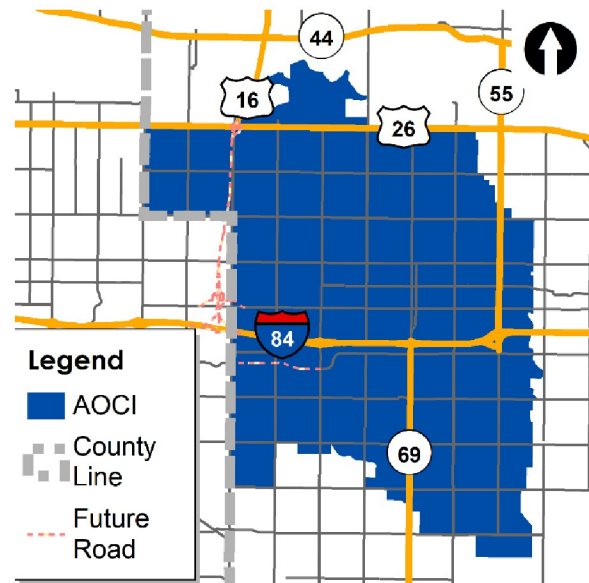


COMMUNITY DEVELOPMENT DEPARTMENT REPORT



HEARING DATE: 10/16/2025

TO: Planning & Zoning Commission
FROM: Carl Anderson,
Long-Range Associate Planner
208-884-5533
canderson@meridiancity.org
APPLICANT: City of Meridian
Planning Division
SUBJECT: H-2025-0045
2025 Comprehensive Plan Text
Amendment
LOCATION: Citywide



I. SUMMARY

A. Summary

The City of Meridian Planning Division is applying for a Comprehensive Plan Text Amendment (CPAT). The proposed CPAT request would accomplish the following:

1. Adopt by reference the Ada County Emergency Medical Service Capital Improvement Plan and Development Impact Fee Study (May 24, 2024) and Ada County Jail Capital Improvement Plan and Development Impact Fee Study (May 24, 2024);
2. Adopt by reference the City of Meridian Development Impact Fees study (September 16, 2022), and Amended Capital Improvements Plan as incorporated therein;
3. Amend the "List of Adopted Plans and Studies by Reference" including minor cleanup and ensure the most current adopted plans and studies are referenced; and
4. Amend Plan "Appendix A. Glossary of Terms" to add/modify language.

B. Issues/Waivers

None

C. Recommendation

Staff recommends approval of the proposed Comprehensive Plan Text Amendment.

II. COMMUNITY METRICS

Table 1: Process & Notification Details

Description	Details	Planning & Zoning Posting Date	City Council Posting Date
Preapplication Meeting date	9/4/2025		
Neighborhood Meeting	N/A		
Site posting date	N/A		
Agency Notice		9/23/2025	
Notification Published in newspaper		9/30/2025	
Notification mailed to property owners within 300'	N/A	N/A	N/A
Nextdoor PSA		9/25/2025	

III. STAFF ANALYSIS

A. Project Overview & Request

The City of Meridian is initiating an amendment to the text of the Meridian Comprehensive Plan (Plan) to adopt by reference the Capital Improvement Plans (CIPs) and impact fee studies for the Ada County Jail and EMS. The amendment will also include the adoption by reference of the City of Meridian Development Impact Fees study (September 16, 2022), and Amended Capital Improvements Plan as incorporated therein. Also included are minor amendments to Plan policy text, amending the "List of Adopted Plans and Studies By Reference" as well as the "Appendix A. Glossary of Terms" to add/modify language. Each of the proposed amendments are further described in sections IIIA.1 – IIIA.4.

A.1 Adopt by reference the Ada County Emergency Medical Service Capital Improvement Plan and Development Impact Fee Study (May 24, 2024) and Ada County Jail Capital Improvement Plan and Development Impact Fee Study (May 24, 2024)

The City of Meridian has been receptive in working with Ada County and Ada County Emergency Medical Services District ("District") to implement countywide development impact fees. More specifically, the County and District are desirous of adopting a countywide development impact fees to partially fund the coroner, jail, and EMS related capital improvements associated with new development. The background of this work is further described in Attachment B.1 to this report.

The subject request will complete "step 2" as outlined in the memorandum ("memorandum") dated June 17, 2025 (Attachment B.1). "Step 1" as outlined in the memorandum has been complete as evidenced by Attachments A.4 and A.6. Additionally, as identified as "step 2a" in the memorandum, the Ada County/Ada Ambulance District Development Impact Fee Advisory Committee has forwarded its written comments to the City which may be found in Attachment A.3. As the subject intergovernmental agreements were approved, the request is to consider the CIPs in accordance with the Idaho Development Impact Fee Act., outlined in "step 2b" and "step 2c" as identified in the subject memorandum.

The CIPs themselves may be found at the following links for further review:

LINK: [*EMS Capital Improvement Plan and Development Impact Fee Study*](#)

LINK: [*Jail Capital Improvement Plan and Development Impact Fee Study*](#)

Should future impact fees be adopted, the maximum supportable development impact fees for Jail and EMS services are as follows:

Table 2: Ada County Proposed Impact Fees

Jail		Paramedics	
Residential – Single-Family (per unit)	\$516	Residential – Single-Family (per unit)	\$175
Residential – Multi-Family (per unit)	\$357	Residential – Multi-Family (per unit)	\$121
Nonresidential (per 1000 square foot)		Nonresidential (per 1000 square foot)	
*Retail	\$944	*Retail	\$273
*Office	\$364	*Office	\$105
*Industrial	\$163	*Industrial	\$47
*Institutional	\$361	*Institutional	\$104

Please refer to page 6 on each of the subject (Jail & EMS) Capital Improvement Plans and Development Impact Fee Studies (Attachments A5 and A7; linked above).

Should the City choose to adopt the subject CIPs, impact fees will not be immediately collected as there are additional actions that would need to take place which are further expanded upon in the memorandum. Staff are not proposing to adopt the CIP for the coroner-related facilities at this time, as these are not explicitly delineated in Idaho Code section 67-8203(24)(f). It is staff's understanding that the County intends to work with the legislature³ next session to reference coroner facilities in the statute.

Should the subject CIPs be adopted by the City, they would be adopted by reference and included in the table titled "List of Adopted Plans and Studies by Reference". See also section A3 of this staff further detailing proposed amendments to the subject table.

A.2 Adopt by reference the City of Meridian Development Impact Fees study (September 16, 2022), and Amended Capital Improvements Plan as incorporated therein

Under Idaho State Law, governmental entities (such as the City of Meridian), that undertake comprehensive planning pursuant to Idaho Code Section 67-6501, must incorporate the capital improvement plans as an element of the County Comprehensive Plan. The City of Meridian is proposing to incorporate capital improvement plans and impact fee studies by reference in the 2019 Meridian Comprehensive Plan. Should this request be approved, the Development Impact Fee Study and amended CIP as adopted by Ordinance 22-2004 (Attachment A.8) will be included the table titled "List of Adopted Plans and Studies by Reference". See also section A.3 of this staff further detailing proposed amendments to the subject table.

A.3 Amend the "List of Adopted Plans and Studies by Reference"

The 2019 Meridian Comprehensive Plan (the Plan) is integrated with a series of plans and studies which are listed as "being adopted by reference" by the City, are enumerated on page C of the Plan itself, and Exhibit A.9 of this report. Each of these planning efforts support and contribute to the Plans overall vision and planning requirements. The intent of this update is primarily conduct a cleanup to the plan and ensure that the subject table and related planning efforts remain current. The proposed amendments are enumerated below and found in Attachment A.9.

The first item initially proposed is to reword the Title of the Table from "List of Adopted Plans and Studies by Reference" and remove the wording "adopted" and replace with "incorporated". This is intended to reflect that it is possible that not all plans listed have been formally adopted, primarily City led planning efforts, but are still integral to the Plan and are thus incorporated with the plan.

Similar to the Plan itself, many of these planning efforts are regularly updated to remain current and responsive to the existing conditions and needs of residents. The City has identified that there are multiple plans/ studies listed which are no longer the most current plan/study of its scope. Plans of note include, and may not be limited to (plans/studies are linked to the text below):

UPDATE – Existing:

- Meridian Water Master Plan
 - The current version of this plan is the [2025 Water Master Plan](#), completed in February of 2025. The prior version of this plan is listed as the City of Meridian Water Master Plan (2018).
- Ada County Hazard Mitigation Plan
 - The current version of this plan is the [2022 Ada County Multi-Hazard Mitigation Plan](#), completed in April 2023. The prior version of this plan is listed in the table as Ada County Hazard Mitigation Plan (2017).
- City of Meridian Collection System Master Plan
 - The most current version of this plan is the [2023 Collection System Master Plan Update](#) completed in November of 2023 and approved by the State of Idaho in 2024. The prior version of this plan is listed in the table as the City of Meridian Collection System Master Plan (2017).
- City of Meridian Strategic Plan
 - The most current version of this plan is the [City of Meridian Strategic Plan 2020-2025](#). The prior version of this plan is listed in the table as the City of Meridian Strategic Plan (2016-2020).
- City of Meridian Parks and Recreation Master Plan
 - The Most current version of this plan is the [City of Meridian Parks and Recreation Master Plan Update 2023](#). The prior version of this plan is listed in the table as the City Meridian Parks and Recreation Master Plan (2015).
- Downtown Meridian Neighborhood Pedestrian and Bicycle Plan
 - The current version of this plan is the [2024 Downtown Meridian Neighborhood Transportation Plan](#) with the lead agency being ACHD. The prior version of this plan is listed as the Downtown Meridian Neighborhood Pedestrian and Bicycle Plan (2012).
- Meridian Water Conservation Plan
 - The current version of this plan is the [2023 Meridian Water Conservation Plan](#). The prior version of this plan is listed as the Meridian Water Conservation Plan (2011).

UPDATE – Addition:

- Wastewater Resource Recovery Facility Plan (2018)
 - The current version of the plan is the [Wastewater Resource Recovery Facility \(2018\)](#). This plan is conducted was conducted for the City of Meridian by Brown and Caldwell. The identified primary purpose of this document is to prepare and evaluate treatment system expansion alternatives and recommended options and planning level costs to guide the City in future capital improvements planning. The secondary purpose of the document is to prepare the documentation necessary for the City to present for regulatory authority approval.
- Development Impact Fees Study (2022)
 - The current version of the study is the [2022 Development Impact Fees Study and Amended CIPs as prepared by DP Guthrie, LLC](#). Please refer to Attachment A.9 and Section A2 of this report for further background on the subject study.
- EMS Capital Improvement Plan and Development Impact Fee Study

- The current version of the study is the [EMS Capital Improvement Plan and Development Impact Fee Study](#) as prepared by TischlerBise, May 2024. Please refer to Attachments A.3, A4, and A5 and Section A1 of this report for further background on the subject study and CIP.
- Jail Capital Improvement Plan and Development Impact Fee Study
 - The current version of the study is the [Jail Capital Improvement Plan and Development Impact Fee Study](#) as prepared by TischlerBise, May 2024. Please refer to Attachment A.3, A.4, and A.5 and Section A1 of this report for further background on the subject study and CIP.

Future Potential Action:

- Eastern Treasure Valley Electric Plan
 - The current version of this plan is the [Eastern Treasure Valley Electric Plan 2023-2024 Update](#). The prior version of this plan is listed as the Eastern Treasure Valley Electric Plan (2012). Be advised that staff are **not recommending** the inclusion of this Plan, until such time Council has had the opportunity to review the most current version of the plan.
- Destination Downtown
 - The current Destination Downtown Plan was adopted by the Meridian Development Corporation in 2024. (*Note: The 2024 Destination Downtown Plan is not located on MDC's website and therefore has not been linked herein*). The prior version of this plan was completed in 2010. Staff are **not recommending** the inclusion of this Plan, as Council is currently reviewing the updated Destination Downtown Plan. This plan may be brought forward to be included in the Meridian Comprehensive Plan at a future date.

A.4 Amend Plan “Appendix A. Glossary of Terms” to add/modify language.

As a minor cleanup to the Plan, staff are recommending an amendment to “Appendix A. Glossary of Terms” to add/modify language. The specific modifications are as follows:

- The following amendment is intended to reflect the City of Meridian’s practice of the Comprehensive Financial Plan (CFP) being the Capital Improvements Plan (CIP). This is intended to provide guidance on any needed future interpretation. The addition is shown as green, underlined text below. Please also refer to Attachments A8 and A10 for a review of the text amendment as proposed.

While not as originally drafted and noticed, the Commission may wish to further modify the definition below to amend all references from the existing language of “Program” to “Plan”. This amendment would further improve consistency and reduce potential confusion.

- **Capital Improvement Program** - A process of identifying and budgeting for the public facilities that a jurisdiction will need to construct in order to serve existing and anticipated development. Capital improvement programming is typically done in five-year increments with annual updates. A Capital Improvement Program (CIP) must address the type of project, the location of the project, the cost of the project, the source of funds to finance the project, the agency or department responsible for the project, and the time frame for completion of the project. Capital Improvement Programs are a primary tool of most growth management programs. The City of Meridian refers to the Capital Improvements Plan, as the Comprehensive Financial Plan (CFP). (Appendix A. Glossary of Terms)
- **NEW** - In order to provide clarity for future use of the Plan related to the practice of collecting impact fees, as well as to further inform the proposed amendments herein, staff are recommending the inclusion of the term “Impact Fee”. The proposed term was pulled

Appendix A8 to remain consistent with existing City documentation. See below for the proposed amendment and Attachment A10 for additional information.

- **Impact Fees - Are one-time payments used to construct system improvements that serve multiple development projects or even the entire jurisdiction. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards that satisfy three key tests: need, benefit, and proportionality.** (Appendix A. Glossary of Terms)

B. Comprehensive Plan Analysis

B.1 Future Land Use Map Designation

(<https://meridiancity.org/community-development/planning/comprehensive-plan/future-land-use-map/>)

Staff Review: This application does not include any modifications to the future land use map. As such, no specific analysis is provided for the proposed changes.

B.2 Comprehensive Plan Policies (<https://meridiancity.org/implementationtable.aspx>)

Staff Review: The Following policies are found to be relevant to the proposed amendment:

2.05.01D Coordinate planning efforts and strategic growth of the City with other service providers and local decision-makers.

Staff Review: The City of Meridian regularly endeavors to coordinate planning efforts and strategic growth of the City with other service providers. The proposed amendments to the Plan further support this policy through the adoption of the Ada County's CIP and Development Impact Fee Studies to facilitate the provision of services to residents in both Ada County and the City. Additionally, the incorporation of supporting plans and studies into the Plan furthers this policy.

3.01.01B Update the Comprehensive Plan and Unified Development Code as needed to accommodate the community's needs and growth trends.

Staff Review: The update to the Plan as proposed services to accommodate the community's needs and growth trends. The proposed amendments to the Plan further support this policy through the adoption of the Ada County's CIP and Development Impact Fee Studies to facilitate the provision of services, accommodating growth trends and needs of the community. Additionally, the incorporation of supporting plans and studies into the Plan furthers this policy to ensure that the Plan and supporting documents remain relevant.

3.01.01E Coordinate with the City of Nampa, Canyon County, Star, Eagle, Kuna, Boise, and Ada County on land use, transportation, and emergency services.

Staff Review: The proposed adoption of Ada County's CIP and Development Impact Fee studies for EMS and Jail services support this policy and reflect the ongoing coordination between the City of Meridian and Ada County.

3.02.01 Develop and implement master plans for all public facilities, services, and safety to guide the growth of the City.

Staff Review: The proposed amendments as described in Section A of this report support the implementation of the City's and partner agencies, master plans pertaining to guiding growth and the provision of public facilities, services and safety.

3.03.03A Ensure development is connected to City of Meridian water and sanitary sewer systems and the extension to and through said developments are constructed in conformance with the City of Meridian Water and Sewer System Master Plans in effect at the time of development."

Staff Review: This policy is generally enforced during the development review process. The proposed amendment to ensure that the most recent plans and studies are incorporated into the Plan further the advancement of this policy.

B. Municipal Code & Unified Development Code (UDC) Analysis

Comprehensive plan amendments - Title 11 Chapter 5B Section 7.

Staff Review: The following contains a review of Meridian City Code, Title 11, Chapter 5B Section 7 which requires all Comprehensive Plan Amendments to be processed as detailed below. The following are not exhaustive of the aforementioned standards and contain only those standards found to be relevant to this request.

11-5B-7

11-5B-7. C. Process.

1. Comprehensive plan amendment initiated by the city. The Planning and Zoning Commission may propose to amend the comprehensive plan following notice and public hearing procedures in article A, "general provisions", of this chapter and the hearing procedures in Idaho Code § 67-6509.

Staff Review: A request to amend the text of the Meridian Comprehensive Plan has been submitted and is subject to the notice and public hearing procedures outlined in Article A "general provisions" of the required chapter and the hearing procedures of Idaho Code § 67-6509. Note: A Neighborhood meeting is not required and has not been held on this request, due to the request being City wide.

4. Amendments to the text component of the Plan may be submitted at any time. Amendments to the text of the comprehensive plan may be recommended by the Commission consistent with section 11-5A-6 of this chapter.

Staff Review: The subject amendment is an amendment to the text of the Comprehensive Plan and is subject to section 11-5A-6 of the Meridian UDC.

5. The commission, prior to recommending the adoption, amendment, or repeal of the comprehensive plan to the Council, shall conduct at least one (1) public hearing in accordance with article A, "General Provisions", of this chapter and in accordance with the procedures in Idaho Code § 67-6509.

Staff Review: As part of their review and prior to recommending an amendment to the Plan, a public hearing has been noticed for the October 16, 2025, Planning & Zoning Commission meeting.

11-5B-7. D. Required Findings.

Staff Review: The required findings may be found in Section V "Findings" of this staff report.

IV. CITY/AGENCY COMMENTS & CONDITIONS

Comments from outside agencies and City of Meridian Departments associated with this application and received by October 06, 2025, are summarized below. Interagency comments can be found on Laserfiche at the link below and within Exhibit C:

<https://weblink.meridiancity.org/WebLink/Browse.aspx?id=413618&dbid=0&repo=MeridianCity>

A. Meridian Public Works

1. Wastewater Modeling Review: No changes in public sewer infrastructure shown in record. Any changes must be approved by public works

(<https://eplanreview.meridiancity.org/ProjectDoxWebUI/Project/Index?ProjectID=28504&tab=correctionsTab>)

2. Water Modeling Review: Distance to Mainline –Water available at site; Impacts of Concerns – No changes to public water infrastructure shown in record. Any changes must be approved by public works. This includes hydrants or the abandonment of water mains. (<https://eplanreview.meridiancity.org/ProjectDoxWebUI/Project/Index?ProjectID=28504&tab=correctionsTab>)

V. FINDINGS

A. Comprehensive Plan (UDC 11-5B-7D)

Upon recommendation from the Commission, the Council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an amendment to the Comprehensive Plan, the Council shall make the following findings:

1. The proposed amendment is consistent with the other elements of the comprehensive plan.

Staff Finding: *Staff finds that the proposed amendment is consistent with the elements of the 2019 Comprehensive Plan and which contribute to all eighteen (18) elements required by Idaho State Statute. Staff finds the amendment maintains this consistency as no changes are substantive to policy. Evidence includes the application, supporting materials submitted, and the staff report with all exhibits for case file H-2025-0045. Evidence also includes the 2019 Comprehensive Plan and all associated policies, studies and plans as proposed to be updated.*

2. The proposed amendment provides an improved guide to future growth and development of the city.

Staff Finding: *The proposed amendment as described herein provides an improved guide to the future growth and development of the City by facilitating the provision of services to the Community and ensuring that supporting plans and studies remain up to date and relevant. Staff finds that the proposed amendment provides an improved and current guide to future growth and development with the City. Evidence includes the application, supporting materials submitted, and the staff report with all exhibits for case file H-2025-0045. Evidence also includes the 2019 Comprehensive Plan and all associated policies, studies and plans as proposed to be updated.*

3. The proposed amendment is internally consistent with the goals, objectives and policies of the Comprehensive Plan.

Staff Finding: *Staff finds the proposed amendment is consistent with the goals of the Comprehensive Plan. Maintenance of the Plan is directed by policy within the Plan and the State of Idaho. Evidence includes the application, supporting materials submitted, and the staff report with all exhibits for case file H-2025-0045. Evidence also includes the 2019 Comprehensive Plan and all associated policies, studies and plan as proposed to be updated.*

4. The proposed amendment is consistent with this Unified Development Code.

Staff Finding: *Staff finds the proposed amendment is consistent with the Unified Development Code, as no development proposed and no policies in the Comprehensive Plan are being modified. Evidence includes the application, supporting materials submitted, and the staff report with all exhibits for case file H-2025-0045. Evidence also includes the 2019 Comprehensive Plan and all associated policies, studies and plans.*

5. The amendment will be compatible with existing and planned surrounding land uses.

Staff Finding: *Staff finds the proposed amendment is compatible with existing land uses, as no development proposed and no policies in the Comprehensive Plan are being modified. The*

proposed amendment as described herein provides an improved guide to the future growth and development of the City by facilitating the provision of services to the Community and ensuring that supporting plans and studies remain up to date and relevant. Evidence includes the application, supporting materials submitted, and the staff report with all exhibits for case file H-2025-0045. Evidence also includes the 2019 Comprehensive Plan and all associated policies, studies and plans as proposed to be updated.

6. The proposed amendment will not burden existing and planned service capabilities.

Staff Finding: *Staff finds that the proposed Plan will not burden existing and planned service capabilities. This amendment maintains the relationship between service planning and reflects coordination with partner agencies in service planning. This amendment will further the implantation of planning efforts related to growth and ensuring that service capabilities are not overburdened. Evidence includes the application, supporting materials submitted and the staff report with all exhibits for case file H-2025-0045. Evidence also includes the 2019 Comprehensive Plan and all associated policies, studies and plans as proposed to be updated.*

7. The proposed map amendment (as applicable) provides a logical juxtaposition of uses that allows sufficient area to mitigate any anticipated impact associated with the development of the area.

Staff Finding: *A map amendment is not proposed as part of this Comprehensive Plan Text Amendment.*

8. The proposed amendment is in the best interest of the City of Meridian.

Staff Finding: *The proposed amendment is in the best interest of the City as it facilitates the provision of services to the Community and ensuring that supporting plans and studies remain up to date and relevant to the community. Evidence includes the application, supporting materials submitted, and the staff report with all exhibits for case file H-2025-0045. Evidence also includes the 2019 Comprehensive Plan and all associated policies, studies and plans as proposed to be updated.*

VI. ACTION

A. Staff:

Staff recommends approval of the proposed Comprehensive Plan Text Amendment.

B. Commission:

Pending

C. City Council:

Pending

VII. EXHIBITS:

A. Application Packet & Supporting Materials

A.1 Application

A.2 Memorandum: September 05, 2025

A.3 Ada County/ Ada County Ambulance District Development Impact Fee Advisory Committee – Minutes August 7, 2025

A.4 Ada County Emergency Medical Service District and City of Meridian Intergovernmental and Joint Powers Agreement Concerning Capital Improvements Plan for District System Improvements (Agreement No. 30708)

A.5 EMS Capital Improvement Plan and Development Impact Fee Study – May 24, 2024

A.6 Ada County and City of Meridian Intergovernmental and Joint Powers Agreement Concerning Capital Improvement Plans for County System Improvements (Agreement No. 30465)

A.7 Jail Capital Improvement Plan and Development Impact Fee Study – May 24, 2024

A.8 Meridian Development Impact Fees Study (Ordinance 22-2004)

A.9 “List of Adopted Plans and Studies by Reference” – Draft Amendment

A.10 “Appendix A. Glossary of Terms” – Draft Amendment

B. Supplemental Documents

B.1 Intergovernmental & Joint Powers agreement – Memo to Council – Dated: June 17, 2025

Exhibit A

Application Packet & Supporting Materials

Hearing Date: October 16, 2025

Project Name: 2025 Comprehensive Plan Text Amendment

Assigned Planner: Carl Anderson

Request: Comprehensive Plan Text Amendment (CPAT) for the following: 1) Adopt by reference the Ada County Emergency Medical Service Capital Improvement Plan and Development Impact Fee Study (May 24, 2024) and Ada County Jail Capital Improvement Plan and Development Impact Fee Study (May 24, 2024); 2) Adopt by reference the City of Meridian Development Impact Fees Study (September 16, 2022) and Amended Capital Improvements Plan as incorporated therein; 3) Amend the “List of Adopted Plans and Studies by Reference” including minor cleanup and ensure the most current adopted plans and studies are referenced; and 4) Amend “Appendix A. Glossary of Terms” to add/modify language.

Location: Citywide



Application Information
City of Meridian
33 E. Broadway Ave. Suite 102 Meridian, ID 83642
Building Services - PH: 887-2211 / FAX: 887-1297
Planning - PH: 884-5533 / FAX: 888-6854

Project Name

2025 Comprehensive Plan Text Amendment -

Application Number

H-2025-0045

Application Status

In Progress

Project Address

No address found.

Applicant

Name	Address	Phone	Fax	Email
CARL ANDERSON, CITY OF MERIDIAN	33 E. BROADWAY AVE. MERIDIAN, ID 83642			canderson@meridiancity.org

Contacts

Name	Address	Phone	Fax	Email
Carl Anderson	33 E. Broadway Ave. Meridian, ID 83642			canderson@meridiancity.org
Carl Anderson	33 E. Broadway Ave. Meridian, ID 83642			canderson@meridiancity.org
Carl Anderson	33 E. Broadway Ave. Meridian, ID 83642			canderson@meridiancity.org

Application Information

Question	Answer
Comprehensive Plan Text Amendment - CPAT	CHECKED
Is this City Initiated?	Yes
Address Verification Permit Number	LDAV-2025-0740
Other Type of Use Proposed	N/A
General Location	City Wide
Current Land Use	N/A
Total Acreage	N/A
Prior Approvals (File Numbers)	N/A
Traffic Study Required per ACHD	No
What was the date of your pre-application meeting?	09/04/2025
Pre-Application Permit Number (ex: PREAPP-2021-0001)	PREAPP-2025-0109
Verified submittal standards and checklist items	CHECKED
Verify that all drawings/documents will be uploaded in Project Dox as Individual PDF's	CHECKED
I have read and accept the above terms	CHECKED
Your signature	Carl Anderson

Hearing Information

No hearings found.

MEMORANDUM

COMMUNITY DEVELOPMENT DEPARTMENT



September 5, 2025

TO: Mayor & Council
Planning & Zoning Commission

CC: Bruce Freckleton, Community development Director
Caleb Hood, Deputy Director
Brian McClure, Long Range Planning Supervisor

FROM: Carl Anderson, Long Range Associate Planner

RE: Comprehensive Plan Text Amendment

The City of Meridian Planning Division is applying for a Comprehensive Plan Text Amendment (CPAT). The proposed Comprehensive Plan text amendment is intended to accomplish the following:

- 1) Adopt by reference the Ada County Emergency Medical Service Capital Improvement Plan and Development Impact Fee Study (May 24, 2024) and Ada County Jail Capital Improvement Plan and Development Impact Fee Study (May 24, 2024);
- 2) Adopt by reference the City of Meridian Development Impact Fees Study (September 16, 2022) and Amended Capital Improvements Plan as incorporated therein;
- 3) Amend the "List of Adopted Plans and Studies by Reference" including minor cleanup and ensure the most current adopted plans and studies are referenced; and
- 4) Amend "Appendix A. Glossary of Terms" to add/modify language.

Supporting documentation and materials are included as part of this request and may be further detailed in the subsequent staff report.

Sincerely,

Carl Anderson | Long Range Associate Planner
City of Meridian | Community Development Department
Phone: 208.489.0328
canderson@meridiancity.org

Please see the following supporting documents included with this request:

- A. Ada County/ Ada County Ambulance District Development Impact Fee Advisory Committee – Minutes August 7, 2025
- B. Ada County Emergency Medical Service District and City of Meridian Intergovernmental and Joint Powers Agreement Concerning Capital Improvements Plan for District System Improvements (Agreement No. 30708)
- C. EMS Capital Improvement Plan and Development Impact Fee Study – May 24, 2024
- D. Ada County and City of Meridian Intergovernmental and Joint Powers Agreement Concerning Capital Improvement Plans for County System Improvements (Agreement No. 30465)
- E. Jail Capital Improvement Plan and Development Impact Fee Study – May 24, 2024
- F. Meridian Development Impact Fees Study (Ordinance 22-2004)
- G. “List of Adopted Plans and Studies by Reference” – Draft Amendment
- H. “Appendix A. Glossary of Terms” – Draft Amendment

ADA COUNTY/ADA COUNTY AMBULANCE DISTRICT DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE

200 W. Front Street
Boise, Idaho 83702
P. (208) 287-7900
F. (208) 287-7909

Shelly Buchanan - Chair
David Yorgason - Vice Chair
Nicolette Kimmel
Shelly Buchanan

LeeJoe Lay
Mike Wardle
Michael McCurry

The purpose of the Ada County/Ada County Ambulance District Development Impact Fee Advisory Committee is to assist the elected leadership of these jurisdictions in the adoption, implementation and updates to the Ada County Development Impact Fee Studies and Capital Improvement Plans. The Committee also make recommendations on how the funds collected from development impact fees should be used and when assumptions or studies need to be updated.

MINUTES for August 7, 2025, 4:00 P.M.

VIRTUAL OR IN PERSON MEETING

The meeting will be conducted at 200 W Front Street, Development Services Office and/or via WebEx Video Conference. If you would like to participate by phone or video, please contact Leon Letson. He can be reached at lletson@adacounty.id.org or (208) 287-7950.

I. CALL TO ORDER –

II. ROLL CALL & INTRODUCTION OF GUESTS

Members				Guests		Staff	
X	Chris Findlay	X	Mike Wardle			X	Leon Letson, Staff
X	Nicolette Kimmel		LeeJoe Lay				
X	David Yorgason	X	Michael McCurry				
X	Shelly Buchanan						

III. AGENDA ADDITIONS / CHANGES

IV. NEW BUSINESS:

- A. Review of Ada County CIPs for adoption into the Meridian Comprehensive Plan
Staff presented the Ada County CIPs for the Jail, Coroner, and EMS. The Committee noted that the methodology used appeared sound and the proposed fee amounts seemed appropriate. There was additional discussion surrounding the CIP for the Coroner, with Committee member Yorgason noting concern he had heard from some of the partner cities on whether or not Idaho State Code allowed for this public service as being eligible for the collection of impact fees. Staff shared discussions they had also had around this issue and some efforts Ada County would be making during the next legislative session to bring clarity to this issue. The Committee unanimously supported collecting this impact fee, but stated they would not want to see delays on the collection of the other impact fees if the Coroner impact fee continued to be debated. Mike Wardle moved to approve. David Yorgason seconded. Approved 6-0.

V. UNFINISHED BUSINESS:

VI. APPROVAL OF MINUTES:

VII. ADJOURNMENT –

- A. Next Scheduled Meeting: TBD, 4:00 p.m.

AGREEMENT NO. 30708

**ADA COUNTY EMERGENCY MEDICAL SERVICES DISTRICT
AND CITY OF MERIDIAN INTERGOVERNMENTAL AND
JOINT POWERS AGREEMENT CONCERNING CAPITAL
IMPROVEMENTS PLAN FOR DISTRICT SYSTEM
IMPROVEMENTS**

[Idaho Code §§ 67-8204A & 67-2328]

Parties to Agreement:

Ada County Emergency Medical Services District	District	Ada County Emergency Medical Services District Attn: Director 370 N. Benjamin Ln. Boise, Idaho 83704
City of Meridian	City	City of Meridian Attn: City Clerk 33 E. Broadway Ave. Meridian, Idaho 83642

THIS ADA COUNTY EMERGENCY MEDICAL SERVICES DISTRICT AND CITY OF MERIDIAN INTERGOVERNMENTAL AND JOINT POWERS AGREEMENT CONCERNING CAPITAL IMPROVEMENTS PLAN FOR DISTRICT SYSTEM IMPROVEMENTS (“Agreement”) is entered into this date of April 22, 2025 (“Effective Date”) by and between the Ada County Emergency Medical Services District (“District”) and the City of Meridian (“City”) as an intergovernmental agreement as provided for in Idaho Code § 67- 8204A.

NOW, THEREFORE, in consideration of the mutual covenants and promises herein set forth, and for other good and valuable consideration hereby acknowledged by the Parties to this Agreement, the Parties hereby mutually promise, covenant, and agree as follows:

**SECTION 1
DEFINITIONS**

For all purposes of this Agreement, the following terms have the definitions as herein provided in this Section unless the context of the term clearly requires otherwise:

- 1.1 Act:** Means and refers to the Idaho Development Impact Fee Act, Chapter 82, Title 67, Idaho Code as it may be amended or restated from time to time.
- 1.2 Advisory Committee:** Means and refers to the *Ada County/Ada County Ambulance District Development Impact Fee Advisory Committee*, which shall serve as the development impact fee advisory committee pursuant to Idaho Code § 67-8205(3) to prepare and recommend the Capital Improvements Plan (“CIP”) and any amendments, revisions, or updates of the same.

- 1.3 Agreement:** Means and refers to this *Ada County Medical Services District and City of Meridian Intergovernmental and Joint Powers Agreement Concerning Capital Improvements Plan for District System Improvements*.
- 1.4 Board:** Means and refers to the Board of the Ada County Emergency Medical Services District.
- 1.5 Capital Improvements Plan and/or CIP:** Means and refers to the *May 24, 2024 EMS Capital Improvement Plan and Development Impact Fee Study*, which was prepared for the District and adopted by the Ada County Board of Commissioners.
- 1.6 City:** Means and refers to *City of Meridian, Idaho*, Party to this Agreement.
- 1.7 City Council:** Means and refers to the *City Council* of the City of Meridian, Idaho.
- 1.8 District:** Means and refers to the *Ada County Medical Services District*, Party to this Agreement.
- 1.9 Party/Parties:** Means and refers to the District and/or the City, as the Parties in this Agreement, depending upon the context of the term used in this Agreement.
- 1.10 Service Area:** Means and refers to a service area as defined in the Act at Idaho Code § 67-8203(26). Said Service Area shall encompass the entirety of Ada County, including all the incorporated cities.
- 1.11 System Improvements:** Means and refers to capital improvements to public facilities designed to provide service to a service area as defined in the Act at Idaho Code § 67-8203(28).

SECTION 2 PURPOSES & AUTHORITY

- 2.1** The purpose of this Agreement is to provide a structure that will enable, but not require, the City to adopt the CIP. The CIP is intended to promote and accommodate orderly growth and development, protect the public health, safety, and general welfare of residents countywide, and to further the best interests of the Parties.
- 2.2** Idaho Code § 67-2328 authorizes public agencies in Idaho to exercise jointly any power, privilege, or authority authorized by the Idaho Constitution, statute, or charter. The Parties, each being a public agency, hereby agree to exercise jointly their respective powers, privileges, and authorities in accordance with Title 67, Chapter 82, Idaho Code.
- 2.3** Idaho Code § 67-8204A provides that the District and City have authority to enter into an intergovernmental agreement for the purpose of developing joint plans for capital improvements.

- 2.4. The District is responsible for providing emergency medical services on a countywide basis.
- 2.5. The District is experiencing considerable growth and development, and the District's ability to provide emergency medical services is affected by said development.
- 2.6. The District has provided the City with the CIP, which was prepared in accordance with the requirements of Idaho Code § 67-8208 in consultation with the Advisory Committee as provided in Idaho Code §§ 67-8205 and 67-8206(2).
- 2.7. The Ada County Board of Commissioners has adopted the CIP in accordance with Idaho Code §§ 67-8206(3) and 67-8208(1).
- 2.8. The District has requested that the City adopt the CIP in accordance with the Act, and the City is willing to consider said request. The Parties acknowledge and agree, however, that the City Council cannot and shall not be bound by this Agreement to adopt the CIP.
- 2.9. That by reason above stated, the Parties have determined it is necessary and desirable to enter into this Agreement.

SECTION 3 ADVISORY COMMITTEE

- 3.1 **Advisory Committee.** The *Ada County/Ada County Ambulance District Development Impact Fee Advisory Committee* shall serve as the development impact fee advisory committee pursuant to Idaho Code § 67-8205(3) to prepare and recommend the CIP and any amendments, revisions, or updates of the same.
 - 3.1.1 **Administration and Staffing.** The District, in cooperation with Ada County, shall provide for the administration and staffing of the Advisory Committee. Advisory Committee members shall be appointed in accordance with the requirements of Idaho Code § 67-8205.
 - 3.1.2 **Charge.** The Advisory Committee is charged with the responsibilities set forth in Idaho Code § 67-8205(4).
 - 3.1.3 **Written Comments.** The District shall cause the Advisory Committee to file its written comments concerning the CIP with the City on or before June 30, 2025, to provide the City with ample time to consider the CIP prior to the termination of this Agreement.

SECTION 4 SERVICE AREA

- 4.1** Idaho Code § 67-8203(26) provides that the Parties can identify a geographic area by an intergovernmental agreement in which specific public facilities provide services to development within that geographic area on the basis of sound planning or engineering principles or both.
- 4.2** The CIP and this Agreement define the Service Area as the entirety of Ada County, including all the incorporated cities.

SECTION 5 COSTS SPECIFIC TO DISTRICT

- 5.1** The District shall pay the following costs:
- 5.1.1** All costs associated with the Advisory Committee; and
- 5.1.2** All District costs associated with drafting this Agreement and any amendment or termination of the same; and
- 5.1.3** All costs associated with the District's performance of this Agreement; and
- 5.1.4** All legal costs and fees associated with any action brought by a third party concerning the validity of the CIP or this Agreement.

SECTION 6 CITY COUNCIL ACTION

- 6.1** After the Advisory Committee files its written comments concerning the CIP with the City in accordance with the Act and Section 3.1.3 of this Agreement, the City shall consider the adoption of the CIP in accordance with the Act.
- 6.2** If the City adopts the CIP, the City agrees to consider the possibility of adopting a City ordinance concerning the countywide development impact fees delineated in the CIP, but only after (a) the Parties negotiate and agree on a new intergovernmental agreement for that purpose and (b) all the incorporated cities in Ada County have adopted (1) the CIP and (2) the ordinances necessary to implement countywide development impact fees.
- 6.3** The Parties acknowledge and agree that:
- 6.3.1** Nothing in this Agreement shall be construed as requiring the City to adopt the CIP; and

- 6.3.2** Nothing in this Agreement shall be construed as requiring the City to adopt an ordinance implementing countywide development impact fees.

SECTION 7 INDEMNIFICATION

- 7.1** To the extent permitted by law, District shall defend, indemnify, and hold the City, its officers, agents, and employees harmless for all claims, losses, actions, damages, judgements, costs, and expenses arising out of or in connection with any acts or omissions of the District related to the CIP or this Agreement. In the event of such claim, District shall defend such allegations, and District shall bear all costs, fees, and expenses of such defense, including, but not limited to, all attorney fees and expenses, court costs, and expert witness fees and expenses.

SECTION 8 TERM/TERMINATION/AMENDMENT

- 8.1** **Term.** This Agreement shall terminate on December 31, 2029, unless terminated earlier in accordance with Section 8.2 of this Agreement.
- 8.2** **Party Termination.** This Agreement may be terminated by either Party upon ninety (90) day notice in writing to the other Party.
- 8.3** **Amendment.** This Agreement may be amended only by written agreement of the Parties.

SECTION 9 NOTICE AND DELIVERY OF DOCUMENTS

- 9.1** **Notices.** All notices, requests or demands to a Party hereunder shall be in writing and shall be given or served upon the other Party by US Mail or email addressed as set forth below.
- 9.2** **Contact Information.** The contact information for purposes of notice to and/or the delivery of documents to the District is as follows:

Ada County Emergency Medical Services District
Attn: Director
370 N. Benjamin Ln.
Boise, Idaho 83704

With Copy to:

Ada County Prosecutor's Office
Attn: Chief Civil Deputy
200 W. Front Street, Room 3191
Boise, Idaho 83702
adacountyprosecutor@adacounty.id.gov

- 9.3** The contact information for purposes of notice to and/or the delivery of documents to the City is as follows:

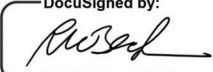
City of Meridian
Attn: City Clerk
33 E. Broadway Ave.
Meridian, Idaho 83642

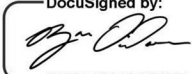
SECTION 10 GENERAL PROVISIONS

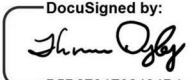
- 10.1 Third Party Beneficiaries.** Each Party to this Agreement intends that this Agreement shall not benefit or create any right or cause of action in or on behalf of any person or legal entity other than the Parties hereto.
- 10.2 Electronic and Non-Electronic Signatures:** The District and City may execute this Agreement using handwritten signatures or electronic signatures, in accordance with Idaho's Uniform Electronic Transactions Act. The Parties acknowledge and agree that both signature methods are equally valid and binding for the purposes of this Agreement.
- 10.3 Severability.** Should any term or provision of this Agreement or the application thereof to any person, parties, or circumstances, for any reason be declared illegal or invalid, such illegality or invalidity shall not affect any other provision of this Agreement, and this Agreement shall be construed and enforced as if such illegal or invalid provision had not been contained herein.
- 10.4 Choice of Law and Venue.** This Agreement shall be governed and interpreted by the laws of the State of Idaho. Venue shall be Ada County, Idaho.
- 10.5 Entire Agreement.** This Agreement constitutes the entire understanding between the Parties. This Agreement supersedes any and all statements, promises, or inducements made by either Party, or agents of either Party, whether oral or written, whether previous to the execution hereof or contemporaneous herewith. The terms of this Agreement may not be enlarged, modified or altered except upon written agreement signed by both Parties.
- 10.6 Time of the Essence.** Time shall be of the essence for all events and obligations to be performed under this Agreement.
- 10.7 Attorneys' Fees.** If either Party brings any action or proceedings to enforce, protect or establish any right or remedy under the terms and conditions of this Agreement, the prevailing Party shall be entitled to recover reasonable costs and attorneys' fees, as determined by a court of competent jurisdiction, in addition to any other relief awarded.
- 10.8 Assignment.** No Party may assign this Agreement or any interest therein.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date and year written above.

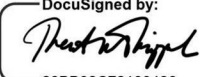
Board of the Ada County Emergency Medical Services District

By:  4/22/2025 | 3:25 PM MDT
60373F4E8EAB476...
Rod Beck, Commissioner

By:  4/23/2025 | 12:06 PM MDT
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Ryan Davidson, Commissioner

By:  4/22/2025 | 3:58 PM MDT
B5D2784F08494D1...
Thomas Dayley, Commissioner

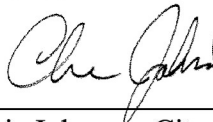
ATTEST:

 4/23/2025 | 4:16 PM MDT
28BB02C72100486...
Trent Tripple, Ada County Clerk

City of Meridian

By:  6-24-2025
Mayor Robert E. Simison

ATTEST:

  6-24-2025
Chris Johnson, City Clerk



EMS Capital Improvement Plan and Development Impact Fee Study

Submitted to:
Ada County, Idaho

May 24, 2024

Prepared by:



999 W Main St
Suite 100
Boise, ID 83702
800.424.4318
www.tischlerbise.com

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Impact Fee Study

Ada County, Idaho

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EXECUTIVE SUMMARY

Ada County, Idaho, retained TischlerBise, Inc. to calculate the impact fees to be imposed on new development to meet the new demands generated for public facilities in the County. It is the intent of Ada County to evaluate and establish impact fees for EMS facilities. This report presents the methodologies and calculations used to generate current levels of service and maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in Ada County.

The purpose of this study is to demonstrate the County's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the statutory authorization for development impact fees (Idaho Code 67-8202(1-4)), it is the intent of Ada County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for the EMS impact fees is countywide. These facilities provide a countywide benefit and are services not provided by the cities within Ada County.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, “development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development.”

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for Ada County, the term “deficiencies” means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some “hoped for” level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as $A \times B = C$. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., $A = C \div B$). By using existing infrastructure standards to determine the need for growth-related capital improvements, Ada County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLAN AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

Cost Recovery or Buy-In Fee Calculation. The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

Incremental Expansion Fee Calculation. The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

Plan-Based Fee Calculation. The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

Credits. Regardless of the methodology, a consideration of “credits” is integral to the development of a legally valid impact fee methodology. There are two types of “credits,” each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

FEE METHODOLOGIES

Of the fee methodologies discussed above, the incremental expansion method and the cost recovery method are used to calculate EMS impact fees for Ada County. Where capacity is sufficient to serve current demand the incremental expansion method documents the current Level of Service (LOS) for each type of public facility. While the cost of the impact fee study is captured through the cost recovery method. Additionally, Ada County anticipates working with the cities to collect the EMS impact fee countywide. The following table summarizes the method(s) used to derive the impact fee for each type of public facility in Ada County.

Figure 1. Summary of Impact Fee Methodologies

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
EMS	Countywide	Impact Fee Study	EMS Stations, EMS Land, EMS Vehicles, and EMS Equipment		Person & Vehicle Trips

CAPITAL IMPROVEMENT PLAN

The EMS development impact fee is based on the existing level of service provided for EMS facilities. The development impact fee is calculated for residential and nonresidential development. Figure 2 shows that to serve projected growth at current levels of service, EMS will need to provide 12,215 square feet of new facility space, 1.59 acres of land, 6.0 new vehicle units, and 41.9 new equipment units over the next ten years.

Figure 2. EMS Summary of Demand for Projected Growth

Facility Type	10-Year Need	10-Year Cost
Station Space	12,215 square feet	\$7,096,915
Station Land	1.59 acres	\$516,750
Apparatus	6.0 vehicles	\$2,123,508
Equipment	41.9 units	\$796,100
Total		\$10,533,273

Listed in Figure 3 are the capital improvement plans for facility expansion for the next ten years. The planned expansions are consistent and exceed growth-related needs to continue providing the current level of service.

Figure 3. EMS Capital Improvement Plan

10-Year Growth-Related Capital Plan	Unit	Cost per Unit	Total Cost
New Facility Space			
Station: Floating Feather/Horseshoe Bend	3,246 square feet	\$581	\$1,885,926
Station: Federal Way/Amity	3,246 square feet	\$581	\$1,885,926
Station: Fairview and Cloverdale	3,246 square feet	\$581	\$1,885,926
Station: Lake Hazel/Five Mile	3,246 square feet	\$581	\$1,885,926
Station: 10 Mile/Franklin	3,246 square feet	\$581	\$1,885,926
Subtotal	16,230 square feet		\$9,429,630
New Facility Land			
5 New Stations (1-1.5 acres per station)	7.5 acres	\$325,000	\$2,437,500
Subtotal	7.5 acres		\$2,437,500
New Apparatus			
Ambulance w/ required capital equipment	10 vehicles	\$353,918	\$3,539,177
Subtotal	10 vehicles		\$3,539,177
New Equipment			
Portable radios	20 units	\$7,644	\$152,886
Mobile/station radios	20 units	\$8,298	\$165,952
Subtotal	40 units		\$318,838

Station Cost	\$11,867,130
Apparatus Cost	\$3,539,177
Equipment Cost	\$318,838
Grand Total	\$15,725,145

Maximum Supportable Development Impact Fees by Type of Land Use

Figure 4 provides a schedule of the maximum supportable development impact fees by type of land use for Ada County. The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based on type. For nonresidential development, the fees are assessed per square foot of floor area (for illustrative purposes the nonresidential fee is listed per 1,000 square feet of development). Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Importantly, the Ada County Paramedics provide a countywide service and benefit. Thus, the impact fee study has calculated the maximum supportable fee based on a countywide level of service. In this case, Figure 4 lists the maximum amounts for all development within Ada County.

Figure 4. Summary of Maximum Supportable Development Impact Fees – Countywide

Development Type	EMS Maximum Supportable Fee
Residential (per housing unit)	
Single Family	\$175
Multifamily	\$121
Nonresidential (per 1,000 square feet)	
Retail	\$273
Office	\$105
Industrial	\$47
Institutional	\$104

CAPITAL IMPROVEMENT PLAN

The following section provides a summary of the Capital Improvement Plan depicting growth-related capital demands and costs on which the fees are based.

First, Figure 5 and Figure 6 lists the projected growth over the next ten years in Ada County. Overall, there is an estimated 23 percent increase in residential development (125,397 new residents and 50,296 new housing units) and an 18 percent increase in nonresidential development (43,283 new jobs and 16.9 million square feet of development). Further details on the development projections are provided in Appendix B. Demographic Assumptions.

Figure 5. Ten-Year Projected Residential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
Percent Increase		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

Figure 6. Ten-Year Projected Nonresidential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

The Idaho Development Impact Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

FUNDING SOURCES FOR CURRENT DEFICIENCIES

The majority of the CIP relates to the construction of five new stations, followed by new apparatus, acquiring land for future stations, and new equipment. In addition, it is estimated that \$1,000,000 will be required for maintenance and repair of existing facilities over the next five years. Because replacement and addressing existing deficiencies are not eligible to be funded with impact fees, these costs will need to be funded by other sources, such as property taxes, in accordance with Idaho Code 67-8207(iv)(2)(h). The Board of Ada County Commissioners retain discretion and authority to fund deficiencies through the county's annual CIP budget process, accumulate savings annually in a construction fund, budget annually for one-time projects using unspent fund balance, or through the deferred maintenance budget annually appropriated to the Operations Department for these sorts of expenses.

CAPITAL IMPROVEMENT PLAN

The EMS development impact fee is based on the existing level of service provided for EMS facilities. The development impact fee is calculated for residential and nonresidential development. Based on the 10-year growth projections, the following infrastructure is projected over the next ten years:

- 12,215 square feet of new facility
- 1.59 new acres of land for facilities
- 6.0 new vehicle units
- 41.9 new equipment units
- \$10,533,000 total cost to Ada County

The projected demand is consistent with the Ada County EMS expansion plans. Currently, the department is exploring options for new stations and ambulances and will need more radios for staff hired to occupy the new stations over the next ten years. These projections are consistent with the EMS departments Capital Improvement Plan shown in Figure 7.

Figure 7. EMS Capital Improvement Plan

10-Year Growth-Related Capital Plan	Unit	Cost per Unit	Total Cost
New Facility Space			
Station: Floating Feather/Horseshoe Bend	3,246 square feet	\$581	\$1,885,926
Station: Federal Way/Amity	3,246 square feet	\$581	\$1,885,926
Station: Fairview and Cloverdale	3,246 square feet	\$581	\$1,885,926
Station: Lake Hazel/Five Mile	3,246 square feet	\$581	\$1,885,926
Station: 10 Mile/Franklin	3,246 square feet	\$581	\$1,885,926
Subtotal	16,230 square feet		\$9,429,630
New Facility Land			
5 New Stations (1-1.5 acres per station)	7.5 acres	\$325,000	\$2,437,500
Subtotal	7.5 acres		\$2,437,500
New Apparatus			
Ambulance w/ required capital equipment	10 vehicles	\$353,918	\$3,539,177
Subtotal	10 vehicles		\$3,539,177
New Equipment			
Portable radios	20 units	\$7,644	\$152,886
Mobile/station radios	20 units	\$8,298	\$165,952
Subtotal	40 units		\$318,838

Station Cost	\$11,867,130
Apparatus Cost	\$3,539,177
Equipment Cost	\$318,838
Grand Total	\$15,725,145

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8207(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for the infrastructure included in this study.

Furthermore, the maximum supportable impact fees are constructed to offset the growth-related capital costs to the County for EMS facilities. Evidence is given in the specific chapters of this report that the projected capital costs from new development will be offset by the development impact fees collection as long as the program is collected in the entire service area. Thus, no credits are needed in the impact fee calculation to offset double collection for growth-related capital costs.

EMERGENCY MEDICAL SERVICES DEVELOPMENT IMPACT FEE ANALYSIS

The EMS Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The EMS components included in the impact fee analysis are:

- EMS facilities
- EMS land
- EMS vehicles
- EMS equipment
- Share of the development impact fee study

The residential portion of the fee is derived from the product of persons per housing unit by housing type multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for EMS facilities from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, EMS Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8207(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for EMS facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for EMS facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

COST ALLOCATION FOR EMS INFRASTRUCTURE

Both residential and nonresidential developments increase the demand for EMS services and facilities. To calculate the proportional share between residential and nonresidential demand, calls for service data from the Ada County Paramedics is analyzed. Shown at the top of Figure 8, 54 percent of calls are to residential locations, 23 percent to nonresidential locations, and 23 percent are classified as traffic calls.

Base year vehicle trips are used to assign traffic calls to residential and nonresidential land uses. This results in 4,534 additional residential calls (1,138,874 residential vehicle trips / 2,087,130 total vehicle trips x 8,310 traffic calls for service) and 3,775 additional nonresidential calls (948,256 nonresidential vehicle trips / 2,087,130 total vehicle trips x 8,310 traffic calls for service).

After this adjustment 67 percent of calls are attributed to residential development and 33 percent are attributed to nonresidential development. These percentages are used to attribute facilities to respective demand units. Later in Appendix C, Figure 43 shows a call volume heat map to indicate areas of higher demand.

Figure 8. Ada County EMS Calls for Service

Land Use	Annual Calls for Service	% of Total
Residential	19,510	54%
Nonresidential	8,310	23%
Traffic	8,310	23%
Total	36,129	100%

Land Use	Base Year Vehicle Trips	% of Total
Residential	1,138,874	55%
Nonresidential	948,256	45%
Total	2,087,130	100%

Land Use	Adj. Calls for Service	% of Total
Residential	24,044	67%
Nonresidential	12,085	33%
Total	36,129	100%

Source: Ada County Paramedics

EMS LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

EMS FACILITIES

Listed in Figure 9, there is a total of 63,229 square feet occupied by the Ada County Paramedics. The proportionate share between residential and nonresidential demand of the facilities is found by applying the calls for service data percentages. As a result, 42,079 square feet are attributed to residential demand and 21,150 square feet is attributed to nonresidential demand. The current level of service is found by comparing the attributed square footage to the base year population and nonresidential vehicles trips. As a result, there is 77.3 square feet per 1,000 residents and 22.3 square feet per 1,000 vehicles trips.

The anticipated construction cost of a new station (\$581 per square foot) is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$44.91 per person and \$12.96 per vehicle trip (77.3 square feet per 1,000 persons x \$581 per square foot = \$44.91 per person).

Figure 9. EMS Facility Level of Service & Cost Analysis

Facility	Square Feet	Replacement Cost
Administration Building - Benjamin	24,351	\$14,147,931
Station #13 - Gekeler	3,246	\$1,885,926
Station #15 - Bannock	700	\$406,700
Station #17 - Ridenbaugh	2,224	\$1,292,144
Station #18 - Overland	3,246	\$1,885,926
Station #22 - Chinden	3,246	\$1,885,926
Station #23 - Glenwood	6,294	\$3,656,814
Station #25 - Featherly Way	2,432	\$1,412,992
Station #28 - McMillan	3,246	\$1,885,926
Station #33 - Boise Ave	725	\$421,225
Station #34 - Pine	4,137	\$2,403,597
Station #36 - Linder	3,246	\$1,885,926
Station #37 - Meridian Co-Location	2,890	\$1,679,090
Station #38 - Dawes Place	3,246	\$1,885,926
Total	63,229	\$36,736,049

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Square Feet	42,079	21,150
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Square Feet per 1,000 Persons/Vehicle Trips	77.3	22.3

<i>Cost Analysis</i>	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	77.3	22.3
Average Cost per Square Foot [1]	\$581	\$581
Capital Cost per Person/Vehicle Trip	\$44.91	\$12.96

[1] Square footage cost estimate from Ada County Paramedics

EMS LAND

Listed in Figure 10, there is a total of 8.09 acres occupied by the Ada County Paramedics. The proportionate share between residential and nonresidential demand of the facilities is found by applying the calls for service data percentages. As a result, 5.4 acres are attributed to residential demand and 2.7 acres are attributed to nonresidential demand. The current level of service is found by comparing the attributed acreage to the base year population and nonresidential vehicles trips. As a result, there is 0.010 acres per 1,000 residents and 0.003 acres per 1,000 vehicles trips.

The anticipated cost to purchase more land is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$3.25 per person and \$0.98 per vehicle trip (0.010 acres per 1,000 persons x \$325,000 per acre = \$3.25 per person, rounded).

Figure 10. EMS Land Level of Service & Cost Analysis

Facility	Acres	Current Value
Administration Building - Benjamin	1.50	\$487,500
Station #13 - Gekeler	0.50	\$162,500
Station #15 - Bannock	0.02	\$6,500
Station #17 - Ridenbaugh	0.14	\$45,500
Station #18 - Overland	0.16	\$52,000
Station #22 - Chinden	0.17	\$55,250
Station #23 - Glenwood	1.00	\$325,000
Station #25 - Featherly Way	0.06	\$19,500
Station #28 - McMillan	0.32	\$104,000
Station #33 - Boise Ave	0.02	\$6,500
Station #34 - Pine	1.00	\$325,000
Station #36 - Linder	1.67	\$542,750
Station #37 - Meridian Co-Location	0.78	\$253,500
Station #38 - Dawes Place	0.75	\$243,750
Total	8.09	\$2,629,250

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Acres	5.4	2.7
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Acres per 1,000 Persons/Vehicle Trips	0.010	0.003

<i>Cost Analysis</i>	Residential	Nonres
Acres per 1,000 Persons/Vehicle Trips	0.010	0.003
Average Cost per Acre [1]	\$325,000	\$325,000
Capital Cost per Person/Vehicle Trip	\$3.25	\$0.98

[1] Anticipated costs from Ada County Paramedics

EMS VEHICLES

Listed in Figure 11, the EMS vehicle fleet consists of 31 vehicles. The proportionate share between residential and nonresidential demand of the facility is found by applying the calls for service data percentages. As a result, 20.6 units are attributed to residential demand and 10.4 units are attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the base year population and nonresidential vehicles trips. As a result, there is 0.038 units per 1,000 residents and 0.011 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$13.45 per person and \$3.89 per vehicle trip (0.038 units per 1,000 persons x \$353,918 per unit = \$13.45 per person, rounded).

Figure 11. EMS Vehicle Level of Service & Cost Analysis

Vehicles	Units	Cost per Unit	Total Replacement Cost
Ambulances	31	\$353,918	\$10,971,458
Total	31		\$10,971,458

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Fleet	20.6	10.4
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Units per 1,000 Persons/Vehicle Trips	0.038	0.011

<i>Cost Analysis</i>	Residential	Nonres
Units per 1,000 Persons/Vehicle Trips	0.038	0.011
Average Cost per Unit	\$353,918	\$353,918
Capital Cost per Person/Vehicle Trip	\$13.45	\$3.89

Source: Ada County Paramedics

EMS EQUIPMENT

Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, “‘Capital improvements’ means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility.” Listed in Figure 12 is EMS equipment that have a useful life of ten or more years qualifying to be impact fee eligible.

The proportionate share between residential and nonresidential demand of the facility is found by applying the calls for service data percentages. As a result, 144 units are attributed to residential demand and 73 units are attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the base year population and nonresidential vehicles trips. As a result, there is 0.265 units per 1,000 residents and 0.077 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$5.04 per person and \$1.46 per vehicle trip (0.265 units per 1,000 persons x \$19,000 per unit = \$5.04 per person, rounded).

Figure 12. EMS Equipment Level of Service & Cost Analysis

Equipment	Units	Cost per Unit	Total Replacement Cost
Portable Radios	93	\$7,644	\$710,921
Mobile/Station Radios	62	\$8,298	\$514,451
Cardiac Monitor	31	\$28,000	\$868,000
Gurney	31	\$67,000	\$2,077,000
Total	217		\$4,170,372

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Equipment	144	73
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Units per 1,000 Persons/Vehicle Trips	0.265	0.077

<i>Cost Analysis</i>	Residential	Nonres
2023 Population/Nonres. Vehicle Trips	0.265	0.077
Average Cost per Unit	\$19,000	\$19,000
Capital Cost per Person/Vehicle Trip	\$5.04	\$1.46

Source: Ada County Paramedics

Note: Equipment w/10-Year useful life

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, Ada County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the four infrastructure categories, resulting in the EMS category share being \$16,370. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase. As a result, the cost per person is \$0.14 and the cost per vehicle trip is \$0.10.

Figure 13. EMS Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Nonresidential Share
\$16,370	67%	33%

Residential Growth Cost	Five-Year Population Increase	Capital Cost per Person
\$10,894	79,401	\$0.14

Nonresidential Growth Cost	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
\$5,476	56,847	\$0.10

EMS CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

EMS FACILITIES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS facilities. Shown in Figure 14, over the next ten years, there is a need for 12,215 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth (\$7,096,915).

Figure 14. Projected Demand for EMS Facilities

Infrastructure		Level of Service				Cost/Unit
EMS Facilities	Residential	77	Square Feet	per 1,000 persons		\$581
	Nonresidential	22		per 1,000 veh. trips		

Growth-Related Need for EMS Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2023	544,590	948,256	42,096	21,146	63,242
Year 1	2024	568,015	959,629	43,907	21,399	65,306
Year 2	2025	591,946	971,000	45,757	21,653	67,410
Year 3	2026	602,628	982,369	46,583	21,906	68,489
Year 4	2027	613,310	993,737	47,408	22,160	69,568
Year 5	2028	623,991	1,005,103	48,234	22,413	70,647
Year 6	2029	634,673	1,016,467	49,060	22,667	71,727
Year 7	2030	645,355	1,027,830	49,885	22,920	72,805
Year 8	2031	653,566	1,039,020	50,520	23,170	73,690
Year 9	2032	661,776	1,050,206	51,155	23,419	74,574
Year 10	2033	669,987	1,061,389	51,789	23,668	75,457
Ten-Year Increase		125,397	113,134	9,693	2,522	12,215
Projected Expenditure				\$5,631,633	\$1,465,282	\$7,096,915

Growth-Related Expenditures for EMS Facilities					\$7,096,915
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EMS LAND

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS acres. Shown in Figure 15, over the next ten years, there is a need for 1.59 acres. The average cost per acre is multiplied by the need to find the projected capital need from growth (\$516,750).

Figure 15. Projected Demand for EMS Land

Infrastructure		Level of Service				Cost/Unit
EMS Land	Residential	0.010	Acres	per 1,000 persons		\$325,000
	Nonresidential	0.003		per 1,000 veh. trips		

Growth-Related Need for EMS Land						
Year		Population	Nonres. Vehicle Trips	Residential Acres	Nonresidential Acres	Total Acres
Base	2023	544,590	948,256	5.44	2.84	8.28
Year 1	2024	568,015	959,629	5.68	2.87	8.55
Year 2	2025	591,946	971,000	5.91	2.91	8.82
Year 3	2026	602,628	982,369	6.02	2.94	8.96
Year 4	2027	613,310	993,737	6.13	2.98	9.11
Year 5	2028	623,991	1,005,103	6.23	3.01	9.24
Year 6	2029	634,673	1,016,467	6.34	3.04	9.38
Year 7	2030	645,355	1,027,830	6.45	3.08	9.53
Year 8	2031	653,566	1,039,020	6.53	3.11	9.64
Year 9	2032	661,776	1,050,206	6.61	3.15	9.76
Year 10	2033	669,987	1,061,389	6.69	3.18	9.87
Ten-Year Increase		125,397	113,134	1.25	0.34	1.59
Projected Expenditure				\$406,250	\$110,500	\$516,750

Growth-Related Expenditures for EMS Land					\$516,750
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EMS VEHICLES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS vehicle units. Shown in Figure 16, over the next ten years, there is a need for 6.0 units. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$2,123,508).

Figure 16. Projected Demand for EMS Vehicles

Infrastructure	Level of Service				Cost/Unit
EMS Vehicles	Residential	0.04	Units	per 1,000 persons	\$353,918
	Nonresidential	0.01		per 1,000 veh. trips	

Growth-Related Need for EMS Vehicles						
Year		Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2023	544,590	948,256	20.6	10.4	31.0
Year 1	2024	568,015	959,629	21.5	10.5	32.0
Year 2	2025	591,946	971,000	22.4	10.6	33.0
Year 3	2026	602,628	982,369	22.8	10.8	33.6
Year 4	2027	613,310	993,737	23.3	10.9	34.2
Year 5	2028	623,991	1,005,103	23.7	11.0	34.7
Year 6	2029	634,673	1,016,467	24.1	11.1	35.2
Year 7	2030	645,355	1,027,830	24.5	11.3	35.8
Year 8	2031	653,566	1,039,020	24.8	11.4	36.2
Year 9	2032	661,776	1,050,206	25.1	11.5	36.6
Year 10	2033	669,987	1,061,389	25.4	11.6	37.0
Ten-Year Increase		125,397	113,134	4.8	1.2	6.0
Projected Expenditure				\$1,698,806	\$424,702	\$2,123,508

Growth-Related Expenditures for EMS Vehicles	\$2,123,508
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EMS EQUIPMENT

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS equipment units. Shown in Figure 17, over the next ten years, there is a need for 41.9 units. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$796,100).

Figure 17. Projected Demand for EMS Equipment

Infrastructure		Level of Service				Cost/Unit
Equipment	Residential	0.27	Units	per 1,000 persons		\$19,000
	Nonresidential	0.08		per 1,000 veh. trips		

Growth-Related Need for Equipment						
Year		Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2023	544,590	948,256	144.3	73.0	217.3
Year 1	2024	568,015	959,629	150.5	73.8	224.3
Year 2	2025	591,946	971,000	156.8	74.7	231.5
Year 3	2026	602,628	982,369	159.6	75.6	235.2
Year 4	2027	613,310	993,737	162.5	76.5	239.0
Year 5	2028	623,991	1,005,103	165.3	77.3	242.6
Year 6	2029	634,673	1,016,467	168.1	78.2	246.3
Year 7	2030	645,355	1,027,830	171.0	79.1	250.1
Year 8	2031	653,566	1,039,020	173.1	80.0	253.1
Year 9	2032	661,776	1,050,206	175.3	80.8	256.1
Year 10	2033	669,987	1,061,389	177.5	81.7	259.2
Ten-Year Increase		125,397	113,134	33.2	8.7	41.9
Projected Expenditure				\$630,800	\$165,300	\$796,100

Growth-Related Expenditures for Equipment					\$796,100
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EMS DEVELOPMENT IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for EMS facilities. Furthermore, the maximum supportable impact fees are constructed to offset growth-related capital costs for facilities. Evidence is given in this chapter that the growth-related projected capital costs from new development will be almost entirely offset by the development impact fees. As a result, no revenue credit is necessary in the impact fee calculation.

EMS INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 18 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential EMS Development Impact Fees are the product of persons per housing unit by type of dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represent new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 18. EMS Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Person	Cost per Vehicle Trip
EMS Facilities	\$44.91	\$12.96
EMS Land	\$3.25	\$0.98
EMS Vehicles	\$13.45	\$3.89
Equipment	\$5.04	\$1.46
Impact Fee Study	\$0.14	\$0.10
Gross Total	\$66.79	\$19.39
Net Total	\$66.79	\$19.39

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Residential (per housing unit)		
Single Family	2.62	\$175
Multifamily	1.81	\$121

Nonresidential

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)		
Retail	14.06	\$273
Office	5.42	\$105
Industrial	2.44	\$47
Institutional	5.39	\$104

CASH FLOW PROJECTIONS FOR EMS MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Ada County if the EMS Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

The summary provides an indication of the impact fee revenue generated by new development. Shown at the bottom of the figure, the maximum supportable EMS impact fee is estimated to generate \$10.5 million in revenue while there is a growth-related cost of \$10.5 million. Thus, the impact fees offset all growth-related capital costs.

Importantly, the level of service has included demand from within the cities of Ada County. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there are no IGAs, the County will collect \$1 million in unincorporated areas (9.6 percent of the countywide growth-related capital costs).

Figure 19. Projected Revenue from EMS Maximum Supportable Impact Fees

Infrastructure Costs for EMS Facilities

	Total Cost	Growth Cost
EMS Stations	\$7,096,915	\$7,096,915
EMS Land	516,750	\$516,750
EMS Vehicles	\$2,123,508	\$2,123,508
Equipment	\$796,100	\$796,100
Impact Fee Study	\$32,740	\$32,740
Total Expenditures	\$10,566,013	\$10,566,013

Projected Development Impact Fee Revenue

		Single Family \$175 per unit	Multifamily \$121 per unit	Retail \$273 per KSF	Office \$105 per KSF	Industrial \$47 per KSF	Institutional \$104 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2023	182,342	37,833	41,938	21,670	41,668	25,911
1	2024	190,171	39,417	42,327	22,392	42,078	26,096
2	2025	198,180	41,005	42,715	23,114	42,487	26,281
3	2026	201,750	41,716	43,104	23,836	42,896	26,467
4	2027	205,321	42,426	43,492	24,558	43,305	26,652
5	2028	208,891	43,137	43,880	25,280	43,715	26,838
6	2029	212,462	43,847	44,268	26,002	44,124	27,023
7	2030	216,033	44,558	44,656	26,724	44,533	27,209
8	2031	218,774	45,110	45,037	27,434	44,936	27,392
9	2032	221,515	45,662	45,419	28,145	45,339	27,576
10	2033	224,256	46,215	45,800	28,856	45,741	27,760
Ten-Year Increase		41,914	8,382	3,862	7,186	4,073	1,849
Projected Revenue		\$7,334,992	\$1,014,188	\$1,054,248	\$754,536	\$191,431	\$192,299
Projected Revenue =>							\$10,542,000
Projected Expenditures =>							\$10,566,000
Non-Impact Fee Funding =>							\$24,000

PROPORTIONATE SHARE ANALYSIS

Development impact fees for Ada County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

- 1) The development impact fees for Ada County are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by Ada County. Projects are included in the County's capital improvements plan and will be included in annual capital budgets.
- 2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
- 3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
- 4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
- 5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
- 6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by Ada County is appropriate for the fees herein.
- 7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Act requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and County staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an “improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.” Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the County should evaluate an adjustment to the CIP and development impact fees.

Idaho’s enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Ada County will collect impact fees from all new residential units. One-time impact fees are determined by the number of residential units.

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book Trip Generation (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

Office: Establishments providing management, administrative, professional, or business services. By way of example, Office includes business offices, office parks, and corporate headquarters.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, Industrial includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, Institutional includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

The data estimates and projections used in the study's calculations are detailed in this section. This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Ada County be imposed according to persons per housing units.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 20 shows the US Census American Community Survey 2021 5-Year Estimates data for Ada County. Single family units have a housing unit size of 2.62 persons and multifamily units have a housing unit size of 1.81 persons. Additionally, there is a housing mix of 83 percent single family and 17 percent multifamily.

The estimates in Figure 20 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

Figure 20. Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	415,557	158,890	2.62	153,711	2.70	83%
Multifamily [2]	59,917	33,161	1.81	31,014	1.93	17%
Total	475,474	192,051	2.48	184,725	2.57	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year Estimates data for incorporated Ada County is shown in Figure 21. Single family units have a housing unit size of 2.59 persons and multifamily units have a housing unit size of 1.80 persons. Additionally, there is a housing mix of 81 percent single family and 19 percent multifamily.

Figure 21. Incorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	363,946	140,266	2.59	135,502	2.69	81%
Multifamily [2]	58,871	32,691	1.80	30,619	1.92	19%
Total	422,817	172,957	2.44	166,121	2.55	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year-Estimates data for unincorporated Ada County is shown in Figure 22. Single family units have a housing unit size of 2.77 persons and multifamily units have a housing unit size of 2.23 persons. Additionally, there is a housing mix of 98 percent single family and 2 percent multifamily.

Figure 22. Unincorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	51,611	18,624	2.77	18,209	2.83	98%
Multifamily [2]	1,046	470	2.23	395	2.65	2%
Total	52,657	19,094	2.76	18,604	2.83	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

BASE YEAR POPULATION AND HOUSING UNITS

Available through the Community Planning Association of Southwest Idaho (COMPASS), the base year 2023 population in Ada County is estimated to be 554,590 residents shown in Figure 23. PPHU factors for

Incorporated and Unincorporated Ada County were used to estimate base year housing units for the whole County. The housing unit mix for Ada County was then applied to the total giving an estimated 182,342 single family units and 37,833 multifamily units.

Figure 23. Ada County Base Year Population and Housing Units

Ada County	Base Year 2023
Population [1]	544,590
Housing Units [2]	
Single Family	182,342
Multifamily	37,833
Total Housing Units	220,175

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

Available through COMPASS, the base year 2023 population in unincorporated Ada County is estimated to be 63,510 residents shown in Figure 24. PPHU factors for unincorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 22,444 single family units and 566 multifamily units.

Figure 24. Unincorporated Ada County Base Year Population and Housing Units

Ada County Unincorporated	Base Year 2023
Population [1]	63,510
Housing Units [2]	
Single Family	22,444
Multifamily	566
Total Housing Units	23,011

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

The population estimate for unincorporated Ada County from COMPASS was subtracted from the population estimate for the whole of Ada County to find the estimated base year population for incorporated Ada County. Shown in Figure 25 the estimated population is 481,080. PPHU factors for incorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 159,898 single family units and 37,266 multifamily units.

Figure 25. Incorporated Ada County Base Year Population and Housing Units

Ada County Incorporated	Base Year 2023
Population [1]	481,080
Housing Units [2]	
Single Family	159,898
Multifamily	37,266
Total Housing Units	197,164

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

POPULATION AND HOUSING UNIT PROJECTIONS

The residential projections are based on a review of COMPASS published estimates, impact fee studies from cities and fire districts within Ada County, and PPHU factors. Impact fee studies comprising the main six cities within Ada County were used to affirm growth trends for whole county projections. From the 2023 base year housing unit totals, Ada County is projected to increase by 50,296 housing units over the next ten years. Additionally, there is a projected increase of 125,397 residents over the next ten years, a 23 percent increase.

Figure 26. Ada County Residential Development Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
Percent Increase		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit totals for incorporated Ada County, there is a projected increase of 44,844 new housing units over the next ten years. Additionally, there is a projected increase of 110,415 residents in incorporated Ada County, a 23 percent increase.

Figure 27. Incorporated Ada County Residential Development Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	481,080	502,024	523,414	532,767	542,119	551,471	560,823	570,174	577,281	584,388	591,495	110,415
Percent Increase		4.4%	4.3%	1.8%	1.8%	1.7%	1.7%	1.7%	1.2%	1.2%	1.2%	23.0%
Housing Units												
Single Family	159,898	166,853	173,967	177,075	180,183	183,291	186,399	189,507	191,866	194,226	196,586	36,688
Multifamily	37,266	38,822	40,383	41,072	41,761	42,450	43,139	43,828	44,359	44,891	45,423	8,156
Total Housing Units	197,164	205,676	214,350	218,147	221,944	225,741	229,538	233,334	236,226	239,117	242,008	44,844

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit total for unincorporated Ada County, there is a projected increase 5,453 new housing units over the next ten years. Additionally, there is a projected increase of 14,982 residents in unincorporated Ada County, a 23.6 percent increase.

Figure 28. Unincorporated Ada County Residential Development Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	63,510	65,991	68,532	69,861	71,190	72,520	73,850	75,181	76,284	77,388	78,492	14,982
<i>Percent Increase</i>		<i>3.9%</i>	<i>3.8%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.8%</i>	<i>1.8%</i>	<i>1.5%</i>	<i>1.4%</i>	<i>1.4%</i>	23.6%
Housing Units												
Single Family	22,444	23,318	24,213	24,675	25,138	25,600	26,063	26,526	26,908	27,289	27,671	5,227
Multifamily	566	594	622	644	665	687	708	730	751	771	792	226
Total Housing Units	23,011	23,912	24,835	25,319	25,803	26,287	26,772	27,256	27,658	28,061	28,464	5,453

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Available through COMPASS Job projections from the Traffic Analysis Zone Model (TAZ) and *Communities in Motion 2050* there are an estimated 239,668 jobs in Ada County in 2023. These job projections are broken down by industry leading to an estimated 43,787 retail jobs, 130,780 office jobs, 35,745 industrial jobs, and 29,356 institutional jobs in the base year.

Base year nonresidential floor area estimates are based on Ada County GIS nonresidential parcel data. There is an estimated 131 million square feet of nonresidential floor area in Ada County. Retail and industrial sectors account for the greatest share with approximately 32 percent each. Institutional accounts for 20 percent, and office accounts for 17 percent of the total.

Figure 29. Ada County Base Year Employment and Nonresidential Floor Area

Ada County	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	43,787	18%	41,938,153	32%
Office	130,780	55%	21,670,098	17%
Industrial	35,745	15%	41,668,221	32%
Institutional	29,356	12%	25,911,213	20%
Total	239,668	100%	131,187,685	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050

[2] Source: Ada County GIS parcel data

The job and nonresidential floor area estimates were further broken down into incorporated and unincorporated areas. Incorporated Ada County has an estimated 230,704 jobs in 2023. These job projections are broken down by industry leading to an estimated 42,925 retail jobs, 125,936 office jobs, 34,547 industrial jobs, and 27,296 institutional jobs in the base year. Additionally, there is an estimated 127 million square feet of nonresidential floor area in incorporated Ada County. Retail accounts for the greatest share at 32 percent. Industrial accounts for 31 percent, institutional accounts for 19 percent, and office accounts for 17 percent of the total.

Figure 30. Incorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Incorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	42,925	19%	41,286,649	32%
Office	125,936	55%	21,370,261	17%
Industrial	34,547	15%	39,887,518	31%
Institutional	27,296	12%	24,605,169	19%
Total	230,704	100%	127,149,597	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050

[2] Source: Ada County GIS parcel data

Unincorporated Ada County has an estimated 8,964 jobs in 2023. These job projections are broken down by industry leading to an estimated 862 retail jobs, 4,844 office jobs, 1,198 industrial jobs, and 2,060 institutional jobs in the base year. Additionally, there is an estimated 4 million square feet of nonresidential floor area in unincorporated Ada County. Industrial accounts for the greatest share at 44 percent. Institutional accounts for 32 percent, retail accounts for 16 percent, and office accounts for 7 percent.

Figure 31. Unincorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Unincorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	862	10%	651,504	16%
Office	4,844	54%	299,837	7%
Industrial	1,198	13%	1,780,703	44%
Institutional	2,060	23%	1,306,044	32%
Total	8,964	100%	4,038,088	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion

[2] Source: Ada County GIS parcel data

EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS

Job projections for the industry sectors are calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages shown in Figure 32. For retail industries the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for institutional the Hospital factors are used.

Figure 32. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

Job and nonresidential growth projections over the next ten years for Ada County are shown in Figure 33. It is estimated there will be an increase of 43,283 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (54 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 17 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 42 percent.

Figure 33. Ada County Employment and Nonresidential Floor Area Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for incorporated Ada County are shown in Figure 34. It is estimated there will be an increase of 41,040 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (55 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 16.1 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 43 percent.

Figure 34. Incorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	42,925	43,696	44,466	45,236	46,004	46,772	47,539	48,306	49,059	49,811	50,561	7,636
Office	125,936	128,198	130,458	132,715	134,970	137,223	139,474	141,723	143,933	146,138	148,339	22,403
Industrial	34,547	35,168	35,787	36,407	37,025	37,643	38,261	38,878	39,484	40,089	40,693	6,146
Institutional	27,296	27,786	28,276	28,765	29,254	29,742	30,230	30,718	31,197	31,675	32,152	4,856
Total	230,704	234,848	238,987	243,123	247,254	251,381	255,505	259,624	263,673	267,712	271,744	41,040
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,287	41,650	42,013	42,375	42,737	43,099	43,460	43,821	44,176	44,530	44,883	3,597
Office	21,370	22,065	22,758	23,451	24,144	24,835	25,526	26,217	26,895	27,572	28,248	6,878
Industrial	39,888	40,283	40,678	41,072	41,466	41,860	42,253	42,646	43,032	43,418	43,802	3,915
Institutional	24,605	24,777	24,948	25,119	25,291	25,461	25,632	25,803	25,970	26,138	26,305	1,699
Total	127,150	128,774	130,397	132,018	133,637	135,255	136,872	138,487	140,074	141,657	143,238	16,088

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for unincorporated Ada County are shown in Figure 35. It is estimated there will be an increase of 2,244 jobs, a 25 percent increase from the base year. The majority of the increase comes from the office sector (45 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 881,000 square feet, a 22 percent increase from the base year. The office sector has the largest share of this growth at 35 percent.

Figure 35. Unincorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	862	916	971	1,026	1,082	1,138	1,194	1,251	1,308	1,366	1,425	563
Office	4,844	4,934	5,025	5,120	5,216	5,315	5,415	5,518	5,623	5,734	5,849	1,005
Industrial	1,198	1,220	1,243	1,266	1,290	1,314	1,339	1,365	1,391	1,418	1,446	248
Institutional	2,060	2,098	2,137	2,177	2,218	2,260	2,303	2,347	2,391	2,438	2,487	427
Total	8,964	9,168	9,377	9,589	9,806	10,027	10,251	10,480	10,714	10,957	11,208	2,244
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	652	677	703	729	755	781	808	835	862	889	917	265
Office	300	327	356	384	414	444	475	507	539	573	608	308
Industrial	1,781	1,795	1,809	1,824	1,839	1,855	1,871	1,887	1,904	1,921	1,939	158
Institutional	1,306	1,319	1,333	1,347	1,361	1,376	1,391	1,406	1,422	1,438	1,456	150
Total	4,038	4,119	4,201	4,285	4,370	4,457	4,545	4,634	4,726	4,821	4,920	881

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family and multifamily units in Ada County. In Figure 36, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 10.66 trip ends and a multifamily unit is estimated to generate 5.42 trip ends on an average weekday.

Figure 36. Customized Residential Trip End Rates by Housing Type

		Households by Structure Type ²			Vehicles per HH by Tenure
Tenure by Units in Structure	Vehicles Available ¹	Single Family	Multifamily	Total	
Owner-Occupied	289,778	129,602	1,468	131,070	2.21
Renter-Occupied	85,906	24,109	29,546	53,655	1.60
Total	375,684	153,711	31,014	184,725	2.03
Housing Units ³		158,890	33,161	192,051	

Housing Type	Persons in Households ⁴	Trip Ends ⁵	Vehicles by Type of Unit	Trip Ends ⁶	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit ⁷
Single Family	415,557	1,157,628	324,995	2,118,200	1,637,914	10.66	9.43
Multifamily	59,917	137,129	50,518	199,334	168,231	5.42	4.54
Total	475,474	1,294,757	375,513	2,317,534	1,806,145	9.78	

1. Vehicles available by tenure from Table B25046, 2021 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2021 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2021 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2021 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $\text{EXP}(0.89 \cdot \text{LN}(\text{persons}) + 1.72)$. To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is $(2.29 \cdot \text{persons}) - 81.02$ (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $\text{EXP}(0.99 \cdot \text{LN}(\text{vehicles}) + 1.93)$. To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is $(3.94 \cdot \text{vehicles}) + 293.58$ (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents' work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 17 percent of Ada County workers travel outside the County for work. In combination, these factors account for 3 percent of additional production trips ($0.31 \times 0.50 \times 0.17 = 0.03$). Shown in Figure 37, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (3 percent of production trips) for a total of 53 percent.

Figure 37. Residential Trip Adjustment Factor for Commuters

Trip Adjustment Factor for Commuters

Employed Ada County Residents (2020)	212,011
Residents Working in Ada County (2020)	175,359
Residents Commuting Outside of Ada County for Work	36,652
Percent Commuting Out of Ada County	17%
Additional Production Trips	3%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	53%

Source: U.S. Census, OnTheMap Application, 2020

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of Trip Generation. To estimate the trip generation in Ada County, the weekday trip end per 1,000 square feet factors listed in Figure 38 are used.

Figure 38. Institute of Transportation Engineers Nonresidential Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends per Dmd Unit	Wkdy Trip Ends per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 39, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 39. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	10.66	53%	5.65
Multifamily	220	5.42	53%	2.87
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 1,138,874 vehicle trips and nonresidential land uses account for 948,256 vehicle trips in the base year shown in Figure 40.

Through 2033, it is projected that daily vehicle trips will increase by 374,018 trips with the majority of the growth being generated by single family (63 percent) and retail (15 percent) development.

Figure 40. Ada County Vehicle Trip Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	1,030,196	1,074,429	1,119,675	1,139,848	1,160,022	1,180,195	1,200,368	1,220,542	1,236,029	1,251,516	1,267,003	236,807
Multifamily	108,679	113,228	117,791	119,832	121,873	123,915	125,956	127,997	129,583	131,170	132,756	24,077
Subtotal	1,138,874	1,187,658	1,237,466	1,259,681	1,281,895	1,304,110	1,326,324	1,348,539	1,365,612	1,382,685	1,399,759	260,884
Nonresidential Trips												
Retail	589,810	595,277	600,742	606,204	611,664	617,121	622,576	628,029	633,398	638,762	644,120	54,310
Office	117,452	121,365	125,278	129,191	133,103	137,016	140,929	144,841	148,694	152,547	156,400	38,948
Industrial	101,462	102,459	103,456	104,452	105,449	106,445	107,442	108,438	109,419	110,399	111,380	9,918
Institutional	139,532	140,528	141,524	142,522	143,521	144,520	145,520	146,521	147,509	148,498	149,489	9,957
Subtotal	948,256	959,629	971,000	982,369	993,737	1,005,103	1,016,467	1,027,830	1,039,020	1,050,206	1,061,389	113,134
Vehicle Trips												
Grand Total	2,087,130	2,147,286	2,208,466	2,242,050	2,275,632	2,309,212	2,342,791	2,376,368	2,404,632	2,432,892	2,461,148	374,018

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In incorporated Ada County, residential land uses account for 1,010,441 vehicle trips and nonresidential land uses account for 926,099 vehicle trips in the base year shown in Figure 41.

Through 2033, it is projected that daily vehicle trips will increase by 337,251 trips with the majority of the growth being generated by single family (61 percent) and retail (15 percent) development.

Figure 41. Incorporated Ada County Vehicle Trip Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	903,389	942,688	982,879	1,000,440	1,018,000	1,035,559	1,053,117	1,070,675	1,084,006	1,097,336	1,110,670	207,281
Multifamily	107,051	111,521	116,004	117,983	119,963	121,942	123,921	125,899	127,427	128,954	130,481	23,429
Subtotal	1,010,441	1,054,210	1,098,883	1,118,423	1,137,962	1,157,500	1,177,038	1,196,575	1,211,433	1,226,289	1,241,151	230,710
Nonresidential Trips												
Retail	580,647	585,754	590,856	595,953	601,044	606,131	611,213	616,291	621,280	626,259	631,228	50,580
Office	115,827	119,591	123,351	127,107	130,859	134,608	138,353	142,095	145,772	149,442	153,103	37,277
Industrial	97,126	98,089	99,050	100,011	100,970	101,929	102,887	103,843	104,784	105,722	106,658	9,532
Institutional	132,499	133,423	134,346	135,268	136,189	137,110	138,029	138,948	139,851	140,752	141,651	9,152
Subtotal	926,099	936,857	947,603	958,338	969,063	979,778	990,482	1,001,177	1,011,687	1,022,174	1,032,640	106,541
Vehicle Trips												
Grand Total	1,936,539	1,991,066	2,046,486	2,076,761	2,107,025	2,137,278	2,167,520	2,197,752	2,223,120	2,248,464	2,273,791	337,251

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In unincorporated Ada County, residential land uses account for 128,434 vehicle trips and nonresidential land uses account for 22,157 vehicle trips in the base year shown in Figure 42.

Through 2033, it is projected that daily vehicle trips will increase by 36,772 trips with the majority of the growth being generated by single family (80 percent) and retail (10 percent) development.

Figure 42. Unincorporated Ada County Vehicle Trip Projections

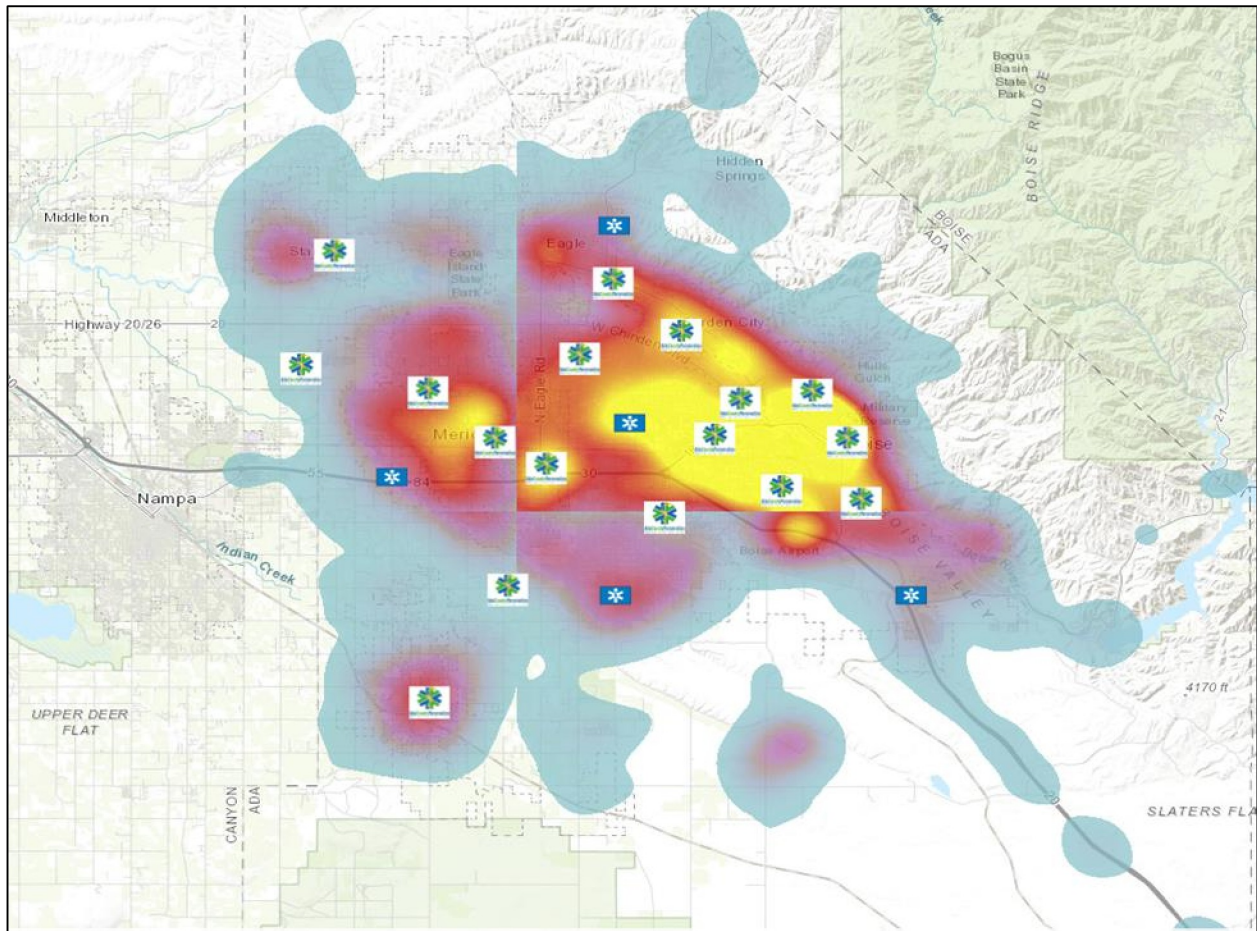
Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	126,807	131,741	136,796	139,409	142,022	144,636	147,251	149,866	152,023	154,180	156,338	29,532
Multifamily	1,627	1,707	1,787	1,849	1,911	1,973	2,035	2,097	2,157	2,216	2,275	648
Subtotal	128,434	133,448	138,583	141,258	143,933	146,609	149,286	151,964	154,179	156,396	158,613	30,180
Nonresidential Trips												
Retail	9,163	9,523	9,886	10,251	10,619	10,990	11,363	11,739	12,118	12,503	12,893	3,730
Office	1,625	1,774	1,927	2,084	2,244	2,408	2,575	2,746	2,922	3,106	3,297	1,672
Industrial	4,336	4,370	4,406	4,442	4,479	4,517	4,555	4,594	4,635	4,677	4,721	385
Institutional	7,033	7,105	7,178	7,254	7,331	7,410	7,491	7,573	7,658	7,746	7,838	805
Subtotal	22,157	22,772	23,397	24,031	24,673	25,325	25,985	26,652	27,333	28,032	28,749	6,592
Vehicle Trips												
Grand Total	150,591	156,220	161,980	165,288	168,606	171,934	175,271	178,616	181,512	184,428	187,363	36,772

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

APPENDIX C. EMERGENCY MEDICAL SERVICES CALL VOLUME DENSITY HEAT MAP

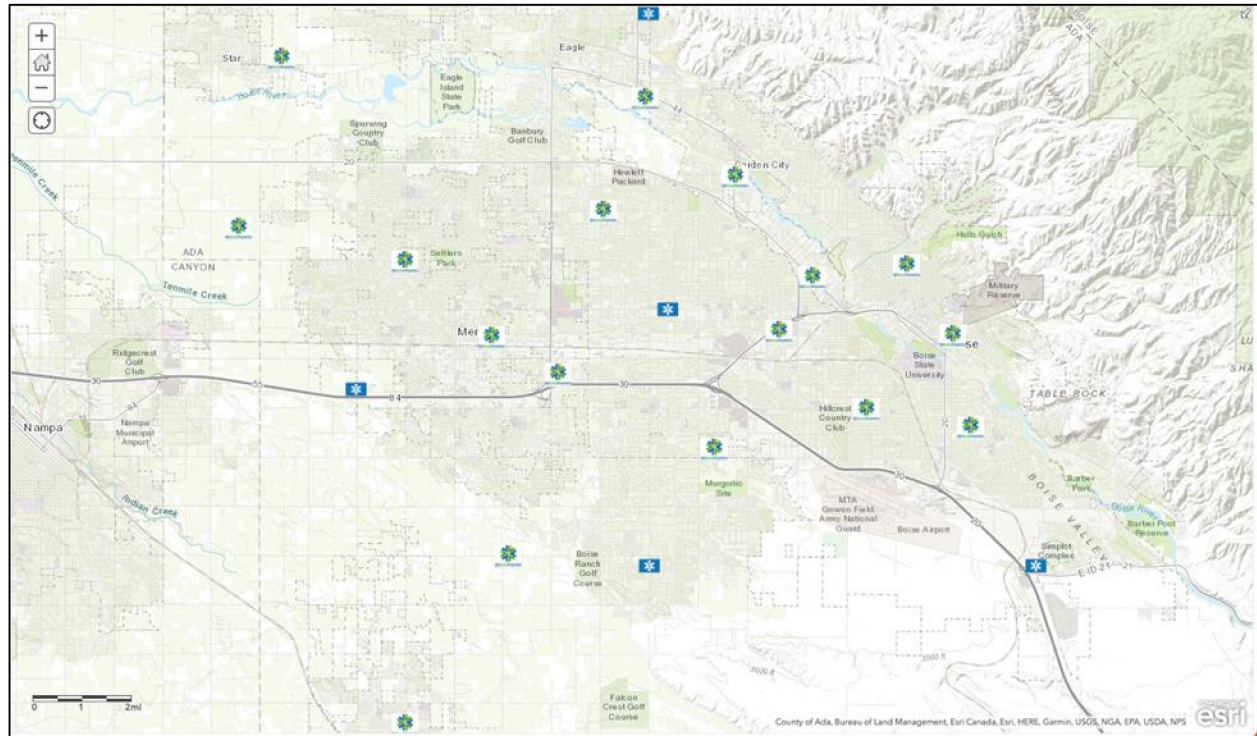
Shown below in Figure 43 is a heat map showing call volume density for Ada County EMS. Red and yellow areas indicate higher call volume. The heat map illustrates areas where station space will be needed to address future demand from growth.

Figure 43. EMS Call Volume Density



Below in Figure 44 is the 10 Year planned placement of future stations to maintain the current level of service and accommodate growth.

Figure 44. EMS Future Station Placement



AGREEMENT NO. 30465

**ADA COUNTY AND CITY OF MERIDIAN
INTERGOVERNMENTAL AND JOINT POWERS AGREEMENT
CONCERNING CAPITAL IMPROVEMENTS PLANS
FOR COUNTY SYSTEM IMPROVEMENTS**

[Idaho Code §§ 67-8204A & 67-2328]

Parties to Agreement:

Ada County	County	Ada County Board of Commissioners 200 W. Front Street, Third Floor Boise, Idaho 83702
City of Meridian	City	City of Meridian Attn: City Clerk 33 E. Broadway Avenue Meridian, Idaho 83642

THIS ADA COUNTY AND CITY OF MERIDIAN INTERGOVERNMENTAL AND JOINT POWERS AGREEMENT CONCERNING CAPITAL IMPROVEMENTS PLANS FOR COUNTY SYSTEM IMPROVEMENTS (“Agreement”) is entered into this date of April 8, 2025 (“Effective Date”) by and between Ada County (“County”) and the City of Meridian (“City”) as an intergovernmental agreement as provided for in Idaho Code § 67-8204A.

NOW, THEREFORE, in consideration of the mutual covenants and promises herein set forth, and for other good and valuable consideration hereby acknowledged by the Parties to this Agreement, the Parties hereby mutually promise, covenant, and agree as follows:

**SECTION 1
DEFINITIONS**

For all purposes of this Agreement, the following terms have the definitions as herein provided in this Section unless the context of the term clearly requires otherwise:

- 1.1 Act:** Means and refers to the Idaho Development Impact Fee Act, Chapter 82, Title 67, Idaho Code as it may be amended or restated from time to time.
- 1.2 Advisory Committee:** Means and refers to the *Ada County/Ada County Ambulance District Development Impact Fee Advisory Committee*, which shall serve as the development impact fee advisory committee pursuant to Idaho Code § 67-8205(3) to prepare and recommend the Capital Improvements Plans (“CIPs”) and any amendments, revisions, or updates of the same.

- 1.3 Agreement:** Means and refers to this *Ada County and City of Meridian Intergovernmental and Joint Powers Agreement Concerning Capital Improvements Plans for County System Improvements*.
- 1.4 Capital Improvements Plans and/or CIPs:** Means and refers to, collectively, the *May 24, 2024 Jail Capital Improvement Plan and Development Impact Fee Study* and the *May 24, 2024 Coroner Capital Improvement Plan and Development Impact Fee Study*, all of which were prepared for and adopted by the County.
- 1.5 City:** Means and refers to *City of Meridian, Idaho*, Party to this Agreement.
- 1.6 City Council:** Means and refers to the *City Council* of the City of Meridian, Idaho.
- 1.7 County:** Means and refers to *Ada County, Idaho*, Party to this Agreement.
- 1.8 Party/Parties:** Means and refers to the County and/or the City, as the Parties in this Agreement, depending upon the context of the term used in this Agreement.
- 1.9 Service Area:** Means and refers to a service area as defined in the Act at Idaho Code § 67-8203(26). Said Service Area shall encompass the entirety of Ada County, including all the incorporated cities.
- 1.10 System Improvements:** Means and refers to capital improvements to public facilities designed to provide service to a service area as defined in the Act at Idaho Code § 67-8203(28).

SECTION 2 PURPOSES & AUTHORITY

- 2.1** The purpose of this Agreement is to provide a structure that will enable, but not require, the City to adopt the CIPs. The CIPs are intended to promote and accommodate orderly growth and development, protect the public health, safety, and general welfare of residents countywide, and to further the best interests of the Parties.
- 2.2** Idaho Code § 67-2328 authorizes public agencies in Idaho to exercise jointly any power, privilege, or authority authorized by the Idaho Constitution, statute, or charter. The Parties, each being a public agency, hereby agree to exercise jointly their respective powers, privileges, and authorities in accordance with Title 67, Chapter 82, Idaho Code.
- 2.3** Idaho Code § 67-8204A provides that the County and City have authority to enter into an intergovernmental agreement for the purpose of developing joint plans for capital improvements.
- 2.4.** The County is responsible for providing coroner- and jail-related services on a countywide basis.

- 2.5. The County is experiencing considerable growth and development, and the County's ability to provide coroner- and jail-related services are affected by said development.
- 2.6. The County has provided the City with the CIPs, which were prepared in accordance with the requirements of Idaho Code § 67-8208 in consultation with the Advisory Committee as provided in Idaho Code §§ 67-8205 and 67-8206(2).
- 2.7. The Ada County Board of Commissioners has adopted the CIPs in accordance with Idaho Code §§ 67-8206(3) and 67-8208(1).
- 2.8. The County has requested that the City adopt the CIPs in accordance with the Act, and the City is willing to consider said request. The Parties acknowledge and agree, however, that the City Council cannot and shall not be bound by this Agreement to adopt the CIPs.
- 2.9. That by reason above stated, the Parties have determined it is necessary and desirable to enter into this Agreement.

SECTION 3 ADVISORY COMMITTEE

- 3.1 **Advisory Committee.** The *Ada County/Ada County Ambulance District Development Impact Fee Advisory Committee* shall serve as the development impact fee advisory committee pursuant to Idaho Code § 67-8205(3) to prepare and recommend the CIPs and any amendments, revisions, or updates of the same.
 - 3.1.1 **Administration and Staffing.** The County shall provide for the administration and staffing of the Advisory Committee. Advisory Committee members shall be appointed in accordance with the requirements of Idaho Code § 67-8205.
 - 3.1.2 **Charge.** The Advisory Committee shall serve as an advisory committee to the Ada County Board of Commissioners and City Council and is charged with the responsibilities set forth in Idaho Code § 67-8205(4).
 - 3.1.3 **Written Comments.** The County shall cause the Advisory Committee to file its written comments concerning the CIPs with the City on or before June 30, 2025, to provide the City with ample time to consider the CIPs prior to the termination of this Agreement.

SECTION 4 SERVICE AREA

- 4.1** Idaho Code § 67-8203(26) provides that the Parties can identify a geographic area by an intergovernmental agreement in which specific public facilities provide services to development within that geographic area on the basis of sound planning or engineering principles or both.
- 4.2** The CIPs and this Agreement define the Service Area as the entirety of Ada County, including all the incorporated cities.

SECTION 5 COSTS SPECIFIC TO COUNTY

- 5.1** The County shall pay the following costs:
- 5.1.1** All costs associated with the Advisory Committee; and
- 5.1.2** All County costs associated with drafting this Agreement and any amendment or termination of the same; and
- 5.1.3** All costs associated with the County's performance of this Agreement; and
- 5.1.4** All legal costs and fees associated with any action brought by a third party concerning the validity of the CIPs or this Agreement.

SECTION 6 CITY COUNCIL ACTION

- 6.1** After the Advisory Committee files its written comments concerning the CIPs with the City in accordance with the Act and Section 3.1.3 of this Agreement, the City shall consider the adoption of the CIPs in accordance with the Act.
- 6.2** If the City adopts the CIPs, the City agrees to consider the possibility of adopting a City ordinance concerning the countywide development impact fees delineated in the CIPs, but only after (a) the Parties negotiate and agree on a new intergovernmental agreement for that purpose and (b) all the incorporated cities in Ada County have adopted (1) the CIPs and (2) the ordinances necessary to implement countywide development impact fees.
- 6.3** The Parties acknowledge and agree that:
- 6.3.1** Nothing in this Agreement shall be construed as requiring the City to adopt the CIPs; and

- 6.3.2** Nothing in this Agreement shall be construed as requiring the City to adopt an ordinance implementing countywide development impact fees.

SECTION 7 INDEMNIFICATION

- 7.1** To the extent permitted by law, County shall defend, indemnify, and hold the City, its officers, agents, and employees harmless for all claims, losses, actions, damages, judgements, costs, expenses arising out of or in connection with any acts or omissions of the County related to the CIPs or this Agreement. In the event of such claim, County shall defend such allegations, and County shall bear all costs, fees, and expenses of such defense, including, but not limited to, all attorney fees and expenses, court costs, and expert witness fees and expenses.

SECTION 8 TERM/TERMINATION/AMENDMENT

- 8.1** **Term.** This Agreement shall terminate on December 31, 2029, unless terminated earlier in accordance with Section 8.2 of this Agreement.
- 8.2** **Party Termination.** This Agreement may be terminated by either Party upon ninety (90) day notice in writing to the other Party.
- 8.3** **Amendment.** This Agreement may be amended only by written agreement of the Parties.

SECTION 9 NOTICE AND DELIVERY OF DOCUMENTS

- 9.1** **Notices.** All notices, requests or demands to a party hereunder shall be in writing and shall be given or served upon the other party by US Mail or email addressed as set forth below.
- 9.2** **Contact Information.** The contact information for purposes of notice to and/or the delivery of documents to the County is as follows:

Ada County Development Services
Attn: Director
200 W. Front Street, Boise, ID 83702
dswebportalcontactus@adacounty.id.gov

With Copy to:

Ada County Prosecutor's Office
Attn: Chief Civil Deputy
200 W. Front Street, Room 3191
Boise, Idaho 83702
adacountyprosecutor@adacounty.id.gov

- 9.3** The contact information for purposes of notice to and/or the delivery of documents to the City is as follows:

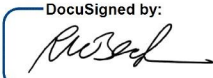
City of Meridian
Attn: City Clerk
33 E. Broadway Ave.
Meridian, Idaho 83642
cjohnson@meridiancity.org

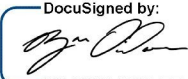
SECTION 10 GENERAL PROVISIONS

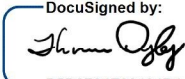
- 10.1 Third Party Beneficiaries.** Each Party to this Agreement intends that this Agreement shall not benefit or create any right or cause of action in or on behalf of any person or legal entity other than the Parties hereto.
- 10.2 Electronic and Non-Electronic Signatures:** The County and City may execute this Agreement using handwritten signatures or electronic signatures, in accordance with Idaho's Uniform Electronic Transactions Act. The Parties acknowledge and agree that both signature methods are equally valid and binding for the purposes of this Agreement.
- 10.3 Severability.** Should any term or provision of this Agreement or the application thereof to any person, parties, or circumstances, for any reason be declared illegal or invalid, such illegality or invalidity shall not affect any other provision of this Agreement, and this Agreement shall be construed and enforced as if such illegal or invalid provision had not been contained herein.
- 10.4 Choice of Law and Venue.** This Agreement shall be governed and interpreted by the laws of the state of Idaho. Venue shall be Ada County, Idaho.
- 10.5 Entire Agreement.** This Agreement constitutes the entire understanding between the Parties. This Agreement supersedes any and all statements, promises, or inducements made by either Party, or agents of either Party, whether oral or written, whether previous to the execution hereof or contemporaneous herewith. The terms of this Agreement may not be enlarged, modified or altered except upon written agreement signed by both Parties.
- 10.6 Time of the Essence.** Time shall be of the essence for all events and obligations to be performed under this Agreement.
- 10.7 Attorneys' Fees.** If either Party brings any action or proceedings to enforce, protect or establish any right or remedy under the terms and conditions of this Agreement, the prevailing Party shall be entitled to recover reasonable costs and attorneys' fees, as determined by a court of competent jurisdiction, in addition to any other relief awarded.
- 10.8 Assignment.** No Party may assign this Agreement or any interest therein.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date and year written above.

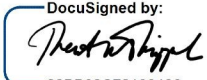
Board of Ada County Commissioners

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Rod Beck, Commissioner

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Ryan Davidson, Commissioner

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Thomas Dayley, Commissioner

ATTEST:

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Trent Tripple, Ada County Clerk

City of Meridian

By: _____
Mayor Robert E. Simison 6-24-2025

ATTEST:

Chris Johnson, City Clerk 6-24-2025



Jail Capital Improvement Plan and Development Impact Fee Study

Submitted to:
Ada County, Idaho

May 24, 2024

Prepared by:



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Impact Fee Study

Ada County, Idaho

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EXECUTIVE SUMMARY

Ada County, Idaho, retained TischlerBise, Inc. to calculate the impact fees to be imposed on new development to meet the new demands generated for public facilities in the County. It is the intent of Ada County to evaluate and establish impact fees for jail facilities. This report presents the methodologies and calculations used to generate current levels of service and maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in Ada County.

The purpose of this study is to demonstrate the County's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the statutory authorization for development impact fees (Idaho Code 67-8202(1-4)), it is the intent of Ada County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for the jail impact fees is countywide. These facilities provide a countywide benefit and are services not provided by the cities within Ada County.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, “development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development.”

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for Ada County, the term “deficiencies” means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some “hoped for” level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as $A \times B = C$. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., $A = C \div B$). By using existing infrastructure standards to determine the need for growth-related capital improvements, Ada County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLANS AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

Cost Recovery or Buy-In Fee Calculation. The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

Incremental Expansion Fee Calculation. The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

Plan-Based Fee Calculation. The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

Credits. Regardless of the methodology, a consideration of “credits” is integral to the development of a legally valid impact fee methodology. There are two types of “credits,” each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

FEE METHODOLOGIES

Of the fee methodologies discussed above, the incremental expansion method and the cost recovery method are used to calculate jail impact fees for Ada County. Where capacity is sufficient to serve current demand the incremental expansion method documents the current Level of Service (LOS) for each type of public facility. While the cost of the impact fee study is captured through the cost recovery method. Additionally, Ada County anticipates working with the cities to collect the jail impact fee countywide. The following table summarizes the method(s) used to derive the jail impact fee in Ada County.

Figure 1. Summary of Impact Fee Methodologies

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Jail	Countywide	Impact Fee Study	Jail Facilities		Person & Vehicle Trips

CAPITAL IMPROVEMENT PLAN

The jail development impact fee is based on the existing level of service provided for jail facilities. The development impact fee is calculated for residential and nonresidential development. To serve projected growth at current levels of service, the jail will need to provide 16,555 square feet of new ancillary facility space and 178 new jail beds over the next 10 years. Listed in Figure 2 are the capital improvement plans for facility expansion for the next 10 years. The planned expansions are consistent with growth-related needs to continue providing the current level of service. Important to note is that of the total \$16 million ancillary facility costs, only \$12.5 million will be captured by the impact fees. The CIP also includes non-growth-related projects which will be funded with non-impact fee revenue.

Figure 2. Jail Capital Improvement Plan

10-Year Jail Capital Improvement Plan	Square Feet	Total Cost	10-Year Impact Fee	General Fund & Other Sources
Pod E Expansion (294 beds)	39,984	\$32,843,108	\$19,936,000	\$12,907,108
Pod E Locker Rooms	3,000	\$2,464,219	\$2,464,219	\$0
Warehouse	10,562	\$6,967,817	\$6,967,817	\$0
Second Secured Entrance	6,719	\$6,352,666	\$6,352,666	\$0
New Booking Room	1,000	\$270,229	\$270,229	\$0
Kitchen Remodel	4,609	\$4,992,463	\$0	\$4,992,463
Camera Installation	-	\$1,322,421	\$0	\$1,322,421
Restroom & Locker Room Remodel	-	\$138,831	\$0	\$138,831
Jail Management System Upgrade	-	\$4,000,000	\$0	\$4,000,000
Total	65,874	\$59,351,755	\$35,990,932	\$23,360,823

Growth-Related Pod Expansion	\$19,936,000
Pod Expansion Revenue	\$19,936,000
Growth-Related Pod Expansion Funding Gap	\$0

Growth-Related Anc. Facility Expansion	\$16,054,932
Anc. Facility Expansion Revenue	\$12,499,025
Growth-Related Anc. Facility Funding Gap	\$3,555,907

MAXIMUM SUPPORTABLE DEVELOPMENT IMPACT FEES BY TYPE OF LAND USE

Figure 3 provides a schedule of the maximum supportable development impact fees by type of land use for Ada County. The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based on type. For nonresidential development, the fees are assessed per square foot of floor area (for illustrative purposes the nonresidential fee is listed per 1,000 square feet of development). Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Importantly, the Ada County Jail provides a countywide service and benefit. Thus, the impact fee study has calculated the maximum supportable fee based on a countywide level of service. In this case, Figure 3 lists maximum amounts for all development within Ada County.

Figure 3. Summary of Maximum Supportable Development Impact Fees - Countywide

Development Type	Jail Maximum Supportable Fee
Residential (per housing unit)	
Single Family	\$516
Multifamily	\$357
Nonresidential (per 1,000 square feet)	
Retail	\$944
Office	\$364
Industrial	\$163
Institutional	\$361

CAPITAL IMPROVEMENT PLAN

The following section provides a summary of the Capital Improvement Plan depicting growth-related capital demands and costs on which the fees are based.

First, Figure 4 and Figure 5 lists the projected growth over the next ten years in Ada County. Overall, there is an estimated 23 percent increase in residential development (125,397 new residents and 50,296 new housing units) and an 18 percent increase in nonresidential development (43,283 new jobs and 16.9 million square feet of development). Further details on the development projections are provided in Appendix B. Demographic Assumptions.

Figure 4. Ten-Year Projected Residential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
Percent Increase		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

Figure 5. Ten-Year Projected Nonresidential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

The Idaho Development Impact Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on a 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

FUNDING SOURCES FOR CURRENT DEFICIENCIES

The majority of the CIP relates to the expansion of the Ada County Jail. A number of specific upgrades, replacements, and expansions to existing Jail facilities have also been proposed for fiscal year 2025 and beyond. In addition, it is estimated that \$2,500,000 will be required for maintenance and repair of existing facilities over the next five years. Because replacement and addressing existing deficiencies are not eligible to be funded with impact fees, these costs will need to be funded by other sources, such as property taxes, in accordance with Idaho Code 67-8207(iv)(2)(h). The Board of Ada County Commissioners retain discretion and authority to fund deficiencies through the county's annual CIP budget process, accumulate savings annually in a construction fund, budget annually for one-time projects using unspent fund balance, or through the deferred maintenance budget annually appropriated to the Operations Department for these sorts of expenses.

CAPITAL IMPROVEMENT PLAN

The jail development impact fee is based on the existing level of service provided for jail facilities. The development impact fee is calculated for residential and nonresidential development. Based on the 10-year growth projections, the following infrastructure is projected over the next ten years:

- 16,555 square feet of new ancillary facility
- 178 new jail beds
- \$32,435,000 growth-related costs to Ada County

The projected demand is consistent with the Ada County Jail expansion plans. Currently, the department is exploring options for several expansions within the jail including a warehouse expansion and locker rooms for future Pod E. These projections are consistent with the Jail's Capital Improvement Plan shown in Figure 77. Important to note is that of the total \$16 million ancillary facility costs, only \$12.5 million will be captured by the impact fees. Also, there are four capital projects which are addressing non-growth-related project, thus not impact fee eligible.

Figure 7. Jail Capital Improvement Plan

10-Year Jail Capital Improvement Plan	Square Feet	Total Cost	10-Year Impact Fee	General Fund & Other Sources
Pod E Expansion (294 beds)	39,984	\$32,843,108	\$19,936,000	\$12,907,108
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Jail Management System Upgrade	-	\$4,000,000	\$0	\$4,000,000
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Growth-Related Anc. Facility Expansion	\$16,054,932
Anc. Facility Expansion Revenue	\$12,499,025
Growth-Related Anc. Facility Funding Gap	\$3,555,907

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8207(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for the infrastructure included in this study.

Furthermore, the maximum supportable impact fees are constructed to offset the growth-related capital costs to the County for jail facilities. Evidence is given in the specific chapters of this report that the projected capital costs from new development will be offset by the development impact fees collection as long as the program is collected in the entire service area. Thus, no credits are needed in the impact fee calculation to offset double collection for growth-related capital costs.

JAIL DEVELOPMENT IMPACT FEE ANALYSIS

The Jail Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The jail components included in the impact fee analysis are:

- Jail ancillary facilities
- Jail beds
- Share of the development impact fee study

The residential portion of the fee is derived from the product of persons per housing unit by housing type multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for jail facilities from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, Jail Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8207(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for jail facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for jail facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

COST ALLOCATION FOR JAIL INFRASTRUCTURE

Both residential and nonresidential development increases the demand for jail services and facilities. To calculate the proportional share between residential and nonresidential demand calls for service data from the Ada County Sheriff is analyzed. This call report represents the need for law enforcement services throughout Ada County including calls to which City police departments responded. Shown at the top of Figure 88, 32 percent of calls are to residential locations, 12 percent to nonresidential locations, and 56 percent are classified as traffic calls.

Base year vehicle trips are used to assign traffic calls to residential and nonresidential land uses. This results in 41,125 additional residential calls ($1,138,874$ residential vehicle trips / $2,087,130$ total vehicle trips x $75,367$ traffic calls for service) and $34,242$ additional nonresidential calls ($948,256$ nonresidential vehicle trips / $2,087,130$ total vehicle trips x $75,367$ traffic calls for service).

After this adjustment, 63 percent of calls are attributed to residential development and 37 percent are attributed to nonresidential development. These percentages are used to attribute facilities to respective demand units.

Figure 8. Countywide Law Enforcement Calls for Service

Land Use	Annual Calls for Service	% of Total
Residential	42,779	32%
Nonresidential	15,958	12%
Traffic	75,367	56%
Total	134,105	100%

Land Use	Vehicle Trips	% of Total
Residential	1,138,874	55%
Nonresidential	948,256	45%
Total	2,087,130	100%

Land Use	Adj. Calls for Service	% of Total
Residential	83,905	63%
Nonresidential	50,200	37%
Total	134,105	100%

Source: Ada County Sheriff's Office

JAIL LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

JAIL CAPACITY ANALYSIS

Shown in Figure 99 is an analysis of the Ada County share of square footage and jail beds. The Ada County Jail houses inmates awaiting transfer to the Idaho State Prison and pretrial hearings. Of the 200 currently held for these reasons, 10 of them are from outside of Ada County. These 10 out-of-county prisoners are then divided by the operational capacity of the jail to get the out of county utilization of 1 percent (10 out-of-county inmates / 949 operational capacity = 1 percent out-of-county utilization).

Figure 9. Ada County Jail Capacity Analysis

Ada County Jail	
Jail Operational Capacity	949
County Inmates Awaiting Transfer/Hearing	200
Portion of Awaiting Inmates Out-of-County (5%)	10
Portion of Jail Capacity Out-of-County	1%

JAIL ANCILLARY FACILITIES

Listed in Figure 1010, there is a total of 87,956 square feet of ancillary facilities at the county jail, 87,710 square feet being attributed to Ada County demand (99 percent). The proportionate share between residential and nonresidential demand of the facilities is found by applying the calls for service data percentages. As a result, 54,877 square feet are attributed to residential demand and 32,833 square feet are attributed to nonresidential demand. The current level of service is found by comparing the attributed square footage to the base year population and nonresidential vehicles trips. As a result, there is 100.8 square feet per 1,000 residents and 34.6 square feet per 1,000 vehicles trips.

The average cost per square foot is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$76 per person and \$26 per vehicle trip (100.8 square feet per 1,000 persons x \$755 per square foot = \$76 per person, rounded).

Figure 10. Jail Facility Level of Service & Cost Analysis

Facility	Total Square Feet	Ada County Portion 99%	Ada County Replacement Cost
Medical Unit	24,607	24,361	\$20,010,220
Work Release	12,980	12,980	\$5,612,125
Juvenile Detention	49,012	49,012	\$40,258,763
ASCO Vehicle Maintenance	1,357	1,357	\$366,634
Total	87,956	87,710	\$66,247,743

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	63%	37%
Share of Square Feet	54,877	32,833
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Square Feet per 1,000 Persons/Vehicle Trips	100.8	34.6

<i>Cost Analysis</i>	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	100.8	34.6
Average Cost per Square Foot	\$755	\$755
Capital Cost per Person/Vehicle Trip	\$76	\$26

Source: Ada County Sheriff's Office

JAIL BEDS

Listed in Figure 61, the jail operational capacity is 949 occupied beds, 940 of which are utilized by Ada County (99 percent). The proportionate share between residential and nonresidential demand of the beds is found by applying the calls for service data percentages. As a result, 588 beds are attributed to residential demand and 352 beds are attributed to nonresidential demand. The current level of service is found by comparing the attributed beds to the base year population and nonresidential vehicles trips. As a result, there are 1.08 beds per 1,000 residents and 0.37 beds per 1,000 vehicles trips.

The average cost per bed is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$121 per person and \$41 per vehicle trip (1.08 beds per 1,000 persons x \$112,000 per bed = \$121 per person, rounded).

Figure 61. Jail Bed Level of Service & Cost Analysis

Facility	Operational Capacity (Beds)	Current Utilization [1]	Ada County Beds 99%	Ada County Replacement Cost [2]
Jail	949	100%	940	\$105,280,000
Total	949		940	\$105,280,000

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	63%	37%
Share of Beds	588	352
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Beds per 1,000 Persons/Vehicle Trips	1.08	0.37

<i>Cost Analysis</i>	Residential	Nonres
Beds per 1,000 Persons/Vehicle Trips	1.08	0.37
Average Cost per Bed [2]	\$112,000	\$112,000
Capital Cost per Person/Vehicle Trip	\$121	\$41

[1] Jail population model forecasts 100% utilization by the beginning of 2024

[2] Based on Pod E expansion of 294 beds at \$32,843,108 including contingencies and FFE

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, Ada County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the four infrastructure categories, resulting in the Jail category share being \$16,370. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase. As a result, the cost per person is \$0.13 and the cost per vehicle trip is \$0.11.

Figure 72. Jail Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Nonresidential Share
\$16,370	63%	37%

Residential Growth Cost	Five-Year Population Increase	Capital Cost per Person
\$10,242	79,401	\$0.13

Nonresidential Growth Cost	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
\$6,128	56,847	\$0.11

JAIL CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

JAIL ANCILLARY FACILITIES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new jail ancillary facilities. Shown in Figure 83, over the next ten years, there is a need for 16,555 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth (\$12,449,025).

Figure 83. Projected Demand for Jail Ancillary Facilities

Infrastructure		Level of Service				Cost/Unit
Ancillary Jail Facilities	Residential	100.8	Square Feet	per 1,000 persons		\$755
	Nonresidential	34.6		per 1,000 veh. trips		

Growth-Related Need for Ancillary Jail Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2023	544,590	948,256	54,894	32,809	87,703
Year 1	2024	568,015	959,629	57,255	33,203	90,458
Year 2	2025	591,946	971,000	59,668	33,596	93,264
Year 3	2026	602,628	982,369	60,744	33,989	94,733
Year 4	2027	613,310	993,737	61,821	34,383	96,204
Year 5	2028	623,991	1,005,103	62,898	34,776	97,674
Year 6	2029	634,673	1,016,467	63,975	35,169	99,144
Year 7	2030	645,355	1,027,830	65,051	35,562	100,613
Year 8	2031	653,566	1,039,020	65,879	35,950	101,829
Year 9	2032	661,776	1,050,206	66,707	36,337	103,044
Year 10	2033	669,987	1,061,389	67,534	36,724	104,258
Ten-Year Increase		125,397	113,134	12,640	3,915	16,555
Projected Expenditure				\$9,543,200	\$2,955,825	\$12,499,025

Growth-Related Expenditures for Ancillary Jail Facilities					\$12,499,025
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JAIL BEDS

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new jail beds. Shown in Figure 94, over the next ten years, there is a need for 178 beds. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$19,936,000).

Figure 94. Projected Demand for Jail Beds

Infrastructure		Level of Service				Cost/Unit
Jail Facilities		Residential	1.08	Beds	per 1,000 persons	\$112,000
		Nonresidential	0.37		per 1,000 veh. trips	

Growth-Related Need for Jail Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Beds	Nonresidential Beds	Total Beds
Base	2023	544,590	948,256	588	351	939
Year 1	2024	568,015	959,629	613	355	968
Year 2	2025	591,946	971,000	639	359	998
Year 3	2026	602,628	982,369	651	363	1,014
Year 4	2027	613,310	993,737	662	368	1,030
Year 5	2028	623,991	1,005,103	674	372	1,046
Year 6	2029	634,673	1,016,467	685	376	1,061
Year 7	2030	645,355	1,027,830	697	380	1,077
Year 8	2031	653,566	1,039,020	706	384	1,090
Year 9	2032	661,776	1,050,206	715	389	1,104
Year 10	2033	669,987	1,061,389	724	393	1,117
Ten-Year Increase		125,397	113,134	136	42	178
Projected Expenditure				\$15,232,000	\$4,704,000	\$19,936,000

Growth-Related Expenditures for Jail Facilities					\$19,936,000
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JAIL DEVELOPMENT IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for jail facilities. Furthermore, the maximum supportable impact fees are constructed to offset growth-related capital costs for facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. As a result, no revenue credit is necessary in the impact fee calculation.

JAIL INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 105 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential Jail Development Impact Fees are the product of persons per housing unit by type of dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 105. Jail Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Person	Cost per Vehicle Trip
Jail Beds	\$121.00	\$41.00
Jail Ancillary Facilities	\$76.00	\$26.00
Impact Fee Study	\$0.13	\$0.11
Gross Total	\$197.13	\$67.11
Net Total	\$197.13	\$67.11

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Residential (per housing unit)		
Single Family	2.62	\$516
Multifamily	1.81	\$357

Nonresidential

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)		
Retail	14.06	\$944
Office	5.42	\$364
Industrial	2.44	\$163
Institutional	5.39	\$361

CASH FLOW PROJECTIONS FOR JAIL MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Ada County if the Jail Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

Shown at the bottom of Figure 16, the maximum supportable jail impact fee is estimated to generate \$32.2 million in revenue while there is a growth-related cost of \$32.4 million. Thus, the impact fees are able to offset all growth-related capital costs (note: the difference is the result of rounding in the calculations). The impact fee revenue is compared to the total Jail CIP to illustrate the non-impact fee funding needed to complete the plan.

Importantly, the level of service has included demand from within the cities of Ada County. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there are no IGAs, the County will collect \$3.1 million in the unincorporated areas (9.4 percent of the countywide growth-related capital costs).

Figure 116. Projected Revenue for Jail Impact Fees

Infrastructure Costs for Jail Facilities

	Total Cost	Growth Cost
Jail Beds	\$32,843,108	\$19,936,000
Jail Ancillary Facilities	\$21,047,395	\$12,499,025
Impact Fee Study	\$32,740	\$32,740
Total Expenditures	\$53,923,243	\$32,467,765

Projected Development Impact Fee Revenue

		Single Family \$516 per unit	Multifamily \$357 per unit	Retail \$944 per KSF	Office \$364 per KSF	Industrial \$163 per KSF	Institutional \$361 per KSF
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF
Base	2023	182,342	37,833	41,938	21,670	41,668	25,911
1	2024	190,171	39,417	42,327	22,392	42,078	26,096
2	2025	198,180	41,005	42,715	23,114	42,487	26,281
3	2026	201,750	41,716	43,104	23,836	42,896	26,467
4	2027	205,321	42,426	43,492	24,558	43,305	26,652
5	2028	208,891	43,137	43,880	25,280	43,715	26,838
6	2029	212,462	43,847	44,268	26,002	44,124	27,023
7	2030	216,033	44,558	44,656	26,724	44,533	27,209
8	2031	218,774	45,110	45,037	27,434	44,936	27,392
9	2032	221,515	45,662	45,419	28,145	45,339	27,576
10	2033	224,256	46,215	45,800	28,856	45,741	27,760
Ten-Year Increase		41,914	8,382	3,862	7,186	4,073	1,849
Projected Revenue		\$21,627,749	\$2,992,275	\$3,645,458	\$2,615,726	\$663,897	\$667,499
						Projected Revenue =>	\$32,213,000
						Projected Expenditures =>	\$53,923,243
						Non-Impact Fee Funding =>	\$21,710,243

PROPORTIONATE SHARE ANALYSIS

Development impact fees for Ada County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

- 1) The development impact fees for Ada County are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by Ada County. Projects are included in the County's capital improvements plan and will be included in annual capital budgets.
- 2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
- 3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
- 4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
- 5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
- 6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by Ada County is appropriate for the fees herein.
- 7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Act requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and County Staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an “improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.” Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the County should evaluate an adjustment to the CIP and development impact fees.

Idaho’s enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Ada County will collect impact fees from all new residential units. One-time impact fees are determined by the number of residential units.

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book Trip Generation (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

Office: Establishments providing management, administrative, professional, or business services. By way of example, Office includes business offices, office parks, and corporate headquarters.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, Industrial includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, Institutional includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

The data estimates and projections used in the study's calculations are detailed in this section. This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Ada County be imposed according to persons per housing units.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 127 shows the US Census American Community Survey 2021 5-Year Estimates data for Ada County. Single family units have a housing unit size of 2.62 persons and multifamily units have a housing unit size of 1.81 persons. Additionally, there is a housing mix of 83 percent single family and 17 percent multifamily.

The estimates in Figure 127 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

Figure 127. Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	415,557	158,890	2.62	153,711	2.70	83%
Multifamily [2]	59,917	33,161	1.81	31,014	1.93	17%
Total	475,474	192,051	2.48	184,725	2.57	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year Estimates data for incorporated Ada County is shown in Figure 138. Single family units have a housing unit size of 2.59 persons and multifamily units have a housing unit size of 1.80 persons. Additionally, there is a housing mix of 81 percent single family and 19 percent multifamily.

Figure 138. Incorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	363,946	140,266	2.59	135,502	2.69	81%
Multifamily [2]	58,871	32,691	1.80	30,619	1.92	19%
Total	422,817	172,957	2.44	166,121	2.55	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year-Estimates data for unincorporated Ada County is shown in Figure 149. Single family units have a housing unit size of 2.77 persons and multifamily units have a housing unit size of 2.23 persons. Additionally, there is a housing mix of 98 percent single family and 2 percent multifamily.

Figure 149. Unincorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	51,611	18,624	2.77	18,209	2.83	98%
Multifamily [2]	1,046	470	2.23	395	2.65	2%
Total	52,657	19,094	2.76	18,604	2.83	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

BASE YEAR POPULATION AND HOUSING UNITS

Available through the Community Planning Association of Southwest Idaho (COMPASS), the base year 2023 population in Ada County is estimated to be 554,590 residents shown in Figure 20. PPHU factors for

Incorporated and Unincorporated Ada County were used to estimate base year housing units for the whole County. The housing unit mix for Ada County was then applied to the total giving an estimated 182,342 single family units and 37,833 multifamily units.

Figure 20. Ada County Base Year Population and Housing Units

Ada County	Base Year 2023
Population [1]	544,590
Housing Units [2]	
Single Family	182,342
Multifamily	37,833
Total Housing Units	220,175

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

Available through COMPASS, the base year 2023 population in unincorporated Ada County is estimated to be 63,510 residents shown in Figure 151. PPHU factors for unincorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 22,444 single family units and 566 multifamily units.

Figure 151. Unincorporated Ada County Base Year Population and Housing Units

Ada County Unincorporated	Base Year 2023
Population [1]	63,510
Housing Units [2]	
Single Family	22,444
Multifamily	566
Total Housing Units	23,011

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

The population estimate for unincorporated Ada County from COMPASS was subtracted from the population estimate for the whole of Ada County to find the estimated base year population for incorporated Ada County. Shown in Figure 162 the estimated population is 481,080. PPHU factors for incorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 159,898 single family units and 37,266 multifamily units.

Figure 162. Incorporated Ada County Base Year Population and Housing Units

Ada County Incorporated	Base Year 2023
Population [1]	481,080
Housing Units [2]	
Single Family	159,898
Multifamily	37,266
Total Housing Units	197,164

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

POPULATION AND HOUSING UNIT PROJECTIONS

The residential projections are based on a review of COMPASS published estimates, impact fee studies from cities and fire districts within Ada County, and PPHU factors. Impact fee studies comprising the main six cities within Ada County were used to affirm growth trends for whole county projections. From the 2023 base year housing unit totals, Ada County is projected to increase by 50,296 housing units over the next ten years. Additionally, there is a projected increase of 125,397 residents over the next ten years, a 23 percent increase.

Figure 173. Ada County Residential Development Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
Percent Increase		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit totals for incorporated Ada County, there is a projected increase of 44,844 new housing units over the next ten years. Additionally, there is a projected increase of 110,415 residents in incorporated Ada County, a 23 percent increase.

Figure 184. Incorporated Ada County Residential Development Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	481,080	502,024	523,414	532,767	542,119	551,471	560,823	570,174	577,281	584,388	591,495	110,415
Percent Increase		4.4%	4.3%	1.8%	1.8%	1.7%	1.7%	1.7%	1.2%	1.2%	1.2%	23.0%
Housing Units												
Single Family	159,898	166,853	173,967	177,075	180,183	183,291	186,399	189,507	191,866	194,226	196,586	36,688
Multifamily	37,266	38,822	40,383	41,072	41,761	42,450	43,139	43,828	44,359	44,891	45,423	8,156
Total Housing Units	197,164	205,676	214,350	218,147	221,944	225,741	229,538	233,334	236,226	239,117	242,008	44,844

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit total for unincorporated Ada County, there is a projected increase 5,453 new housing units over the next ten years. Additionally, there is a projected increase of 14,982 residents in unincorporated Ada County, a 23.6 percent increase.

Figure 195. Unincorporated Ada County Residential Development Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	63,510	65,991	68,532	69,861	71,190	72,520	73,850	75,181	76,284	77,388	78,492	14,982
<i>Percent Increase</i>		<i>3.9%</i>	<i>3.8%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.8%</i>	<i>1.8%</i>	<i>1.5%</i>	<i>1.4%</i>	<i>1.4%</i>	23.6%
Housing Units												
Single Family	22,444	23,318	24,213	24,675	25,138	25,600	26,063	26,526	26,908	27,289	27,671	5,227
Multifamily	566	594	622	644	665	687	708	730	751	771	792	226
Total Housing Units	23,011	23,912	24,835	25,319	25,803	26,287	26,772	27,256	27,658	28,061	28,464	5,453

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Available through COMPASS Job projections from the Traffic Analysis Zone Model (TAZ) and *Communities in Motion 2050* there are an estimated 239,668 jobs in Ada County in 2023. These job projections are broken down by industry leading to an estimated 43,787 retail jobs, 130,780 office jobs, 35,745 industrial jobs, and 29,356 institutional jobs in the base year.

Base year nonresidential floor area estimates are based on Ada County GIS nonresidential parcel data. There is an estimated 131 million square feet of nonresidential floor area in Ada County. Retail and industrial sectors account for the greatest share with approximately 32 percent each. Institutional accounts for 20 percent, and office accounts for 17 percent of the total.

Figure 206. Ada County Base Year Employment and Nonresidential Floor Area

Ada County	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	43,787	18%	41,938,153	32%
Office	130,780	55%	21,670,098	17%
Industrial	35,745	15%	41,668,221	32%
Institutional	29,356	12%	25,911,213	20%
Total	239,668	100%	131,187,685	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050

[2] Source: Ada County GIS parcel data

The job and nonresidential floor area estimates were further broken down into incorporated and unincorporated areas. Incorporated Ada County has an estimated 230,704 jobs in 2023. These job projections are broken down by industry leading to an estimated 42,925 retail jobs, 125,936 office jobs, 34,547 industrial jobs, and 27,296 institutional jobs in the base year. Additionally, there is an estimated 127 million square feet of nonresidential floor area in incorporated Ada County. Retail accounts for the greatest share at 32 percent. Industrial accounts for 31 percent, institutional accounts for 19 percent, and office accounts for 17 percent of the total.

Figure 217. Incorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Incorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	42,925	19%	41,286,649	32%
Office	125,936	55%	21,370,261	17%
Industrial	34,547	15%	39,887,518	31%
Institutional	27,296	12%	24,605,169	19%
Total	230,704	100%	127,149,597	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050

[2] Source: Ada County GIS parcel data

Unincorporated Ada County has an estimated 8,964 jobs in 2023. These job projections are broken down by industry leading to an estimated 862 retail jobs, 4,844 office jobs, 1,198 industrial jobs, and 2,060 institutional jobs in the base year. Additionally, there is an estimated 4 million square feet of nonresidential floor area in unincorporated Ada County. Industrial accounts for the greatest share at 44 percent. Institutional accounts for 32 percent, retail accounts for 16 percent, and office accounts for 7 percent.

Figure 228. Unincorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Unincorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	862	10%	651,504	16%
Office	4,844	54%	299,837	7%
Industrial	1,198	13%	1,780,703	44%
Institutional	2,060	23%	1,306,044	32%
Total	8,964	100%	4,038,088	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion

[2] Source: Ada County GIS parcel data

EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS

Job projections for the industry sectors are calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages shown in Figure 239. For retail industries the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for institutional the Hospital factors are used.

Figure 239. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

Job and nonresidential growth projections over the next ten years for Ada County are shown in Figure 30. It is estimated there will be an increase of 43,283 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (54 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 17 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 42 percent.

Figure 30. Ada County Employment and Nonresidential Floor Area Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for incorporated Ada County are shown in Figure 241. It is estimated there will be an increase of 41,040 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (55 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 16.1 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 43 percent.

Figure 241. Incorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	42,925	43,696	44,466	45,236	46,004	46,772	47,539	48,306	49,059	49,811	50,561	7,636
Office	125,936	128,198	130,458	132,715	134,970	137,223	139,474	141,723	143,933	146,138	148,339	22,403
Industrial	34,547	35,168	35,787	36,407	37,025	37,643	38,261	38,878	39,484	40,089	40,693	6,146
Institutional	27,296	27,786	28,276	28,765	29,254	29,742	30,230	30,718	31,197	31,675	32,152	4,856
Total	230,704	234,848	238,987	243,123	247,254	251,381	255,505	259,624	263,673	267,712	271,744	41,040
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,287	41,650	42,013	42,375	42,737	43,099	43,460	43,821	44,176	44,530	44,883	3,597
Office	21,370	22,065	22,758	23,451	24,144	24,835	25,526	26,217	26,895	27,572	28,248	6,878
Industrial	39,888	40,283	40,678	41,072	41,466	41,860	42,253	42,646	43,032	43,418	43,802	3,915
Institutional	24,605	24,777	24,948	25,119	25,291	25,461	25,632	25,803	25,970	26,138	26,305	1,699
Total	127,150	128,774	130,397	132,018	133,637	135,255	136,872	138,487	140,074	141,657	143,238	16,088

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for unincorporated Ada County are shown in Figure 252. It is estimated there will be an increase of 2,244 jobs, a 25 percent increase from the base year. The majority of the increase comes from the office sector (45 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 881,000 square feet, a 22 percent increase from the base year. The office sector has the largest share of this growth at 35 percent.

Figure 252. Unincorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	862	916	971	1,026	1,082	1,138	1,194	1,251	1,308	1,366	1,425	563
Office	4,844	4,934	5,025	5,120	5,216	5,315	5,415	5,518	5,623	5,734	5,849	1,005
Industrial	1,198	1,220	1,243	1,266	1,290	1,314	1,339	1,365	1,391	1,418	1,446	248
Institutional	2,060	2,098	2,137	2,177	2,218	2,260	2,303	2,347	2,391	2,438	2,487	427
Total	8,964	9,168	9,377	9,589	9,806	10,027	10,251	10,480	10,714	10,957	11,208	2,244
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	652	677	703	729	755	781	808	835	862	889	917	265
Office	300	327	356	384	414	444	475	507	539	573	608	308
Industrial	1,781	1,795	1,809	1,824	1,839	1,855	1,871	1,887	1,904	1,921	1,939	158
Institutional	1,306	1,319	1,333	1,347	1,361	1,376	1,391	1,406	1,422	1,438	1,456	150
Total	4,038	4,119	4,201	4,285	4,370	4,457	4,545	4,634	4,726	4,821	4,920	881

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family and multifamily units in Ada County. In Figure 263, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 10.66 trip ends and a multifamily unit is estimated to generate 5.42 trip ends on an average weekday.

Figure 263. Customized Residential Trip End Rates by Housing Type

Tenure by Units in Structure	Vehicles Available ¹	Households by Structure Type ²			Vehicles per HH by Tenure
		Single Family	Multifamily	Total	
Owner-Occupied	289,778	129,602	1,468	131,070	2.21
Renter-Occupied	85,906	24,109	29,546	53,655	1.60
Total	375,684	153,711	31,014	184,725	2.03
Housing Units ³		158,890	33,161	192,051	

Housing Type	Persons in Households ⁴	Trip Ends ⁵	Vehicles by Type of Unit	Trip Ends ⁶	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit ⁷
Single Family	415,557	1,157,628	324,995	2,118,200	1,637,914	10.66	9.43
Multifamily	59,917	137,129	50,518	199,334	168,231	5.42	4.54
Total	475,474	1,294,757	375,513	2,317,534	1,806,145	9.78	

1. Vehicles available by tenure from Table B25046, 2021 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2021 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2021 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2021 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $\text{EXP}(0.89 \cdot \text{LN}(\text{persons}) + 1.72)$. To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is $(2.29 \cdot \text{persons}) - 81.02$ (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $\text{EXP}(0.99 \cdot \text{LN}(\text{vehicles}) + 1.93)$. To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is $(3.94 \cdot \text{vehicles}) + 293.58$ (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents' work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 17 percent of Ada County workers travel outside the County for work. In combination, these factors account for 3 percent of additional production trips ($0.31 \times 0.50 \times 0.17 = 0.03$). Shown in Figure 4, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (3 percent of production trips) for a total of 53 percent.

Figure 34. Residential Trip Adjustment Factor for Commuters

Trip Adjustment Factor for Commuters

Employed Ada County Residents (2020)	212,011
Residents Working in Ada County (2020)	175,359
Residents Commuting Outside of Ada County for Work	36,652
Percent Commuting Out of Ada County	17%
Additional Production Trips	3%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	53%

Source: U.S. Census, OnTheMap Application, 2020

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of Trip Generation. To estimate the trip generation in Ada County, the weekday trip end per 1,000 square feet factors listed in Figure 35275 are used.

Figure 3527. Institute of Transportation Engineers Nonresidential Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends per Dmd Unit	Wkdy Trip Ends per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 286, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 286. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	10.66	53%	5.65
Multifamily	220	5.42	53%	2.87
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 1,138,874 vehicle trips and nonresidential land uses account for 948,256 vehicle trips in the base year shown in Figure 297.

Through 2033, it is projected that daily vehicle trips will increase by 374,018 trips with the majority of the growth being generated by single family (63 percent) and retail (15 percent) development.

Figure 297. Ada County Vehicle Trip Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	1,030,196	1,074,429	1,119,675	1,139,848	1,160,022	1,180,195	1,200,368	1,220,542	1,236,029	1,251,516	1,267,003	236,807
Multifamily	108,679	113,228	117,791	119,832	121,873	123,915	125,956	127,997	129,583	131,170	132,756	24,077
Subtotal	1,138,874	1,187,658	1,237,466	1,259,681	1,281,895	1,304,110	1,326,324	1,348,539	1,365,612	1,382,685	1,399,759	260,884
Nonresidential Trips												
Retail	589,810	595,277	600,742	606,204	611,664	617,121	622,576	628,029	633,398	638,762	644,120	54,310
Office	117,452	121,365	125,278	129,191	133,103	137,016	140,929	144,841	148,694	152,547	156,400	38,948
Industrial	101,462	102,459	103,456	104,452	105,449	106,445	107,442	108,438	109,419	110,399	111,380	9,918
Institutional	139,532	140,528	141,524	142,522	143,521	144,520	145,520	146,521	147,509	148,498	149,489	9,957
Subtotal	948,256	959,629	971,000	982,369	993,737	1,005,103	1,016,467	1,027,830	1,039,020	1,050,206	1,061,389	113,134
Vehicle Trips												
Grand Total	2,087,130	2,147,286	2,208,466	2,242,050	2,275,632	2,309,212	2,342,791	2,376,368	2,404,632	2,432,892	2,461,148	374,018

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In incorporated Ada County, residential land uses account for 1,010,441 vehicle trips and nonresidential land uses account for 926,099 vehicle trips in the base year shown in Figure 308.

Through 2033, it is projected that daily vehicle trips will increase by 337,251 trips with the majority of the growth being generated by single family (61 percent) and retail (15 percent) development.

Figure 308. Incorporated Ada County Vehicle Trip Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	903,389	942,688	982,879	1,000,440	1,018,000	1,035,559	1,053,117	1,070,675	1,084,006	1,097,336	1,110,670	207,281
Multifamily	107,051	111,521	116,004	117,983	119,963	121,942	123,921	125,899	127,427	128,954	130,481	23,429
Subtotal	1,010,441	1,054,210	1,098,883	1,118,423	1,137,962	1,157,500	1,177,038	1,196,575	1,211,433	1,226,289	1,241,151	230,710
Nonresidential Trips												
Retail	580,647	585,754	590,856	595,953	601,044	606,131	611,213	616,291	621,280	626,259	631,228	50,580
Office	115,827	119,591	123,351	127,107	130,859	134,608	138,353	142,095	145,772	149,442	153,103	37,277
Industrial	97,126	98,089	99,050	100,011	100,970	101,929	102,887	103,843	104,784	105,722	106,658	9,532
Institutional	132,499	133,423	134,346	135,268	136,189	137,110	138,029	138,948	139,851	140,752	141,651	9,152
Subtotal	926,099	936,857	947,603	958,338	969,063	979,778	990,482	1,001,177	1,011,687	1,022,174	1,032,640	106,541
Vehicle Trips												
Grand Total	1,936,539	1,991,066	2,046,486	2,076,761	2,107,025	2,137,278	2,167,520	2,197,752	2,223,120	2,248,464	2,273,791	337,251

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In unincorporated Ada County, residential land uses account for 128,434 vehicle trips and nonresidential land uses account for 22,157 vehicle trips in the base year shown in Figure 319.

Through 2033, it is projected that daily vehicle trips will increase by 36,772 trips with the majority of the growth being generated by single family (80 percent) and retail (10 percent) development.

Figure 319. Unincorporated Ada County Vehicle Trip Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	126,807	131,741	136,796	139,409	142,022	144,636	147,251	149,866	152,023	154,180	156,338	29,532
Multifamily	1,627	1,707	1,787	1,849	1,911	1,973	2,035	2,097	2,157	2,216	2,275	648
Subtotal	128,434	133,448	138,583	141,258	143,933	146,609	149,286	151,964	154,179	156,396	158,613	30,180
Nonresidential Trips												
Retail	9,163	9,523	9,886	10,251	10,619	10,990	11,363	11,739	12,118	12,503	12,893	3,730
Office	1,625	1,774	1,927	2,084	2,244	2,408	2,575	2,746	2,922	3,106	3,297	1,672
Industrial	4,336	4,370	4,406	4,442	4,479	4,517	4,555	4,594	4,635	4,677	4,721	385
Institutional	7,033	7,105	7,178	7,254	7,331	7,410	7,491	7,573	7,658	7,746	7,838	805
Subtotal	22,157	22,772	23,397	24,031	24,673	25,325	25,985	26,652	27,333	28,032	28,749	6,592
Vehicle Trips												
Grand Total	150,591	156,220	161,980	165,288	168,606	171,934	175,271	178,616	181,512	184,428	187,363	36,772

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

CITY OF MERIDIAN ORDINANCE NO. 22-2004

BY THE CITY COUNCIL:

**BERNT, BORTON, CAVENER,
HOAGLUN, PERREAULT, STRADER**

AN ORDINANCE ACCEPTING THE 2022 DEVELOPMENT IMPACT FEES STUDY; ADOPTING AN AMENDED CAPITAL IMPROVEMENTS PLAN; REPEALING AND REPLACING MERIDIAN CITY CODE SECTION 10-7-12(E)(2) CONCERNING DEVELOPMENT IMPACT FEES; VOIDING CONFLICTING ORDINANCES, RESOLUTIONS, AND ORDERS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to the Idaho Development Impact Fee Act, the City of Meridian (“City”) has established fire impact fees, police impact fees, and park and recreation impact fees (“Impact Fees”) to fund certain public facilities needed to serve new growth and development; and,

WHEREAS, the City retained DP Guthrie LLC (“Consultant”) to prepare a study to evaluate the need to update the Impact Fees in accordance with the Idaho Development Impact Fee Act; and,

WHEREAS, the Consultant prepared the 2022 Development Impact Fees Study (“Study”), attached hereto as Exhibit A, which includes an amended capital improvements plan (“Capital Improvements Plan”); and,

WHEREAS, the Study and amended Capital Improvements Plan fully comply with the requirements set forth in the Idaho Development Impact Fee Act; and,

WHEREAS, the City of Meridian Impact Fee Advisory Committee (“Committee”), pursuant to Meridian City Code section 10-7-11, considered the Study, amended Capital Improvements Plan, and updated Impact Fees; and,

WHEREAS, the Committee recommended that the City Council accept the Study, adopt the amended Capital Improvements Plan, and implement the updated Impact Fees; and,

WHEREAS, the City Council held a public hearing on November 9, 2022, to consider the Study, the amended Capital Improvements Plan, and an ordinance authorizing updates to the Impact Fees; and,

WHEREAS, the City Council found that the Study and amended Capital Improvements Plan fully comply with the requirements and processes set forth in the Idaho Development Impact Fee Act; and,

WHEREAS, the City Council found that the recommended updates to the Impact Fees fully comply with the requirements and processes set forth in the Idaho Development Impact Fee Act;

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF MERIDIAN, IDAHO:

Section 1. That the foregoing recitals are hereby affirmed and incorporated herein as findings of the City Council.

Section 2. That the Study is hereby accepted.

Section 3. That the amended Capital Improvements Plan, as set forth in the Study, is hereby adopted.

Section 4. That Meridian City Code section 10-7-12(E)(2) shall be repealed and replaced in its entirety as follows:

2. Except for such impact fee as may be calculated, paid, and accepted pursuant to an independent impact fee calculation study, the amount of each impact fee shall be as follows.

Impact Fee Schedule Effective February 1, 2023

Residential				
Square Feet of Climate-Controlled Floor Area Per Individual Dwelling Unit	Park and Recreation Facilities	Police Facilities	Fire Facilities	Total Fees
1,200 or less	\$1,946.00	\$190.00	\$470.00	\$2,606.00
1,201 to 1,700	\$3,006.00	\$294.00	\$726.00	\$4,026.00
1,701 to 2,500	\$4,119.00	\$402.00	\$995.00	\$5,516.00
2,501 to 3,200	\$4,935.00	\$482.00	\$1,192.00	\$6,609.00
3,201 or more	\$5,544.00	\$542.00	\$1,339.00	\$7,425.00
For a building with more than one dwelling unit, the floor area per individual dwelling unit shall be calculated by dividing the total climate-controlled floor area of the building, less ancillary building space, by the total number of dwelling units in the building. Ancillary floor area includes community rooms, fitness centers, management offices, and maintenance areas.				

Nonresidential Per Square Foot of Building				
	Park and Recreation Facilities	Police Facilities	Fire Facilities	Total Fees
Commercial (includes all buildings in a shopping center; all stand-alone retail buildings; and all restaurants and bars)	\$0.00	\$1.23	\$1.29	\$2.52
All Other	\$0.00	\$0.19	\$0.96	\$1.15

Section 5. That all ordinances, resolutions, orders, or parts thereof in conflict with this ordinance are hereby voided.

Section 6. That the effective date of this ordinance shall be February 1, 2023, which shall be no sooner than thirty (30) days after its adoption and publication.

PASSED by the City Council of the City of Meridian, Idaho, this 22nd day of November, 2022.

APPROVED by the Mayor of the City of Meridian, Idaho, this 22nd day of November, 2022. **APPROVED:**

ATTEST:

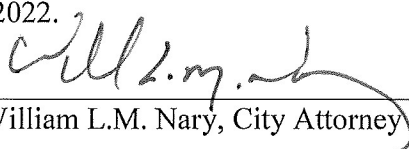
Robert E. Simison, Mayor

Chris Johnson, City Clerk

**STATEMENT OF MERIDIAN CITY ATTORNEY
CONCERNING THE SUMMARY OF ORDINANCE NO. 22-2004**

The undersigned, William L.M. Nary, City Attorney of the City of Meridian, Idaho, hereby certifies that the summary below is true and complete and provides adequate notice to the public.

DATED this 22nd day of November, 2022.



William L.M. Nary, City Attorney

SUMMARY OF CITY OF MERIDIAN ORDINANCE NO. 22-2004

An ordinance accepting the 2022 Development Impact Fees Study; adopting an amended capital improvements plan; repealing and replacing Meridian City Code section 10-7-12(E)(2) concerning development impact fees; voiding conflicting ordinances and resolutions; and providing an effective date of February 1, 2023. The full text of the ordinance is available in the City Clerk's Office at Meridian City Hall, 33 E. Broadway Ave., Meridian, Idaho.

Impact Fee Schedule Effective February 1, 2023

Residential				
Square Feet of Climate-Controlled Floor Area Per Individual Dwelling Unit	Park and Recreation Facilities	Police Facilities	Fire Facilities	Total Fees
1,200 or less	\$1,946.00	\$190.00	\$470.00	\$2,606.00
1,201 to 1,700	\$3,006.00	\$294.00	\$726.00	\$4,026.00
1,701 to 2,500	\$4,119.00	\$402.00	\$995.00	\$5,516.00
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Nonresidential Per Square Foot of Building				
	Park and Recreation Facilities	Police Facilities	Fire Facilities	Total Fees
Commercial (includes all buildings in a shopping center; all stand-alone retail buildings; and all restaurants and bars)	\$0.00	\$1.23	\$1.29	\$2.52
All Other	\$0.00	\$0.19	\$0.96	\$1.15

EXHIBIT A

2022 DEVELOPMENT IMPACT FEES STUDY



Development Impact Fees Study

prepared by

DP Guthrie LLC

September 16, 2022

September 16, 2022

Mr. Todd Lavoie
Chief Financial Officer
City of Meridian
33 E Broadway Ave
Meridian, Idaho 83642

Subject: Development Impact Fees Report

Dear Mr. Lavoie,

DP Guthrie LLC is pleased to provide the 2022 development impact fee update for the City of Meridian. After collaborating with staff and receiving input from the Impact Fee Advisory Committee, this draft report summarizes key findings and recommendations related to the growth cost of capital improvements to be funded by development impact fees, along with the need for other revenue sources to ensure a financially feasible Comprehensive Financial Plan.

It has been a pleasure working with you. Also, I am grateful to City staff for engaging with quality information and insight regarding best practices for the City of Meridian.

Sincerely,

A handwritten signature in black ink, appearing to read "Dwayne Guthrie". The signature is fluid and cursive, with the first name "Dwayne" being more prominent than the last name "Guthrie".

Dwayne Guthrie, PhD, AICP

DP Guthrie LLC

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Executive Summary

Impact fees are one-time payments used to construct system improvements that serve multiple development projects or even the entire jurisdiction. By law, impact fees can only be used for *capital* improvements, not operating or maintenance costs. Impact fees are subject to legal standards that satisfy three key tests: **need, benefit, and proportionality**.

- First, to justify a fee for public facilities, local government must demonstrate a **need** for capital improvements.
- Second, new development must derive a **benefit** from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid should not exceed a development's **proportionate** share of the capital cost.

As documented in this report, the City of Meridian has complied with applicable legal precedents. Impact fees are proportionate and reasonably related to the capital improvement demands of new development, with the projects identified in this study taken from Meridian's Comprehensive Financial Plan (CFP). Specific costs have been identified using local data and current dollars. With input from City staff, DP Guthrie LLC determined service units for each type of infrastructure and calculated proportionate share factors to allocate costs by type of development. This report documents the formulas and input variables used to calculate the impact fees for each type of public facility. Impact fee methodologies also identify the extent to which new development is entitled to various types of credits to avoid potential double payment of growth-related capital costs.

The Idaho Development Impact Fee Act (Idaho Code Title 67 Chapter 82) sets forth "an equitable program for planning and financing public facilities needed to serve new growth." The enabling legislation calls for three integrated products: 1) Land Use Assumptions (LUA) for at least 20 years, 2) Capital Improvements Plan, which the City of Meridian calls Comprehensive Financial Plan (CFP), and 3) Development Impact Fees (DIFs).

The LUA (see Appendix A) uses population and housing unit projections provided by City staff. In addition, the CFP and DIF for fire and police facilities require demographic data on nonresidential development. This document includes nonresidential land use assumptions such as jobs and floor area within the City of Meridian, along with service units by residential size thresholds.

The CFP and DIF are in the middle section of this report, organized by chapters pertaining to each public facility type (i.e., parks/recreation, police, and fire). Each chapter documents existing infrastructure standards, the projected need for improvements to accommodate new development, the updated DIF compared to current fees, revenue projections and funding strategy for growth-related infrastructure, and a CFP listing specific improvements to be completed by the City of Meridian.

Unique Requirements of the Idaho Impact Fee Act

The Idaho Development Impact Fee Act has several requirements not common in the enabling legislation of other states. This overview summarizes these unique requirements, which have been met by the City of Meridian, as documented in this study. First, as specified in 67-8204(2) of the Idaho Act, "development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as

new growth and development.” Second, Idaho requires a Capital Improvements Plan (aka CFP in Meridian) [see 67-8208]. The CFP requirements are summarized in this report, with more detailed information maintained by City staff responsible for each type of infrastructure funded by impact fees. Third, the Idaho Act states the cost per service unit (i.e., impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development [see 67-8204(16)]. Fourth, Idaho requires a proportionate share determination [see 67-8207]. The City of Meridian has complied by considering various types of applicable credits that may reduce the capital costs attributable to new development. Fifth, Idaho requires a Development Impact Fee Advisory Committee established to: a) assist in adopting land use assumptions, b) review the CFP and file written comments, c) monitor and evaluate implementation of the CFP, d) file periodic reports on perceived inequities in implementing the plan or imposing DIFs, and e) advise the governmental entity of the need to update the LUA, CFP and DIF study.

Proposed Impact Fees

Figure 1 summarizes the methods and cost components used for each type of public facility in Meridian’s 2022 impact fee study. City Council may change the proposed impact fees by eliminating infrastructure types, cost components, and/or specific capital improvements. If changes are made during the adoption process, DP Guthrie LLC will update the impact fee study to be consistent with legislative policy decisions.

Figure 1: Proposed Fee Methods and Cost Components

<i>Type of Impact Fee</i>	<i>Service Area</i>	<i>Incremental Expansion (current standards)</i>	<i>Cost Allocation</i>
<i>Parks and Recreation Facilities</i>	Citywide	Park Improvements, Land for Parks, and Recreation Centers	Residential
<i>Police Facilities</i>	Citywide	Police Buildings	Functional Population and Inbound Vehicle Trips to Nonresidential Development
<i>Fire Facilities</i>	Citywide	Fire Buildings, Apparatus, Communications & Equipment	Functional Population and Jobs

Figure 2 summarizes proposed 2022 impact fees for new development in the City of Meridian. As discussed in Appendix A, DP Guthrie LLC recommends that residential fees be imposed by dwelling size, based on climate-controlled space. For a building with more than one residential unit, City staff will determine the average size threshold for the entire building by dividing total climate-controlled floor area, less ancillary building space, by the total number of dwellings in the building. Ancillary floor area includes community rooms, fitness centers, management offices, and maintenance areas.

For nonresidential development, Commercial includes all buildings within a shopping center, plus stand-alone retail development and eating/drinking places (i.e., restaurants and bars). All Other includes industrial, warehousing, offices, business services, and personal services (i.e., every type of non-residential development not considered Commercial).

Figure 2: Proposed Impact Fee Schedule

Citywide Service Area	Park and Recreation Facilities	Police Facilities	Fire Facilities	Proposed Total (2022)	Current Total (2019)	Increase	Proposed to Current Ratio
<i>Residential (per housing unit) by Square Feet of Climate-Controlled Floor Area</i>							
1200 or less	\$1,946	\$190	\$470	\$2,606	\$1,095	\$1,511	2.38
1201 to 1700	\$3,006	\$294	\$726	\$4,026	\$1,909	\$2,117	2.11
1701 to 2500	\$4,119	\$402	\$995	\$5,516	\$2,483	\$3,033	2.22
2501 to 3200	\$4,935	\$482	\$1,192	\$6,609	\$2,943	\$3,666	2.25
3201 or more	\$5,544	\$542	\$1,339	\$7,425	\$3,433	\$3,992	2.16
<i>Nonresidential (per square foot of building)</i>							
Commercial (Restaurant/Retail)	\$0.00	\$1.23	\$1.29	\$2.52	\$0.88	\$1.64	2.86
All Other	\$0.00	\$0.19	\$0.96	\$1.15	\$0.46	\$0.69	2.50

Parks and Recreation Impact Fees

The 2022 impact fee for parks and recreation facilities will enable Meridian to maintain current infrastructure standards for improved acres of parks, acquire additional land for future parks, and expand floor area of recreation buildings. All parks and recreation facilities included in the impact fees have a citywide service area. Cost components are allocated 100% percent to residential development.

Park Improvements

Citywide parks have active amenities, such as a soccer/football/baseball fields, basketball/volleyball courts, and playgrounds that will attract patrons from the entire service area. As shown in Figure PR1, the updated infrastructure standard is 2.66 acres per 1,000 residents based on Meridian's projected population in 2023 and completion of Phase 2 improvements to Discovery Park by the end of Fiscal Year 2023.

Projected need for park improvements is shown at the bottom of Figure PR1. From 2023 through 2032, Meridian will improve 87 acres of parks, expected to cost approximately \$35.76 million.

Figure PR1: Improvements Standard and Need for Improved Acres

<i>Location</i>	<i>Improved Acres</i>
Discovery Park	63.19
Julius M. Kleiner Park	58.20
Settlers Park	57.74
Heroes Park	30.13
Fuller Park	23.20
Bear Creak Park	18.82
Tully Park	18.68
Storey Park & Bark Park	17.85
Gordon Harris Park	11.13
Hillsdale Park	9.54
Reta Huskey Park	8.92
Jabil Soccer Fields	8.40
Keith Bird Legacy Park	7.50
Seasons Park	7.13
Chateau Park	6.70
Renaissance Park	6.53
Champion Park	5.98
Heritage MS Ball Fields	5.60
8th Street Park	2.78
Meridian Pool Park	1.31
City Hall Plaza	0.90
Centennial Park	0.40
Generations Plaza	0.24
Total	370.85

Allocation Factors for Parks

Improvements Cost per Acre	\$411,000
Residential Proportionate Share	100%
Service Units	
Population in 2023	139,249

Infrastructure Standards for Park Improvements

		<i>Improved Acres</i>	
Residential (per person)		0.00266	
		Park Improvement Needs	
	<i>Year</i>	<i>Population</i>	<i>Improved Acres</i>
Base	2022	133,470	355.5
Year 1	2023	139,249	370.8
Year 2	2024	145,028	386.2
Year 3	2025	151,006	402.2
Year 4	2026	154,310	411.0
Year 5	2027	157,614	419.8
Year 10	2032	171,903	457.8
2023-2032 Increase		32,654	87.0
Growth Cost of Parks =>		\$35,757,000	

Land for Parks

In the 2019 study, land for additional parks was only 1% of the growth cost and no standard was documented. In the 2022 study, land for additional parks is 26% of the growth cost for parks & recreation. Additional land for parks is estimated to cost \$150,000 per acre. City staff obtained supporting documentation for the land cost factor from local appraisals, with input from the DIF Advisory Committee.

As shown in Figure PR2, the current infrastructure standard for park land is 3.14 acres per 1,000 residents. In comparison to inventory of improved parks, the table below includes the following changes:

1. Phase 3 acreage added to Discovery Park
2. Inserted West Regional Park site
3. Deleted Jabil Soccer Fields (not owned by Meridian)
4. Deleted Heritage Middle School Ballfields (not owned by Meridian)

At the bottom of the table below is a needs analysis for park land. To maintain the current standard over the next ten years, Meridian will acquire 120.5 acres of land for future parks, which is expected to cost approximately \$18.08 million.

Figure PR2: Land Standard and Need for Park Sites

<i>Park Sites</i>	<i>Land Area (acres)</i>
Discovery Park	77.69
Julius M. Kleiner Park	58.20
Settlers Park	57.74
West Regional Park	47.16
Heroes Park	30.13
Fuller Park	23.20
Bear Creak Park	18.82
Tully Park	18.68
Storey Park & Bark Park	17.85
Gordon Harris Park	11.13
Hillsdale Park	9.54
Reta Huskey Park	8.92
Keith Bird Legacy Park	7.50
Seasons Park	7.13
Chateau Park	6.70
Renaissance Park	6.53
Champion Park	5.98
8th Street Park	2.78
Meridian Pool Park	1.31
City Hall Plaza	0.90
Centennial Park	0.40
Generations Plaza	0.24
Total	418.51

Allocation Factors for Park Land

Land Cost per Acre	\$150,000
Residential Proportionate Share	100%
Service Units	
Population in 2022	133,470

Infrastructure Standards for Park Land

		Park Sites (acres)	
Residential (per person)		0.00314	
		Park Land Needs	
	Year	Population	Park Sites (acres)
Base	2022	133,470	418.5
Year 1	2023	139,249	436.6
Year 2	2024	145,028	454.7
Year 3	2025	151,006	473.5
Year 4	2026	154,310	483.9
Year 5	2027	157,614	494.2
Year 10	2032	171,903	539.0
2022-2032 Increase		38,433	120.5
Growth Cost of additional Park Land =>		\$18,075,000	

Recreation Buildings

Figure PR3 lists floor area for parks and recreation buildings in 2022, including the maintenance shop, which is consistent with approach used for public safety facilities. As shown in their respective sections of this report, the building inventories for fire and police include support facilities for administration and training.

City staff provided the cost estimate of \$670 per square foot to construct future recreation buildings. The lower portion of the table below indicates projected service units over the next ten years. To maintain current standards, Meridian will need 22,827 additional square feet of recreation building space, expected to cost approximately \$15.29 million.

Figure PR3: Infrastructure Standards and Needs for Recreation Buildings

<i>Existing Buildings</i>		Square Feet	
Meridian Homecourt		51,303	
Parks Maintenance Shop (1700 E Lanark)		15,264	
Pool Building		8,505	
Meridian Community Center		4,200	
Total		79,272	
<i>Allocation Factors for Parks & Recreation Buildings</i>			
Recreation Building Cost per Square Foot		\$670	
Residential Proportionate Share		100%	
2022 Meridian Population		133,470	
		Square Feet	
Residential (per person)		0.59	
		<i>Building Needs</i>	
	Year	Population	Square Feet
Base	2022	133,470	79,272
Year 1	2023	139,249	82,704
Year 2	2024	145,028	86,137
Year 3	2025	151,006	89,687
Year 4	2026	154,310	91,650
Year 5	2027	157,614	93,612
Year 6	2028	160,919	95,575
Year 7	2029	164,223	97,537
Year 8	2030	167,527	99,500
Year 9	2031	169,715	100,799
Year 10	2032	171,903	102,099
Ten-Yr Increase		38,433	22,827
Growth Cost for Parks & Recreation Buildings =>			\$15,294,000

Revenue Credit Evaluation

Currently the City of Meridian does not have any outstanding debt related to parks and recreation facilities. Therefore, a revenue credit for bond payments is not applicable. As shown in the cash flow analysis below, projected impact fee revenue matches the growth cost of new facilities. Because impact fees fully fund expected growth costs, there is no potential double-payment from other revenue sources.

Proposed and Current Impact Fees

At the top of Figure PR4 is a summary of the infrastructure needs for parks and recreation facilities due to growth. In addition to the growth cost of parks and recreation facilities, impact fees include the cost of professional services related to the CFP (authorized by the Idaho impact fee enabling legislation), less the projected park impact fee fund balance at the end of the current fiscal year. The net growth cost of \$66,826,219 divided by the projected increase in population from 2022 to 2032, yields a cost of \$1,738 per service unit.

To be consistent with 67-8204(16) of the Idaho Development Impact Fee Act, impact fees are derived using the cost per service unit multiplied by the average number of service units per dwelling. Please see Appendix A for supporting documentation on the average number of persons by dwelling size in Meridian.

Figure PR4: Parks and Recreation Impact Fee Schedule

2022 Input Variables

Infrastructure Type	Infrastructure Units	Growth Quantity Over Ten Years	Cost Factor per Unit	Growth Cost (rounded)
Park Improvements	acres	87.0	\$411,000	\$35,757,000
Additional Park Sites (land)	acres	120.5	\$150,000	\$18,075,000
Parks & Recreation Buildings	sq ft	22,827	\$670	\$15,294,000
Total =>				\$69,126,000
Professional Services Cost =>				\$7,680
Less Projected Fund Balance 9/30/2022 =>				(\$2,307,461)
Net Growth Cost =>				\$66,826,219
Population Increase 2022 to 2032				38,433
Cost per Service Unit				\$1,738

Residential Impact Fees (per dwelling)

Square Feet of Climate-Controlled Space	Persons per Housing Unit	Proposed Parks & Recreation Fee	Current Fees	Increase	Proposed to Current Ratio
1200 or less	1.12	\$1,946	\$781	\$1,165	2.49
1201 to 1700	1.73	\$3,006	\$1,361	\$1,645	2.21
1701 to 2500	2.37	\$4,119	\$1,770	\$2,349	2.33
2501 to 3200	2.84	\$4,935	\$2,098	\$2,837	2.35
3201 or more	3.19	\$5,544	\$2,447	\$3,097	2.27

Forecast of Revenues for Parks and Recreation

Figure PR5 indicates Meridian should receive almost \$68 million in parks and recreation impact fee revenue over the next ten years, if actual development matches the projections documented in Appendix A. To the extent the rate of development either accelerates or slows down, there will be a corresponding change in the need for infrastructure and impact fee revenue. The revenue projection assumes the average single-family dwelling has 2501 to 3200 square feet of climate-controlled space and the average multifamily unit has 1201 to 1700 square feet of floor area.

Figure PR5: Projected Impact Fee Revenue

Ten-Year Growth Cost => \$66,826,219

Parks & Recreation Impact Fee Revenue

		<i>Single Family</i> \$4,935 per housing unit	<i>Multi-family</i> \$3,006 per housing unit
		<i>Hsg Units</i>	<i>Hsg Units</i>
Base	2022	41,617	9,427
Year 1	2023	43,217	10,227
Year 2	2024	44,767	10,877
Year 3	2025	46,117	11,427
Year 4	2026	47,317	11,827
Year 5	2027	48,265	12,231
Year 6	2028	49,212	12,634
Year 7	2029	50,160	13,038
Year 8	2030	51,107	13,441
Year 9	2031	51,836	13,752
Year 10	2032	52,565	14,062
<i>Ten-Yr Increase</i>		10,948	4,635
Projected Revenue =>		\$54,030,000	\$13,930,000
Total Revenue =>		\$67,960,000	

Comprehensive Financial Plan for Parks and Recreation

As specified in 67-8203(29), development impact fees in Meridian exclude costs to provide better service to existing development. Existing parks and recreation buildings are fully utilized and there is no surplus capacity for future development. Expansion of buildings may include support facilities for administration and maintenance. City staff recommends the improvements listed in Figure PR6 to accommodate additional development over the next ten years.

Figure PR6: Summary of Ten-Year CFP for Parks and Recreation

	Needed	Planned
Improved Acres	87.0	93.2
Land for Parks (acres)	120.5	120.5
Recreation Building Sq Ft	22,827	22,800

<i>FY</i>	<i>Description</i>	<i>Amount</i>	<i>Units</i>	<i>Cost</i>
2023	Parks & Recreation Building Design			\$1,500,000
2024	Parks & Recreation Building Construction	22,800	square feet	\$13,776,000
2025	Graycliff Park Design			\$185,000
2026	Graycliff Park Construction	11.5	acres	\$4,541,500
2026	West Regional Park Design			\$500,000
2027	West Regional Park Construction	47.2	acres	\$18,899,200
2027	Discovery Park Phase 3 Design			\$500,000
2028	Discovery Park Phase 3 Construction	14.5	acres	\$5,459,500
2029	Margaret Aldape Park Design			\$994,000
2030	Margaret Aldape Park Phase 1 Construction	20.0	acres	\$7,226,000
2031				
2032				
2023-32	Additional Park Sites	120.5	acres	\$18,075,000

Total => **\$71,656,200**

Growth Needs to Maintain Current LOS => \$66,826,219

Police Impact Fees

The City of Meridian will use an incremental expansion cost method to maintain existing infrastructure standards for police buildings.

Proportionate Share

In Meridian, police and fire infrastructure standards, projected needs, and development fees are based on both residential and nonresidential development. As shown in Figure P1, functional population was used to allocate public safety infrastructure and costs to residential and nonresidential development. Functional population is like the U.S. Census Bureau's "daytime population," by accounting for people living and working in a jurisdiction. Functional population also considers commuting patterns and time spent at residential versus nonresidential locations. Residents that don't work are assigned 20 hours per day to residential development and four hours per day to nonresidential development (annualized averages). Residents that work in Meridian are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside Meridian are assigned 14 hours to residential development. Inflow commuters are assigned 10 hours to nonresidential development. Based on 2019 functional population data for Meridian, the cost allocation for residential development is 72% while nonresidential development accounts for 28% of the demand for police and fire infrastructure.

Figure P1: Functional Population

Functional Population Cost Allocation for Public Safety				
	<u>Demand Units in 2019</u>		<u>Demand Hours/Day</u>	<u>Person Hours</u>
Residential				
Population*	114,161			
61% Residents Not Working	69,079		20	1,381,580
39% Resident Workers**	45,082			
23% Worked in City**	10,148		14	142,072
77% Worked Outside City**	34,934		14	489,076
	Residential Subtotal			2,012,728
	Residential Share =>			72%
Nonresidential				
Non-working Residents	69,079		4	276,316
Jobs Located in City**	49,856			
20% Residents Working in City**	10,148		10	101,480
80% Inflow Commuters	39,708		10	397,080
	Nonresidential Subtotal			774,876
	Nonresidential Share =>			28%
				TOTAL
				2,787,604

* 2019 U.S. Census Bureau population estimate.

** 2019 Inflow/Outflow Analysis, OnTheMap web application, U.S. Census Bureau data for all jobs.

Excluded Costs

Police development fees in Meridian exclude costs to meet existing needs and stricter safety, efficiency, environmental or regulatory standards. The City's CFP addresses the cost of these excluded items. Also excluded from the police development fees are public safety vehicles and equipment that do not meet the minimum useful life requirement in Idaho's Impact Fee Act.

Current Use and Available Capacity

In Meridian, police facilities are fully utilized and there is no surplus capacity for future development. Meridian has determined that police building space will require expansion to accommodate future development.

Police Facilities, Service Units, and Standards

Police development fees in Meridian are based on the same level of service provided to existing development. Figure P2 inventories police buildings in Meridian. Because the training center is also used by the Fire Department, floor area was reduced to indicate the portion used by Meridian police.

For residential development, Meridian will use year-round population within the service areas to derive current police infrastructure standards. For nonresidential development, Meridian will use inbound, average-weekday, vehicle trips as the service unit. Figure P2 indicates the allocation of police building space to residential and nonresidential development, along with FY23 service units in Meridian. Vehicle trips to nonresidential development are based on floor area estimates for industrial, commercial, institutional, office and other services, as documented in the Land Use Assumptions.

For police development fees, Meridian will use a cost factor of \$660 per square foot (provided by City staff). The cost factor includes design and construction management. Based on FY23 service units, the standard in Meridian is 0.33 square feet of police building floor area per person in the service area. For nonresidential development, Meridian's standard is 0.09 square feet of police building per inbound vehicle trip to nonresidential development, on an average weekday.

Figure P2: Meridian Police Buildings and Standards

<i>Police Buildings</i>	<i>Square Feet</i>
Admin Building	33,000
Scenario Village	11,637
Police Pricinct - N	11,223
PSTC (half)	7,250
TOTAL	63,110

Source: City of Meridian Police Department.

Police Buildings Standards

	<i>Residential</i>	<i>Nonresidential</i>
Proportionate Share (based on functional population)	72%	28%
Growth Indicator	<i>Population</i>	<i>Avg Wkdy Veh Trips to Nonres Dev</i>
Service Units in FY23	139,249	195,281
Square Feet per Service Unit	0.33	0.09

Police Infrastructure Needs

Idaho's development fee enabling legislation requires jurisdictions to convert land use assumptions into service units and the corresponding need for additional infrastructure over the next ten years. As shown in Figure P3, projected population and inbound nonresidential vehicle trips drive the need for police buildings and vehicles. Meridian will need 13,745 additional square feet of police buildings. The ten-year, growth-related capital cost of police buildings is approximately \$9.07 million.

Figure P3: Police Facilities Needed to Accommodate Growth

Police Infrastructure Standards and Capital Costs

Buildings - Residential		0.33	Sq Ft per person
Buildings - Nonresidential		0.09	Sq Ft per trip
Police Buildings Cost		\$660	per square foot

			Infrastructure Needed	
	<i>Year</i>	<i>Population</i>	<i>Veh Trips to Nonres in Meridian</i>	<i>Police Buildings (sq ft)</i>
Base	2022	133,470	191,822	60,911
Year 1	2023	139,249	195,281	63,110
Year 2	2024	145,028	198,832	65,317
Year 3	2025	151,006	202,497	67,599
Year 4	2026	154,310	206,064	69,000
Year 5	2027	157,614	209,871	70,423
Year 6	2028	160,919	213,623	71,841
Year 7	2029	164,223	217,451	73,265
Year 8	2030	167,527	221,295	74,692
Year 9	2031	169,715	225,340	75,772
Year 10	2032	171,903	229,423	76,855
2023-2032 Increase		32,654	34,142	13,745
Growth Cost of Police Buildings =>				\$9,072,000

Revenue Credit Evaluation

Currently the City of Meridian does not have any outstanding debt related to police facilities. Therefore, a revenue credit for bond payments is not applicable. As shown in the cash flow analysis below, projected impact fee revenue matches the growth cost of new facilities. Based on the City of Meridian's legislative policy decision to fully fund expected growth costs from impact fees, there is no potential double-payment from other revenue sources.

Police Development Fees

Infrastructure standards and cost factors for police are summarized in the upper portion of Figure P4. The conversion of infrastructure needs and costs per service unit into a cost per development unit is also shown in the table below. For residential development, average number of persons in a housing unit provides the necessary conversion. Persons per housing unit, by size threshold are documented in the Land Use Assumptions.

For nonresidential development, trip generation rates by type of development are from the Institute of Transportation Engineers (ITE 2022). To ensure the analysis is based on travel demand associated with nonresidential development within Meridian, trip ends (entering and exiting) are converted to inbound trips using a basic 50% adjustment factor.

In addition to the growth cost of police facilities, impact fees include the cost of professional services related to the CFP (authorized by the Idaho Impact Fee Act).

Figure P4: Police Impact Fees per Development Unit

2022 Input Variables

Infrastructure Type	Infrastructure Units	Growth Quantity Over Ten Years	Cost Factor per Unit	Growth Cost (rounded)
Police Buildings	square feet	13,745	\$660	\$9,072,000

Professional Services Cost => \$7,680

Less Projected Fund Balance 9/30/2022 => \$0

Net Growth Cost => **\$9,079,680**

Cost Allocation

Residential	72%
Nonresidential	28%

Allocated Cost by Land Use

Residential	\$6,537,370
Nonresidential	\$2,542,310

Growth 2022 to 2032		Cost per Service Unit
Residential (persons)	38,433	\$170
Nonresidential (vehicle trips)	37,601	\$67

Residential Impact Fees (per housing unit)

Square Feet of Climate-Controlled Space	Persons per Housing Unit	Proposed Police Facilities Fees	Current Fees	Increase	Proposed to Current Ratio
1200 or less	1.12	\$190	\$56	\$134	3.39
1201 to 1700	1.73	\$294	\$98	\$196	3.00
1701 to 2500	2.37	\$402	\$128	\$274	3.14
2501 to 3200	2.84	\$482	\$152	\$330	3.17
3201 or more	3.19	\$542	\$177	\$365	3.06

Nonresidential Impact Fees (square foot of building)

Type	Avg Wkdy Veh Trip Ends per KSF	Trip Adjustment Factors	Proposed Police Facilities Fees	Current Fees	Increase	Proposed to Current Ratio
Commercial (Restaurant/Retail)	37.01	50%	\$1.23	\$0.24	\$0.99	5.13
All Other	5.76	50%	\$0.19	\$0.05	\$0.14	3.80

Projected Revenue for Police Facilities

Over the next ten years, police development fee revenue is projected to approximately match the growth cost of police infrastructure, which has a ten-year total cost of approximately \$9.08 million (see the upper portion of Figure P5). The table below indicates Meridian should receive approximately \$9.1 million in police development fee revenue, if actual development matches the land use assumptions. To the extent the rate of development either accelerates or slows down, there will be a corresponding change in the need for infrastructure and development fee revenue. The revenue projection assumes the average single-family dwelling has 2501 to 3200 square feet of climate-controlled space and the average multifamily unit has 1201 to 1700 square feet of floor area.

Figure P5: Police Development Fee Revenue

Ten-Year Growth Cost of Police Facilities => **\$9,079,680**

Police Impact Fee Revenue

		Single Family	Multi-family	Industrial	Commercial	Institutional	Office & Other Services
		\$482 per housing unit	\$294 per housing unit	\$190 per 1000 Sq Ft	\$1,230 per 1000 Sq Ft	\$190 per 1000 Sq Ft	\$190 per 1000 Sq Ft
Year		Hsg Units	Hsg Units	KSF	KSF	KSF	KSF
Base	2022	41,617	9,427	11,740	6,570	5,270	7,360
Year 1	2023	43,217	10,227	11,950	6,690	5,360	7,490
Year 2	2024	44,767	10,877	12,170	6,810	5,460	7,630
Year 3	2025	46,117	11,427	12,380	6,940	5,560	7,760
Year 4	2026	47,317	11,827	12,610	7,060	5,660	7,900
Year 5	2027	48,265	12,231	12,840	7,190	5,760	8,050
Year 6	2028	49,212	12,634	13,070	7,320	5,860	8,190
Year 7	2029	50,160	13,038	13,300	7,450	5,970	8,340
Year 8	2030	51,107	13,441	13,540	7,580	6,080	8,490
Year 9	2031	51,836	13,752	13,790	7,720	6,190	8,640
Year 10	2032	52,565	14,062	14,030	7,860	6,300	8,800
Ten-Yr Increase		10,948	4,635	2,290	1,290	1,030	1,440
Projected Revenue =>		\$5,280,000	\$1,360,000	\$435,000	\$1,587,000	\$196,000	\$274,000
Total Projected Revenues (rounded) =>							\$9,132,000

Comprehensive Financial Plan for Police

City staff recommends the improvements listed in Figure P6 to accommodate additional development over the next ten years. Impact fees will contribute approximately \$9.1 million for Phase 3 of the Public Safety Training Center. Other revenue sources will be required to fund the additional cost of police facilities over the next ten years.

Figure P6: Summary of Ten-Year CFP for Police

			Needed	Planned
Building Sq Ft			13,745	17,000

<i>FY</i>	<i>Description</i>	<i>Amount</i>	<i>Units</i>	<i>Cost</i>
2023				
2024				
2025	Public Safety Training Center Phase 3	17,000	square feet	\$11,220,000
2026				
2027				
2028				
2029				
2030				
2031				
2032				

Total => **\$11,220,000**

Growth Needs to Maintain Current LOS => \$9,079,680

Fire Impact Fees

DP Guthrie LLC recommends functional population to allocate the cost of additional fire infrastructure to residential and nonresidential development (see Figure P1 above and related text). Fire development fees in Meridian are based on the same level of service currently provided to existing development.

Existing Standards for Fire Facilities

Figure F1 inventories Fire Department buildings in Meridian. Because the training center is also used by the Police Department, floor area was reduced to indicate the portion used by Meridian Fire Department. Based on service units in FY23, the standard for fire buildings is 0.52 square feet per person and 0.52 square feet per job.

Figure F1: Existing Fire Buildings

<i>Fire Stations</i>	<i>Square Feet</i>
Fire Admin Space (City Hall)	13,511
Fire Station # 1 (540 E. Franklin Rd)	11,700
Fire Station # 6 (1435 W Overland Rd)	10,299
Fire Station # 7 (2385 Lake Hazel Rd)	10,299
Fire Station # 8 (4250 N Owyhee Storm Ave)	10,299
Fire Station # 5 (6001 N Linder Rd)	7,360
PSTC (half)	7,250
Fire Station # 4 (2515 S Eagle Rd)	7,077
Fire Station # 3 (3545 N Locust Grove)	7,040
Fire Station # 2 (2401 N Ten Mile Rd)	6,770
Training Tower @ Station #1	6,523
Fire Safety Center (1901 Leighfield Dr)	1,744
TOTAL	99,872

Allocation Factors for Fire Stations

Residential Share	72%	Functional Population
Nonresidential Share	28%	
Population in 2023	139,249	
Jobs in 2023	53,547	

Infrastructure Standards for Fire Stations

	<i>Square Feet</i>
Residential (per person)	0.52
Nonresidential (per job)	0.52

Development fees will be used to expand the fleet of fire vehicles and purchase equipment with a useful life of at least ten years. Figure F2 lists fire vehicles and equipment currently used by the Meridian Fire Department. Following the same methodology used for fire buildings, the total cost of fire vehicles and equipment was allocated 72% to residential and 28% to nonresidential development in Meridian. As shown below, every additional resident will require Meridian to spend approximately \$75 for additional fire vehicles and equipment. Every additional job requires the City to spend approximately \$74 for additional fire vehicles and equipment.

Figure F2: Existing Standards for Fire Vehicles

<i>Fire Apparatus and Equipment</i>	<i>Code</i>	<i>Total Cost</i>
Engines	FE	\$6,178,923
Ladder Truck	LT	\$4,400,000
Pickup Trucks	PT	\$590,975
Other Vehicles	OV	\$431,296
Communications & Equipment	CE	\$2,244,978
TOTAL		\$13,846,172

Allocation Factors for Fire Apparatus and Communications

Residential Share	72%	Functional population
Nonresidential Share	28%	
Population in 2022	133,470	
Jobs in 2022	52,602	

Infrastructure Standards for Fire Apparatus and Communications

	<i>Apparatus and Communications</i>
Residential (per person)	\$74.69
Nonresidential (per job)	\$73.70

Fire Infrastructure Needs

The City's Comprehensive Plan and website describe existing fire facilities. In Meridian, fire facilities are fully utilized and there is no surplus capacity for future development. The City has determined that fire facilities will require expansion to accommodate future development. As specified in 67-8203(29), development impact fees in Meridian exclude costs to repair, upgrade, update, expand or replace existing capital improvements to provide better service to existing development. To accommodate projected development, Meridian will expand fire buildings by 21,741 square feet and spend approximately \$3.63 million to purchase additional fire vehicles and equipment.

Figure F3: Growth-Related Need for Fire Facilities

Fire Infrastructure Standards and Capital Costs

Fire Buildings - Residential	0.52	Sq Ft per person
Fire Buildings - Nonresidential	0.52	Sq Ft per job
Fire Buildings Cost	\$864	per square foot
Fire Apparatus/Communications - Residential	\$74.69	Cost per person
Fire Apparatus/Communications - Nonres	\$73.70	Cost per job

		Facilities Needed			
	<i>Year</i>	<i>Population</i>	<i>Meridian Jobs</i>	<i>Sq Ft of Fire Stations</i>	<i>Fire Apparatus and Communications</i>
Base	2022	133,470	52,602	96,394	\$13,846,172
Year 1	2023	139,249	53,547	99,872	\$14,347,471
Year 2	2024	145,028	54,514	103,361	\$14,850,391
Year 3	2025	151,006	55,496	106,961	\$15,369,281
Year 4	2026	154,310	56,496	109,190	\$15,689,784
Year 5	2027	157,614	57,514	111,428	\$16,011,613
Year 6	2028	160,919	58,552	113,676	\$16,334,917
Year 7	2029	164,223	59,607	115,933	\$16,659,474
Year 8	2030	167,527	60,680	118,200	\$16,985,357
Year 9	2031	169,715	61,774	119,901	\$17,229,431
Year 10	2032	171,903	62,888	121,613	\$17,474,979
<i>Increase</i>		32,654	9,341	21,741	\$3,628,807
Cost of Fire Stations =>				\$18,784,000	
Cost of Fire Apparatus and Communications =>				\$3,629,000	
Total Growth Cost =>				\$22,413,000	

Revenue Credit Evaluation

Currently the City of Meridian does not have any outstanding debt related to fire facilities. Therefore, a revenue credit for bond payments is not applicable. As shown in the cash flow analysis below, projected impact fee revenue matches the growth cost of new facilities. Based on the City of Meridian's legislative policy decision to fully fund expected growth costs from impact fees, there is no potential double-payment from other revenue sources.

Current and Proposed Fire Impact Fees

Figure F4 indicates proposed impact fees for fire facilities in Meridian. Residential fees are derived from average number of persons per housing unit and the cost per person. Nonresidential fees are based on average jobs per 1,000 square feet of floor area and the cost per job. The cost factors for fire facilities are summarized in the upper portion of Figure F4. Persons per unit, by dwelling size, are based on local data, as discussed in the Land Use Assumptions. For nonresidential development, average jobs per thousand square feet of floor area are also documented in the Land Use Assumptions.

To be consistent with 67-8204(16) of the Idaho Development Impact Fee Act, impact fees are derived using the cost per service unit multiplied by the average number of service units per development unit. Proposed nonresidential development fees for fire facilities are shown in the column with light orange shading. The 2022 study recommends nonresidential fees by two general categories, Commercial and All Other types of nonresidential development. Commercial includes all buildings within a shopping center, plus stand-alone retail development and eating/drinking places (i.e., restaurants and bars). All Other includes industrial, warehousing, offices, business services, and personal services (i.e., every type of non-residential development not considered Commercial).

Figure F4: Fee Schedule for Fire Facilities

2022 Input Variables

<i>Infrastructure Type</i>	<i>Infrastructure Units</i>	<i>Growth Quantity Over Ten Years</i>	<i>Cost Factor per Unit</i>	<i>Growth Cost (rounded)</i>
Fire Buildings	square feet	21,741	\$864	\$18,784,000
Fire Apparatus	dollars			\$3,629,000

Total => \$22,413,000

Professional Services Cost => \$7,680

Less Projected Fund Balance 9/30/2022 => \$0

Net Growth Cost => **\$22,420,680***Cost Allocation*

Residential	72%
Nonresidential	28%

Allocated Cost by Land Use

Residential	\$16,142,890
Nonresidential	\$6,277,790

<i>Growth 2022 to 2032</i>		<i>Cost per Service Unit</i>
Residential (persons)	38,433	\$420
Nonresidential (jobs)	10,286	\$610

Residential Impact Fees (per housing unit)

<i>Square Feet of Climate-Controlled Space</i>	<i>Persons per Housing Unit</i>	<i>Proposed Fire Facilities Fee</i>	<i>Current Fees</i>	<i>Increase</i>	<i>Proposed to Current Ratio</i>
1200 or less	1.12	\$470	\$258	\$212	1.82
1201 to 1700	1.73	\$726	\$450	\$276	1.61
1701 to 2500	2.37	\$995	\$585	\$410	1.70
2501 to 3200	2.84	\$1,192	\$693	\$499	1.72
3201 or more	3.19	\$1,339	\$809	\$530	1.66

Nonresidential Impact Fees (square foot of building)

<i>Type</i>	<i>Jobs per 1,000 Sq Ft</i>	<i>Proposed Fire Facilities Fee</i>	<i>Current Fees</i>	<i>Increase</i>	<i>Proposed to Current Ratio</i>
Commercial (Restaurant/Retail)	2.12	\$1.29	\$0.64	\$0.65	2.02
All Other	1.58	\$0.96	\$0.41	\$0.55	2.34

Projected Revenue for Fire Facilities

Over the next ten years, fire development fee revenue is projected to approximately match the growth cost of fire infrastructure, which is approximately \$22.42 million (see the upper portion of Figure F5). The table below indicates Meridian should receive approximately \$22.65 million in fire development fee revenue, if actual development matches the land use assumptions. To the extent the rate of development either accelerates or slows down, there will be a corresponding change in the development fee revenue. The revenue projection assumes the average single-family dwelling has 2501 to 3200 square feet of climate-controlled space and the average multifamily unit has 1201 to 1700 square feet of floor area.

Figure F5: Fire Development Fee Revenue

Ten-Year Cost of Growth-Related Fire Facilities => **\$22,420,680**

Fire Impact Fee Revenue

Year						
	Single Family	Multi-family	Industrial	Commercial	Institutional	Office and Other Services
	\$1,192 per housing unit	\$726 per housing unit	\$960 per 1000 Sq Ft	\$1,290 per 1000 Sq Ft	\$960 per 1000 Sq Ft	\$960 per 1000 Sq Ft
	Hsg Units	Hsg Units	KSF	KSF	KSF	KSF
Base 2022	41,617	9,427	11,740	6,570	5,270	7,360
Year 1 2023	43,217	10,227	11,950	6,690	5,360	7,490
Year 2 2024	44,767	10,877	12,170	6,810	5,460	7,630
Year 3 2025	46,117	11,427	12,380	6,940	5,560	7,760
Year 4 2026	47,317	11,827	12,610	7,060	5,660	7,900
Year 5 2027	48,265	12,231	12,840	7,190	5,760	8,050
Year 6 2028	49,212	12,634	13,070	7,320	5,860	8,190
Year 7 2029	50,160	13,038	13,300	7,450	5,970	8,340
Year 8 2030	51,107	13,441	13,540	7,580	6,080	8,490
Year 9 2031	51,836	13,752	13,790	7,720	6,190	8,640
Year 10 2032	52,565	14,062	14,030	7,860	6,300	8,800
Ten-Yr Increase	10,948	4,635	2,290	1,290	1,030	1,440
Projected Revenue =>	\$13,050,000	\$3,370,000	\$2,200,000	\$1,660,000	\$990,000	\$1,380,000
Total Projected Revenues (rounded) =>						\$22,650,000

Comprehensive Financial Plan for Fire Facilities

Using impact fee funding over the next ten years, Figure F6 indicates that Meridian plans to expand fire building space by 21,741 square feet. Meridian will also purchase additional fire vehicles costing approximately \$6.63 million. The total cost for planned projects is approximately \$25.42 million. The growth needs funded by impact fees is approximately \$22.42 million over ten years. Other revenues will be required to fully fund the Fire Department's CFP.

Figure F6: Summary of Ten-Year CFP for Fire Facilities

	Needed	Planned
Building Sq Ft	21,741	21,741
Apparatus and Equipment	\$3,629,000	\$6,632,469

FY	Description	Amount	Units	Cost
2023				
2024	Fire Station #1 Vehicle			\$686,834
2025	Radios	16		\$160,000
2025	Ladder Truck @Fire Station #6	1		\$2,200,000
2026	Additional Cardiac Monitors			\$140,000
2026	Additional Fire Station Design			\$720,000
2027	Additional Fire Station Construction	12,000	square feet	\$9,648,000
2027	Additional Fire Station Engine			\$686,834
2027	Hydraulic Extrication Tool	2		\$250,000
2027	Thermal Imaging Cameras	5		\$70,400
2028	Ladder Truck @Fire Station #10	1		\$2,200,000
2028	SCBAs for new apparatus			\$140,000
2030	Additional Battalion Chief Vehicle	1		\$98,401
2023 to 2032	Building Design			\$720,000
2023 to 2032	Expand Fire Buildings	9,741	square feet	\$7,696,100

Total => **\$25,416,569**

Growth Needs to Maintain Current LOS => \$22,420,680

Fee Implementation and Administration

Consistent with best practices and Idaho's enabling legislation, Meridian updates capital improvements and development impact fees every five years. In addition, some jurisdictions make annual adjustments for inflation using a price index like the Engineering News Record (ENR) Construction Cost Index published by McGraw-Hill Companies. This index could be applied to the adopted impact fee schedule, reviewed by the Advisory Committee, then approved by City Council. If cost estimates or demand indicators change significantly, the City should redo the fee calculations.

Another best practice is to spend impact fees as soon as possible, tracking funds according to first in, first out accounting, using aggregate rather than project-specific tracking. Impact fees and accrued interest are maintained in a separate fund that is not comingled with other revenues. In Idaho, an annual report is mandatory, indicating impact fee collections, expenditures, and fund balances by type of infrastructure.

Cost of CFP Preparation

As stated in Idaho's enabling legislation, a surcharge on the collection of development impact fees may be used to fund the cost of preparing the CFP that is attributable to the impact fee determination. A minor cost of \$7,680 per infrastructure type was added to the 2022 Meridian impact fee study.

Development Categories

Proposed impact fees for residential development are by square feet of climate-controlled space, excluding porches, garage and unfinished space, such as basements and attics. For an apartment building, the average size threshold is derived for an entire building. The recommended procedure is to identify the aggregate climate-controlled floor area for the entire building, excluding ancillary space for community rooms, fitness centers, management office and maintenance areas, divided by the number of dwelling units in the building. Apartment complexes and some residential development provide common areas for use by residents, such as exercise rooms and clubhouses. Common areas for the private use of residents are ancillary uses to the dwelling units and not subject to additional impact fees.

Section 67-8204(20) of the Idaho Development Impact Fee Act states that an addition to an existing residential building, that does not increase the number of service units, should be exempt from additional impact fees. Given the relatively small fee increase across size thresholds and the high transaction cost to assess fees for additions to residential buildings, DP Guthrie LLC recommends that additions to residential buildings should not be subject to additional impact fees.

The two general nonresidential development categories in the proposed impact fee schedule can be used for all new construction within Meridian. Nonresidential development categories represent general groups of land uses that share similar average weekday vehicle trip generation rates and job density (i.e., jobs per 1,000 square feet of floor area), as documented in Appendix A. "Commercial" includes retail development and eating/drinking places (i.e., restaurants and bars). All land uses within a shopping center will pay the impact fee for commercial development. All Other includes industrial, warehousing, offices, business services, and personal services (i.e., every type of non-residential development not considered Commercial).

An applicant may submit an independent study to document unique demand indicators (i.e., service units per development unit). The independent study should be prepared by a professional engineer or certified planner and use the same type of input variables as those in Meridian's impact fee study. For residential development, impact fees are based on average persons per housing unit. For nonresidential development, impact fees are based on inbound average weekday vehicle trips per 1,000 square feet of floor area, and the average number of jobs per 1,000 square feet of floor area. The independent fee study will be reviewed by City staff and can be accepted as the basis for a unique fee calculation. If staff determines the independent fee study is not reasonable, the applicant may appeal the administrative decision to Meridian's elected officials for their consideration.

Credits and Reimbursements

A general requirement that is common to impact fee methodologies is the evaluation of credits. A revenue credit may be necessary to avoid potential double payment situations arising from one-time impact fees plus on-going payment of other revenues that may also fund growth-related capital improvements. The determination of revenue credits is dependent upon the impact fee methodology used in the cost analysis.

Policies and procedures related to site-specific credits should be addressed in the ordinance that establishes the impact fees. Project-level improvements, required as part of the development approval process, are not eligible for credits against impact fees. If a developer constructs a system improvement included in the fee calculations, it will be necessary to either reimburse the developer or provide a credit against the fees. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on national experience, DP Guthrie LLC recommends a jurisdiction establish a reimbursement agreement with the developer that constructs a system improvement. The reimbursement agreement should be limited to a payback period of no more than ten years and the City should not pay interest on the outstanding balance. The developer must provide documentation of the actual cost incurred for the system improvement. The City should only agree to pay the lesser of the actual construction cost or the estimated cost used in the impact fee analysis. If the City pays more than the cost used in the fee analysis, there will be insufficient fee revenue. Reimbursement agreements should only obligate the City to reimburse developers annually according to actual fee collections from the benefiting area.

The supporting documentation for each type of impact fee describes the types of infrastructure considered to be system improvements. Site specific credits or developer reimbursements for one type of system improvement does not negate an impact fee for other system improvements.

Appendix A: Land Use Assumptions

Appendix A contains the land use assumptions for Meridian’s 2019 DIF update. The CFP must be developed in coordination with the Advisory Committee and utilize land use assumptions most recently adopted by the appropriate land planning agency [see Idaho Code 67-8206(2)]. Idaho’s enabling legislation defines land use assumptions as:

“a description of the service area and projections of land uses, densities, intensities, and population in the service area over at least a 20-year period.”

Service Areas

To ensure a substantial benefit to new development paying impact fees, the City of Meridian has evaluated collection and expenditure zones for public facilities that may have distinct benefit or service areas. In the City of Meridian, impact fees for parks/recreation, police and fire facilities will benefit new development throughout the entire incorporated area. DP Guthrie LLC recommends one citywide service area for Meridian impact fees.

Idaho Code 67-8203(26) defines “service area” as:

“Any defined geographic area identified by a governmental entity, or by intergovernmental agreement, in which specific public facilities provide service to development within the area defined, on the basis of sound planning or engineering principles, or both.”

The City’s adopted Future Land Use Map indicates land uses, densities, and intensities of development, as required by Idaho Code 67-8203(16). The service area is defined as all land within the city limits of Meridian, as modified over time.

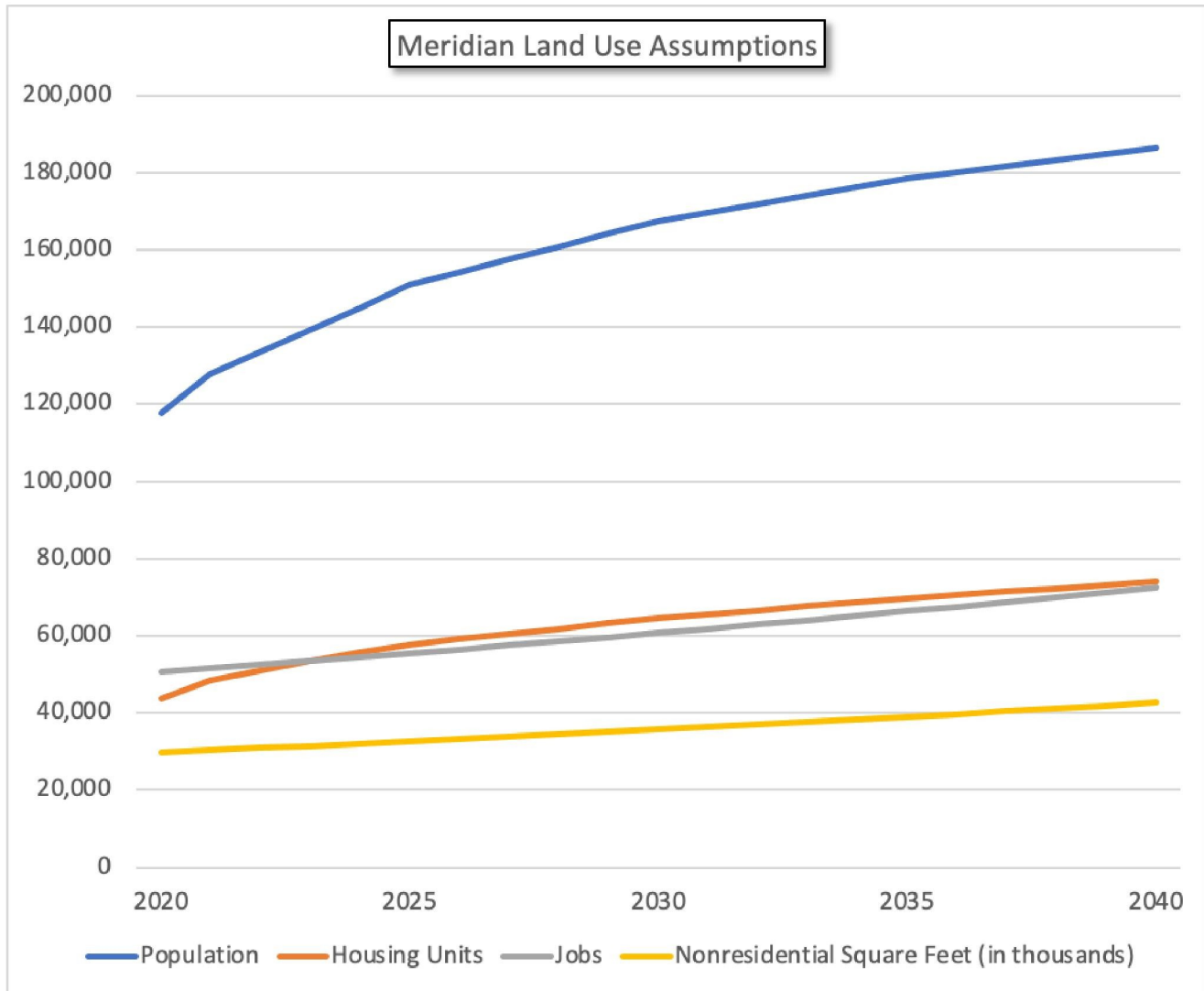
Summary of Growth Indicators

Population, housing unit, jobs and nonresidential floor area are the “service units” or demand indicators that will be used to evaluate the need for growth-related infrastructure. The demographic data and development projections discussed below will also be used to demonstrate proportionality. All land use assumptions are consistent with Meridian’s Comprehensive Plan. In contrast to the Comprehensive Plan, which is more general and has a long-range horizon, development impact fees require more specific quantitative analysis and have a short-range focus. Typically, impact fee studies look out five to ten years, with the expectation that fees will be periodically updated (e.g., every 5 years). Infrastructure standards will be calibrated using fiscal year 2018-19 data. In Meridian, the fiscal year begins on October 1st.

Key development projections for the City of Meridian are housing units and nonresidential floor area, as shown in Figure A1. These projections will be used to estimate development fee revenue and to indicate the anticipated need for growth-related infrastructure. The goal is to have reasonable projections without being overly concerned with precision. Because impact fee methods are designed to reduce sensitivity to development projections in the determination of the proportionate-share fee amounts, if actual development is slower than projected, fee revenue will decline, but so will the need for growth-related infrastructure. In contrast, if development is faster than anticipated, the City will receive an increase in fee revenue, but will also need to accelerate infrastructure improvements to keep pace with the actual rate of development.

Population and housing unit projections were provided by City staff. During the next ten years, the impact fee study assumes Meridian’s population increases at a growth rate of approximately 2.56% per year. Over the next ten years, jobs are expected to increase at a growth rate of approximately 1.8% per year, which is from the Communities in Motion employment forecast from 2020 to 2050.

Figure A1: Annual Development Projections



Proportionate Share

The term “proportionate” is found throughout Idaho’s Development Impact Fee Act. For example, Idaho Code 67-8202(2) states the intent to,

“Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;”

Because DIFS must be proportionate, jurisdictions derive fees for various land uses per unit of development, as stated in Idaho Code 67-8404(17).

“A development impact fee ordinance shall include a schedule of development impact fees for various land uses per unit of development. The ordinance shall provide that a developer shall have the right to elect to pay a project's proportionate share of system improvement costs by payment of development impact fees according to the fee schedule as full and complete payment of the development project's proportionate share of system improvement costs...”

Even though formulas and methods are not specified in Idaho's Development Impact Fee Act, DIFs must be reasonable and fair, as stated in section 67-8201(1).

“All development impact fees shall be based on a reasonable and fair formula or method under which the development impact fee imposed does not exceed a proportionate share of the costs incurred, or to be incurred, by the governmental entity in the provision of system improvements to serve the new development.

In the following sections, DP Guthrie LLC describes reasonable and fair formulas and methods that can be used in the City of Meridian to make DIFs proportionate by size of residential development and type of nonresidential development.

Residential Development and Persons per Housing Unit

The 2010 census did not obtain detailed information using a “long-form” questionnaire. Instead, the U.S. Census Bureau has switched to a continuous monthly mailing of surveys, known as the American Community Survey (ACS), which is limited by sample-size constraints. For example, data on detached housing units are now combined with attached single units (commonly known as townhouses). Part of the rationale for imposing fees by size threshold, as discussed further below, is to address this ACS data limitation. Because townhouses and apartments generally have fewer bedrooms and less floor area than detached units, size thresholds make fees more proportionate, while facilitating construction of affordable units. As shown Figure A2, dwellings with a single unit per structure (detached and attached) average 2.84 persons per housing unit. Dwellings in structures with two or more units average 2.19 year-round residents per unit. This category includes duplexes, which have two dwellings on a single land parcel. According to the latest available data, the overall average is 2.75 year-round residents per housing unit and 2.82 persons per household. According to the U.S. Census Bureau, a household is a housing unit that is occupied by year-round residents. Development fees often use per capita standards and persons per housing unit, or persons per household, to derive proportionate-share fee amounts. DP Guthrie LLC recommends that fees for residential development in the City of Meridian be imposed according to the number of year-round residents per housing unit.

Figure A2: Year-Round Persons per Unit by Type of Housing**Meridian Population and Housing Characteristics**

Units in Structure	Persons	House-holds	Persons per Household	Housing Units	Persons per Housing Unit	Housing Mix	Vacancy Rate
Single Unit *	95,564	32,685	2.92	33,703	2.84	86%	3%
All Other **	11,920	5,364	2.22	5,440	2.19	14%	1%
Subtotal	107,484	38,049	2.82	39,143	2.75		3%
Group Quarters	303						
TOTAL	107,787						

Source: U.S. Census Bureau, 2020 American Community Survey, 5-Year Estimates, Tables B25024, B25032, B25033, and B26001.

* Single unit includes attached and detached.

** All other includes multifamily and mobile homes.

Demand Indicators by Dwelling Size

Impact fees must be proportionate to the demand for infrastructure. Because the average number of persons per housing unit has a strong, positive correlation to the number of bedrooms, DP Guthrie LLC recommends residential fee schedules that increase by dwelling size. Custom tabulations of demographic data by bedroom range can be created from individual survey responses provided by the U.S. Census Bureau, in files known as Public Use Micro-Data Samples (PUMS). PUMS files are only available for areas of at least 100,000 persons, with the City of Meridian included in Public Use Micro-Data Area (PUMA) 701. As shown in Figure A3, DP Guthrie LLC derived average persons per housing unit by bedroom range, from un-weighted PUMS data. The recommended multipliers by bedroom range (shown below) are for all types of housing units, adjusted to the control total for Meridian (i.e., 2.75 persons per housing unit).

Figure A3: Persons by Bedroom Range

Bedrooms			Recommended Multipliers (2)	
	Persons (1)	Housing Units (1)	Persons per Housing Unit	Housing Mix
0-1	53	43	1.33	3.0%
2	384	205	2.02	14.3%
3	1,580	684	2.49	47.7%
4+	1,642	501	3.53	35.0%
Total	3,659	1,433	2.75	100.0%

(1) American Community Survey, Public Use Microdata Sample for ID PUMA 701 (2016-2020 5-year database).

(2) Recommended persons per housing unit are scaled to make the average derived from PUMS survey data match the control total for Meridian (i.e. 2.75 persons per housing unit).

DIFs based on size of dwelling are generally easier to administer when expressed in square feet of finished living space for all types of housing. Basing fees on floor area rather than the number of bedrooms eliminates the need for criteria to make administrative decisions on whether a room qualifies as a bedroom. To translate dwelling size by number of bedrooms into square feet of living space, DP Guthrie LLC used the 2018 Ada County Assessor's residential database to derive average square feet by bedroom range (i.e., two, three, and four or more bedrooms).

DP Guthrie LLC recommends that DIFs for residential development be imposed based on finished square feet of living space, excluding garages, patios and porches that are not climate-controlled. Average floor area and number of persons by bedroom range are plotted in Figure A4, with a logarithmic trend line derived from actual averages for Meridian. Using the trend line formula shown in the chart, DP Guthrie LLC derived the estimated average number of persons, by dwelling size, in size thresholds like those currently used by the City of Boise. As shown with yellow highlighting, the lowest floor area range (1200 square feet or less) has an estimated average of 1.24 persons per housing unit. At the upper end of the floor area range (3201 or more square feet of climate-controlled space), the average is 3.53 persons per housing unit.

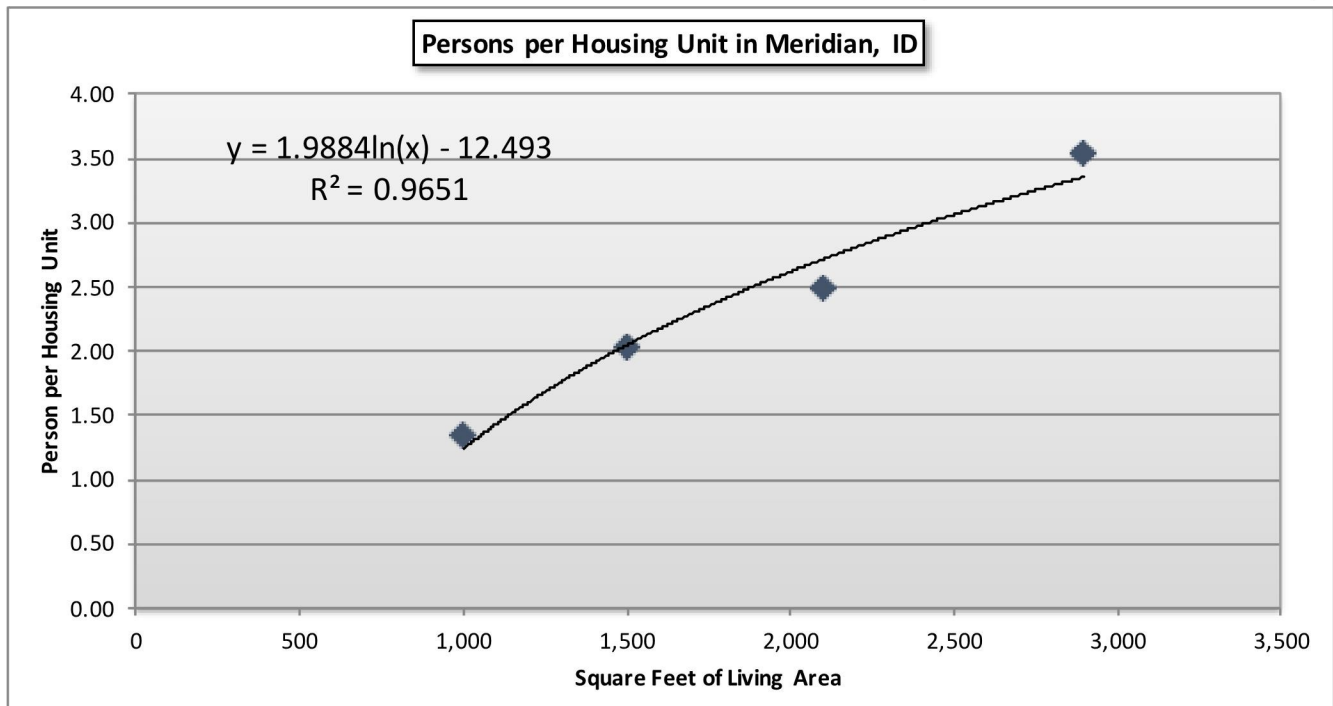
For a building with more than one residential unit, City staff will determine the average size threshold for the entire building by dividing total climate-controlled floor area, less ancillary building space, by the total number of dwellings in the building. Ancillary floor area includes community rooms, fitness centers, management offices, and maintenance areas.

In each impact fee worksheet, the person per housing unit values shown in Figure A4 were adjusted downward by multiplying the value for each size threshold by the ratio of 2.84 divided by 3.14. Figure A2 indicates an average of 2.84 persons per single-family unit in Meridian and 3.14 is the fitted-curve value for dwellings with 2501 to 3200 square feet, which is the middle range for single-family units.

Figure A4: Persons by Square Feet of Living Space

Survey of Construction Square Feet (rounded)	Meridian Averages per Housing Unit			Fitted-Curve Values	
	Bedrooms	Sq Ft (rounded)	Persons	Sq Ft Range	Persons
1,100	0-1	1,000	1.33	1200 or less	1.24
1,800	2	1,500	2.02	1201 to 1700	1.91
2,200	3	2,100	2.49	1701 to 2500	2.62
3,400	4+	2,900	3.53	2501 to 3200	3.14
2,700	<=Wt Avg=>		2,400	3201 or more	3.53

Average square feet for 2 to 4+ bedrooms in Meridian was derived from Ada County Assessor residential database (units constructed 2014 to 2018). Average persons per housing unit by bedroom range is based on 2016-2020 ACS PUMS data for ID PUMA 701. Recommended Square Feet Ranges are similar to Boise size thresholds.



Jobs and Nonresidential Development

In addition to data on residential development, the calculation of impact fees requires data on nonresidential development. DP Guthrie LLC uses the term “jobs” to refer to employment by place of work. In Figure A5, color shading indicates nonresidential development prototypes used by DP Guthrie LLC to derive average weekday vehicle trips and nonresidential floor area. For future industrial development, DP Guthrie LLC averaged Light Industrial (ITE code 110) and Warehousing (ITE 150) to derive an average of 1,239 square feet per industrial job. The prototype for future commercial development is an average-size Shopping Center (ITE code 820). Commercial development (i.e., retail and eating/drinking places) is assumed to average 471 square feet per job. For institutional development, such as schools, daycare and churches, the impact fee study assumes an average of 1,012 square feet per job. The prototype for institutional development is Assisted Living (ITE 254). For office and other services, an average-size Office (ITE 710) is the prototype for future development, averaging of 307 square feet per job.

Figure A5: Average Weekday Vehicle Trip Ends

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit*	Wkdy Trip Ends Per Employee*	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.87	3.10	1.57	637
140	Manufacturing	1,000 Sq Ft	4.75	2.51	1.89	528
150	Warehousing	1,000 Sq Ft	1.71	5.05	0.34	2,953
254	Assisted Living	1,000 Sq Ft	4.19	4.24	0.99	1,012
610	Hospital	1,000 Sq Ft	10.77	3.77	2.86	350
620	Nursing Home	1,000 Sq Ft	6.75	3.31	2.04	490
710	General Office	1,000 Sq Ft	10.84	3.33	3.26	307
760	Research & Dev Center	1,000 Sq Ft	11.08	3.37	3.29	304
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center	1,000 Sq Ft	37.01	17.42	2.12	471
857	Discount Club	1,000 Sq Ft	42.46	32.21	1.32	759
	Industrial in Meridian	1,000 Sq Ft	3.29	4.08	0.81	1,239

* *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2022).

Figure A6 indicates 2019 estimates of jobs and nonresidential floor area within Meridian. Job estimates, by type of nonresidential, are from Meridian's Work Area Profile, available through the U.S. Census Bureau's online web application known as OnTheMap. The number of jobs in Meridian is based on quarterly workforce reports supplied by employers. Floor area estimates are derived from the number of jobs by type of nonresidential development and average square feet per job ratios, as discussed on the previous page. Total floor area of nonresidential development in Meridian is consistent with property tax parcel information obtained from Ada County.

Figure A6: Jobs and Floor Area Estimates

2019		
<i>Jobs (1)</i>		
Commercial (2)	13,237	26.6%
Industrial (3)	8,983	18.0%
Institutional (4)	4,934	9.9%
Office & Other Services (5)	22,702	45.5%
TOTAL	<u>49,856</u>	100.0%

(1) Jobs in 2015 from Work Area Profile, OnTheMap, U.S. Census Bureau web application.

(2) Major sectors are Retail and Accommodation/Food Services.

(3) Major sectors are Construction, Manufacturing, Wholesale Trade, and Transportation/Warehousing.

(4) Major sectors are Educational Services and Public Administration.

(5) Major sectors are Professional/Scientific/Technical Services and Health Care.

Appendix B: Changes in Standards and Cost Factors

Figure B1 summarizes changes to infrastructure standards and cost factors from the 2019 impact fee study to the 2022 update. For most public facilities, infrastructure standards have increased slightly over time, with the exception of park improvements. Since 2019, population has increased faster than acres of improved parks.

Major changes accounting for the proposed impact fee increase are higher cost factors and the recommendation to acquire additional park sites using impact fees, based on the 2022 standard of 3.14 acres per thousand residents. In the 2019 study, land for additional parks was only 1% of the growth cost and no standard was documented. In the 2022 study, land for additional parks is 26% of the growth cost for parks & recreation.

Figure B1: Comparison of Standards and Cost Factors

Public Facility	Infrastructure Standard			Cost Factor			2022 to 2019 Cost Ratio
	2019	2022	Measure	2019	2022	Units	
Park Improvements	2.91	2.66	acres per thousand residents	\$241,000	\$411,000	per acre	1.71
Park Land (new)	*	3.14	acres per thousand residents	\$61,000	\$150,000	per acre	2.46
Recreation Centers	0.49	0.59	square feet per person	\$225	\$670	per square foot of building	2.98
Police Buildings - Residential	0.26	0.33	square feet per person	\$333	\$660	per square foot of building	1.98
Police Buildings - Nonresidential	0.06	0.09	square feet per vehicle trip				
Fire Buildings - Residential	0.44	0.52	square feet per person	\$535	\$864	per square foot of building	1.61
Fire Buildings - Nonresidential	0.46	0.52	square feet per job				
Fire Apparatus, Communications & Equipment - Residential				\$61.98	\$74.69	per person	1.21
Fire Apparatus, Communications & Equipment - Nonresidential				\$64.46	\$73.70	per job	1.14

* In the 2019 study, land for additional parks was only 1% of the growth cost and no standard was documented.

In the 2022 study, land for additional parks is 26% of the growth cost for parks & recreation.

LEGAL NOTICE**SUMMARY OF CITY OF MERIDIAN ORDINANCE NO. 22-2004**

An ordinance accepting the 2022 Development Impact Fees Study; adopting an amended capital improvements plan; repealing and replacing Meridian City Code section 10-7-12(E)(2) concerning development impact fees; voiding conflicting ordinances and resolutions; and providing an effective date of February 1, 2023. The full text of the ordinance is available in the City Clerk's Office at Meridian City Hall, 33 E. Broadway Ave., Meridian, Idaho.

Impact Fee Schedule Effective February 1, 2023

Residential				
Square Feet of Climate-Controlled Floor Area Per Individual Dwelling Unit	Park and Recreation Facilities	Police Facilities	Fire Facilities	Total Fees
1,200 or less	\$1,946.00	\$190.00	\$470.00	\$2,606.00
1,201 to 1,700	\$3,006.00	\$294.00	\$726.00	\$4,026.00
1,701 to 2,500	\$4,119.00	\$402.00	\$995.00	\$5,516.00
2,501 to 3,200	\$4,935.00	\$482.00	\$1,192.00	\$6,609.00
3,201 or more	\$5,544.00	\$542.00	\$1,339.00	\$7,425.00
For a building with more than one dwelling unit, the floor area per individual dwelling unit shall be calculated by dividing the total climate-controlled floor area of the building, less ancillary building space, by the total number of dwelling units in the building. Ancillary floor area includes community rooms, fitness centers, management offices, and maintenance areas.				

Nonresidential Per Square Foot of Building				
	Park and Recreation Facilities	Police Facilities	Fire Facilities	Total Fees
Commercial (includes all buildings in a shopping center; all stand-alone retail buildings; and all restaurants and bars)	\$0.00	\$1.23	\$1.29	\$2.52
All Other	\$0.00	\$0.19	\$0.96	\$1.15

November 27, 2022

308122



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LIST OF IMPLEMENTATION TOOLS

The following table lists existing tools which will be utilized to implement the City of Meridian Comprehensive Plan. These tools are already approved through City ordinance, but may require updates to most effectively implement this Plan. Meridian's online City Code is maintained by a third party and is available via the City's website.

List of Implementation Tools By Reference	
Tool	Link
City of Meridian Architectural Standards Manual (2016)	https://meridiancity.org/designreview
Meridian City Code (2019)	https://meridiancity.org/CityCode
Unified Development Code (Zoning and Subdivision Ordinances, Title 11 of Meridian City Code) (2019)	https://meridiancity.org/UDC

LIST OF ~~ADOPTED~~ PLANS AND STUDIES INCORPORATED BY REFERENCE

The following table lists plans that are ~~adopted by reference by~~ incorporated in the City of Meridian Comprehensive Plan by reference. ~~The most current major amendment dates are reflected on this table.~~ Sites listed without a www.meridiancity.org domain are not maintained or operated by the City.

List of Adopted Plans <u>and Studies Incorporated</u> By Reference		
Plan	Lead Agency	Link
Meridian Arts Commission Strategic Plan (2019)*	Meridian Arts Commission	https://meridiancity.org/mac/
Meridian Environmental Programs Plan (2019)*	City of Meridian	https://meridiancity.org/environmental/
Welcome to Meridian Signage Plan (2019)*	City of Meridian	https://meridiancity.org/WelcomePlan
Communities in Motion 2040-2.0 (2018) <u>2050 (2022)</u>	COMPASS	https://meridiancity.org/TransportationPlanning
Existing Conditions Report (2022)*	City of Meridian	https://meridiancity.org/compplan
Meridian Water Master Plan (2018) <u>(2025)*</u>	City of Meridian	https://meridiancity.org/WaterMPSummary
Roadways to Bikeways Master Plan (2018)	Ada County Highway District	https://meridiancity.org/TransportationPlanning
Valley Connect 2.0 (2018)	Valley Regional Transit	https://meridiancity.org/TransportationPlanning
Ada County <u>Multi-Hazard Mitigation Plan</u> (2017) <u>(2022)</u>	Ada County	https://meridiancity.org/AdaHazardPlan

List of Adopted Plans and Studies Incorporated By Reference		
Plan	Lead Agency	Link
City of Meridian Collection System Master Plan (2017) (2022)*	City of Meridian	https://meridiancity.org/CollectionMPSummary
City of Meridian Strategic Plan 2016-2020 (2015) 2020-2025)*	City of Meridian	https://meridiancity.org/StrategicPlan
Meridian Parks and Recreation Master Plan (2015) (2023)*	City of Meridian	https://meridiancity.org/masterplan
Downtown Meridian Street Cross-section Master Plan (2014)*	City of Meridian	https://meridiancity.org/StreetPlan
Meridian Historic Preservation Plan (2014)*	Meridian Historic Preservation Commission	https://meridiancity.org/HistoricPlan
Downtown Meridian Neighborhood Transportation Pedestrian and Bicycle Plan (2012) (2024)*	Ada County Highway District / City of Meridian	https://meridiancity.org/transportation
Eastern Treasure Valley Electric Plan (2012)	Idaho Power	https://meridiancity.org/ElectricPlan
Airport - Overland Corridor Study (2011)	ACHD and City of Nampa	https://meridiancity.org/TransportationPlanning
Meridian Water Conservation Plan (2011) (2023)*	City of Meridian	https://meridiancity.org/water/conservation
Destination Downtown (2010)	Meridian Development Corporation	https://meridiancity.org/downtown
Meridian Pathways Master Plan (2010)*	City of Meridian	https://meridiancity.org/pathways
Meridian Rail-With-Trail Action Plan (2010)*	City of Meridian	https://meridiancity.org/TransportationPlanning
ACHD Transportation and Land Use Integration Plan (2009)	Ada County Highway District	https://meridiancity.org/TransportationPlanning
US-20/26 Corridor Study (2006)	Idaho Transportation Department (ITD)	https://meridiancity.org/TransportationPlanning
Downtown Meridian Transportation Management Plan (2005)*	Ada County Highway District / City of Meridian	https://meridiancity.org/TransportationPlanning
Ten Mile Interchange Specific Area Plan (2007)*	City of Meridian	https://meridiancity.org/TMISAP
Destination Downtown (2010)	Meridian Development Corporation	https://meridiancity.org/downtown
Fields Subarea Plan (2021)*	City of Meridian	https://meridiancity.org/Fields
Wastewater Resource Recovery Facility Plan (2018)*	City of Meridian	Link
EMS Capital Improvement Plan and Development Impact Fee Study	Ada County	Link
Jail Capital Improvement Plan and Development Impact Fee Study	Ada County	Link
2022 Development Impact Fees Study*	City of Meridian	Link

* **Or the most recent version of the plan/study, if applicable.**

APPENDIX A. GLOSSARY OF TERMS

Area of City Impact – Also known as the City’s planning area. It is the land area surrounding the limits of each City, negotiated between each individual City and the county in which it lies. Each City has comprehensive planning authority for its Area of City Impact, but until annexation occurs, zoning and development entitlement is handled by the county.

Buffer – An area within a property or site, generally adjacent to and parallel with the property line, either consisting of existing natural vegetation or created by the use of trees, shrubs, berms and/or fences and designed to limit views and sounds from the development tract to adjacent parties and vice versa. Also commonly used when describing a transitional use, typically office, between residential and commercial or industrial.

Building Code – Legislative regulations that prescribe the materials, requirements, and methods to be used in the construction, rehabilitation, maintenance, and repair of buildings. The City of Meridian, per state statute, has adopted the Uniform Building Code (UBC), developed by the International Conference of Building Officials.

Capital Improvement Program – A process of identifying and budgeting for the public facilities that a jurisdiction will need to construct in order to serve existing and anticipated development. Capital improvement programming is typically done in five-year increments with annual updates. A Capital Improvement Program (CIP) must address the type of project, the location of the project, the cost of the project, the source of funds to finance the project, the agency or department responsible for the project, and the time frame for completion of the project. Capital Improvement Programs are a primary tool of most growth management programs. [The City of Meridian](http://www.meridiancity.org/complan)

[refers to the Capital Improvements Plan, as the Comprehensive Financial Plan \(CFP\).](#)

Compatible – Land uses capable of existing together without conflict or ill effects.

Conditional Use – A utilization of land having characteristics such that it may be allowed in a particular zoning district only after review by the Commission and Council, and granting of approval imposing conditions deemed necessary to make the proposed use compatible with other uses in the area.

Conditional Use Permit – Permit issued to allow a conditional use.

Cross-Access Agreement – An agreement between adjacent property owners in which internal connections are provided between parking areas in order to improve traffic flow on the street by minimizing the number of access points needed. Cross-access agreements are typically obtained incrementally as a condition of approval for new development. The first one to develop will be required to make an irrevocable offer of cross-access to the adjacent parcel and must design the parking lot to accommodate the access. When the adjacent owner wishes to develop, they will be conditioned to reciprocate with a similar cross-access agreement and complete the access.

Density – The rate of residential development intensity, generally described as a ratio of residential units per acre of land.

Density Bonus – Incentives given for dedication of land to the public for parks, schools, or other public facilities.

Employment Area – An employment area provides a job and employer base large enough to generate agglomeration of

ideas and innovation, are dense enough to promote a cohesive and integrated environment with efficient transportation, and include a focus on supporting Meridian families with family-wage jobs. The minimum size of an employment area is 25 acres, it must provide 1,000 jobs with at least 70% that are neither retail or service, and include a minimum of 10 employers. Employment area boundaries align with COMPASS traffic analysis area (TAZ) boundaries. Other verifiable data may be used in substitute for developing areas.

Fair Housing Act – Fair Housing Title VIII of the Civil Rights Act of 1968, enacted to prohibit housing discrimination based on race, color, religion, national origin, handicap, sex, and/or familial status.

Fire Flow – The minimum number of gallons per minute that are needed to fight a fire in a structure, for two continuous hours through fire plugs in the near proximity of the structure. Fire flow requirements are established by the national Uniform Fire Code and are a factor in the City's Insurance Services Office (ISO) rating.

Floodway – Drainage and irrigation channels and adjacent land areas that must be reserved to discharge flood waters from a 100-year flood. Development is prohibited in this area.

Green Building – Also known as green construction or sustainable building, is the practice of creating structures and using processes that are environmentally responsible and resource-efficient throughout a building's life-cycle: from siting to design, construction, operation, maintenance, renovation, and demolition.

Hazardous Waste – Waste that poses substantial or potential threats to public health or the environment. There are four

factors that determine whether or not a substance is hazardous: ignitability (i.e., flammable), reactivity, corrosiveness, and toxicity

Impact Fees - Are one-time payments used to construct system improvements that serve multiple development projects or even the entire jurisdiction. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards that satisfy three key tests: need, benefit, and proportionality.

Implementation Plan – The implementation plan will serve as a roadmap for the City's success over a period of five years. It will also serve as a tool to communicate the City's intentions to the community, focus the direction of its financial resources and employees, and ensure that short-term goals and objectives are met in a timely fashion to ensure attainment of the City's overall vision.

Infill Development – Development on vacant parcels, or redevelopment of existing parcels to a higher and better use that is surrounded by developed property within the City of Meridian.

Last Mile – the last leg of a transportation movement from a transportation hub, such as a bus stop, to final destinations like places of employment or residence. Solutions vary, but examples include various ride sharing systems such as car, bicycle, or scooters, and on-demand services.

Linear Open Space – This type of open space is longer than wide, typically publicly accessible, generally found along canals, creeks, or linking pedestrian-oriented points of interest, and includes tree canopy and other active or passive natural features offset from multiuser connectivity such as pathways.

Placemaking – The process and philosophy that capitalizes on a local community's assets, inspiration, and potential, with the intention of creating quality public spaces that promote people's health, happiness, and well-being.

Public Facilities and Services – See Urban Services.

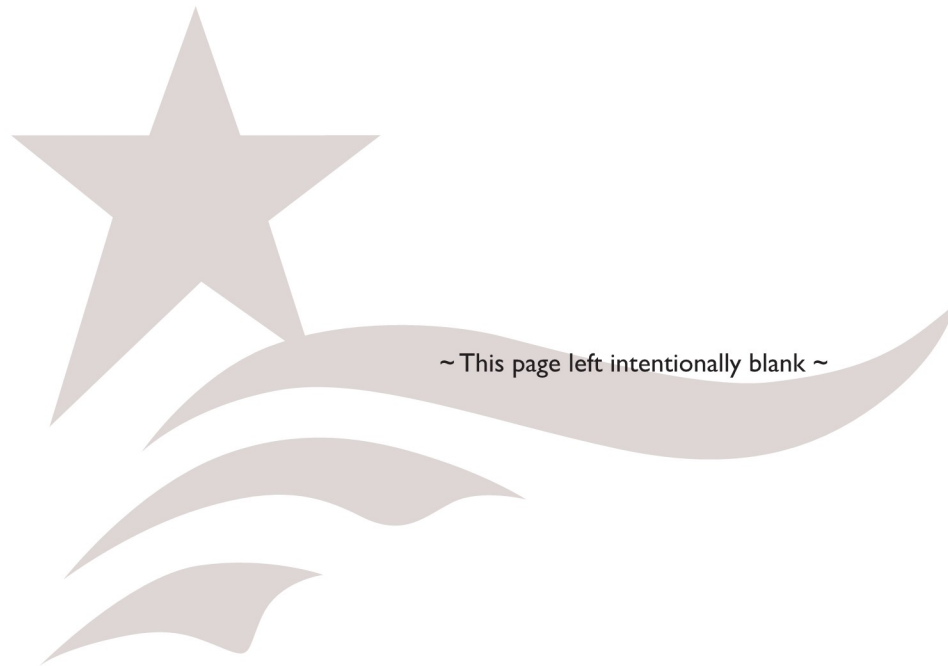
Quality of Life – Quality of life refers to the day living enhanced by wholesome food and clean air and water, enjoyment of unfettered open spaces and bodies of water, conservation of wildlife and natural resources, security from crime, and protection from radiation and toxic substances. It may also be used as a measure of the energy and power a person is endowed with that enable him or her to enjoy life and prevail over life's challenges irrespective of the handicaps he or she may have.

Reclaimed Water – Former wastewater (sewage) that has been treated to remove solids and certain impurities, and then used in sustainable landscaping irrigation or to recharge groundwater aquifers. This is done for sustainability and water conservation, rather than discharging the treated wastewater to surface waters such as rivers and oceans. Sometimes called recycled water.

Urban Service Planning Area – Priority planning area where City of Meridian sewer and water facilities and most other services and utilities are available or planned in officially adopted plans.

Urban Services – Services provided by the City of Meridian or established jurisdictions within the City of Meridian, including City of Meridian water, fire protection by Meridian City-Rural Fire District, City of Meridian parks and recreation facilities, City of Meridian police protection, public sanitary sewers owned by the City of Meridian, public transit, schools, storm drainage facilities, and urban standard streets and roads.

Walkable – Development that contains a comprehensive network of sidewalks and multiuse pathways. Development tends to be compact, and diverse, providing varied and plentiful destinations for walking and cycling; destinations tend to be within ¼ of a mile from dwellings without crossing arterial-arterial intersections. Environment is safe and aesthetically pleasing, with open space interspersed throughout development.



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Exhibit B

Supplemental Documents



MEMO TO CITY COUNCIL

Request to Include Topic on the City Council Work Session

From: William L. M. Nary, City Attorney and Kurt Starman, Deputy City Attorney **Meeting Date:** June 17, 2025

Presenter: Kurt Starman, Deputy City Attorney **Estimated Time:** 15 minutes

Topic: Consider Approving Intergovernmental and Joint Powers Agreements with Ada County and the Ada County Emergency Medical Services District Concerning Countywide Development Impact Fees

Recommended Council Action:

Consider approving Intergovernmental and Joint Powers Agreements (“Agreements”) with Ada County (“County”) and the Ada County Emergency Medical Services District (“District”) concerning the capital improvements plans (“CIPs”) that are necessary to implement countywide development impact fees.

Background:

The County and District wish to adopt countywide development impact fees to partially fund coroner-, jail-, and EMS-related capital improvements associated with new development. The proposed fees, which total \$750 per single-family housing unit, would be similar to the development impact fees collected by the Ada County Highway District. Unlike ACHD, however, the County and District cannot collect development impact fees within the incorporated cities without each city’s participation. In order to proceed, every incorporated city must: (1) enter into intergovernmental agreements with the County and District; (2) adopt the CIPs; and (3) adopt an ordinance. Based on that, the City Council has discussed a four-step implementation plan, as follows:

1. Enter into Agreements with the County and District that only address the CIPs at this time. The Agreements do not require the City to adopt the CIPs, nor do they require the City to adopt countywide development impact fees. Rather, the City would simply agree to consider the CIPs.
2. If the Agreements are approved, the City would then consider the CIPs in accordance with the Idaho Development Impact Fee Act. The basic steps are as follows:
 - a. The Ada County/Ada County Ambulance District Development Impact Fee Advisory Committee would forward its written comments to the City in accordance with the Idaho Development Impact Fee Act.
 - b. The Planning and Zoning Commission would conduct a public hearing concerning the CIPs and forward its recommendation to the City Council.

- c. The City Council would conduct a public hearing and make its determination. If adopted, the CIPs would be added to the City's Comprehensive Plan. The City would not require an application fee to process the Comprehensive Plan amendment given the City's direct involvement.
3. If the City adopts the CIPs, it would then pause until all the other cities have adopted (a) the CIPs and (b) the ordinances necessary to collect countywide development impact fees.
4. If all the other cities timely adopt the CIPs and necessary ordinances, the City would then consider adopting an ordinance to collect countywide development impact fees. A successor intergovernmental agreement would also be necessary at that time. As noted above, however, the City would not be obligated to adopt countywide development impact fees.

Approval of the Agreements would be consistent with "step one" of the implementation plan.

The City Council has been receptive to working with the County and District on countywide development impact fees but has noted some reservations about a coroner-related fee, since coroner-related facilities are not explicitly delineated in Idaho Code section 67-8203(24)(f). If the City Council determines it does not wish to consider the CIP concerning coroner-related facilities, it is recommended that the City Council refrain from acting on the Agreements at this time so that staff can make modifications as needed. The Agreements could then be placed on a future consent agenda for final action.

Agreements included on the agenda as potential action items:

- Ada County and City of Meridian Intergovernmental and Joint Powers Agreement Concerning Capital Improvements Plans for County System Improvements
- Ada County Emergency Medical Services District and City of Meridian Intergovernmental and Joint Powers Agreement Concerning Capital Improvements Plans for District System Improvements