AGENDA OF THE DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE
FOR THE CITY OF HAYDEN, KOOTENAI COUNTY, IDAHO

Thursday, August 20, 2026

Commission Meeting: 10:00 AM
Hayden City Hall Council Chambers, 8930 N. Government Way, Hayden, ID 83835

CALL TO ORDER
ROLL CALL OF COUNCIL MEMBERS
PLEDGE OF ALLEGIANCE
ADDITIONS OR CORRECTIONS

1. **CONSENT CALENDAR** ***All items on the Consent Calendar are Action Items***
   A. Approval of Development Impact Fee Advisory Committee Meeting Minutes from September 10, 2025

Assistance for persons with disabilities will be provided, upon provision of verbal or written notice to city staff 24 hours in advance of the meeting. The phone number for City Hall is (208) 772-4411.

DRAFT
MINUTES OF THE DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE
FOR THE CITY OF HAYDEN, KOOTENAI COUNTY, IDAHO

Wednesday, September 10, 2025

Commission Meeting: 4:00 PM
Hayden City Hall Council Chambers, 8930 N. Government Way, Hayden, ID 83835

CALL TO ORDER
The meeting was called to order at 4:04 PM.

ROLL CALL OF COMMITTEE MEMBERS

Don Crawford:	Present
Chris Morris:	Absent
Ryan Nipp:	Present
Shawn Taylor:	Present
John Young:	Present
Chris Morris:	Present

Chris Morris joined the meeting at 4:15 PM.

Staff Present: Lisa Ailport – City Administrator, Jennifer Gahringer – City Treasurer, Alan Soderling – Public Works Director, Dulci Kau – City Engineer, Ty Kovatch – Deputy Public Works Director

PLEDGE OF ALLEGIANCE was led by John Young.

ADDITIONS OR CORRECTIONS were not noted.

1. **CONSENT CALENDAR** ***All items on the Consent Calendar are Action Items***
   A. Approval of Development Impact Fee Advisory Committee Meeting Minutes from November 19, 2024

   Motion to approve consent calendar as presented. This motion, made by John Young and seconded by Shawn Taylor, Carried.

Don Crawford:	**Yes**
Chris Morris:	**Absent**
Ryan Nipp:	**Yes**
Shawn Taylor:	**Yes**
John Young:	**Yes**

   Yes: 4, No: 0, Absent: 1

2. **NEW BUSINESS**
   A. Impact Fee Increase Discussion and Recommendation to City Council *ACTION ITEM*

   Shawn Taylor believed the City is in the third year of the recommended increases to the Impact Fees and wished to recommend the maximum increase allowed for City Council's approval.
   Lisa Ailport, City Administrator asked the Committee if they would like see a presentation with more information, or if they were okay with moving forward without

one. The Committee agreed it would be good to see the information. Ms. Ailport supplied each Committee member with a copy of the 2022 Methodology Report for their review. She stated there are two actions the City is hoping the Committee would provide today, one being a recommendation from the Committee for an Impact Fee increase and two, a recommendation to update the plan.

John Young asked if the Idaho State Code applied in that an update is required every five years. Ms. Ailport replied he was correct.

Ms. Ailport continued, stating the Committee has two sheets in front of them showing the projects for the City that were included in the current Methodology Report, one for parks and one for transportation. Additionally, two sheets showing the Capital Improvement Plans for the City for parks and transportation were provided for their review. A sheet included in the Report indicates the maximum amount the City would be able to increase the Impact Fees to and the City would look for a recommendation to Council to allow for Year 4 (2026) rates, or to remain with the current rates. She did correct Mr. Taylor's comment about being in year three, stating they are currently looking at year four since the Committee recommended a jump to the 2025 numbers last year. Projections versus actuals over the last two years were. The City is roughly issuing 150 new home permits per year, averaged over the last three years. Ms. Ailport mentioned the City would not be able to provide where the funds stand due to a concurrent audit, however, would like to share what has been brought in and spent once it is available.

Mr. Young asked about the transportation estimates and the possibility of running out of capacity for 1200 - 2500 square foot homes with only a couple of subdivisions approved in 2025, unless more property is annexed. He believes Staff should track and/or expect impact fee revenue to drop unless more property is annexed. Alan Soderling, Public Works Director, stated there are some subdivisions coming through the gates that will generate more Single-Family residences next year. Ms. Ailport added it can take a number of years from concept to buildout. Mr. Taylor mentioned there are a few subdivisions along Huetter as well. Ms. Ailport stated the general consensus is that the City's revenue source will not generate a complementary revenue source expected to pay or offset the capital investment that needs to be made. This slows down the ability to generate revenue for fixing intersections difficult.

Parks was covered next and Ms. Ailport explained it has restrictions on how the funds are used.

Chris Morris arrived. 4:15PM

Ms. Ailport continued, stating this is arguably one the City's most-challenged areas with funds versus projects. The Capital Plan looks out five years and gives a projection of what is possibly to come. She mentioned there is an ability under Idaho to address Extraordinary Impacts. This was summarized for the Committee and noted Extraordinary Impact Fees were collected in FY24-25. Although some dollars were attributed, not much goes into the correction of intersections. The City is trying to take a more aggressive approach to Extraordinary Impacts, have had pushback from developers' attorneys, and should see how it plays out over the next year.

Park CIP Project status was covered, showing projects that are either in the works or completed. Transportation CIP Projects was also mentioned. Correcting or fixing intersections or segments of roads generally comes with difficulty in acquiring Right-of-

Way. The process can be quite lengthy from concept to completion. Ms. Ailport mentioned under her administration, the City has tried to target projects where the ability to get the design completed and be ‘shovel ready’ is the goal. In this scenario, when the City is able to acquire ROW through development or acquisition through purchase, any funding left can be put towards that project, or the City can get funding through grants which generally require project designs to be completed.

Ms. Ailport reiterated the need for the Committee to either recommend increasing the impact fees in accordance with the report or to recommend holding the impact fees as currently collected, and provide a recommendation to update the impact fee study in accordance with Idaho State’s requirement for a five-year update. Staff has budgeted for the study in FY25-26.

Mr. Young asked Staff if they believed there are any changes in assumptions made in last plan that would impact the necessity of these improvements. Are they sound enough to continue? Ms. Ailport responded that Staff does see the necessity for the update, especially once the Comprehensive Plan update is completed with a subsequent update to the Transportation Plan and how the density shifts happen. She believes the projection rates of growth expected is not being hit, therefore a reassessment is needed. The methodology isn't wrong, but numbers are.

Mr. Soderling stated they are generally happy with the results of study. The study is tied to vehicle trips per use. There have been a couple places that may need changes due to huge vehicle impact, where the categories do not capture that. Mr. Young commented that if the growth isn’t meeting the projections, that means the transportation needs aren't ramping up as quickly either because the City doesn’t have the growth. Ms. Ailport mentioned it is definitely time for an update, and if the Committee is asking Staff for their opinion, it would be to move forward with an update to the Methodology Report.

Move to recommend to City Council an update to the Impact Fees in accordance with the report for an increase of 5% and an update to the Impact Methodology Study. This motion, made by Shawn Taylor and seconded by John Young, Carried.

Don Crawford: Yes
Chris Morris: Yes
Ryan Nipp: Yes
Shawn Taylor: Yes
John Young: Yes
Yes: 5, No: 0

3. ADJOURNMENT
Meeting adjourned 4:21 PM

Respectfully Submitted,

____
Shannon Drappo, Committee Clerk

2. **NEW BUSINESS**
   A. Development Impact Fee Revenues and DIFAC Capital Improvement Project (CIP) Status Update

City of Hayden, Idaho

PARK & TRANSPORTATION DEVELOPMENT IMPACT FEE METHODOLOGY REPORT

July 30, 2022

www.fcsgroup.com

FCS GROUP
Solutions-Oriented Consulting

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Section I. INTRODUCTION

The City of Hayden, Idaho ("City") is a rapidly growing community with increasing demand for its parks and transportation facilities. One revenue source to fund new projects is development impact fees. Impact fees cover a portion of the capital costs of providing public facilities needed to address new growth in an equitable manner. Thus, the City contracted with FCS GROUP to update its park and transportation impact fees in accordance with Idaho state law.

Consistent with these objectives, this study included the following key elements:

Overview of Idaho Laws and Methodology Alternatives. Includes an examination of previous adopted impact fee methodologies and consideration of alternative methods for calculating fees per *Idaho development impact fee act, title 67, chapter 82, Idaho Code*. A policy memorandum discussing methods and alternatives was prepared by FCS and provided to City staff as a separate document.

Policy Framework. Includes an alternatives analysis of Hayden's planned capital improvements (projects and costs), growth rates, and related policy issues.

Technical Analysis. In this step, FCS GROUP worked with City staff to resolve technical issues, isolate the recoverable portion of planned facilities costs, and calculate fee alternatives. Important technical considerations involve the inclusion of planned capacity projects and their unique relationship to growth.

Documentation and Presentation. This step included presentation of preliminary findings to the Hayden Development Impact Fee Advisory Committee, and City Council, and refinements to key assumptions, findings, and recommendations contained in this report.

Impact Fee Truth in Disclosure

This Development Impact Fee Study and related methodology for the City of Hayden is based on reasonable and fair formulas for determining impact fees. The fees do not exceed a proportionate share of the costs to serve new development. The study assumes that the City will continue to fund non-growth related improvements with non-impact fee funds. The Idaho Development Impact Fee Act also includes evaluation factors that were set forth in the Utah Supreme Court decision named ***Banberry Development Corp. v. South Jordan City***. An analysis and application of each of seven factors is summarized in **Section V.**

Key findings contained in this impact fee update are provided in the following **Impact Fee Truth in Disclosure (Exhibit 1).**

Exhibit 1
Truth in Impact Fee Disclosure

Truth in Impact Fee Disclosure		
Criteria	**Parks**	**Transportation**
1) Impact Fees Cannot be Used to Pay for Existing Deficiencies	✓	✓
2) Dates Used for Establishing Baseline Deficiency	2022 to 2030	2022 to 2030
3) Baseline Deficiency in terms of Cost to Cure*	$12,183,048	$65,212,948
4) Projected Deficiency Attributable to Growth*	$ 8,302,262	$22,590,698
5) Projected Amount being Collected by Impact fees**	$ 6,980,901	$19,946,949

** Costs stated in year 2022 dollars, not adjusted for future inflation.*

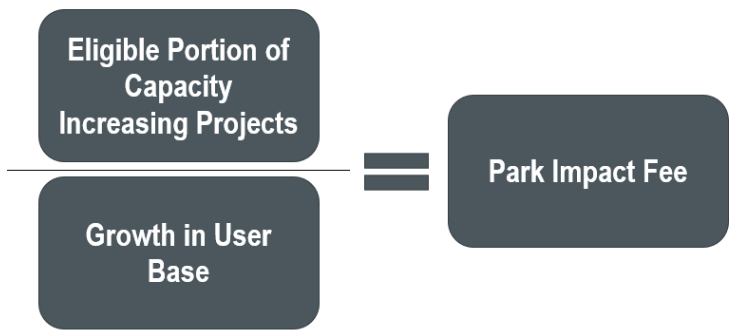
*** Excludes existing impact fee fund balances and potential loss of revenue attributed to phasing in the new fees.*

Section II. Parks and Recreation Impact Fees

This section provides the detailed calculations of the current maximum defensible parks-related development impact fee for the City of Hayden.

A simplified approach for how impact fees are calculated is shown below. The parks and recreation impact fee is determined by dividing the eligible portion of capacity increasing projects (planned capital costs) by the future growth in the user base (i.e., population).

Impact Fee Calculation



There are generally two types of eligible parks projects: (1) new parks/trails/facilities that are required to serve new growth and development; and (2) other capital projects that serve a mix of existing and future park users. The following narrative provides details regarding the growth eligibility percentage for each future planned parks project.

II.A. GROWTH IN USER BASE

The growth in the user base reflects the forecasted growth in the City's customer base (primarily residents and overnight visitors). The City of Hayden's current parks impact fee is assessed only on new residential (housing) development.

Since residents and visitors are not the only users of the City's park system, employees of local businesses can also be included in the customer base. Hence, this study considers the option of expanding the user base to include housing, lodging and other non-residential development.

Calculation of growth begins with defining the units by which current and future demand will be measured. Using available statistically valid data, FCS GROUP quantified the current level of demand and estimated a future level of demand. The difference between the current level and the future level is the growth in demand, which represents the denominator in the impact fee calculation.

II.A.1. Unit of Measurement

A good unit of measurement allows the City to quantify the incremental demand placed on parks, trails and recreation based on new development. Ideally, units of measurement allow the City to distinguish and measure different levels of demand added by different kinds of development.

II.A.1.a Options

For park impact fees, demand that can be attributed to individual developments is usually measured by the number of people (population that will utilize parks and trails) who will occupy a development. For residential developments, the number of occupants is measured by the average number of residents per housing unit. The most current U. S. Census Bureau survey results are used to estimate the number of residents within different kinds of dwelling units.

Potential options for including residential, lodging and non-residential (employment) uses in the calculation of the Hayden Parks Impact Fee were discussed with the Hayden Impact Fee Committee.

II.A.1.b Recommendation

In light of the fact that City of Hayden parks are primarily utilized by local residents, the Impact Fee Committee recommended that the City continue to charge parks impact fees for new residential development.

II.A.2. Growth in Demand

During the forecast period from 2020 to 2030, the residential population in the City of Hayden is expected to grow by 8,279 residents to a total of 24,082 residents. Population is projected to increase at 4.3 percent annually (based on the City's adopted population forecast). As shown in **Exhibit 2**, 8,279 residential equivalents will serve as the denominator for the park impact fee calculations in this report.

Exhibit 2
Growth in Residential Equivalents

	2018	2020	2030	Growth from 2020 to 2030
Population	15,140	15,803	24,082	8,279
Total Residential Equivalents	**15,140**	**15,803**	**24,082**	**8,279**

Source: Previous tables, Parks Master plan section 3.02. 2018 pop. estimate per U.S. Census.

Calculated Growth Eligibility Percentage	***34.38%***

The *growth eligibility percentage* is represented by the proportion of new park users that will utilize future park facilities. For the City of Hayden this equates to 34.38%, by dividing the projected change in residential equivalents by the total projected residential equivalents in 2030 (8,659 ÷ 25,187). The growth eligibility percentage will be used to quantify the impact fee eligibility of selected projects (known as "proportionate benefit projects").

II.B. FUTURE FACILITIES COMPONENT

The future facilities component is the eligible cost of planned parks capital projects per unit of growth that such projects will serve. Since growth (denominator) has already been calculated above, this section focuses on the future cost basis (numerator).

II.B.1. Eligible Cost Share

A project's eligible cost is the product of its total cost and its eligibility percentage. The eligibility percentage represents the portion of the project that creates capacity for future users. For park impact fees, eligibility is determined by a level-of-service analysis that quantifies the park facilities that are needed for growth (and are therefore eligible to be included in an improvement fee cost basis). The City currently uses parks acreage per 1,000 residents as its level of service metric. This metric is easy to calculate, and widely used throughout the United States. The City has an adopted minimum target 5.0 acres of parkland per 1,000 residents.

Determining eligibility based on the current level of service means that only those project costs that will allow the City to maintain its current level of service at the end of the planning period (2030, in this case) are considered eligible. For example, the City's current inventory of community parks is 43.74 acres. Based on the current population, the current level of service for community parks is 2.77 acres per 1,000 total residential equivalents.

To maintain this current level of service in 2030, the City will need an additional 23 acres in its community parks. However, based on the planned projects listed later in this report, the City intends to add 42 acres in community parks. Because the City plans on adding more than the minimum amount of acres, only a portion of the costs of these projects are impact fee eligible. As shown in **Exhibit 3**, for community parks, this cost eligibility value is 55 percent (22.91 acres ÷ 42 acres). Only the first 22.91 acres are eligible to be reimbursed in the impact fee, because the remainder would represent an increase in the current level of service.

The full eligibility calculations for each park facility type are described in **Exhibit 3**.

The City can choose to treat the park system as a unified whole and perform the same analysis on the total number of acres in the system. This is shown in the "Total (acres)" line in the table below. **Since total acres results in 82.5 percent cost eligibility, this will be the assumption that is used throughout the rest of the analysis.** As such, future parks projects that add acreage to the City's park system are 82.5 percent eligible for inclusion in the park impact fee cost basis.

Exhibit 3
Expansion Eligibility

Current Parks Level of Service (by Acres)					*Assumes Current Level of Service*	
	Units	Current Quantity (as of 2020)	Quantity Planned (per CIP)	Quantity Planned by 2030	New Quantity Needed	Eligibility
Parks	acres	89	57	145	46.61	82.50%

Current Parks Level of Service (by Parks Facility Category)					*Assumes Current Level of Service*	
Category	Units	Current Quantity	Quantity Planned (per	Quantity	New Quantity Needed	Eligibility
Special Use	acres	6.94	2.00	8.94	3.64	100.00%
Neighborhc	acres	19.29	12.50	31.79	10.11	80.85%
Community	acres	43.74	42.00	85.74	22.91	54.56%
Other (unde	acres	19.00	0.00	19.00	9.95	0.00%
Total (acres)		**88.97**	**56.50**	**145.47**	**46.61**	**82.50%**

Source: Hayden Parks Master Plan, 2020.

The next step in the impact fee calculation entails ap plying the cost eligibility percentage to each project included in the parks capital project list. As shown in **Exhibit 4**, of the $8.5 million in total project costs, nearly $7.1 million is eligible to be included in the parks development impact fee calculation using the total acreage approach.

Exhibit 4
Growth Benefit Projects

			Current Level of Service	
By Category	Category	Total Cost	Eligibility	Eligible Cost
CP-NE-1 Hayden Canyon Community Park (Phase I)	Community	$ 100,000	54.56%	54,559
Croffoot Park (Phase I)	Community	1,245,000	54.56%	679,262
C-SW-1 Community Park	Community	1,780,000	54.56%	971,153
NP-NE-1	Neighborhood	640,000	80.85%	517,417
CP-NE-1 Hayden Canyon Community Park (Phase II)	Community	1,110,000	54.56%	605,607
Croffoot Park (Phase II)	Community	955,000	54.56%	521,040
Honeysuckle Beach Expansion	Special Use	1,000,000	100.00%	1,000,000
NP-NE-2	Neighborhood	500,000	80.85%	404,232
Total by Total Acreage (costs in 2020 dollars)		**$ 7,330,000**	**82.50%**	**$ 6,046,965**
Total by Total Acreage (costs in 2022 dollars)*		**$ 8,549,712**		**$ 7,053,180**

** Parks cost adjustment factor:* 1.1664
based on Hayden 2040 Parks Master Plan (pg. 82/145)

II.B.2. Proportionate Benefit Projects

The second subset of the City's parks capital project list includes projects that will expand the capacity of the parks system in some way without adding new acreage. These projects are not subject to the eligibility calculations described above but are instead assumed to benefit both existing and future users proportionately. In addition, there are projects that will not expand the capacity of the parks system and are not eligible to be included in the impact fee cost basis. As shown in **Exhibit 5**, the parks improvement list includes $3.6 million in proportionate benefit projects. For proportionate benefit projects, the eligibility percentage described earlier in Exhibit 4 (34.38%) is applied to each project cost to calculate the total eligible cost basis of these projects at $1.25 million.

Exhibit 5
Proportionate Benefit Projects

Project		Total Cost	Eligibility		Eligible Cost
Broadmoore Park	$	360,000	34.38%	$	123,762
Stoddard Park		210,000	34.38%		72,195
Finucane Park		230,000	34.38%		79,070
McIntire Family Park		100,000	34.38%		34,378
Honeysuckle Beach Expansion (predesigr		60,000	34.38%		20,627
Community Center Pre-design		50,000	34.38%		17,189
Broadmoore Park		165,000	34.38%		56,724
Stoddard Park		100,000	34.38%		34,378
Finucane Park		445,000	34.38%		152,984
McIntire Family Park		1,000,000	34.38%		343,784
C-SW-1 Community Park		395,000	34.38%		135,795
Total (costs in 2020 dollars)	**$**	**3,115,000**	34.38%	**$**	**1,070,886**
Total (costs in 2022 dollars)*	$	3,633,336	34.38%	**$**	**1,249,082**

** Parks cost adjustment factor:* 1.1664
based on Hayden 2040 Parks Master Plan (pg. 82/145)

II.C. IMPACT FEE COST BASIS

II.C.1. Parks and Trail Facilities

By adding these two park impact fee components together, a combined impact fee cost basis of $8.3 million has been determined, as shown in **Exhibit 6**.

Exhibit 6
Parks Impact Fee Cost Basis Comparison

Impact Fee Cost Basis		Level of Service (by Total Acreage)
Eligible costs by category:		
Proportionate Benefit Projects	$	1,249,082
Growth Benefit Projects		7,053,180
Total Eligible Costs	**$**	**8,302,262**

II.C.2. Community Center

The Hayden Parks Master Plan also includes a potential new community center which is not reflected in the prior calculations. If the City can commit to starting construction of the community center within the next 10 years, it would be possible to include a portion of that facility cost in the development impact fee cost basis. However, the inclusion of the community center is not recommended in the impact fee calculation until primary sources of funding are determined.

II.D. CALCULATED IMPACT FEE

This section combines the eligible costs from the fee-eligible project lists and applies adjustments for fund balance. The result is a total impact fee per residential equivalent. The City's existing park impact fee fund balance of $1.32 million is deducted from the impact fee cost basis. This adjustment reflects the City's existing resources to fund its capital projects.

These findings indicate that the current parks/trails eligible impact fee cost basis is $6,980,901.

Next, recall the projected growth of 8,279 residential equivalents based on residential growth. By dividing the impact fee cost basis by the growth in residential equivalents, the impact fee per residential equivalent can be calculated, as shown in **Exhibit 7**.

Exhibit 7

Calculated Impact Fee	Parks/Trails
Cost basis:	
Project Cost Basis	$ 8,302,262
less: Impact Fee Fund Balance	(1,321,361)
Total Cost Basis	**$ 6,980,901**
Fee with Residential Customers Only	
Growth in Residential Equivalents	*8,279*
Impact Fee per Residential Equivalent	**$ 843.21**

Source: based on prior tables.

II.D.1. Impact Fee Schedule

Using data from the U.S. Census Bureau's American Community Survey, the average single-family home in Hayden has 2.33 residents, while the average multi-family dwelling unit has 1.446 residents. By multiplying the parks impact fee per residential equivalent by these numbers, the impact fee can be calculated per dwelling unit (see **Exhibit 8**).

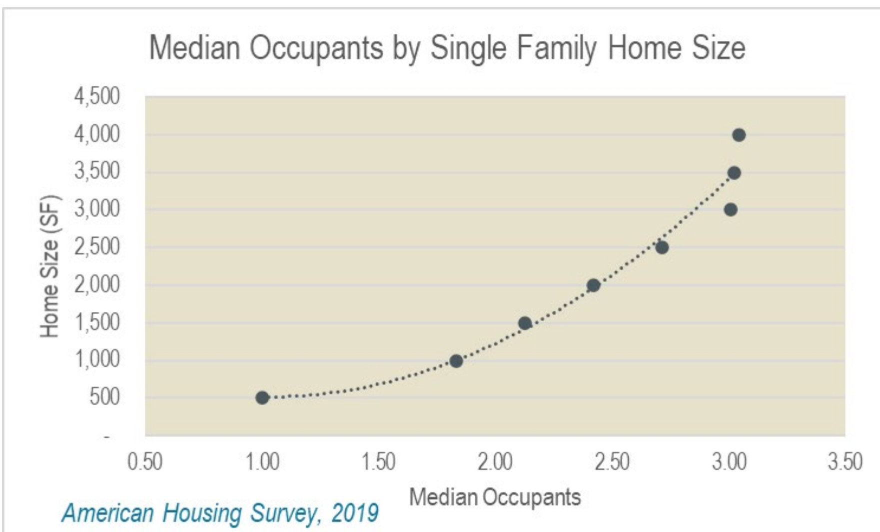
Exhibit 8
Calculated Impact Fee by Dwelling Type

Land Use Category	*Equivalent Residential Unit Factor**	Parks and Trails Impact Fee
Impact Fee per Resident	$843.21	
Single Family Dwelling Unit	*2.330*	$1,965
Multifamily Dwelling Unit**	*1.446*	$1,220

*Source: *factors derived from American Community Survey, City of Hayden, 2019, Tables DP04 and B25124.*
*** Multifamily includes dwellings with 4 or more units per structure.*

II.D.1.a Conversions for Single Family Residences

Residential impact fees are generally charged based on increases in dwelling units. However, larger homes generally have a more occupants than smaller homes. Thus, using American Housing Survey data, the City may adopt a methodology for charging single-family impact fees based on their floor area size (square feet). It should be noted that relationship between sq. ft. of house size and occupancy is not a linear correlation, so there is an effective limit on the impact fee.



Because impact fee equity can be enhanced by varying fees based on home size (and average occupancy levels), the Impact Fee Committee recommends that the City consider scaling single family impact fees based on home size, as shown in **Exhibit 8.** This would result in parks impact fees ranging from $843 for a 500 SF accessory dwelling to $2,563 for a 4,000 SF home. Note, the single family size would be based on the change in heated floor area and would only apply to new construction of dwellings with 1 to 3 units per structure as well as accessory dwellings.

Exhibit 8
Calculated Impact Fee by Single Family Home Size

Home Size (heated floor area)	Median Occupancy*	Parks and Trails Impact Fee
500 SF or less	1.00	$843
1000 SF	1.83	$1,546
1500 SF	2.13	$1,793
2000 SF	2.42	$2,041
2500 SF	2.71	$2,288
3000 SF	3.01	$2,535
3500 SF	3.02	$2,549
4000 SF and up	3.04	$2,563

Source: derived from prior tables.
** Estimated occupancy based on American Housing Survey, 2019.*

It is recommended that City staff continue to track new housing construction permits and record floor area amounts so that data can be utilized during future impact fee updates.

Section III. TRANSPORTATION IMPACT FEE

For the transportation impact fee, the same general methodology is applied as with the park impact fee. That is, the capital costs associated with planned projects (improvements over the next 10 years) which are eligible to be included in the impact fee cost basis, is divided by the growth in vehicle trip-ends.

III.A. PROJECT LIST

After conversations with City staff, only capital improvement projects that are expected to be completed by end of 2030 have been included in the fee calculation. This reflects the increased certainty of the actual costs and timing of these projects.

The next step is to allocate projects between the portion that serves future growth within the City's service area (includes City and Area of City Influence) and the portion that addresses existing deficiencies. Using data provided by the City's traffic engineer Iteris, FCS GROUP calculated the number of vehicle trips in 2030, as well as the existing number of vehicle trips. The difference between these two values represents growth. By dividing the growth in trips by the total number of trips in 2030, the *growth share* is calculated. Based on discussion with City staff and Iteris engineers, the City was analyzed using four quadrants, and the growth analysis was conducted for each quadrant, as well as the City as a whole. This is shown in **Exhibit 9 and the following map**.

Exhibit 9
Growth Share Calculation

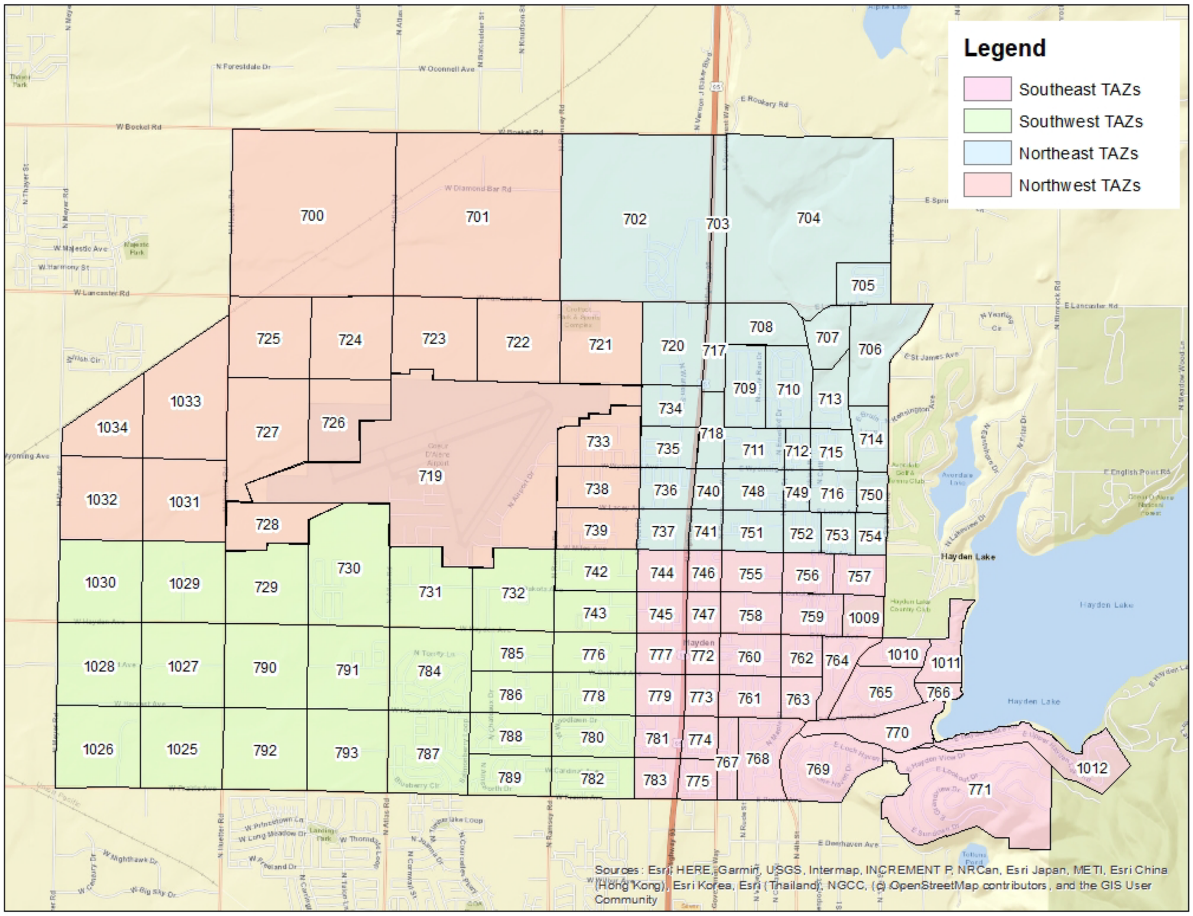
	2030 AM		2030 PM		Growth 2018 to 2030 (AM)		Growth 2018 to 2030 (PM)		AM	PM
Quadrant	Origin	Destination	Origin	Destination	Origin	Destination	Origin	Destination	Growth	Growth
NE	2,379	1,588	2,500	3,056	1,311	898	1,269	1,521	56%	50%
NW	1,049	1,448	1,598	1,637	776	1,170	1,163	1,193	78%	73%
SE	3,484	3,375	5,313	5,016	960	781	564	691	25%	12%
SW	3,313	2,724	3,649	3,867	1,381	1,054	1,399	1,354	40%	37%
Citywide	**10,225**	**9,134**	**13,059**	**13,576**	**4,428**	**3,904**	**4,396**	**4,758**	**43%**	**34%**

Based on discussions with City staff, the PM growth share is to be utilized for impact fee calculations since the transportation system is sized for the City's peak demand which occurs in the early evening. **Total PM trips are significantly higher than AM trips; therefore the growth in PM trips is more reflective of the actual impact on the City's infrastructure needed to serve future growth.**

Three types of cost allocation categories are utilized for the impact fee calculation:

- **Not Eligible**—Projects that do not serve future growth or serve to address existing deficiencies, such as repaving or restriping roadways.
- **100% Needed for Growth**—Projects that are *only* required to serve future growth. Only one project classified is included in this category: #101, Ramsey Road construction from Wyoming Avenue to Lancaster Road.
- **Proportionally Eligible**—Projects that serve a mix of future growth and current demand proportionally. These projects use the growth shares calculated in **Exhibit 12**.

Figure 1: Traffic Analysis Zone Map



The total 8-year transportation capital project list, including cost, allocation, and impact fee eligible cost, is shown in **Exhibit 10.**

Appendix B identifies transportation projects needed by year 2030 per the *Hayden 2040 Transportation Strategic Plan* (Jan. 2021).

Overall, about $75.8 million in project costs were identified for impact fee eligible projects (in nominal dollars, inflated to the assumed year of completion at 4 percent per year). After adjusting future costs to constant 2020 dollars, the total project cost for all transportation projects identified in City's transportation project list equates to $60.3 million.

Non-local funding sources along with other city funding sources have been deducted from the cost basis. For example, portions of the Ramsey Road projects are to be funded through federal infrastructure grants, and those funds are deducted from the impact fee eligible cost basis. Overall, approximately $58.9 million in transportation capital costs are associated with vehicle projects, and $1.4 million are associated with bike/pedestrian projects.

Exhibit 10
Transportation Project List

Project Number	Project Location	Improvement Type	Primary Categorization	Timing	Motorized?	Pedestrianized?	Cost Estimate (less inflation)	Other Funding	Impact Fee Eligible Project Cost (Vehicles)	Impact Fee Eligible Project Cost (Ped/Bike)
100	Hayden Avenue From Kirkpatrick Street to US-95	Upgrade	Automobile	Before 2025	Yes		$ 500,000		$ 500,000	$ -
101	Ramsey Road From Wyoming Avenue to Lancaster Road	New Construction	Automobile	Before 2025	Yes		7,707,000	7,141,306	565,694	-
102	Ramsey Road From Hayden Avenue to Wyoming Avenue	Upgrade	Automobile	Before 2025	Yes		3,451,000		3,451,000	-
103	Ramsey Road & Honeysuckle Avenue	Upgrade	Automobile	Before 2025	Yes		2,411,000		2,411,000	-
104	Honeysuckle Avenue & 4th Street	Upgrade	Automobile	Before 2025	Yes		1,495,000		1,495,000	-
105	Government Way Corridor Study	Multi-Modal	Non-Motorized	Before 2025			49,000		-	-
106	Hayden Avenue & Huetter Road	Upgrade	Automobile	Before 2025	Yes		291,000		291,000	-
107	Government Way & Honeysuckle Avenue	Upgrade	Automobile	Before 2025	Yes		587,000		587,000	-
108	Hayden Avenue & Ramsey Road	Upgrade	Automobile	Before 2025	Yes		2,781,000		2,781,000	-
109	Hayden Avenue & Atlas Road	Upgrade	Automobile	Before 2025	Yes		1,979,000		1,979,000	-
110	Hayden Avenue From Huetter Road to Atlas Road	Upgrade	Automobile	Before 2025	Yes		3,828,000		3,828,000	-
111	4th Street From North of Prairie Avenue to South of Honeysuckle Avenue	Upgrade	Automobile	Before 2025	Yes		470,000		470,000	-
112	Government Way & Wyoming Avenue	Upgrade	Automobile	Before 2025	Yes		1,324,000		1,324,000	-
113	Government Way & Miles Avenue	Upgrade	Automobile	Before 2025	Yes		1,726,000		1,726,000	-
200	Hayden Avenue From Atlas Road to Ramsey Road	Upgrade	Automobile	2025-2029	Yes		5,947,000		5,947,000	-
201	Hayden Avenue From Juno Street to Finucane Drive	Multi-Modal	Non-Motorized	2025-2029		Yes	795,000		-	795,000
202	Strahorn Road & Honeysuckle Avenue	Upgrade	Automobile	2025-2029	Yes		1,773,000		1,773,000	-
203	Ramsey Road & Miles Avenue	Upgrade	Automobile	2025-2029	Yes		1,374,000		1,374,000	-
204	Ramsey Road From Prairie Avenue to Hayden Avenue	Upgrade	Automobile	2025-2029	Yes		7,137,000		7,137,000	-
205	Prairie Avenue & 4th Street	Upgrade	Automobile	2025-2029	Yes		891,000		891,000	-
206	Government Way & Dakota Avenue	Upgrade	Automobile	2025-2029	Yes		459,000		459,000	-
207	Government Way & Lancaster Road	Upgrade	Automobile	2025-2029	Yes		1,426,000		1,426,000	-
208	Government Way From Wyoming Avenue to Boekel Road	Upgrade	Automobile	2025-2029	Yes		6,380,000		6,380,000	-
209	Orchard Avenue between Triple Play and Government Way	Multi-Modal	Non-Motorized	2025-2029		Yes	548,000		-	548,000
210	Miles Avenue From US-95 to Government Way	Upgrade	Automobile	2025-2029	Yes		1,030,000		1,030,000	-
211	Government Way From Miles Avenue to Wyoming Avenue	Upgrade	Automobile	2025-2029	Yes		2,548,000		2,548,000	-
212	Maple Street from Honeysuckle Avenue to Hayden Avenue	Upgrade	Automobile	2025-2029			1,917,000		-	-
			Total				**$ 60,824,000**	**$ 7,141,306**	**$ 50,373,694**	**$ 1,343,000**

III.B. ELIGIBILE COST SHARE

The next step is to determine the impact fee cost eligibility of each project. New roadway construction projects are assumed to be 100 percent impact fee eligible. Projects such as upgrades and retrofits have been allocated a cost eligibility based on the growth in PM Peak Hour Vehicle-Trip Ends for the City plus its Area of City Influence.

III.C. ADJUSTMENTS

The City's existing transportation impact fee fund balance ($2.7 million) was deducted from the impact fee cost basis to account for the City's existing resources to fund the project list. As the previous impact fee has been based on vehicle projects, the existing fund balance was deducted only from the vehicle cost basis. The existing fund basis was allocated across quadrants by total project cost. In addition, the impact fee eligible cost basis was adjusted from 2020 dollars to 2022 dollars, to reflect the estimated cost of projects at time of fee adoption. This means that costs were increased by 7.2 percent over the eligible costs shown in the previous tables, based on the past 5 years of the Engineering New Record's Construction Cost Index.

Two transportation impact fee scenarios were evaluated as part of this impact fee update: a uniform citywide fee; and a fee that varies by quadrant. After consideration of the advantages and disadvantages of these different approaches, the Impact Fee Committee recommends maintaining consistency with the current/prior practice of a uniform citywide fee.

The citywide fee scenario is summarized in **Exhibit 11**.

Exhibit 11
Impact Fee Cost Basis (Uniform Citywide Scenario)

*Year 2022 dollar amounts**	Citywide Fee Scenario	
Adjustments to Impact Fee Cost Basis	**Roadways**	**Bike/Ped**
Unadjusted Cost Basis	$ 22,129,151	$ 461,546
less Impact Fee Fund Balance	2,589,735	54,014
Adjusted Cost Basis	**$ 19,539,416**	**$ 407,533**
Calculated Impact Fee		
Adjusted Cost Basis	$ 19,539,416	$ 407,533
Growth in PM Trips (City + ACI) Trip Ends	9,154	9,865
Impact Fee per Trip End	**$ 2,134.59**	**$ 41.31**

* Assumes transportation capital cost index (2020-22):

1.072	*based on past 5 year ENR-CCI: Seattle Construction Price Index*
$ 2,643,749	Total Impact Fee Fund Balance

III.D. TRIP-ENDS

The adjusted cost basis is then divided by growth in the number of trip-ends. Specifically, it is based on growth in the number of PM peak-hour vehicle trip ends, which represents the maximum period of constraint on the City's transportation infrastructure. The growth in vehicle trip-ends is shown previously in **Exhibit 9**.

This impact fee study evaluated the PM peak hour trip generation rates for land use classifications that are generally consistent with the most current Kootenai Metropolitan Planning Organization (KMPO) travel demand model. It should be noted that the KMPO travel demand model also bases its trip generation assumptions on the ITE Handbook but has factored those assumptions to take into account regional observations. For a description of the KMPO travel demand model please refer to their report: *2018 KMPO Travel Demand Model Update, Final Documentation*, January 9, 2020.

During this study, the Hayden Impact Fee Committee considered a range in documented trip generation rates from the KMPO model and the ITE Handbook, and subsequently determined that Hayden's TIF should be based upon the lowest trip generation rate from either approach. **Appendix C** identifies the average vehicle-trip generation rates by land use designation used in this study.

Bike and pedestrian projects were divided by the imputed growth in the person trip ends, rather than vehicle trip ends. Vehicle trip ends were converted to person trip ends using the Kootenai County vehicle trip to person trip ratio (1.08 person trips to 1.00 vehicle trip) identified in the *2040 Hayden Transportation Plan*. **Appendix C** identifies the average person-trip generation rates by land use designation used in this study.

III.E. CONVERSION FOR SINGLE FAMILY RESIDENCE

As shown **Appendix C**, most non-residential land uses are assessed based on square feet of floor area. Residential impact fees are generally charged based on increases in dwelling units. However, larger homes generally have a greater amount of trip generation (and occupancy) than smaller homes. As mentioned in the prior section, using American Housing Survey data, the City can adopt a methodology for charging single-family homes based on their floor area size (square feet).

It should be noted that relationship between sq. ft. of house size and occupancy is not a linear correlation, so there is an effective limit on the impact fee. **Exhibit 12 summarizes the proposed transportation development impact fee** for single family homes using the Citywide fee calculated above. This would result in transportation impact fees ranging from $2,179 for dwellings of 1,000 SF or less, and up to $2,724 for a 4,000 SF home. Note, the single family size would be based on the change in heated floor area and would only apply to new construction of dwellings with 1 to 3 units per structure as well as accessory dwellings.

Exhibit 12
Proposed Transportation Impact Fee based on Single Family Home Size
(with uniform Citywide Scenario)

	Avg*	Home Size		
House size in square feet	1,700	Under 1,000 SF	1000 to 2,499 S	Over 2,500 SF
Implied average home occupancy	2.33	1.42	2.35	2.82
Implied PM peak hour vehicle trip ends	1.00	1.00	1.06	1.16
Implied Person trip ends	1.08	1.08	1.14	1.25
Road Impact Fee	**$2,134.59**	**$2,134.59**	**$2,260.76**	**$2,480.86**
Bike/Pedestrian Facility Fee	**$44.52**	**$44.52**	**$47.15**	**$51.74**
Total Transportation Impact Fee	**$2,179.11**	**$2,179.11**	**$2,307.91**	**$2,532.60**
** Based on City of Hayden building permit records: 2015 to 2020; and City of Hayden, 2019 American Community Survey data*				
Road Impact Fee per SF Home	$ 2,134.59	per PM peak hr trip		
	$ 41.31	per person trip end		

III.F. IMPACT FEE SCHEDULE

The final step converts the cost per trip end into a fee for various land-use types. Each land use type generates a different number of trip ends. For this analysis, data from the most recent KMPO model and the *Institute of Transportation Engineers* Trip Generation Manual (10th edition) was utilized. By multiplying the number of trip-ends for each land use by the costs calculated in **Appendix C**, a new impact fee schedule is calculated, as shown in **Exhibit 13**. These charges are shown in 2022 dollar amounts and would be subject to annual inflation adjustments.

Exhibit 13 Hayden Transportation Impact Fee Schedule (maximum)

Use Classification	Current TIF Charge	Proposed TIF Charge	Unit	Notes
Industrial/Warehouse	$0.35	$0.85	per SF	excl. non-motorized TIF
Office General	$1.11	$3.44	per SF	excl. non-motorized TIF
Medical Office	n/a	$7.39	per SF	excl. non-motorized TIF
Service/Other	n/a	$4.20	per SF	excl. non-motorized TIF
Retail/Restaurant	$5.67	$8.62	per SF	excl. non-motorized TIF
Hotel/Motel	n/a	$1,374.20	per room	
Multifamily (4+ units per structure)	$1,124.00	n/a	per DU	
Multifamily (4+ units per structure)	n/a	$1.23	per SF	see note **
Single Family (1-3 units per structure)	$1,813.00		per DU	
Less than 1,000 SF		$2,179.11	per DU	
1,000 to 2,499 SF		$2,307.91	per DU	
2,500 SF and above		$2,532.60	per DU	

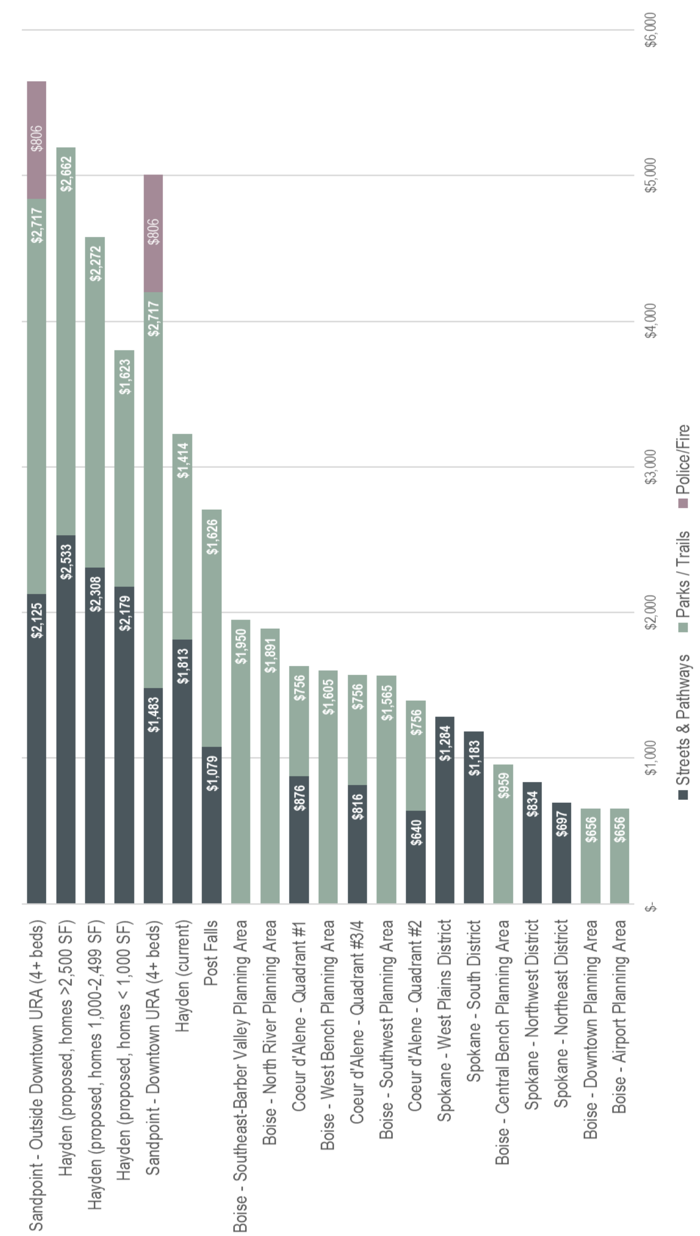
*** Derived from preceding tables and Appendix C.*

*** TIF to be based on gross SF of heated floor area. Assumes 1,000 SF (average) for total gross SF per dwelling unit.*

Section IV. Regional Comparison

As part of this study, FCS GROUP conducted a regional comparison survey of traffic, parks and police/fire impact fees in Idaho and Eastern Washington. The results are shown in **Exhibit 14.** The findings indicate that the City of Hayden's transportation impact fees and parks impact fees can increase based on this current methodology.

Exhibit 14
Regional Impact Fee Survey (per standard single family detached home)



Section V. IMPLEMENTATION

Modifications to existing Development Impact Fees in the City of Hayden require adoption of a new city Ordinance that modifies local Title 9 Building Regulations, Chapter 2 Impact Fees of the Haden City Code, with amendments to Section 9-2-3 "Capital Improvement Plans and Development Impact Fees."

This Development Impact Fee Study (with related methodology) must be included as part of the new ordinance, along with a schedule of impact fee costs 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, except as provided in section 67-8208 (1) (g), Idaho Code, by the total projected new service units that are described."

V.A. PHASE-IN SCHEDULE

This study identifies the maximum allowable impact fees that Hayden may charge based on the assumptions set forth herein. During the development of this study, the Hayden Impact Fee Advisory Committee recommended a phased approach to implementation of the maximum fees for the non-residential use categories. This recommendation was made in light of the variation between current fees and the proposed new maximum fees to help ensure continuation of community development and market acceptance. In addition to a proposed 3-year phase-in for non-residential fees, the new charges assume a 5% annual inflation escalation rate. The proposed Hayden fee schedule is provided in **Appendix C** and summarized in **Exhibit 15**.

Exhibit 15
Proposed Transportation and Parks Impact Fee Schedule

			Development Impact Fees by Year				
Use Classification	Current Charge	Unit	Year 1 (2023)	Year 2 (2024)	Year 3 (2025)	Year 4 (2026)	Year 5+ (2027)
TRANSPORTATION							
Industrial/Warehouse	$0.35	per SF	$0.54	$0.76	$0.99	$1.04	$1.09
Office General	$1.11	per SF	$1.98	$2.93	$3.98	$4.18	$4.39
Medical Office	n/a	per SF	$3.36	$5.12	$8.55	$8.98	$9.43
Service/Other	n/a	per SF	$2.25	$3.49	$4.86	$5.10	$5.36
Retail/Restaurant	$5.67	per SF	$6.99	$8.42	$9.98	$10.48	$11.01
Hotel/Motel	n/a	per room	$1,443	$1,515	$1,591	$1,670	$1,754
Multifamily (4+ units per structure)	$1.12	per SF	$1.29	$1.35	$1.42	$1.49	$1.57
Single Family (1-3 units per structure)	$1,813						
Less than 1,000 SF	$1,813	per DU	$2,288	$2,402	$2,523	$2,649	$2,781
1,000 to 2,499 SF	$1,813	per DU	$2,423	$2,544	$2,672	$2,805	$2,946
2,500 SF and above	$1,813	per DU	$2,659	$2,792	$2,932	$3,078	$3,232
PARKS							
Multifamily (4+ units per structure)	$0.87	per SF	$1.28	$1.34	$1.41	$1.48	$1.56
Single Family (1-3 units per structure)							
Less than 1,000 SF	$1,414	per DU	$1,623	$1,705	$1,790	$1,879	$1,973
1,000 to 2,499 SF	$1,414	per DU	$2,272	$2,386	$2,505	$2,631	$2,762
2,500 SF and above	$1,414	per DU	$2,662	$2,795	$2,935	$3,081	$3,235

Derived from preceding tables and Appendix C. Assumes 3-year phase in for non-residential fees.

V.B. CAPITAL IMPROVEMENT PLANS FOR GROWTH-RELATED NEEDS

Concurrent with the adoption of new Development Impact Fees, the City must adopt related Capital Improvement Plans, which are consistent with the local Comprehensive Plan.

V.B.1. Transportation

The recommended Capital Improvement Plan for growth-related transportation needs is provided in **Appendix A**. Appendix A provides further detail on each project along with their estimated construction time frame, overall capital cost, potential funding sources, and impact fee eligible costs. All projects identified in Appendix A were derived from *the 2040 Transportation Strategic Plan's Capital Improvement Program (CIP),* Jan. 2021. Capital costs in this study have been adjusted by including detailed cost estimates by Welch Comer engineers (**Appendix B**). Costs have been adjusted to reflect the City's anticipated share of project costs expressed in year 2022 dollars.

V.B.2. Parks and Recreation

The recommended Capital Improvement Plan for growth-related parks and recreation needs is provided in **Appendix A**. Appendix A provides further detail on each project along with their estimated construction time frame, overall capital cost, potential funding sources, and impact fee eligible costs. All projects identified in Appendix A were derived from the *2040 Comprehensive Plan for the Hayden Parks Plan (Jan. 2021).* Costs in this study have been adjusted to reflect the City's anticipated share as well as to account for expected costs in year 2022 dollars.

V.C. SERVICE AREA

The Service Area includes that location where specific public facilities provide service to development within the identified area, on the basis of sound planning or engineering principles or both. This Development Impact Fee study defines the Service Area for Parks and Recreation Development Impact Fees, including the Community Center, as the City of Hayden Municipal Boundary. The Service Area for Transportation Impact Fees is defined as the City of Hayden Municipal Boundary and the Area of City Influence (see **Map 1 in Section III** of this study).

In compliance with Idaho Code 67-8204 (21), the existing (year 2020) level of service, as measured by units per acre or units per capita for parks, and PM peak hour volume-capacity levels for transportation facility system improvements is considered as acceptable. These level of service measures are described in detail within this Development Impact Fee Study, and the referenced documents.

V.D. IMPACT FEE CHARGES AND EXEMPTIONS

New development that results in net increases in the demand for system capacity within the Service Area is subject to the Development Impact Fees in accordance with the adopted impact fee schedule. Per Idaho Code, impact fees are "limited to the amount attributable to the additional service units or change in the scope of development."

Furthermore, a development impact fee ordinance shall exempt from development impact fees the following activities:

a) Rebuilding the same floor area of a structure which was destroyed by fire or other catastrophe, providing the structure is rebuilt within two (2) years of its destruction;

b) Remodeling or repairing a structure which does not increase the service units;

c) Replacing a residential unit, including a manufactured home, provided there is no increase in service units;

d) Placing a temporary construction trailer or office on a lot;

e) Constructing an addition on a residential structure which does not increase the number of service units;

f) Adding uses that are typically accessory to residential uses, such as a garage, as long as there is no increase in service units.

Impact fees apply to any non-exempt structure that has been certified for occupancy by the City after being vacant for more than two (2) years.

If the City chooses to assess impact fees for single family dwellings based on square feet of heated floor area, then the impact fee charge would be prorated based on the net increase in square feet of heated floor area for which a building permit is granted by the City. Multifamily charges will be based on the net increase in number of dwelling units permitted by the City.

V.E. CREDITS AND REFUNDS

V.E.1. Credits

In compliance with Idaho Code 67-8209, a development impact fee must provide "credit or reimbursement for the present value of any construction of system improvements or contribution or dedication of land or money required by a *City* from a developer for system improvements of the category for which the development impact fee is being collected, including such system improvements paid for pursuant to local improvement district."

Impact fee revenue credits may be necessary to avoid double payment situations when developers are required to construct, fund or contribute system improvements as a condition of development approval; or as part of a local improvement district established to fund a specific improvement project that has been included in the impact fee cost basis. In cases where developer contributions exceed the project's proportionate share of system improvement costs, the developer shall receive a credit (no cash payment required by the City to the developer) on future impact fees for the amount in excess of the proportionate share.

Idaho impact fee law requires that the calculation of impact fees take into account the present value of all tax and user fee revenue generated by the developer, which in turn is used for local capital facility costs of improvements to the system on which impact fees are based. To account for other local revenues that may be used for growth-related capital improvements, historic spending patterns by the City of Hayden was reviewed for the past three years, and found that no General Fund monies, or user fees have been spent of transportation nor parks and recreation improvements. Therefore, no further reduction in development impact fees is necessary.

Project improvements that are normally required as part of the development approval process are not eligible for credits against development impact fees.

V.E.2. Refunds

Idaho impact fee law also requires that government entities provide for refunds upon request of an owner of property on which a development impact fee has been paid. Credits generally apply to cases related to:

a) The government entity has failed to appropriate or expend the collected development impact fees pursuant to section 67-8210(4) of Idaho Code, or

b) The fee payer pays a fee under protest and a subsequent review of the fee paid or completion of individual assessment exceeded the proportionate share assessed and paid as part of the impact fee.

V.F. EXPENDITURES

Development impact fees are to be used for the purpose of funding system improvement costs to create additional improvements to serve new growth. Per Idaho Code, 67-8210, the City must conduct an annual audit process with an annual report that includes:

a) Description of the amount of all development impact fees collected, appropriated or spent during the preceding year by public facility category;

b) Description of the percentage of tax and revenues other than impact fees collected, appropriated or spent during the preceding year by public facility category.

Idaho impact fee law states that impact fees that are collected must be expended within eight (8) years. This time frame may be extended as long as:

- A reasonable cause why the fees should be held longer; and
- An anticipated date by which the fees will be expended but cannot be greater than eleven (11) years from the date they were collected.

V.G. PROPORTIONATE SHARE ANALYSIS

This Development Impact Fee Study and related methodology for the City of Hayden is based on reasonable and fair formulas for determining impact fees. The fees do not exceed a proportionate share of the costs to serve new development. The study assumes that the City will continue to fund non-growth related improvements with non-impact fee funds.

The Idaho Development Impact Fee Act also includes evaluation factors that were set forth in the Utah Supreme Court decision named ***Banberry Development Corp. v. South Jordan City***. An analysis and application of each of seven factors is summarized in **Exhibit 16.**

Exhibit 16 Idaho Development Impact Fee Compliance

Criteria Consideration	City of Hayden Compliance Notes	Reference
1. Development Impact Fees are based on the new growth's share of the costs of future public facilities as provided by the City of Hayden.	The projects identified in the City of Hayden Capital Improvement Plans are consistent with the City's Comprhensive Plan and are required to serve future growth in service units within the Service Area. Costs will be updated if needed, as part of the annual capital budget process of the City.	Impact Fee Study, Appendix A
2. The impact fee analysis and CIPs have identified potential alternative funding sources from non-development impact fee revenues to fully fund the improvement plans.	This impact fee study includes revenue estimates of other alternative funding sources. Impact fees are based on the maximum allowable fee after accounting for other alternative sources and remaining impact fee fund balances.	Impact Fee Study, Appendix A
3. The extent to which new development may have already contributed to the cost of existing public facilities has been considered.	Impact fee cost basis is determined after accounting for any funding from General Fund or other likely funding sources that are known at this time.	Impact Fee Ordinance fee credit provisions.
4. The relative extent to which properties will make future contributions to existing public facilities has been considered, with regards to existing debt.	At this time there is no outstanding debt for existing facilities included in the impact fee calculation.	Impact Fee Study, Sections II and III
5. The City 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.	Any "site-specific" credits that will be available for system improvements identified in the annual capital budget and Capital Improvements Plans will be provided through implementing Ordinance.	Ordinance credit provisions
6. Extraordinanary costs, if any, in servicing newly developed properties should be addressed through administrative procedures.	The impact fee administrative process will include procedures for addressing extraordinary costs that have not been accounted for at present. Once service area is represented for parks and recreation, and one service area is represented for transportation.	Section V and Ordinance credit provisions
7. The time-price differential inherient in fair comparisons of amounts paid at different times is addressed.	This impact fee study includes costs that have adjusted to year 2022 dollar amounts, with no assumed inflation rate beyond that time. Annual cost adjustments can be made as part of the annual evaluation and/or as updates to the development impact fees.	Section V and Ordinance credit provisions

V.H. ADMINISTRATION

The Hayden Development Impact Fee Advisory Committee (DIFAC) has existing since the City first established its impact fee program. As required by the Idaho Development Impact Fee Act, this committee is to consist of at least five members, with a minimum of two that are active in the business of real estate, building, or development. Per *Idaho Code 67-8203-05*, the committee acts in an advisory capacity, and is tasked with the following:

a) Assisting with adopting land use assumptions;
b) Review of the capital improvements plan (CIP), and proposed amendments, and filing related written comments;
c) Monitor and evaluate implantation of the CIP;
d) File periodic reports, at least annually, with regard to the CIP and report to the City any perceived inequities in implementing the plan or imposing development impact fees;
e) Advise the City of the need to update or revise land use assumptions, the CIP, and development impact fees.

V.I. NEXT STEPS

Important steps for updating the development impact fees in the City of Hayden are identified below.

1. Following review of this impact fee study by the DIFAC, it is recommended that the city staff consider comments and make appropriate refinements to the study, if needed, and identify a proposed development impact fee schedule for implementation in 2022.

2. The City Council will then conduct adoption hearings pertaining to the new schedule of development impact fees (new Ordinance). As part of this new ordinance, the City will concurrently re-adopt the attached capital improvement programs for parks and transportation (Appendix A); and may consider additional changes to its administrative procedures, including preferences for annual indexing for capital cost inflation.

3. It is recommended that DIFAC and city consider designating a specific annual index that can be applied to future impact fee index adjustments to estimate inflation in construction costs. This study recommends an industry standard, such as the *Engineering News Record, Construction Cost Index, Seattle Region* (closest region to the City of Hayden).

Appendix A Capital Improvement Plans

Capital Improvement Plan for Parks and Recreation, Years 2022-2028

Park/Project	Classification	Total Cost	Acres Added	Impact Fee Eligibility	Allocation Basis	Classification
CP-NE-1 Hayden Canyon Community Park (Phase I)	Short-term	$ 100,000	1.49	Yes	Growth Benefit	Community
Broadmoore Park	Short-term	$ 360,000		Yes	Proportional	Neighborhood
Stoddard Park	Short-term	$ 210,000		Yes	Proportional	Neighborhood
Finucane Park	Short-term	$ 230,000		Yes	Proportional	Community
McIntire Family Park	Short-term	$ 100,000		Yes	Proportional	Special Use
Croffoot Park (Phase I)	Short-term	$ 1,245,000	13	Yes	Growth Benefit	Community
C-SW-1 Community Park	Short-term	$ 1,780,000	6	Yes	Growth Benefit	Community
Honeysuckle Beach Expansion Study	Short-term	$ 60,000		Yes	Proportional	Special Use
NP-NE-1	Short-term	$ 640,000	7.5	Yes	Growth Benefit	Neighborhood
Community Center Planning	Short-term	$ 50,000		Yes	Proportional	Community Center
Impact Fee Study Update	Short-term	$ 30,000				
CP-NE-1 Hayden Canyon Community Park (Phase II)	Mid-term	$ 1,110,000	16.51	Yes	Growth Benefit	Community
Broadmoore Park	Mid-term	$ 165,000		Yes	Proportional	Neighborhood
Stoddard Park	Mid-term	$ 100,000		Yes	Proportional	Neighborhood
Finucane Park	Mid-term	$ 445,000		Yes	Proportional	Community
McIntire Family Park	Mid-term	$ 1,000,000		Yes	Proportional	Special Use
Croffoot Park (Phase II)	Mid-term	$ 955,000	5	Yes	Growth Benefit	Community
C-SW-1 Community Park	Mid-term	$ 395,000		Yes	Proportional	Community
Honeysuckle Beach Expansion	Mid-term	$ 1,000,000	2	Yes	Growth Benefit	Special Use
NP-NE-2	Mid-term	$ 500,000	5	Yes	Growth Benefit	Neighborhood
Hayden Canyon Community Park Phase 2	Long-term	$ 1,710,000				
Broadmoore Park	Long-term	$ 40,000				
Stoddard Park	Long-term	$ 1,075,000				
Finucane Park	Long-term	$ 40,000				
Croffoot Park	Long-term	$ 800,000	10			
NP-NE-1 Development	Long-term	$ 1,000,000	5-10 acres			
NP-SE-1 acquisition	Long-term	$ 400,000	5			
NP-NW-1 acquisition	Long-term	$ 400,000	5			
NP-NW-2	Long-term	$ 1,250,000	10			
NP-SW-1 acquisition	Long-term	$ 400,000	5			
NP-SW-2 acquisition	Long-term	$ 400,000	5			
NP-SW 1, NW-1, or SE-1 development	Long-term	$ 625,000	5			
NP-SW-3 development	Long-term	$ 1,250,000				
Honeysuckle Beach Expansion	Long-term	$ 1,000,000				
Skate Park (land acquisition, planning/design, construction)	Long-term	$ 700,000				
Total		**$10,445,000**	**56.5**			

Source: Hayden Parks Master Plan Tables 5-4, 5-5, 5-6 Dollars stated in year 2020 amounts.

Capital Improvement Plan for Transportation

Impact Fee Eligible?	Project Number	Project Location	Improvement Type	Primary Categorization	Proj. Timing	Cost Estimate (less inflation)	Other Funding	Impact Fee Eligible Project Cost (Vehicles)	Impact Fee Eligible Project Cost (Ped/Bike)
Include	100	Hayden Avenue From Kirkpatrick Street to US-95	Upgrade	Automobile	Before 2025	$ 500,000		$ 500,000	$ -
Include	101	Ramsey Road From Wyoming Avenue to Lancaster Road	New	Automobile	Before 2025	7,707,000	7,141,306	565,694	-
Include	102	Ramsey Road From Hayden Avenue to Wyoming Avenue	Upgrade	Automobile	Before 2025	3,451,000		3,451,000	-
Include	103	Ramsey Road & Honeysuckle Avenue	Upgrade	Automobile	Before 2025	2,411,000		2,411,000	-
Include	104	Honeysuckle Avenue & 4th Street	Upgrade	Automobile	Before 2025	1,495,000		1,495,000	-
Exclude	105	Government Way Corridor Study	Multi-Modal	Non-Motorized	Before 2025	49,000		-	-
Include	106	Hayden Avenue & Huetter Road	Upgrade	Automobile	Before 2025	291,000		291,000	-
Include	107	Government Way & Honeysuckle Avenue	Upgrade	Automobile	Before 2025	587,000		587,000	-
Include	108	Hayden Avenue & Ramsey Road	Upgrade	Automobile	Before 2025	2,781,000		2,781,000	-
Include	109	Hayden Avenue & Atlas Road	Upgrade	Automobile	Before 2025	1,979,000		1,979,000	-
Include	110	Hayden Avenue From Huetter Road to Atlas Road	Upgrade	Automobile	Before 2025	3,828,000		3,828,000	-
Include	111	4th Street From North of Prairie Avenue to South of Honeysuckle Avenue	Upgrade	Automobile	Before 2025	470,000		470,000	-
Include	112	Government Way & Wyoming Avenue	Upgrade	Automobile	Before 2025	1,324,000		1,324,000	-
Include	113	Government Way & Miles Avenue	Upgrade	Automobile	Before 2025	1,726,000		1,726,000	-
Include	200	Hayden Avenue From Atlas Road to Ramsey Road	Upgrade	Automobile	2025-2029	5,947,000		5,947,000	-
Include	201	Hayden Avenue From Juno Street to Finucane Drive	Multi-Modal	Non-Motorized	2025-2029	795,000		-	795,000
Include	202	Strahorn Road & Honeysuckle Avenue	Upgrade	Automobile	2025-2029	1,773,000		1,773,000	-
Include	203	Ramsey Road & Miles Avenue	Upgrade	Automobile	2025-2029	1,374,000		1,374,000	-
Include	204	Ramsey Road From Prairie Avenue to Hayden Avenue	Upgrade	Automobile	2025-2029	7,137,000		7,137,000	-
Include	205	Prairie Avenue & 4th Street	Upgrade	Automobile	2025-2029	891,000		891,000	-
Include	206	Government Way & Dakota Avenue	Upgrade	Automobile	2025-2029	459,000		459,000	-
Include	207	Government Way & Lancaster Road	Upgrade	Automobile	2025-2029	1,426,000		1,426,000	-
Include	208	Government Way From Wyoming Avenue to Boekel Road	Upgrade	Automobile	2025-2029	6,380,000		6,380,000	-
Include	209	Orchard Avenue between Triple Play and Government Way	Multi-Modal	Non-Motorized	2025-2029	548,000		-	548,000
Include	210	Miles Avenue From US-95 to Government Way	Upgrade	Automobile	2025-2029	1,030,000		1,030,000	-
Include	211	Government Way From Miles Avenue to Wyoming Avenue	Upgrade	Automobile	2025-2029	2,548,000		2,548,000	-
Exclude	212	Maple Street from Honeysuckle Avenue to Hayden Avenue	Upgrade	Automobile	2025-2029	1,917,000		-	-
				Total		**$ 60,824,000**	**$ 7,141,306**	**$ 50,373,694**	**$ 1,343,000**
						$ 65,212,948	***$ 7,656,610***	***$ 54,008,567***	***$ 1,439,908***

Source: Hayden 2040 Transportation Strategic Plan, Capital Improvement Program (Jan., 2021); costs updated by Welch Comer engineers (Dec. 2021); and adjusted to 2022 dollars using the McGraw Hill Construction Cost Index.

APPENDIX B TRANSPORTATION CAPITAL PROJECT COST SUMMARY

Transportation Project Cost Detailed Estimates (by Welch Comer)

Project Number	Project Location	Project Description	Improvement Type	Travel Mode			Deficiency Analysis			Project Purpose							Original Estimate	Welch Comer Estimate (Adjusted for Inflation)
				Automobile	Non-Motorized	Freight	Current	By 2030	By 2040	Capacity	Intersection	Multi-Modal	Safety	Within Central Business District	Coordination with Sewer	Complete the System	In 2020 dollars	In 2020 dollars
Short Term (Before 2025)																		
101	Ramsey Road From Wyoming Avenue to Lancaster Road	Build 3-lane section. Construction anticipated in 2022 for Wyoming Avenue to Buckles Road and 2026 for Buckles Road to Lancaster Road. Improve the intersection of Ramsey Road & Wyoming Avenue, by installing new two-way stop controll and adding turn lanes at all approach legs.	New Construction	x		x	x	x	x	x		x	x		x	x	$5,879,000	$9,017,000
102	Ramsey Road From Hayden Avenue to Wyoming Avenue	Upgrade Ramsey Road to a three-lane section (one through lane in each direction with a TWLTL) with bicycle lanes and shared use paths.	Upgrade	x		x				x		x	x		x	x	$4,600,000	$3,950,000
103	Ramsey Road & Honeysuckle Avenue	Install a roundabout with 2 lanes on Ramsey and one lane on Honeysuckle.	Upgrade	x	x	x		x	x		x	x					$1,450,000	$2,760,000
104	Honeysuckle Avenue & 4th Street	Install roundabout at intersection. Intersection identified in signal warrant analysis.	Upgrade	x	x		x	x	x		x	x					$1,100,000	$1,711,000
105	Government Way Corridor Study	Study the access and operations along Government Way from Prairie Avenue to Lancaster Road, to determine opportunities to improve traffic operations and multi-modal transportation opportunities without widening the facility.	Multi-Modal		x	x		x	x			x	x	x		x	$60,000	$60,000
106	Hayden Avenue & Huetter Road	Install four-way stop sign and add left-turn and right-turn lanes at legs as necessary. Add advanced warning flashing beacons on Stop signs.	Upgrade	x		x	x	x	x		x	x			x		$100,000	$333,000
107	Government Way & Honeysuckle Avenue	Add turn lanes, as necessary, and retime signal at legs as necessary	Upgrade	x	x	x		x			x	x	x	x			$1,600,000	$677,000
108	Hayden Avenue & Ramsey Road	Improve intersection by installing new traffic signal or roundabout with turn lanes.	Upgrade	x	x	x		x	x		x	x					$1,670,000	$3,183,000
109	Hayden Avenue & Atlas Road	Install new roundabout with turn lanes	Upgrade	x		x		x	x		x	x	x		x		$1,630,000	$2,265,000
110	Hayden Avenue From Huetter Road to Atlas Road	Widen to 5-lanes, and install turn lanes at legs if necessary	Upgrade	x	x	x		x	x	x		x	x		x		$4,500,000	$4,382,000
111	4th Street From North of Prairie Avenue to South of Honeysuckle Avenue	Develop a shared use path, bike lanes, or sidewalks through corridor. Complete corridor study to correct capacity constraints in the PM peak period.	Upgrade	x	x			x	x	x		x	x				$1,000,000	$538,000
112	Government Way & Wyoming Avenue	Install new traffic signal and turn lanes (4 legs)	Upgrade	x	x	x					x	x	x	x		x	$1,474,700	$1,516,000
113	Government Way & Miles Avenue	Install new traffic signal and turn lanes (4 legs)	Upgrade	x	x	x					x	x	x	x		x	$1,156,000	$1,976,000
										Total Short-Term (2020-2025) CIP Cost							$26,219,700	$32,368,000

Transportation Project Cost Detailed Estimates Continued (by Welch Comer)

Project Number	Project Location	Project Description	Improvement Type	Travel Mode			Deficiency Analysis			Project Purpose							Original Estimate	Welch Comer Estimate (Adjusted for Inflation)
				Automobile	Non-Motorized	Freight	Current	By 2030	By 2040	Capacity	Intersection	Multi-Modal	Safety	Within Central Business District	Coordination with Sewer	Complete the System	In 2020 dollars	In 2020 dollars
Near-Term (Before 2030)																		
200	Hayden Avenue From Atlas Road to Ramsey Road	Widen to 3-lanes, and install turn lanes at legs that need them	Upgrade	x	x	x		x		x		x	x		x		$4,500,000	$8,022,000
201	Hayden Avenue From Juno Street to Finucane Drive	Develop a shared use path or sidewalk on south side of Hayden Avenue.	Multi-Modal		x	x						x	x	x	x		$1,600,000	$1,073,000
202	Strahorn Road & Honeysuckle Avenue	Realign Strahorn Road to Smith Road to align with E. Hayden Lake Road and install roundabout	Upgrade	x	x						x	x	x		x	x	$1,150,000	$2,392,000
203	Ramsey Road & Miles Avenue	Signalize intersection and add turn bays at all legs. Due to capacity constraints, it is likely that turn bays and geometric improvements can be made prior to 2030 with a signal installed prior to 2040. *This project is included in the 2030 time frame due to coordination with the 2040 Sewer Master Plan, and not due to capacity constraints*	Upgrade	x		x					x	x			x		$1,500,000	$1,854,000
204	Ramsey Road From Prairie Avenue to Hayden Avenue	Widen to 5-lane section (two lanes in each direction with a single TWLTL).	Upgrade	x	x	x		x		x		x	x				$7,000,000	$9,627,000
205	Prairie Avenue & 4th Street	Improve intersection approaches with partnership with the City of Dalton Gardens, and install roundabout. Identified in signal warrant analysis.	Upgrade	x	x	x					x	x					$900,000	$1,202,000
206	Government Way & Dakota Avenue	Add turn bays on east and west legs	Upgrade	x	x	x			x		x	x	x	x	x		$420,000	$620,000
207	Government Way & Lancaster Road	Install new traffic signal and turn lanes (4 legs)	Upgrade	x	x						x	x			x		$1,500,000	$1,924,000
208	Government Way From Wyoming Avenue to Boekel Road	Upgrade roadway to a three-lane section (one lane in each direction with a single TWLTL). The timing of the project is dependent on local development, including the development of Hayden Canyon north of Lancaster Road.	Upgrade	x				x	x	x			x		x		$6,000,000	$8,606,000
209	Orchard Avenue between Triple Play and Government Way	Install sidewalk or separated pathway with curb and gutter to connect existing sidewalks and complete the multi-modal grid.	Multi-Modal		x	x						x		x			$50,000	$739,000
210	Miles Avenue From US-95 to Government Way	Upgrade roadway to a three-lane section (one lane in each direction with a single TWLTL).	Upgrade	x	x				x	x		x				x	$450,000	$1,389,000
211	Government Way From Miles Avenue to Wyoming Avenue	Upgrade roadway to a three-lane section (one lane in each direction with a single TWLTL). Install curb and gutter and sidewalk	Upgrade	x	x			x	x	x		x	x				$2,500,000	$3,437,000
212	Maple Street from Honeysuckle Avenue to Hayden Avenue	Upgrade roadway to improve width of lanes and striping. Develop a two-lane facility (one lane in each direction) with appropriate curb and gutter with sidewalk.	Upgrade		x			x	x			x	x			x	$1,300,000	$2,586,000
										Total Near-Term (2025-2030) CIP Cost							$28,870,000	$43,471,000

Source: Welch Comer, Dec. 2021.

APPENDIX C TRIP GENERATION & FEE ASSUMPTIONS

P.M. Peak-Hour (PMPH) Trip Rates for Roadways

City of Hayden as of 7/28/22

Calculated TIF Rate per PMPH Trip **$2,134.59**

Category	PMPH Vehicle Trip Gen Rate	Unit	Source	Calculated TIF Charge per Unit*	Hayden Land Use Designation
Single Family	1.00	Dwelling	ITE	$2,134.59	Single Family (1-3 units per structure)
Multi-family	0.56	Dwelling	ITE	$1,195.37	Multifamily (4+ units per structure)
Retail	2.51	1,000 SF	ITE	$5.36	Retail/Restaurant
Commercial / Office	2.070	1,000 SF	KMPO	$4.42	Office General
Industrial	0.400	1,000 SF	ITE	$0.85	Industrial/Warehouse
Accomodations	0.60	Room	KMPO	$1,280.76	Hotel/Motel
Transp. & Warehousing	0.19	1,000 SF	ITE	$0.41	Industrial/Warehouse
Medical	3.46	1,000 SF	ITE	$7.39	Medical Office
Prof. Scientific & Tech.	1.15	1,000 SF	ITE	$2.45	Office General
Services	1.966	1,000 SF	KMPO	$4.20	Service/Other
Utilities & Construction	0.49	1,000 SF	ITE	$1.05	Industrial/Warehouse
Food Services	5.57	1,000 SF	ITE	$11.89	Retail/Restaurant

* excludes bike/ped facility charge.

Source: KMPO assumptions are from the 2018 KMPO Travel Demand Model Update, Final Assumptions, Kootenai MPO, Jan. 2020. ITE assumptions are derived from the ITE Trip Generation Manual, 10 Edition, 2017; ITE rates reflect vehicle pass-by trip reduction factors, if any.

Non-Motorized Facility Trip Rates

City of Hayden as of 7/28/22

Calculated Non-motorized TIF Rate per Person Trip **$41.31**

Category	Person Trip Rate	Unit	Source	Impact Fee per Unit	Hayden Land Use Designation
Single Family	1.08	Dwelling	ITE	$44.52	Single Family (1-3 units per structure)
Multi-family	0.77	Dwelling	ITE	$31.92	Multifamily (4+ units per structure)
Retail	0.30	1,000 SF	ITE	$12.39	Retail/Restaurant
Commercial / Office	0.140	1,000 SF	ITE	$5.78	Office General
Industrial	0.000	1,000 SF	ITE	$0.00	Industrial/Warehouse
Accomodations	2.26	Room	ITE	$93.44	Hotel/Motel
Transp. & Warehousing	0.00	1,000 SF	ITE	$0.00	Industrial/Warehouse
Medical	3.98	1,000 SF	ITE	$164.37	Medical Office
Prof. Scientific & Tech.	0.14	1,000 SF	ITE	$5.78	Office General
Services	0.640	1,000 SF	ITE	$26.44	Service/Other
Utilities & Construction	0.00	1,000 SF	ITE	$0.00	Industrial/Warehouse
Food Services	0.30	1,000 SF	ITE	$12.39	Retail/Restaurant

Source: derived from the ITE Trip Generation Manual, 10 Edition, 2017.

Indicates uses where the imapact fee is not recommended at this time.

Parks and Transportation Impact Fees (Motorized and Non-Motorized Facilities)
Assumes 3-year phase-in for non-residential use categories
(2022 dollars, unadjusted for inflation)

Hayden Parks and Transportation Impact Fees by Year (2022 $, unadjusted for inflation)
Assumes 3-year phase-in for non-res fees

Use Classification	Current Charge	Unit	Proposed Fees Year 1 (2023)	Year 2 (2024)	Year 3 (2025)	Year 4 (2026)	Year 5+ (2027)
TRANSPORTATION							
Industrial/Warehouse	$0.35	per SF	$0.52	$0.69	$0.85	$0.85	$0.85
Office General	$1.11	per SF	$1.89	$2.66	$3.44	$3.44	$3.44
Medical Office	n/a	per SF	$3.20	$4.64	$7.39	$7.39	$7.39
Service/Other	n/a	per SF	$2.14	$3.17	$4.20	$4.20	$4.20
Retail/Restaurant	$5.67	per SF	$6.65	$7.64	$8.62	$8.62	$8.62
Hotel/Motel	n/a	per room	$1,374	$1,374	$1,374	$1,374	$1,374
Multifamily (4+ units per structure)	n/a	per SF	$1.23	$1.23	$1.23	$1.23	$1.23
Single Family (1-3 units per structure)	$1,813	per DU					
Less than 1,000 SF		per DU	$2,179	$2,179	$2,179	$2,179	$2,179
1,000 to 2,499 SF		per DU	$2,308	$2,308	$2,308	$2,308	$2,308
2,500 SF and above		per DU	$2,533	$2,533	$2,533	$2,533	$2,533
PARKS							
Multifamily (4+ units per structure)	$0.87	per SF	$1.22	$1.22	$1.22	$1.22	$1.22
Single Family (1-3 units per structure)							
Less than 1,000 SF	$1,414	per DU	$1,546	$1,546	$1,546	$1,546	$1,546
1,000 to 2,499 SF	$1,414	per DU	$2,164	$2,164	$2,164	$2,164	$2,164
2,500 SF and above	$1,414	per DU	$2,535	$2,535	$2,535	$2,535	$2,535

Derived from preceding tables and Appendix C. Assumes 3-year phase-in for non-residential fees.
Multifamily rates assume 1,000 gross SF per dwelling unit.

Parks and Transportation Impact Fees (Motorized and Non-Motorized Facilities)
(fees adjusted for inflation)

Hayden Parks and Transportation Impact Fees by Year (values adjusted for inflation)
(assumes 5% annual inflation adjustment)

Use Classification	Current Charge	Unit	Development Impact Fees by Year Year 1 (2023)	Year 2 (2024)	Year 3 (2025)	Year 4 (2026)	Year 5+ (2027)
TRANSPORTATION							
Industrial/Warehouse	$0.35	per SF	$0.54	$0.76	$0.99	$1.04	$1.09
Office General	$1.11	per SF	$1.98	$2.93	$3.98	$4.18	$4.39
Medical Office	n/a	per SF	$3.36	$5.12	$8.55	$8.98	$9.43
Service/Other	n/a	per SF	$2.25	$3.49	$4.86	$5.10	$5.36
Retail/Restaurant	$5.67	per SF	$6.99	$8.42	$9.98	$10.48	$11.01
Hotel/Motel	n/a	per room	$1,443	$1,515	$1,591	$1,670	$1,754
Multifamily (4+ units per structure)	$1.12	per SF	$1.29	$1.35	$1.42	$1.49	$1.57
Single Family (1-3 units per structure)	$1,813						
Less than 1,000 SF	$1,813	per DU	$2,288	$2,402	$2,523	$2,649	$2,781
1,000 to 2,499 SF	$1,813	per DU	$2,423	$2,544	$2,672	$2,805	$2,946
2,500 SF and above	$1,813	per DU	$2,659	$2,792	$2,932	$3,078	$3,232
PARKS							
Multifamily (4+ units per structure)	$0.87	per SF	$1.28	$1.34	$1.41	$1.48	$1.56
Single Family (1-3 units per structure)							
Less than 1,000 SF	$1,414	per DU	$1,623	$1,705	$1,790	$1,879	$1,973
1,000 to 2,499 SF	$1,414	per DU	$2,272	$2,386	$2,505	$2,631	$2,762
2,500 SF and above	$1,414	per DU	$2,662	$2,795	$2,935	$3,081	$3,235

Derived from preceding tables and Appendix C.

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B. Recommendation to City Council regarding possible Fee Increase *ACTION ITEM*

Memo

To: Members of the Development Impact Fee Advisory Committee (DIFAC)

From: Donna Phillips, Community Development Director

Date: August 18, 2026

Agenda Item: Annual Meeting regarding Development Impact Fees and Recommendations to City Council

Agenda Item Location

New Business

Background

In August of 2022, the City Council approved the recommendation of the DIFAC to approve the City of Hayden Park & Transportation Development Impact Fee Methodology Report ("Report"). Since that time, DIFAC has recommended and the City Council has approved fee increases in accordance with the

Proposed Transportation and Parks Impact Fee Schedule

			Development Impact Fees by Year				
Use Classification	Current Charge	Unit	Year 1 (2023)	Year 2 (2024)	Year 3 (2025)	Year 4 (2026)	Year 5+ (2027)
TRANSPORTATION							
Industrial/Warehouse	$0.35	per SF	$0.54	$0.76	$0.99	$1.04	$1.09
Office General	$1.11	per SF	$1.98	$2.93	$3.98	$4.18	$4.39
Medical Office	n/a	per SF	$3.36	$5.12	$8.55	$8.98	$9.43
Service/Other	n/a	per SF	$2.25	$3.49	$4.86	$5.10	$5.36
Retail/Restaurant	$5.67	per SF	$6.99	$8.42	$9.98	$10.48	$11.01
Hotel/Motel	n/a	per room	$1,443	$1,515	$1,591	$1,670	$1,754
Multifamily (4+ units per structure)	$1.12	per SF	$1.29	$1.35	$1.42	$1.49	$1.57
Single Family (1-3 units per structure)							
Less than 1,000 SF	$1,813	per DU	$2,288	$2,402	$2,523	$2,649	$2,781
1,000 to 2,499 SF	$1,813	per DU	$2,423	$2,544	$2,672	$2,805	$2,946
2,500 SF and above	$1,813	per DU	$2,659	$2,792	$2,932	$3,078	$3,232
PARKS							
Multifamily (4+ units per structure)	$0.87	per SF	$1.28	$1.34	$1.41	$1.48	$1.56
Single Family (1-3 units per structure)							
Less than 1,000 SF	$1,414	per DU	$1,623	$1,705	$1,790	$1,879	$1,973
1,000 to 2,499 SF	$1,414	per DU	$2,272	$2,386	$2,505	$2,631	$2,762
2,500 SF and above	$1,414	per DU	$2,662	$2,795	$2,935	$3,081	$3,235

Derived from preceding tables and Appendix C. Assumes 3-year phase in for non-residential fees.

fee schedule provided as Exhibit 15 (page 19) of the adopted Report and shown above for reference.

The Report is generally updated once the Parks and/or Transportation Capital Improvement Projects (CIPs) are updated in each of the long-range plans. Then the CIP of the Development Impact Fee can be updated, and the corresponding fees can also be updated. The Transportation CIP is in progress, and staff believes the Parks CIP will be reviewed in the early part of the next fiscal year. Once they are completed, then an update to the report could occur.

Additionally, two other areas of possible inclusion in an impact fee could be 1) a Community Center as was identified in the Report as approved; and 2) Law Enforcement which had been previously collected but which was not included in this Report.

Recommended Action or Motion.

At the conclusion of the annual meeting of DIFAC, staff will be looking for direction in the form of a recommendation to City Council regarding these two items:

1) Should the impact fee be increased to the 2027 value as provided in the adopted Report; and
2) Should the Report be updated and what should be reviewed (included) in the update: Parks, Transportation, Community Center, Law Enforcement?

Attachment

Impact Fee Report as adopted in 2022
DIFAC Regular Meeting Minutes

3. **REPORTS**
4. **ADJOURNMENT**