$484,749
Grand Total	$307,673,057	$40,879,654

The list of projects to be funded, or partially funded are shown by components in Tables IV-F3 through IV-F8. The total project cost as well as the costs allocated to new development are also shown in the tables.

TABLE IV-F3
INTERCHANGES

Location	SANBAG 2013 Estimated Construction Costs	ENR Cost Escalation Factor to 2016	2016 Estimated Cost	SANBAG % Allocation to New Development	SANBAG Allocation to New Development	Redlands % Allocation	Redlands $ Allocation to New Development
Interchange Improvements							
I-10 at Mountain View	$50,895,000	1.0456	$53,214,296	37.80%	$20,115,005	3.90%	$784,485
I-10 at California	$44,533,000	1.0456	$46,562,380	47.80%	$22,256,818	14.60%	$3,249,495
I-10 at Alabama	$41,600,000	1.0456	$43,495,723	50.50%	$21,965,340	34.90%	$7,665,904
I-10 at University	$5,200,000	1.0456	$5,436,965	17.90%	$973,217	100.00%	$973,217
I-10 at Wabash	$40,000,000	1.0456	$41,822,810	35.80%	$14,972,566	12.50%	$1,871,571
I-10 at Live Oak	$18,630,000	1.0456	$19,478,974	37.00%	$7,207,220	1.00%	$72,072
I-10 at 5th Street	$8,000,000	1.0456	$8,364,562	44.10%	$3,688,772	1.40%	$51,643
Total			$218,375,714		$91,178,938		$14,668,387

TABLE IV-F4
RAILROAD GRADE CROSSINGS

Location/Type of Project	SANBAG 2013 Estimated Construction Cost	ENR Cost Escalation Factor to 2016	2016 Estimated Construction Cost	% Allocation to New Development	Cost Allocation to New Development
San Timoteo Canyon Road	$1,925,000	1.0456	$2,012,723	32.32%	$292,699

TABLE IV-F5
REGIONAL ARTERIALS

Location/Type of Project	Limits	SANBAG 2013 Estimated Construction Cost	ENR Cost Escalation Factor to 2016	2016 Estimated Construction Cost	% Allocation to New Development	Cost Allocation to New Development
Arterials						
Alabama St	N City Limit to Palmetto	$10,653,000	1.0456	$11,138,460	23.10%	$2,572,984
California St	Redlands Blvd. to I-10	$777,000	1.0456	$812,408	23.10%	$187,666
California St	Lugonia to San Bernardino Ave	$943,000	1.0456	$985,973	23.10%	$227,760
Citrus Ave	Auburn to Wabash	$777,000	1.0456	$812,408	23.10%	$187,666
Citrus Ave	Dearborn to Wabash	$1,184,000	1.0456	$1,237,955	23.10%	$285,968
Cypress Ave	I-10 to Citrus	$638,000	1.0456	$677,074	23.10%	$154,094
Ford Ave	5th to I-10	$2,058,000	1.0456	$2,151,784	23.10%	$497,062
Live Oak Cyn Rd	San Time Cyn to E City Limits	$6,004,000	1.0456	$6,277,604	23.10%	$1,450,126
Lugonia Ave	Orange to Wabash	$7,398,000	1.0456	$7,735,129	23.10%	$1,786,815
Lugonia Ave	Tennessee to Orange	$3,456,000	1.0456	$3,613,491	23.10%	$834,716
Mountain View Ave	Lugonia to San Bernardino Ave	$516,000	1.0456	$539,514	23.10%	$124,628
Orange St	Lugonia to I-10	$2,960,000	1.0456	$3,094,888	23.10%	$714,919
Orange St	N City Limit to Pioneer	$9,346,000	1.0456	$9,771,900	23.10%	$2,257,309
Orange St	San Bernardino to Lugonia	$1,304,000	1.0456	$1,363,424	23.10%	$314,951
Orange St	San Bernardino to Pioneer	$707,000	1.0456	$739,218	23.10%	$170,759
Redlands Blvd	Alabama/Colton Intersection	$5,763,000	1.0456	$6,025,621	23.10%	$1,391,919
San Bernardino Ave	SR 210 to Orange	$1,972,000	1.0456	$2,061,865	23.10%	$476,291
San Bernardino Ave	Church to Wabash	$2,744,000	1.0456	$2,869,045	23.10%	$662,749
SR 38 (Orange/Lugonia)	W City Limit to E City Limit	$7,990,000	1.0456	$8,354,106	23.10%	$1,929,799
Wabash Ave	5th to I-10	$4,412,000	1.0456	$4,613,056	23.10%	$1,065,616
Traffic Signal	Pioneer/Orange	$232,000	1.0456	$242,572	23.10%	$56,034
Traffic Signal	Wabash/5th	$232,000	1.0456	$242,572	23.10%	$56,034
Traffic Signal	Wabash/I-10	$232,000	1.0456	$242,572	23.10%	$56,034
Traffic Signal	Ford/I-10	$232,000	1.0456	$242,572	23.10%	$56,034
Traffic Signal	Dearborn/Citrus	$232,000	1.0456	$242,572	23.10%	$56,034
Traffic Signal	Ford/I-10 WB	$237,000	1.0456	$247,800	23.10%	$57,242
Traffic Signal	6th/I-10 EB Onramp	$232,000	1.0456	$242,572	23.10%	$56,034
Traffic Signal	6th/I-10 WB Off ramp	$232,000	1.0456	$242,572	23.10%	$56,034
Traffic Signal	Wabash/Citrus	$242,000	1.0456	$253,028	23.10%	$58,449
Total						$17,801,728

TABLE IV-F6
LOCAL ARTERIALS

Location/Type of Project	Limits	SANBAG 2013 Estimated Construction Cost	ENR Cost Escalation Factor to 2016	2016 Estimated Construction Cost	% Allocation to New Development	Cost Allocation to New Development
Arterials						
Colton Ave Widen to 4 Lanes	Texas to Orange	$1,090,000	1.0456	$1,139,672	100.00%	$1,139,672
Texas Ave Widen to 4 Lanes	Colton to Pennsylvania	$1,970,000	1.0456	$2,059,773	100.00%	$2,059,773
Intersection Improvements	Orange/Pearl	$500,000	1.0456	$522,785	100.00%	$522,785
Intersection Improvements	Orange/Stuart	$40,000	1.0456	$41,823	100.00%	$41,823
Intersection Improvements	Church/Colton	$250,000	1.0456	$261,393	100.00%	$261,393
Traffic Signal	Orange/Oriental	$225,000	1.0456	$235,253	100.00%	$235,253
Traffic Signal	6th/Colton	$425,000	1.0456	$444,367	100.00%	$444,367
Traffic Signal	6th/Stuart	$275,000	1.0456	$287,532	100.00%	$287,532
Traffic Signal	6th/Citrus	$275,000	1.0456	$287,532	100.00%	$287,532
Traffic Signal	Eureka/Colton	$250,000	1.0456	$261,393	100.00%	$261,393
Traffic Signal	Eureka/Stuart	$275,000	1.0456	$287,532	100.00%	$287,532
Traffic Signal	University/Colton	$275,000	1.0456	$287,532	100.00%	$287,532
Total		$5,850,000		$6,116,586		$6,116,586

TABLE IV-F7
LOCAL SIGNAL PROJECTS

Location/Type of Project	Limits	SANBAG 2013 Estimated Construction Cost	ENR Cost Escalation Factor to 2016	2016 Estimated Construction Cost	% Allocation to New Development	Cost Allocation to New Development
Texas St.	Pioneer Ave	$350,000	1.0456	$365,950	32.32%	$118,262
University St	Brockton Ave	$300,000	1.0456	$313,671	32.32%	$101,368
Intelligent Traffic Management	Varies	$5,400,000	N/A	$5,400,000	23.10%	$1,247,400
Fire-Signal Preempt System	Varies	$150,000	N/A	$150,000	32.32%	$48,478
Total		$6,200,000		$6,229,621		$1,515,505

TABLE IV-F8
LOCAL STREET PROJECTS

Location/Type of Project	Limits	SANBAG 2013 Estimated Construction Cost	ENR Cost Escalation Factor to 2016	2016 Estimated Construction Cost	% Allocation to New Development	Cost Allocation to New Development
Pioneer Ave	Furlow Drive to Texas St	$1,500,000	N/A	1,500,000	32.32%	$484,749

Equivalent Dwelling Units

For the purposes of allocating transportation costs to both existing and new development the demand variable is the average daily trip end. This is a metric that estimates the number of vehicular trips generated by a specific land use within a one hour period during that part of the day in which peak traffic volumes are observed. ADT was chosen as the demand variable because it is consistent with the metric used in the regional transportation plans mentioned at the beginning of this section and is an industry standard. Without question the design and cost estimates for new and expanded roadways are based on traffic volumes generated, congestion levels of service and standards adopted by the local agency. ADTs are a fair and reasonable measure of the demand placed on the City's roadway system. The ADTs generated by a residential dwelling, whose value is determined from the ITE[1] manual, is used as the baseline variable. Comparison of ADTs for the other land uses to the baseline ADT produces EDU factors for the various land uses. When these factors are applied to the demographic data for existing and new development, total calculated EDUs for existing and new development as a percentage of total EDUs can be used in the allocation of facility costs to new development.

Trip Rates

As discussed in Section II the land uses considered upon which development impact fees will be imposed include Residential, Commercial, Industrial, Office and Hotel/Motel, with their various sub categories. Within the Residential category are single family, multi-family and transit oriented subcategories, which were chosen to best fit the type of residential development throughout the City, and for which the ITE manual has data and recommended trip rates. In a similar manner, the ITE Commercial land use designation includes commercial, retail trade and food service sub categories. Industrial category includes warehousing, manufacturing, general industrial and health care. Weighted average ADTs from the above subcategories are calculated for the purposes of determining existing and future ADTs and the allocation of transportation costs to existing and new development. Weighted average ADTs will also be used to determine EDU factors needed to calculate the various fee levels.

[1] Institute of Transportation Engineers, Trip Generation, 8th Edition, Volumes 1,2 and 3

This is discussed further in the Methodology section below. Table IV-F9 shows the weighted average trip rates, in ADTs, for this study.

TABLE IV-F9
AVERAGE DAILY TRIP ENDS – CITY WIDE

Land Use	City/SANBAG Designation	2016 City Uses ITE Designation [1]	ITE Code	ITE Ave. Trip Rate [2]	% Reduction for pass-by trips	Average Trip Length	Trip Length Factor	Average Daily Trip Rate [4]
Residential (dwelling units)	Single Family	Single Family		9.94		7.4	1.02	***10.09***
	Multi-Family	Apartment		6.89		7.4	1.02	***6.99***
	Mobile Home	Transit Oriented Development [3]		7.06		7.4	1.02	***7.17***
Commercial/Retail (1,000 s.f.)	Commercial	Commercial	820	42.94	30%	5.39	0.74	***22.22***
		Retail Trade	814	44.32	30%	539	0.74	***22.94***
		Food Service & Entertainment	931	89.95	30%	5.39	0.74	***46.55***
Industrial (1,000 s.f.)	Industrial	Warehousing Standard	150	3.89		8.87	1.22	***4.73***
		Warehousing High Cube	152	1.44		8.87	1.22	***1.75***
		Manufacturing and Assembly	140	2.13		8.87	1.22	***2.59***
		Industrial Other	110	6.97		8.87	1.22	***8.48***
		Institutional and Health Care (Hospital)	610	16.5		8.87	1.22	***20.08***
Office (1,000 s.f.)	Office	General Office Building	710	11.01		8.87	1.22	***13.40***
Hotel/Motel (Room)	Hotel/Motel	Hotel	310	8.92				
		Motel	320	9.11				
		Hotel/Motel		9.02		5.66	0.78	***7.00***

[1] ITE categories were chosen that best fit the intent and purpose of the City sub categories
[2] The land use designations for non-residential uses in this Study differ completely from the 203 DIF. Therefore, ITE rates are used that most closely fit the descriptions for the new categories
[3] This study assumes an ADT rate of 4.00 until better information is available. A rate of 4.00 is less than other high desity residential, and is reasonable
[4] Numbers in this column (bold italic) are used in this study for calculating ADTs and Fee Schedule

In order to fairly allocate costs between existing and new development, total ADTs must be calculated for both cases. ADTs for existing development for a given land use category are found by multiplying the number of residential units or one thousand square feet ("ksf") of non residential development in each category, as shown in Section III.1 "Existing Development Within City," by the ADTs per unit or ksf from Table IV-F9, "Trip Generation Rates" shown above.

The total ADTs for existing development as well as the percentage of total ADTs are shown in Table IV-F10:

TABLE IV-F10
EXISTING ADTS

Residential Property	Amount	Units	Average Daily Trips per Unit/KSF	ADTs
Single Family	19,547	Dwelling Units	10.09	197,229
Multi-Family	7,406	Dwelling Units	6.99	51,797
Transient Oriented Development	0	Dwelling Units	7.17	0
Non-Residential Property	**Amount**	**Units**	**Average Daily Trips per Unit/KSF**	**ADTs**
Retail Trade	3,280,718	Square Feet	22.94	75,254
Commercial	3,301,780	Square Feet	22.22	73,379
Food Service & Entertainment	438,842	Square Feet	46.55	20,430
Office	1,744,700	Square Feet	13.40	23,372
Warehousing – Standard	355,878	Square Feet	4.73	1,684
Warehousing – High Cube	11,993,284	Square Feet	1.75	21,013
Manufacturing and Assembly	2,165,052	Square Feet	2.59	5,611
Industrial – Other	323,748	Square Feet	8.48	2,736
Institutional & Health Care	5,391,797	Square Feet	20.08	108,246
Hotel/Motel	268	Rooms	7.00	1,874
Grand Total				582,636
			Total ADTs	860,825
			% of Total ADTs	67.68%

ADTs for future development for a given land use category are found by multiplying the number of residential units or one thousand square feet ("ksf") of non-residential development in each category, as shown in Section III.2 "Future Development Within City (2015-2035)", by the ADTs per unit or ksf from Table IV-F9, "Trip Generation Rates" shown above.

The total ADTs for existing development as well as the percentage of total ADTs are shown in Table IV-F11:

TABLE IV-F11
FUTURE (GROWTH) ADTS

Residential Property	Amount	Units	Average Daily Trips per Unit/KSF	ADTs
Single Family	4,677	Dwelling Units	10.09	47,191
Multi-Family	1,703	Dwelling Units	6.99	11,911
Transient Oriented Development	7,838	Dwelling Units	7.17	56,195
Non-Residential Property	**Amount**	**Units**	**Average Daily Trips per Unit/KSF**	**ADTs**
Retail Trade	1,613,362	Square Feet	22.94	37,008
Commercial	1,622,735	Square Feet	22.22	36,064
Food Service & Entertainment	215,736	Square Feet	46.55	10,043
Office	858,004	Square Feet	13.40	11,494
Warehousing – Standard	52,001	Square Feet	4.73	246
Warehousing – High Cube	6,093,809	Square Feet	1.75	10,677
Manufacturing and Assembly	1,114,568	Square Feet	2.59	2,889
Industrial – Other	36,256	Square Feet	8.48	307
Institutional & Health Care	2,652,045	Square Feet	20.08	53,243
Hotel/Motel	132	Rooms	7.00	922
				278,189
			Total ADTs	860,825
			% of Total ADTs	32.32%

The percentage of total ADTs for future development, as shown in the table above, is used in Table IV-F2, "Transportation Cost Summary" to allocate to new development new local street and signal costs that have citywide benefit.

Allocation of Costs

The transportation costs allocated to new development are then divided by total new ADTs to determine the cost per ADT. The cost per ADT is then multiplied by the ADT rate for a single family unit. This is the baseline EDU used in calculating the various fees.

See Table IV-F12 for the calculation of the cost per single family unit, or baseline EDU:

TABLE IV-F12
COST PER ADT

Total Cost of Transportation Projects	Cost Allocated to New Development	Total New ADTs	Cost per ADT
$302,273,057	$40,879,654	278,189	$146.95

Proposed Fee Amount

The EDU factors for the various land uses are determined by dividing the ADT rate for each corresponding land use by the ADT rate for the single family category (baseline rate). The EDU factor for each land use is multiplied by the cost per EDU calculated in the preceding table to determine the proposed fee. The proposed fee schedule for transportation is shown in Table IV-F13:

TABLE IV-F13
TRANSPORTATION FEE SCHEDULE

Residential Property	ADTs	Cost Per ADT	Development Impact Fee per Unit	Units
Single Family	10.09	$146.95	$1,482.71	DU
Multi-Family	6.99	$146.95	$1,027.76	DU
Transient Oriented Development	7.17	$146.95	$1,053.56	DU
Non-Residential Property	**ADTs**	**Cost Per ADT**	**Development Impact Fee per 1,000 SF/Room**	**Units**
Retail Trade	22.94	$146.95	$3,370.75	KSF
Commercial	22.22	$146.95	$3,265.79	KSF
Food Service & Entertainment	46.55	$146.95	$6,841.12	KSF
Office	13.40	$146.95	$1,968.57	KSF
Warehousing – Standard	4.73	$146.95	$695.53	KSF
Warehousing – High Cube	1.75	$146.95	$257.47	KSF
Manufacturing and Assembly	2.59	$146.95	$380.84	KSF
Industrial – Other	8.48	$146.95	$1,246.22	KSF
Institutional & Health Care	20.08	$146.95	$2,950.17	KSF
Hotel/Motel	7.00	$146.95	$1,028.54	Room

For the Transportation Fee calculation using a project specific traffic study, as permitted by City rules, the ADT fee rate shall be $146.95 plus a 2% administrative charge and then adjusted annually or as permitted by City rules and regulations.

Expected Revenue

Using the demographic data from Table IV-F11, "Future ADTs", the residential units or non residential square footages or hotel rooms are multiplied by the corresponding proposed fee rates to determine the expected revenues.

As shown in Table IV-F14, the total expected revenue is equal to the transportation costs allocated to new development as shown in Table IV-F2, "Transportation Cost Summary."

TABLE IV-F14
REVENUE

Residential Property	Units	Units	Development Impact Fee per Unit	Cost Financed by Fees
Single Family	4,677	Dwelling Units	$1,482.71	$6,934,658
Multi-Family	1,703	Dwelling Units	$1,027.76	$1,750,270
Transient Oriented Development	7,838	Dwelling Units	$1,053.56	$8,257,815
Non-Residential Property	**Square Feet/Rooms**	**Units**	**Development Impact Fee per 1,000 SF/Room**	**Cost Financed by Fees**
Retail Trade	1,613,362	SF	$3,370.75	$5,438,233
Commercial	1,622,735	SF	$3,265.79	$5,299,514
Food Service & Entertainment	215,736	SF	$6,841.12	$1,475,875
Office	858,004	SF	$1,968.57	$1,689,040
Warehousing – Standard	52,001	SF	$695.53	$36,168
Warehousing – High Cube	6,093,809	SF	$257.47	$1,568,969
Manufacturing and Assembly	1,114,568	SF	$380.84	$424,472
Industrial – Other	36,256	SF	$1,246.22	$45,183
Institutional & Health Care	2,652,045	SF	$2,950.17	$7,823,985
Hotel/Motel	132	Rooms	$1,028.54	$135,470
Grand Total				$40,879,654

Table V-1 is a summary of the proposed fees for the various land uses within the six facility categories. These fees represent the maximum fee that can be charged to any land use.

In order to recover administrative costs incurred by the City in the administration of the Fee program, an administrative component of 2.0% of each fee is added on to the proposed fees calculated for each facility category. Table V-1 summarizes the total fees, including the administrative component:

TABLE V-1
CITY OF REDLANDS
DEVELOPMENT IMPACT FEE SUMMARY

	Residential (fee per unit)			Non-Residential (fee per 1,000 Sq. Ft.)									Fee per Room
Land Use	Single Family	Multi-Family	Transit Oriented Development	Retail	Commercial	Food Service and Entertainment	Office	Warehousing – Standard	Warehousing – High Cube	Manufacturing and Assembly	Industrial/Other	Institutional and Health Care	Hotel/Motel
Police Facilities	$30.11	$27.56	$18.66	$8.64	$3.65	$46.85	$37.40	$11.67	$1.97	$10.09	$9.54	$19.26	$8.71
Fire Facilities	$577.08	$528.21	$357.74	$165.64	$69.89	$897.94	$716.94	$223.67	$37.69	$193.49	$182.88	$369.14	$167.04
Park Facilities	$3,959.94	$3,624.62	$2,454.85	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Library Facilities	$264.58	$242.18	$164.02	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Government Facilities	$686.45	$628.33	$425.55	$197.03	$83.13	$1,068.13	$852.83	$266.06	$44.83	$230.16	$217.54	$439.10	$198.70
Transportation Facilities	$1,512.36	$1,048.32	$1,074.63	$3,438.17	$3,331.11	$6,977.94	$2,007.94	$709.44	$262.62	$388.46	$1,271.14	$3,009.17	$1,049.11
Totals	**$7,030.52**	**$6,099.22**	**$4,495.45**	**$3,809.48**	**$3,487.78**	**$8,990.86**	**$3,615.11**	**$1,210.84**	**$347.11**	**$822.20**	**$1,681.10**	**$3,836.67**	**$1,423.56**

New development, at the time of permit issuance, or as proscribed by the Redlands Municipal Code, shall pay the appropriate fee for each facility category and the City shall deposit the funds in a separate account dedicated to the construction of the respective facilities proposed, in accordance with Government Code Section 66006(a).

Every five years the City shall report the status of the funds in accordance with Government Code Section 66001(d) and shall i) identify the purpose to which the fee is put; ii) demonstrate a reasonable relationship between the fee and the purpose for which it is charge, iii) identify the sources and amounts of funding needed to complete the program, iv) list the facilities not yet completed, and v) identify, to the extent possible, the timing of when the remaining funds are expected to be received.

It is further recommended that the City update its Capital Improvement Plan annually, by resolution of the City Council, in accordance with Government Code Section 66002.

Finally, it is recommended that the City include in its Council Resolution to adopt the fees recommended in this Fee Study, a provision to automatically increase the fees annually tied to an inflation index, such as the Engineering News Record Construction Price Index, or some other reasonable measure of inflation.

APPENDIX A

Demographics Summary

CITY OF REDLANDS
DEMOGRAPHICS INFORMATION & EDU CALCULATION

EDU SUMMARY BY FEE CATEGORY

Fee Category	Fee charged to Development	Existing EDUs 2015	Future EDUs 2015-2035	Total EDUs 2035
Police Fee	Res. & Non-Res	39,016	15,694	54,709
Fire Fee	Res. & Non-Res	39,016	15,694	54,709
Parks Fee	Res. Only	27,149	11,095	38,243
Library Fee	Res. Only	27,149	11,095	38,243
Government Facilities Fee	Res. & Non-Res	39,016	15,694	54,709
Transportation		See Separate Attachment		

EDU BACKUP

	Existing Development (2015)				
Residential Property	Number of Residents [1]	Number of Residential Units [1]	Residents per Residential Unit	EDUS per Residential Unit	**Total Existing EDUs**
Single Family	50,315	19,547	2.57	1.000	**19,547**
Multi-Family	19,567	7,406	2.64	1.026	**7,602**
Transient Oriented Development	0	0	NA	NA	**NA**
Subtotal	69,882	26,953	2.59		**27,149**
Non-Residential Property	Number of Employees [1]	Number of Non-Residential SF / Rooms [1]	Employees per 1,000 Non-Res. SF / Room	EDUs per 1,000 Non-Res. SF / Room	**Total Existing EDUs**
Retail	3,038	3,280,718	0.93	0.360	**1,180**
Commercial	1,290	3,301,780	0.39	0.152	**501**
Food Service & Entertainment	2,203	438,842	5.02	1.950	**856**
Office	6,993	1,744,700	4.01	1.557	**2,717**
Warehousing - Standard	445	355,878	1.25	0.486	**173**
Warehousing - High Cube	2,527	11,993,284	0.21	0.082	**982**
Manufacturing & Assembly	2,342	2,165,052	1.08	0.420	**910**
Industrial - Other	331	323,748	1.02	0.397	**129**
Institutional & Health Care	11,127	5,391,797	2.06	0.802	**4,323**
Subtotal	30,296	28,995,799	1.04		**11,770**
Hotel/Motel Rooms	250	268	0.93	0.363	**97**
Grand Total	30,546				**39,016**

	Future Development (2015 - 2035)				
Residential Property	Number of Residents [1]	Number of Residential Units [1]	Residents per Residential Unit	EDUS per Residential Unit	**Total Future EDUs**
Single Family	15,089	4,677	3.23	1.000	**4,677**
Multi-Family	5,029	1,703	2.95	0.915	**1,559**
Transient Oriented Development	15,676	7,838	2.00	0.620	**4,859**
Subtotal	35,794	14,218	2.52		**11,095**
Non-Residential Property	Number of Employees [1]	Number of Non-Residential SF / Rooms [1]	Employees per 1,000 Non-Res. SF / Room	EDUs per 1,000 Non-Res. SF / Room	**Total Future EDUs**
Retail	1,494	1,613,362	0.93	0.287	**463**
Commercial	634	1,622,735	0.39	0.121	**197**
Food Service & Entertainment	1,083	215,736	5.02	1.556	**336**
Office	3,439	858,004	4.01	1.242	**1,066**
Warehousing - Standard	65	52,001	1.25	0.388	**20**
Warehousing - High Cube	1,284	6,093,809	0.21	0.065	**398**
Manufacturing & Assembly	1,206	1,114,568	1.08	0.335	**374**
Industrial - Other	37	36,256	1.02	0.317	**11**
Institutional & Health Care	5,473	2,652,045	2.06	0.640	**1,696**
Subtotal	14,715	14,258,516	1.03		**4,561**
Hotel/Motel Rooms	123	132	0.93	0.289	**38**
Grand Total	14,838				**15,694**

	Total Development (2035)			
Residential Property	Number of Residents	Number of Residential Units	Residents per Residential Unit	**Total Future EDUs**
Single Family	65,404	24,224	2.70	**24,224**
Multi-Family	24,596	9,109	2.70	**9,160**
Transient Oriented Development	15,676	7,838	2.00	**4,859**
Subtotal	105,676	41,171	2.57	**38,243**
Non-Residential Property	Number of Employees	Number of Non-Residential SF / Rooms [1]	Employees per 1,000 Non-Res. SF / Room	**Total Future EDUs**
Retail	4,532	4,894,080	0.93	**1,643**
Commercial	1,924	4,924,515	0.39	**698**
Food Service & Entertainment	3,286	654,578	5.02	**1,192**
Office	10,432	2,602,704	4.01	**3,783**
Warehousing - Standard	510	407,879	1.25	**193**
Warehousing - High Cube	3,811	18,087,093	0.21	**1,380**
Manufacturing & Assembly	3,548	3,279,620	1.08	**1,284**
Industrial - Other	368	360,004	1.02	**140**
Institutional & Health Care	16,600	8,043,842	2.06	**6,019**
Subtotal	45,011	43,254,315	1.04	**16,331**
Hotel/Motel Rooms	373	399	0.93	**135**
Grand Total	45,384			**54,709**

[1] Data provided by City 8/27/16.
[2] Based on same ratio of existing 2015 building sq. ft. per employee.

APPENDIX B

Fee Models

POLICE FEE MODEL

City of Redlands
Police Facilities
Fee Calculation

Table 1
Inventory of Existing Facilities

Facility	Facility Unit	Units
Existing Police Vehicles & Equipment		
Marked Police Units	Vehicles	48
Motorcycles	Vehicles	7
Off-Road Vehicles	Vehicles	5
Unmarked Units	Vehicles	25
Undercover/Cold Units	Vehicles	9
Crime Scene/Evidence Vehicles	Vehicles	2
Evidence/Building Maintenance	Vehicles	2
CSO/Pkg Control/CVP/Explorer/CVP Vehicles	Vehicles	15
Custody/Transport	Vehicles	2
Animal Control Trucks	Vehicles	3
Mobile Command Center	Vehicles	1
Cessna 172 Airplane	Airplane	1
DUI Trailer (2-axle)	Vehicles	2
DUI Trailer (3-axle)	Vehicles	1
Radar Trailers	Vehicles	2
VMS Trailer	Vehicles	1
Segways	Vehicles	7
Park Ranger Golf Cart	Vehicles	1
MRAP	Vehicles	1
Total Vehicles		135

Table 2
Proposed Facilities

Facility	Facility Unit	Number	Facility Cost
Future Police Vehicles			
Marked Police Units	Vehicles	12	$327,191
Unmarked Units	Vehicles	3	$69,042
Undercover/Cold Units	Vehicles	1	$25,000
Radar Trailers	Vehicles	2	$26,000
Park Ranger Golf Cart	Vehicles	2	$16,000
Total Vehicles		20	$463,233
Total Facilities Cost			$463,233

Table 3
Allocation of Facilities to Existing and New Development

Vehicles - All new vehicles allocated to new development

Type of Development	EDUs	Total Vehicles/ in 2035	Vehicles per 1,000 EDUs	Total Cost
Existing Development	39,016	135	3.460	$0
Future Development	15,694	20	1.274	$463,233
Total	54,709	155	2.833	$463,233

Table 4
Proposed Facilities and Cost Per EDU

Facility	Cost	Number of Future EDUs	Cost Per EDU
Vehicles	$463,233	15,694	$29.52
Total	$463,233	NA	$29.52

Table 5
Development Impact Fee per Unit or 1,000 SF

Land Use Type	EDUs per Unit [2]	EDUs per 1,000 SF / Room [2]	Units / 1,000 SF / Room	Fees per Unit	Fees per 1,000 SF / Room	Cost Financed by DIF
Residential Property						
Single Family	1.000	NA	4,677	$29.52	NA	$138,050
Multi-Family	0.915	NA	1,703	$27.02	NA	$46,011
Transient Oriented Development	0.620	NA	7,838	$18.30	NA	$143,421
Non-Residential Property						
Retail	NA	0.287	1,613	NA	$8.47	$13,669
Commercial	NA	0.121	1,623	NA	$3.57	$5,801
Food Service & Entertainment	NA	1.556	216	NA	$45.93	$9,908
Office	NA	1.242	858	NA	$36.67	$31,464
Warehousing - Standard	NA	0.388	52	NA	$11.44	$595
Warehousing - High Cube	NA	0.065	6,094	NA	$1.93	$11,747
Manufacturing & Assembly	NA	0.335	1,115	NA	$9.90	$11,031
Industrial - Other	NA	0.317	36	NA	$9.35	$339
Institutional & Health Care	NA	0.640	2,652	NA	$18.88	$50,073
Hotel/Motel Rooms	NA	0.289	132	NA	$8.54	$1,125
Total						$463,233
Cost Allocated to Existing Development						$0
Total Cost of Police Facilities						$463,233

FIRE FEE MODEL

City of Redlands
Fire Facilities
Fee Calculation

Table 1
Inventory of Existing Facilities

Facility	Facility Unit	Units
Fire Station 261	SF	14,256
Fire Station 262	SF	3,600
Fire Station 263	SF	5,600
Fire Station 264	Temporary	Temporary
Total Fire Stations		23,456
Existing Primary Fire Vehicles		
Type 1 Engine E-261	Vehicles	1
Type 1 Engine E-262	Vehicles	1
Type 1 Engine E-263	Vehicles	1
Type 1 Engine E-264	Vehicles	1
Aerial Ladder T-261	Vehicles	1
Type 3 Engine BE-261	Vehicles	1
Type 3 Engine BE-262	Vehicles	1
Type 3 Engine BE-264	Vehicles	1
Water Tender WT-263	Vehicles	1
Squad MS-261	Vehicles	1
Squad MS-261R	Vehicles	1
Command C-700	Vehicles	1
Command BC-704	Vehicles	1
Command BC-705	Vehicles	1
Command BC-706	Vehicles	1
Command BC-707	Vehicles	1
Total		16
Existing Support Staff Vehicles & Equipment		
Staff Vehicle P-751	Vehicles	1
Staff Vehicle 903	Vehicles	1
Utility Vehicle UT-261	Vehicles	1
Incident Suppt IS-263	Vehicles	1
Safety Trailer 951	Vehicles	1
Rescue Trailer 952	Vehicles	1
Lt Support Trailer 953	Vehicles	1
Repair Vehicle 925	Vehicles	1
Total		8
Existing Secondary Units		
Type 1 Engine E-261R	Vehicles	1
Type 1 Engine E-263R	Vehicles	1
Aerial Ladder T-261R	Vehicles	1
Total		3

Table 2
Proposed Facilities

Facility	Facility Unit	Number	Facility Cost (2013)	Facility Cost (2016)
Future Fire Facilities				
Fire Admin Space	SF	7,000	$3,318,000	$3,591,817
Fire Station 264 Replacement	SF	8,500	$3,535,980	$3,827,786
NE Fire Station	SF	8,500	$3,535,980	$3,827,786
NW Fire Station	SF	8,500	$3,535,980	$3,827,786
Total		32,500	$13,925,940	$15,075,175
Future Support Staff Vehicles				
Staff Vehicle P-752	Vehicles	1	$18,000	$19,485
Staff Vehicle Staff Cpt	Vehicles	1	$18,750	$20,297
Staff Vehicle - Arson	Vehicles	1	$19,500	$21,109
Total Vehicles		3	$56,250	$60,892
Future Secondary Units				
Type 1 Engine (2)	Vehicles	1	$1,268,000	$1,372,641
Total Facilities Cost				$16,508,708

Table 3
Allocation of Facilities to Existing and New Development

Stations - Based on Total EDUs - Credit given to existing development

Type of Development	EDUs	Percentage of Total EDUs	Total SF in 2035	SF Credit	Allocated SF	Percentage of Costs Allocated	Total Cost
Existing Development	39,016	71.31%	39,905	(23,456)	16,449	50.61%	$7,629,681
Future Development	15,694	28.69%	16,051	0	16,051	49.39%	$7,445,494
Total	54,709	100.00%	55,956	(23,456)	32,500	100.00%	$15,075,175

Support Staff Vehicles - All new vehicles allocated to new development

Type of Development	EDUs	Percentage of Total EDUs	Total Support Staff Vehicles in 2035	Support Staff Vehicles per 1,000 EDUs	Total Cost
Existing Development	39,016	71.31%	8	0.205	$0
Future Development	15,694	28.69%	3	0.191	$60,892
Total	54,709	100.00%	11	0.201	$60,892

Future Secondary Unit Vehicles - All new vehicles allocated to new development

Type of Development	EDUs	Percentage of Total EDUs	Total Future Secondary Unit Vehicles in 2035	Future Secondary Unit Vehicles per 1,000 EDUs	Total Cost
Existing Development	39,016	71.31%	3	0.077	$0
Future Development	15,694	28.69%	1	0.064	$1,372,641
Total	54,709	100.00%	4	0.073	$1,372,641

Table 4
Proposed Facilities and Cost Per EDU

Facility	Cost	Number of Future EDUs	Cost Per EDU
Stations	$7,445,494	15,694	$474.42
Vehicles	$1,433,533	15,694	$91.34
Total	$8,879,027	NA	$565.76

Table 5
Development Impact Fee per Unit or 1,000 SF

Land Use Type	EDUs per Unit [2]	EDUs per 1,000 SF / Room [2]	Units / 1,000 SF / Room	Fees per Unit	Fees per 1,000 SF / Room	Cost Financed by DIF
Residential Property						
Single Family	1.000	NA	4,677	$565.76	NA	$2,646,081
Multi-Family	0.915	NA	1,703	$517.86	NA	$881,910
Transient Oriented Development	0.620	NA	7,838	$350.73	NA	$2,749,020
Non-Residential Property						
Retail	NA	0.287	1,613	NA	$162.39	$261,995
Commercial	NA	0.121	1,623	NA	$68.51	$111,181
Food Service & Entertainment	NA	1.556	216	NA	$880.34	$189,920
Office	NA	1.242	858	NA	$702.89	$603,080
Warehousing - Standard	NA	0.388	52	NA	$219.28	$11,403
Warehousing - High Cube	NA	0.065	6,094	NA	$36.95	$225,164
Manufacturing & Assembly	NA	0.335	1,115	NA	$189.70	$211,431
Industrial - Other	NA	0.317	36	NA	$179.29	$6,500
Institutional & Health Care	NA	0.640	2,652	NA	$361.90	$959,772
Hotel/Motel Rooms	NA	0.289	132	NA	$163.77	$21,570
Total						$8,879,027
Cost Allocated to Existing Development						$7,629,681
Total Cost of Fire Facilities						$16,508,708

PARKS FEE MODEL

City of Redlands
Parks Facilities
Fee Calculation

Table 1
Inventory of Existing Facilities

Facility	Facility Unit	Units	
Existing Parks			
Brookside Park	Acres	9.2	
Caroline Park	Acres	16.8	
Community Park	Acres	18.2	
Crafton Park	Acres	7.5	
Ed Hales Park	Acres	0.3	
Ford Park	Acres	27.0	
Franklin Park	Acres	0.6	
Jennie Davis Park	Acres	5.2	
Prospect Park	Acres	11.4	
Simonds Parkway	Acres	0.9	
Smiley Park	Acres	9.2	
Sylvan Park	Acres	23.3	
Texonia Park	Acres	8.8	
The Terrace	Acres	2.5	
Isreal Beal Park	Acres	8.1	
Oakmont Park	Acres	14.6	
Redlands Sports Park	Acres	48.0	
Heritage Park	Acres	18.7	
Orange Street Alley	Acres	0.1	
Total Park Facilities		230.3	
Orange Blossam Trail Park Phases 1, 2, & 3	Acres	4.48	[1]
Existing Community Center Buildings			
Redlands Community Center	Square Feet	22,900	
Redlands Community Senior Center	Square Feet	7,500	
Joslyn Senior Center	Square Feet	8,925	
Redlands Bowl	Square Feet	3,046	
Mission Gables	Square Feet	5,014	
Total Buildings		47,385	

Table 2
Existing Standards

	Existing Units	Existing Residents	Standard per 1,000 Residents
Existing Parks Acres	230.3	69,882	3.30
Exising Parks Community Buildings Sq. Ft.	47,385	69,882	678.07

Table 3
Proposed Facilities

Facility	Facility Unit	Number		Cost per Acre or Sq. Ft. [2]		Facility Cost
Future Park Facilities						
Park Acres	Acres	118.0		$351,821	per Acre	$41,508,350
Park Community Center Buildings	Square Feet	24,271		$309	per Sq. Ft.	$7,488,046
Additional Projects						
Orange Blossom Trail Phase 4	Acres	4.61	[2]	$200,000	per Acre	$921,212
Zanja Trail	Acres	5.00		$200,000	per Acre	$1,000,000
Other Trail Facilities	Acres	5.00		$200,000	per Acre	$1,000,000
Subtotal		14.61				$2,921,212
Total Facilities Cost						$51,917,608

Table 4
Allocation of Facilities to Existing and New Development

Future Park Acres - Based on Total EDUs - Credit given to existing development

Type of Development	Residential EDUs	Percentage of Total EDUs	Total Acres in 2035	Acres Credit	Allocated Acres	Percentage of Costs Allocated	Total Cost
Existing Development	27,149	70.99%	247.3	(230.3)	16.9	14.35%	$5,956,471
Future Development	11,095	29.01%	101.1	0.0	101.1	85.65%	$35,551,879
Total	38,243	100.00%	348.3	(230.3)	118.0	100.00%	$41,508,350

Future Park Buildings - Based on Total EDUs - Credit given to existing development

Type of Development	Residential EDUs	Percentage of Total EDUs	Total Sq. Ft. in 2035	Sq. Ft. Credit	Allocated SF	Percentage of Costs Allocated	Total Cost
Existing Development	27,149	70.99%	50,868	(47,385)	3,483	14.35%	$1,074,539
Future Development	11,095	29.01%	20,788	0	20,788	85.65%	$6,413,507
Total	38,243	100.00%	71,656	(47,385)	24,271	100.00%	$7,488,046

Future Park Trails - Based on Total EDUs - Credit given to existing development

Type of Development	Residential EDUs	Percentage of Total EDUs	Total Acres in 2035	Acres Credit	Allocated Acres	Percentage of Costs Allocated	Total Cost
Existing Development	27,149	70.99%	13.6	(4.5)	9.1	62.08%	$1,813,524
Future Development	11,095	29.01%	5.5	0.0	5.5	37.92%	$1,107,688
Total	38,243	100.00%	19.1	(4.5)	14.6	100.00%	$2,921,212

Table 5
Proposed Facilities and Cost Per EDU

Facility	Cost	Number of Future EDUs	Cost Per EDU
Park Acres	$35,551,879	11,095	$3,204.39
Park Buildings	$6,413,507	11,095	$578.07
Park Trails	$1,107,688	11,095	$99.84
Total	$43,073,074	NA	$3,882.30

Table 6
Development Impact Fee per Unit or 1,000 SF

Land Use Type	EDUs per Unit	EDUs per 1,000 SF	Units / 1,000 SF	Fees per Unit	Cost Financed by DIF
Residential Property					
Single Family	1.000	NA	4,677	$3,882.30	$18,157,502
Multi-Family	0.915	NA	1,703	$3,553.55	$6,051,698
Transient Oriented Development	0.620	NA	7,838	$2,406.72	$18,863,874
Non-Residential Property	NA	NA	NA	NA	$0
Total					$43,073,074
Cost Allocated to Existing Development					$8,844,534
Total Cost of Park Facilities					$51,917,608

[1] Based on trail length of 3.7 miles and standard width of 10 ft per US Dept. of Transportation.
[2] Based on trail length of 3.8 miles and standard width of 10 ft per US Dept. of Transportation.
[3] Based on cost information from prior fee study escalated by ENR to 2016.

LIBRARY FEE MODEL

City of Redlands
Library Facilities
Fee Calculation

Table 1
Inventory of Existing Facilities

Facility	Facility Unit	Units
Existing Libraries		
A. K. Smiley Library Building	Square Feet	43,876
Lincoln Memorial Shrine	Square Feet	3,650
Total Library Facilities		47,526
Existing Library Materials		
Books	Books	133,174
Non-Book Items	Units	581,509
Total		714,683

Table 2
Proposed Facilities

Facility	Facility Unit	Number	Facility Cost
Future Library Materials			
Books	Books	2,660	$93,100
Non-Book Items	Units	116,000	$27,320
Subtotal			$120,420
Remodel/Refurbish Existing Library Facilities	Square Feet	NA	$9,505,000
Total Facilities Cost			$9,625,420

Table 3
Allocation of Facilities to Existing and New Development

Future Books - All Future Books allocated to New Development

Type of Development	Residential EDUs	Total Books in 2035	Books per EDU	Total Cost
Existing Development	27,149	133,174	4.905	$0
Future Development	11,095	2,660	0.240	$93,100
Total	38,243	135,834	3.552	$93,100

Future Non-Book Items - All Non-Book Items allocated to New Development

Type of Development	Residential EDUs	Total Items in 2035	Non-Book Items per EDU	Total Cost
Existing Development	27,149	581,509	21.419	$0
Future Development	11,095	116,000	10.455	$27,320
Total	38,243	697,509	18.239	$27,320

Remodel/Refurbish Existing Facilities - Based on Total EDUs

Type of Development	Residential EDUs	Percentage of Total EDUs	Total Sq. Ft. in 2035	Total Cost
Existing Development	27,149	70.99%	33,738	$6,747,516
Future Development	11,095	29.01%	13,788	$2,757,484
Total	38,243	100.00%	47,526	$9,505,000

Table 4
Proposed Facilities and Cost Per EDU

Facility	Cost	Number of Future EDUs	Cost Per EDU
Books	$93,100	11,095	$8.39
Non-Book Items	$27,320	11,095	$2.46
Remodel/Refurbish Existing Buildings	$2,757,484	11,095	$248.54
Total	$2,877,904	NA	$259.39

Table 5
Development Impact Fee per Unit or 1,000 SF

Land Use Type	EDUs per Unit [2]	EDUs per 1,000 SF [2]	Units / 1,000 SF	Fees per Unit / 1,000 SF / Room	Cost Financed by DIF
Residential Property					
Single Family	1.000	NA	4,677	$259.39	$1,213,184
Multi-Family	0.915	NA	1,703	$237.43	$404,341
Transient Oriented Development	0.620	NA	7,838	$160.80	$1,260,380
Non-Residential Property	NA	NA	NA	NA	$0
Total					$2,877,904
Cost Allocated to Existing Development					$6,747,516
Total Cost of Library Facilities					$9,625,420

GENERAL GOVERNMENT FACILITIES FEE MODEL

City of Redlands
Government Facilities
Fee Calculation

Table 1
Inventory of Existing Facilities

Facility	Facility Unit	Units
Switch and Firewall Equipment	Units	72
Servers and Appliances	Units	65
Computers	Units	840
Laptops	Units	94
Total		1,071
City Hall (to be replaced with future Govt. Center)	SF	47,500
Police Dept. Facilities (to be replaced with future Govt. Center/Safety Hall)	SF	23,838

Table 2
Existing Standards

	Existing Units	Existing Residential EDUs	Standard per EDU
Switch and Firewall Equipment	72	39,016	0.00185
Servers and Appliances	65	39,016	0.00167
Computers	840	39,016	0.02153
Laptops	94	39,016	0.00241
	1,071	39,016	0.02745

Table 3
Proposed Facilities

Facility	Facility Unit	Number	Facility Cost	
IT Hardware				
Switch and Firewall Equipment	Units	29	$380,366	
Servers and Appliances	Units	26	$625,803	
Computers	Units	338	$506,099	
Laptops	Units	38	$421,417	
Subtotal		431	$1,933,685	
Government Center/Safety Hall	Square Feet	276,000	$27,343,805	[1]
Downtown Parking Facility	NA	NA	$2,734,381	
Total Facilities Costs			$32,011,871	

Table 4
Allocation of Facilities to Existing and New Development

Future IT Hardware - Based on Total EDUs - Credit given to existing development

Type of Development	EDUs	Percentage of Total EDUs	Total Hardware in 2035	Unit Credit	Allocated Units	Percentage of Costs Allocated	Total Cost
Existing Development	39,016	71.31%	1,071	(1,071)	0	0.00%	$0
Future Development	15,694	28.69%	431	0	431	100.00%	$1,933,685
Total	54,709	100.00%	1,502	(1,071)	431	100.00%	$1,933,685

Future Government Center/Safety Hall - Based on Total EDUs

Type of Development	EDUs	Total Cost	Cost per EDU
Existing Development	39,016	$19,500,000	$499.80
Future Development	15,694	$7,843,805	$499.80
Total	54,709	$27,343,805	NA

Future Downtown Parking Facility - Based on Total EDUs

Type of Development	EDUs	Total Cost	Cost per EDU
Existing Development	39,016	$1,950,000	$49.98
Future Development	15,694	$784,381	$49.98
Total	54,709	$2,734,381	NA

Table 5
Proposed Facilities and Cost Per EDU

Facility	Cost	Number of Future EDUs	Cost Per EDU
IT Hardware Items	$1,933,685	15,694	$123.21
Future Government Center/Safety Hall	$7,843,805	15,694	$499.80
Future Downtown Parking Facilities	$784,381	15,694	$49.98
Total	$10,561,871	NA	$672.99

Table 6
Development Impact Fee per Unit or 1,000 SF

Land Use Type	EDUs per Unit [2]	EDUs per 1,000 SF / Room [2]	Units / 1,000 SF / Room	Fees per Unit	Fees per 1,000 SF / Room	Cost Financed by DIF
Residential Property						
Single Family	1.000	NA	4,677	$672.99	NA	$3,147,593
Multi-Family	0.915	NA	1,703	$616.01	NA	$1,049,059
Transient Oriented Development	0.620	NA	7,838	$417.20	NA	$3,270,042
Non-Residential Property						
Retail	NA	0.287	1,613	NA	$193.17	$311,651
Commercial	NA	0.121	1,623	NA	$81.50	$132,254
Food Service & Entertainment	NA	1.556	216	NA	$1,047.19	$225,916
Office	NA	1.242	858	NA	$836.11	$717,382
Warehousing - Standard	NA	0.388	52	NA	$260.84	$13,564
Warehousing - High Cube	NA	0.065	6,094	NA	$43.95	$267,839
Manufacturing & Assembly	NA	0.335	1,115	NA	$225.65	$251,503
Industrial - Other	NA	0.317	36	NA	$213.27	$7,732
Institutional & Health Care	NA	0.640	2,652	NA	$430.49	$1,141,678
Hotel/Motel Rooms	NA	0.289	132	NA	$194.80	$25,658
Total						$10,561,871
Cost Allocated to Existing Development						$21,450,000
Total Cost of Government Facilities						$32,011,871

[1] Total cost is equal to $60,000,000. Of this amount $32,656,195 will be funded from other non-DIF sources.

TRANSPORTATION FEE MODEL

gross square feet/hotel room= 1,012

	residential density (persons/du)
single family	3
multi-family	2.3
transit oriented	1.65

Existing ADTs

Land Use	Amount	units	Average Daily Trips per unit/KSF	ADTs
Residential:				
Single Family	19,547	Dwelling Units	10.09	197,229
Multi-Family	7,406	Dwelling Units	6.99	51,797
Transit Oriented Development	0	Dwelling Units	7.17	0
Non Residential:				
Retail Trade	3,280,718	Square Feet	22.94	75,254
Commercial	3,301,780	Square Feet	22.22	73,379
Food Service/Entertainment	438,842	Square Feet	46.55	20,430
Office	1,744,700	Square Feet	13.40	23,372
Hotel/Motel	268	Rooms	7.00	1,874
Warehousing-Standard	355,878	Square Feet	4.73	1,684
Warehousing- High Cube	11,993,284	Square Feet	1.75	21,013
Manufacturing and Assembly	2,165,052	Square Feet	2.59	5,611
Industrial-Other	323,748	Square Feet	8.48	2,746
Institutional and Health Care	5,391,797	Square Feet	20.08	108,246
Total				582,636
				67.68%

Cost Per ADT

Total Cost of Transp Projects	Cost Allocated to New Development	Total New ADTs	Cost per ADT
$307,673,057	$ 40,879,654	278,189	$ 146.95

Expected Development in 2035

Land Use	Existing Amount	(units)	Existing SF	Existing Employees	current sf per employee	expected employees in 2035	expected square feet in 2035	expected rooms in 2035
Residential:								
Single Family	24,224	Dwelling Units						
Multi-Family	9,109	Dwelling Units						
Transit Oriented Development	7,838	Dwelling Units						
Non Residential:								
Retail Trade		square feet	3,280,718	3,038	1,080	4,532	4,894,080	
Commercial		square feet	3,301,780	1,290	2,560	1924	4,924,515	
Food Service/Entertainment		square feet	438,842	2,203	199	3286	654,578	
Office		square feet	1,744,700	6,993	249	10432	2,602,704	
Hotel/Motel	268	Rooms	270,918	250	1,084	373		399
Warehousing-Standard		square feet	355,878	445	800	510	407,879	
Warehousing- High Cube		square feet	11,993,284	2,527	4,746	3811	18,087,093	
Manufacturing and Assembly		square feet	2,165,052	2,342	924	3548	3,279,620	
Industrial-Other		square feet	323,748	331	978	368	360,004	
Institutional and Health Care		square feet	5,391,797	11,127	485	16600	8,043,842	

Future (Growth) ADTs

Land Use	Units/KSF	units	Average Daily Trips per unit/KSF	ADTs
Residential:				
Single Family	4,677	Dwelling Units	10.09	47,191
Multi-Family	1,703	Dwelling Units	6.99	11,911
Transit Oriented Development	7,838	Dwelling Units	7.17	56,195
Non Residential:				
Retail Trade	1,613,362	Square Feet	22.94	37,008
Commercial	1,622,735	Square Feet	22.22	36,064
Food Service/Entertainment	215,736	Square Feet	46.55	10,043
Office	858,004	Square Feet	13.40	11,494
Hotel/Motel	132	Rooms	7.00	922
Warehousing-Standard	52,001	Square Feet	4.73	246
Warehousing- High Cube	6,093,809	Square Feet	1.75	10,677
Manufacturing and Assembly	1,114,568	Square Feet	2.59	2,889
Industrial-Other	36,256	Square Feet	8.48	307
Institutional and Health Care	2,652,045	Square Feet	20.08	53,243
				278,189
			total	860,825
			% of total	32.32%

City of Redlands

DevelopmentImpact Fee Study

Transportation

version: r1
date: 9/15/2016

Trip Generation Rates

Average Daily Trip Ends - City Wide

Land Use	City/SANBAG Designation	2016 City Uses ITE Designation[1]	ITE Code	ITE Ave.Trip Rate[2]	% reduction for pass-by trips	Average Trip Length	Trip Length Factor	Average Daily Trip Rate[4]
Residential	Single Family	Single Family		9.94		7.4	1.02	***10.09***
(dwelling units)	Multi-Family	Apartment		6.89		7.4	1.02	***6.99***
	Mobil Home	Transit Oriented Development[3]		7.06		7.4	1.02	***7.17***
Commercial/ Retail	Commercial	Commercial	820	42.94	30%	5.39	0.74	***22.22***
(1,000 s.f.)		Retail Trade (Specialty Retail)	814	44.32	30%	5.39	0.74	***22.94***
		Food Service and Entertainment (Quality Restaurant)	931	89.95	30%	5.39	0.74	***46.55***
Industrial	Industrial	Warehousing Standard	150	3.89		8.87	1.22	***4.73***
(1,000 s.f.)		Warehousing High Cube	152	1.44		8.87	1.22	***1.75***
		Manufacturing and Assembly	140	2.13		8.87	1.22	***2.59***
		Industrial Other (General Light Industrial	110	6.97		8.87	1.22	***8.48***
		Institutional and Health Care (Hospital)	610	16.5		8.87	1.22	***20.08***
Office	Office	General Office Building	710	11.01		8.87	1.22	***13.40***
(1,000 s.f.)								
Hotel/Motel	Hotel/ Motel	Hotel	310	8.92				
(room)		Motel	320	9.11				
		Hotel/Motel		9.02		5.66	0.78	***7.00***

1. ITE categories were chosen that best fit the intent and purpose of the City sub categories
2. The land use designations for non residential uses in this Study differ completely from the 203 DIF. Therefore, ITE rates are used that most closely fit the descriptions for the new categories
3. This study assumes an ADT rate of 4.00 until better information is available. A rate of 4.00 is less than other high desity residential, and isreasonable
4. Numbers in this column (bold italic) are used in this study for calculating ADTs and Fee Schedule

Jan 2016 ENR Index 5823.91
Jan 2014 ENR Index 5570.08
ENR cost escalator to 2016= 1.0456

Facilities Needs List

Transportation

INTERCHANGES

Location	SANBAG 2013 Estimated Construction Cost	ENR Cost Escalation Factor to 2016	2016 Estimated Cost	SANBAG % Allocation to New Development	SANBAG Allocation to New Development	Redlands % Allcoation	Redlands $ Allocation to New Development
Interchange Improvements:							
I-10 at Mountain View	$ 50,895,000	1.0456	$ 53,214,298	37.80%	$ 20,115,005	3.90%	$ 784,485
I-10 at California	$ 44,533,000	1.0456	$ 46,562,380	47.80%	$ 22,256,818	14.60%	$ 3,249,495
I-10 at Alabama	$ 41,600,000	1.0456	$ 43,495,723	50.50%	$ 21,965,340	34.90%	$ 7,665,904
I-10 at University	$ 5,200,000	1.0456	$ 5,436,965	17.90%	$ 973,217	100.00%	$ 973,217
I-10 at Wabash	$ 40,000,000	1.0456	$ 41,822,810	35.80%	$ 14,972,566	12.50%	$ 1,871,571
I-10 at Live Oak	$ 18,630,000	1.0456	$ 19,478,974	37.00%	$ 7,207,220	1.00%	$ 72,072
I-210 at 5th Street	$ 8,000,000	1.0456	$ 8,364,562	44.10%	$ 3,688,772	1.40%	$ 51,643
			$ 218,375,714		$ 91,178,938		$ 14,668,387

REGIONAL ARTERIALS

Location/ Type of Project	Limits	SANBAG 2013 Estimated Construction Cost	ENR Cost Escalation Factor to 2016	2016 Estimated Construction Cost	% Allocation to New Development	Cost Allocation to New Development
Arterials						
Alabama St	N city limit to Palmetto	$ 10,653,000	1.0456	$11,138,460	23.10%	$ 2,572,984
California St	Redlands Blvd. to I-10	$ 777,000	1.0456	$ 812,408	23.10%	$ 187,666
California St	Lugonia to San Bernardino Av	$ 943,000	1.0456	$ 985,973	23.10%	$ 227,760
Citus Ave	Auburn ot Wabash	$ 777,000	1.0456	$ 812,408	23.10%	$ 187,666
Citus Ave	Dearborn to Wabash	$ 1,184,000	1.0456	$ 1,237,955	23.10%	$ 285,968
Cypress Ave	I-10 to Citrus	$ 638,000	1.0456	$ 667,074	23.10%	$ 154,094
Ford Ave	5th to I-10	$ 2,058,000	1.0456	$ 2,151,784	23.10%	$ 497,062
Live Oak Cyn Rd	San Tim Cyn to E city limits	$ 6,004,000	1.0456	$ 6,277,604	23.10%	$ 1,450,126
Lugonia Ave	Orange to Wabash	$ 7,398,000	1.0456	$ 7,735,129	23.10%	$ 1,786,815
Lugonia Ave	Tennesse to Orange	$ 3,456,000	1.0456	$ 3,613,491	23.10%	$ 834,716
Mountain View Ave	Lugonia to San Bernardino Av	$ 516,000	1.0456	$ 539,514	23.10%	$ 124,628
Orange St	lugonia to I10	$ 2,960,000	1.0456	$ 3,094,888	23.10%	$ 714,919
Orange St	N city limit to Pioneer	$ 9,346,000	1.0456	$ 9,771,900	23.10%	$ 2,257,309
Orange St	San Bernardino to Lugonia	$ 1,304,000	1.0456	$ 1,363,424	23.10%	$ 314,951
Orange St	San Bernardino to Pioneer	$ 707,000	1.0456	$ 739,218	23.10%	$ 170,759
Redlands Blvd	Alabama/Colton Intersection	$ 5,763,000	1.0456	$ 6,025,621	23.10%	$ 1,391,919
San Bernardion Ave	SR 210 to Orange	$ 1,972,000	1.0456	$ 2,061,865	23.10%	$ 476,291
San Bernardion Ave	Church to Wabash	$ 2,744,000	1.0456	$ 2,869,045	23.10%	$ 662,749
SR 38 (Orange/Lugonia)	w city limit to e city limit	$ 7,990,000	1.0456	$ 8,354,106	23.10%	$ 1,929,799
Wabash Ave.	5th to I-10	$ 4,412,000	1.0456	$ 4,613,056	23.10%	$ 1,065,616
Traffic Signal	Pioneer/Orange	$ 232,000	1.0456	$ 242,572	23.10%	$ 56,034
Traffic Signal	Wabash/5th	$ 232,000	1.0456	$ 242,572	23.10%	$ 56,034
Traffic Signal	Wabash/I-10	$ 232,000	1.0456	$ 242,572	23.10%	$ 56,034
Traffic Signal	Ford/I-10	$ 232,000	1.0456	$ 242,572	23.10%	$ 56,034
Traffic Signal	Dearborn/Citrus	$ 232,000	1.0456	$ 242,572	23.10%	$ 56,034
Traffic Signal	Ford/I-10 WB	$ 237,000	1.0456	$ 247,800	23.10%	$ 57,242
Traffic Signal	6th/I-10 EB onramp	$ 232,000	1.0456	$ 242,572	23.10%	$ 56,034
Traffic Signal	6th/I-10 WB off ramp	$ 232,000	1.0456	$ 242,572	23.10%	$ 56,034
Traffic Signal	Wabsh/Citrus	$ 242,000	1.0456	$ 253,028	23.10%	$ 58,449
		$ 73,705,000		$77,063,756		$ 17,801,728

Transportation Cost Summary

Component	Total Project Cost	Cost Allocated to New Development
Interchange Improvements	$ 218,375,714	$ 14,668,387
Railroad Grade Crossings	$ 2,012,723	$ 292,699
Regional Arterials	$ 73,705,000	$ 17,801,728
Local Arterials	$ 5,850,000	$ 6,116,586
Local Signals	$ 6,229,621	$ 1,515,505
Local Streets	$ 1,500,000	$ 484,749
	$ 307,673,057	$ 40,879,654

LOCAL ARTERIALS

Location/ Type of Project	Limits	**Estimated Cost**	ENR Cost Escalation Factor to 2016	2016 Estimated Construction Cost	% Allocation to New Development	Cost Allocation to New Development
Colton Ave widen to 4 lanes	Texas to Orange	$ 1,090,000	1.0456	$ 1,139,672	100.00%	$ 1,139,672
Texas Ave Widen to 4 lanes	Colton to Pennsylvania	$ 1,970,000	1.0456	$ 2,059,773	100.00%	$ 2,059,773
Intersection Improvements	Orange/Pearl	$ 500,000	1.0456	$ 522,785	100.00%	$ 522,785
Intersection Improvements	Orange/Stuart	$ 40,000	1.0456	$ 41,823	100.00%	$ 41,823
Intersection Improvements	Church/Colton	$ 250,000	1.0456	$ 261,393	100.00%	$ 261,393
Traffic Signal	Orange/Oriental	$ 225,000	1.0456	$ 235,253	100.00%	$ 235,253
Traffic Signal	6th/Colton	$ 425,000	1.0456	$ 444,367	100.00%	$ 444,367
Traffic Signal	6th/Stuart	$ 275,000	1.0456	$ 287,532	100.00%	$ 287,532
Traffic Signal	6th/Citrus	$ 275,000	1.0456	$ 287,532	100.00%	$ 287,532
Traffic Signal	Eureka/Colton	$ 250,000	1.0456	$ 261,393	100.00%	$ 261,393
Traffic Signal	Eureka/Stuart	$ 275,000	1.0456	$ 287,532	100.00%	$ 287,532
Traffic Signal	University/Colton	$ 275,000	1.0456	$ 287,532	100.00%	$ 287,532
		$ 5,850,000		$ 6,116,586		$ 6,116,586

LOCAL SIGNAL PROJECTS

Location/ Type of Project	Limits	**Estimated Cost**	ENR Cost Escalation Factor to 2016	2016 Estimated Construction Cost	% Allocation to New Development	Cost Allocation to New Development
Texas St.	Pioneer Ave.	$ 350,000	1.0456	$ 365,950	32.32%	$ 118,262
University St.	Brockton Ave.	$ 300,000	1.0456	$ 313,671	32.32%	$ 101,368
Intelligent Traffic Mgmnt Sys	varies	$ 5,400,000	NA	$ 5,400,000	23.10%	$ 1,247,400
Fire- Signal Preempt System	varies	$ 150,000	NA	$ 150,000	32.32%	$ 48,475
		$ 6,200,000		$ 6,229,621		$ 1,515,505

LOCAL STREET PROJECTS

Location/ Type of Project	Limits	**Estimated Cost**	ENR Cost Escalation Factor to 2016	2016 Estimated Construction Cost	% Allocation to New Development	Cost Allocation to New Development
Pioneer Ave.	Furlow Drive to Texas St.	$ 1,500,000	NA	$ 1,500,000	32.32%	$ 484,749

Railroad Grade Crossings

Location	SANBAG 2013 Estimated Construction Cost	ENR Cost Escalation Factor to 2016	2016 Estimated Cost	SanBag % Allocation to Redlands	SanBag Cost Allocation to Redlands	Cost Allocation to New Development	% Allocation to New Development
San Timoteo Canyon Road	$ 1,925,000	1.046	$ 2,012,723	45.00%	$ 905,725	32.32%	$ 292,699