Final Report

Capital Facilities Fee Nexus Study

The Economics of Land Use

Prepared for:

City of Turlock

Prepared by:

Economic & Planning Systems, Inc.
In cooperation with Dyett & Bhatia and Omni-Means

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1. INTRODUCTION AND OVERVIEW

This Capital Facilities Fee (CFF) nexus study is designed to provide the City of Turlock with the necessary technical documentation to support the adoption of an update to its existing Public Facilities Fee (PFF). It has been prepared by Economic & Planning Systems, Inc. (EPS) in cooperation with Dyett & Bhatia, General Plan consultant, and Omni-Means, Transportation Engineer, with significant input from City staff.

Impact fees are one-time charges on new development collected and used by jurisdictions (e.g., a City or County) to cover the cost of capital facilities and infrastructure that is required to serve new residential and commercial growth. Impact fees are generally collected upon issuance of a building permit, although some jurisdictions collect them at certificate of occupancy. The City of Turlock currently has an established CFF program with fees that vary by "zone of benefit." This Study is designed to update these existing fees based on new land use and growth projections as well as estimated capital facilities needs and their corresponding costs.

The Fee Program described in this Report is consistent with the most recent relevant case law and the principles of AB 1600 or Government Code Section 66000 et seq. ("Fees for Development Projects"; except where specific citations are provided, this statute will be referred to in this Report as AB 1600). The Report provides the nexus argument and associated fee calculations for the maximum fees the City can charge for the facilities indicated pursuant to AB 1600.

In addition to the CFF, there are several other AB 1600 fees that are charged to new development either Citywide, or to Specific/Master Plan Areas for sewer, water, storm drainage and other facilities. Specific and Master Plan areas in the City collect fees to fund improvements that are of particular benefit to the plan area. For example, the fees are currently being charged within the following plan areas: the Northwest Triangle Specific Plan, the North Turlock Master Plan, the Northeast Turlock Master Plan, the East Tuolumne Master Plan, and the Westside Industrial Specific Plan. These other fee programs have been or will be updated as part of separate nexus studies and approval processes.

Organization of Report

The report is divided into eight chapters, including this Introduction and Overview. **Chapter 2** provides a summary of the nexus methodology and key assumptions. **Chapters 3** through **6** describe the capital improvements, costs of those improvements and the cost allocation for transportation, general government, police services, and fire services. **Chapter 7** shows a comparison of the proposed capital facilities fee to other surrounding jurisdictions' fees for transportation, general government, police, and fire services. **Chapter 8** describes the implementation of the fee program and reporting requirements.

Purpose and Use of AB 1600 Fees

New development in the City of Turlock will increase the demand for certain government services and the facilities and infrastructure needed to provide them. The CFF revenues are collected and expended to fund the portion of these new infrastructure and facility improvements needed to accommodate growth consistent existing or established service standards. Specifically, the CFF revenues calculated in this study will be used to fund:

- **Transportation Improvements**–The CFF will fund needed additions and improvements to roadways to accommodate future traffic volumes projected as a result of new development. Improvements include new roadways, roadway improvements, new interchange projects, freeway and railroad overcrossings, and other projects such as intersection signalizations, multi-modal facilities, and plan line studies, among others.
- **General Government Facilities and General Plan Implementation Studies**–The CFF will fund construction and expansion of general government facilities, including but not limited to Phase 1 and 2 of the City Hall expansion and purchase of land for the eventual Corporation Yard expansion. The CFF also will fund the required General Plan implementation studies.
- **Police Service Facilities and Equipment**–The CFF will fund construction of an expansion to the animal services facility and purchase of police-related equipment to serve new development in the City of Turlock.
- **Fire Service Facilities and Equipment**–The CFF will fund construction of a new fire training facility and a new fire station as well as the purchase of related fire protection vehicles and equipment to serve new development in the City of Turlock.

CFF Legal Context

This Report is designed to provide the necessary technical analysis supporting a schedule of fees to be established by an Impact Fee Ordinance and Resolution. The City currently has a CFF Ordinance that enables the collection of fees for capital facilities, pursuant to AB 1600 and Government Code Section 66000 et seq. As noted, AB 1600 is codified California Government Section 66000 et seq., which sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that "a reasonable relationship, or nexus, must exist between a governmental exaction and the purpose of the condition."

The key requirements of AB 1600 that determine the structure, scope and amount of the proposed CFF Program are as follows:

- **Collected for Capital Facility and Infrastructure Improvements Only**. Development impact fee revenue can be collected and used to cover the cost of capital facilities and infrastructure that are required to serve new development in the County.[1] Impact fee

[1] Under guidance from the Turlock City Attorney and pursuant to Government Code Section 66014, General Plan implementation studies required to plan for future growth are included in the CFF Program under the General Government component.

revenue cannot be used to cover the operation and maintenance costs of these or any other facilities and infrastructure.

- **Used to Fund Facility Needs Created by New Development Rather than Existing Deficiencies**. Impact fee revenues can only be used to pay for new or expanded capital facilities needed to accommodate growth. Impact fee revenue cannot be collected or used to cover the cost of existing deficiencies in the City's capital facilities or infrastructure. In other words, the cost of capital projects or facilities that are designed to meet the needs of the City's existing population must be funded through other sources. The costs associated with improvements that serve the needs of both new development and the existing population and employment are split on a "fair share" basis according to the proportion attributable to each. Thus, the CFF Program funding may need to be augmented by the City and other revenue sources to meet overall funding requirements.

- **Fee Amount Must Be Based on A Rational Nexus**. An impact fee amount must be based on a reasonable nexus, or connection, between new development and the needs and corresponding costs of the capital facilities and improvements need to accommodate it. As such, an impact fee must be supported by specific findings that explain or demonstrate this nexus or relationship. In addition, the impact fee amount must be structured such that the revenue generated does not exceed the cost of providing the facility or improvement for which the fee is imposed.

Summary of Proposed Fee Program

Based on the required capital facilities needed to serve future development in the City of Turlock through buildout of the General Plan and the portion of costs that can be included in the fee program, the Capital Facilities Fees presented on **Table 1** are recommended to fund such facilities. Fee components are detailed in **Tables A-1** and **A-2** in **Appendix A.** A total of $457.8 million in costs are associated with the improvements identified in this CFF study, of which $205.7 million are expected to be funded by the CFF program, as shown on **Table 2**.

The provisions of AB 1600 allow jurisdictions to include the costs of administering the impact fee program in the fee amount. Administration requirements include collecting and allocating impact fee revenue, record keeping and reporting of fund activity, and periodic updates to the fee program. This analysis assumes that administrative costs will equal 3 percent of the total fee program cost.

Table 1
Summary of Capital Facilities Fees
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Land Use Category	Metric	Proposed Fees [1]		
		Downtown/ PPA	Master Plan Areas	City Infill
Residential				
Single Family Residential (SFR) [2]	per D.U.	$10,300	$12,567	$11,234
Multifamily Residential (MFR) [2]	per D.U.	$7,410	$9,061	$8,063
Senior Assisted Living/ Nursing Facilities	per bed	$2,940	$3,593	$3,201
2nd Unit/ Accessory Unit	per D.U.	$5,723	$6,932	$6,293
Mobile Home Dwelling	per unit	$5,457	$6,664	$5,947
Commercial/Retail [3]				
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	$11,091	$13,366	$12,269
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	$11,045	$13,305	$12,224
Gas Station	per VFP [4]	$6,793	$8,204	$7,499
Hotel/ Motel	per room	$3,632	$4,384	$4,011
Commercial/Other [3]				
Office	per 1,000 sq.ft.	$5,812	$7,064	$6,377
Medical Office	per 1,000 sq.ft.	$9,512	$11,489	$10,499
Hospital	per 1,000 sq.ft.	$3,800	$4,627	$4,161
Institutional/ Assembly	per 1,000 sq.ft.	$2,533	$3,075	$2,782
Industrial				
Industrial < 25,000 sq.ft.	per 1,000 sq.ft.	$1,854	$2,270	$2,020
Industrial > 25,000 sq.ft.	per 1,000 sq.ft.	$1,445	$1,760	$1,581
Warehouse	per 1,000 sq.ft.	$1,346	$1,633	$1,480

[1] Fees varies by area of the City. Fees include 3% administration charge.
[2] An age-restricted senior housing discount of 50% will be applied to the transportation component of the fee with legal documentation (e.g., deed restriction).
[3] If retail or commercial project includes a drive-through, a fee premium of 25% will be added to the transportation component of the fee.
[4] Vehicle fueling position.

Sources: City of Turlock; Economic & Planning Systems, Inc.

Table 2
Estimated Costs By Public Facility Category
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Public Facility Category	Total Cost	Program	% of Total Cost Allocated to CFF	Allocation within CFF Program
Transportation	$420,655,870	$176,163,805	42%	86%
General Government	$16,582,589	$15,403,930	93%	7%
Police Safety Facilities	$6,823,050	$6,823,050	100%	3%
Fire Safety Facilities	$13,750,538	$7,262,086	53%	4%
Total Costs	**$457,812,047**	**$205,652,872**	**45%**	**100%**

Sources: City of Turlock; Economic & Planning Systems, Inc.

2. SUMMARY OF METHODOLOGY AND KEY ASSUMPTIONS

The City of Turlock CFF funds transportation, general government, police service, and fire service-related capital facilities to serve new development. The fee is set based on a nexus between the facilities to be funded and the benefit received by those paying the fee, in this case new development within the City of Turlock.

This section provides a brief overview of the nexus methodology and the key assumptions used to calculate the fees. The following chapters describe in greater detail how the facility costs were estimated and the cost allocation to new development.

Summary of Methodology

The nexus methodology for transportation facilities was determined by Omni-Means. The fees for transportation improvements are calculated for each of the three Zones of Benefit based on the costs associated with each Zone and the intensity of development in each Zone, as measured in new trip miles generated.

The nexus methodology for general government, police services, and fire services was determined according to the steps listed below:

1. The improvements required to serve new development in the City of Turlock through buildout of the General Plan were identified through a space needs assessment prepared by BFGC – IBI Group and by City staff.

2. Cost estimates related to those improvements identified in the space needs assessment are provided by CUMMING consulting firm. Other cost estimates are provided by City staff based on previous experience and professional judgment.

3. For fire service facility and improvements, costs are allocated by Zone of Benefit within the City. For example, a new fire station will be required to serve the new development in the Master Plan Areas. Although there will be some Citywide benefit attributable to the new fire station due to more efficient service boundaries and improved response time, the fee calculation allocates most of the cost to new development in the MPAs. The portion of the costs benefitting existing development is accounted for. Neither the general government nor the police service facility fee category has differential fees based on Zone of Benefit.

4. In cases where the facility or improvement is required just to serve new development or would not be needed but for new growth in the City, the costs are allocated 100 percent to new development. However, in cases where the facility or improvement is expected to serve both the existing population and future population, the costs attributable to new development are based on the City's current versus future service population. Population and employment estimates were provided by General Plan consulting firm, Dyett & Bhatia, and were derived based on an inventory of vacant land, designated land uses for those lands within the City of Turlock, and resident and employee density assumptions. The service population is calculated as population plus 39 percent of employees based on a relative weighting of the resident versus employee demand for services.

5. The costs attributable to residential versus commercial development are allocated based on the City's future residential versus employment populations.

6. Once costs are allocated to residential and commercial uses, each cost category is divided by the total residential or employment population to arrive at a "cost per resident" or "cost per employee". The cost per user is multiplied by the people per household factor for each residential fee category or by the employment density factor for each commercial fee category.

7. A 3 percent charge is added to the fee for administration of the fee program.

8. The fee plus the administration charge for administering the fee program determines the fee for residential and nonresidential uses for transportation, general government, police services, and fire services.

Demographic and Land Use Assumptions

This section describes the demographic and land use assumptions utilized in this study for both existing and future General Plan buildout conditions (i.e., through 2030). The estimates are used for the following primary purposes in the fee calculation:

- Estimates of existing population and employment levels are used to formulate service standards for specific capital improvement categories as well as to ascertain existing needs relative to existing standards.

- Estimates of future population and employment growth in the City are the basis for determining the future need for some of the capital facilities which can be appropriately funded by the fee.

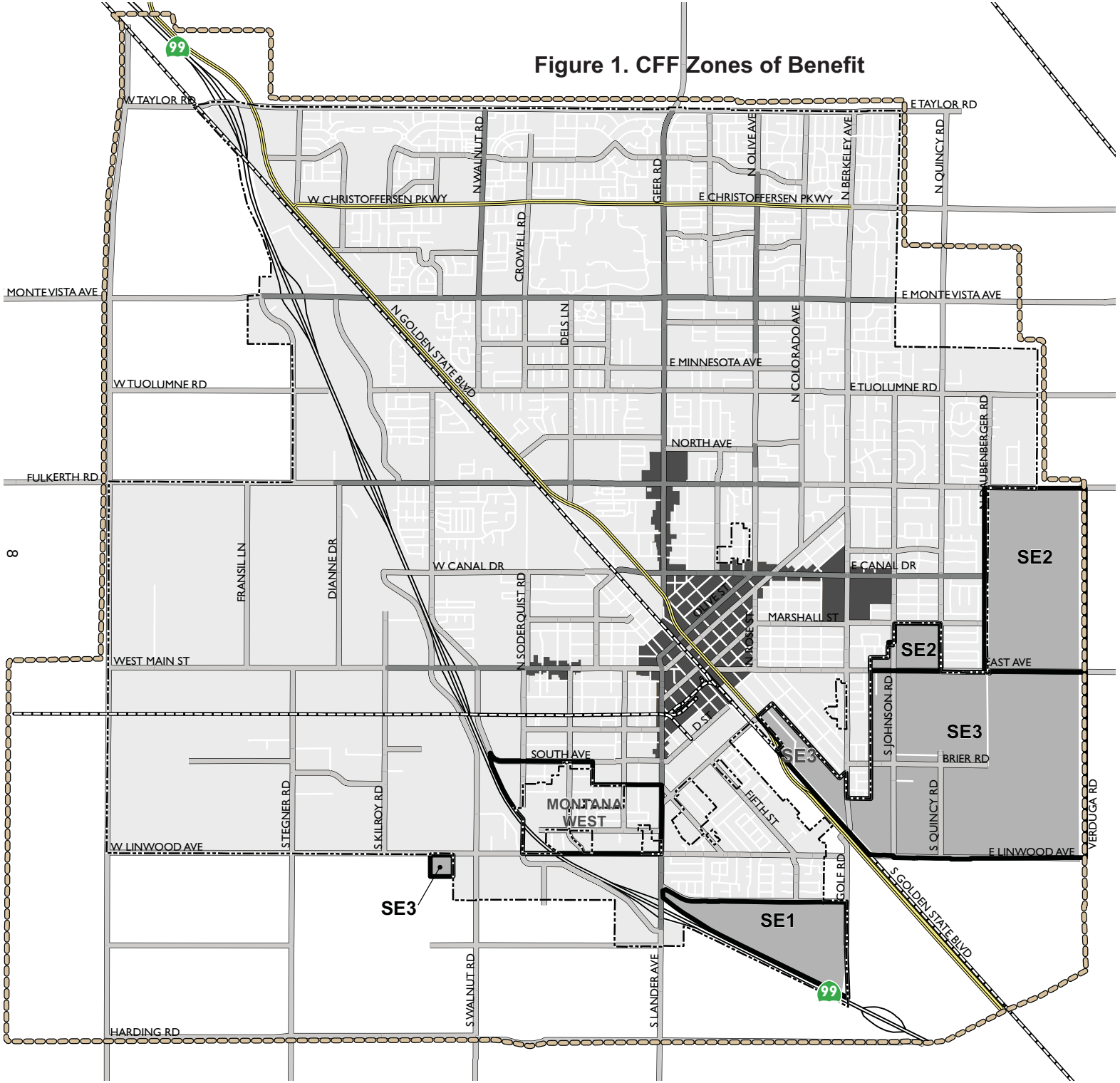
- Estimates related to population and employment density (e.g., persons per household or employees per square foot) are used to allocate costs between land use type categories.

Population and Employment Growth Projections

This fee study relies on the amount of population and employment growth projected to occur in the City through buildout of the General Plan, which is estimated to occur in 2030, relative to a 2010 baseline estimate. At buildout, the General Plan anticipates development of 9,869 acres, consisting of 37,523 residential dwelling units (104,482 residents) and 29.8 million square feet of commercial development (49,097 jobs). The City is divided into three zones of benefit ("Benefit Zone" or "Zone"): the Downtown Pedestrian Priority Area (PPA), the Master Plan Areas (MPAs), and the rest of the City ("City Infill"), as shown in **Figure 1**.

Table 3 shows the acreage for each General Plan land use category to be developed by buildout by Benefit Zone area. Population and employment projections are derived based on the acreage developed at buildout and are based on a series of assumptions. Assumptions include translating the General Plan land use categories to the CFF categories, residential development densities, housing vacancy rates, number of people per household, commercial floor area ratios, commercial vacancy rates, and square feet per employee. **Table B-1** in **Appendix B** shows the assumptions and the resulting projected housing units, population, commercial square footage

Figure 1. CFF Zones of Benefit



CFF Zones

CFF Type

- INFILL
- MPA
- PPA

- Master Plan Areas
- Study Area Boundary
- City Limits & County Islands
- Railroads

Existing Streets

- Freeway
- Existing Expressway
- Existing Arterial
- Existing Collector

0 0.25 0.5 1
Miles

Source: General Plan data, City of Turlock, 2002; Infill Area data and Opportunity sites data, Dyett and Bhatia, 2012; Map base data, City of Turlock, 2008.

Table 3
General Plan Buildout Acreage
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Zone of Benefit	Buildout Acreage
City Infill	8,281
Downtown PPA	296
Master Plan Areas	1,292
Total City	**9,869**

Source: Dyett & Bhatia.

and employees. **Table B-2** in **Appendix B** shows the translation from the General Plan land use categories to the fee categories. The fee land use categories and specific examples of types of uses that would apply to each land use category are shown on **Table 4**. The growth in population and employment by Benefit Zone is summarized in **Table 5**.

City Infill

City Infill development is planned to account for 84 percent of Citywide development (8,281 acres), including 27,675 residential units (77,855 people) and 25.4 million square feet of commercial uses (41,414, employees) at General Plan buildout. The growth increment between 2010 and 2030 is expected to consist of 5,091 new residential units (14,321 new residents) and 12.4 million new square feet of commercial development, supporting 21,767 new jobs.

Downtown PPA

The City of Turlock intends to encourage infill development in the Downtown PPA through lower impact fees relative to elsewhere in the City, where there is appropriate nexus. The Downtown PPA is nearly 300 acres. At General Plan buildout, the area is expected to support 3,229 residential units (8,107 new residents) and 2.4 million square feet of commercial uses (5,473 jobs). The growth increment between 2010 and 2030 is expected to consist of 1,297 new residential units (3,257 new residents) and 524,000 new square feet of commercial development, supporting 1,296 new jobs.

Master Plan Areas

There are three MPAs reflected in the General Plan totaling 1,292 acres. There is very little existing residential development in these areas and no existing commercial development. Collectively the MPAs are expected to support 6,619 residential units (18,520 residents) and 2.0 million square feet of commercial uses (2,209 jobs). The growth increment between 2010 and 2030 is expected to consist of 6,603 new residential units (18,474 new residents). All commercial development anticipated at buildout will be new relative to 2010.

All "Business Park" uses and 91 percent of "Industrial" uses are in the Westside Industrial Specific Plan Area. To account for the slow absorption of these land use types in Turlock, only 15 percent buildout is assumed.

Service Population Calculations

The CFF is predicated on calculations that translate the population and employment projections provided above into estimates of existing and future "service populations." The "service population," in turn, is derived from assumptions that compare residents and employees based on the relative service demands or typical service profiles of each. The service population calculations associated with facilities designed to serve both residential and nonresidential uses are based on the relationships summarized in **Table 6**. These calculations compare City residents and employees based on commute patterns and the estimated proportion of "waking" hours spent at work. For example, residents who work outside the City are estimated to spend an average of about 66 percent of their time in the City relative to those who do not work or who

Table 4
Examples of Potential Specific Uses by Land Use Category
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Land Use Categories	Unit	Potential Specific Uses [1]
Residential		
Single Family Residential (SFR) [2]	per D.U.	Detached single-family residences and duplexes. Does not include 2nd Unit/Accessory Units or Mobile Home Dwelling Units
Multifamily Residential (MFR) [2]	per D.U.	Attached multifamily residences of three units or more
Senior Assisted Living/ Nursing Facilities	per bed	Assisted senior living, nursing homes, rehabilitation centers
2nd Unit/ Accessory Unit	per D.U.	Habitable 2nd Unit/Accessory Unit on a shared lot with a single-family residence
Mobile Home Park	per unit	Mobile home
Commercial/Retail [3]		
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	Retail stores, restaurants, convenience stores, banks, auto service/repair, beauty salons, spas, laundromats
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	Big box retail
Gas Station	per VFP	Gas stations and associated on-site retail
Hotel/ Motel	per room	Hotels, motels, inns, bed & breakfasts, hostels
Commercial/Other [3]		
Office	per 1,000 sq.ft.	Professional and business offices
Medical Office	per 1,000 sq.ft.	Medical offices
Hospital	per 1,000 sq.ft.	Hospitals, out-patient clinics, diagnostic labs
Institutional/ Assembly	per 1,000 sq.ft.	Places of worship, private schools/colleges, daycare facilities, private cemeteries, lodges/fraternal organizations, movie theaters, theaters, arenas, conference/convention centers
Industrial		
Industrial < 25,000 sq.ft.	per 1,000 sq.ft.	Space may include multi-purpose uses including minimal assembly, independent contractor office/service (e.g., plumber)
Industrial > 25,000 sq.ft.	per 1,000 sq.ft.	Large assembly plant, manufacturing, processing, recycling
Warehouse	per 1,000 sq.ft.	Warehousing, distribution, and mini-storage

[1] The City Engineer, or his/her designee, shall be responsible for determining the development type to be assigned to each development project. The City Engineer shall assign such categories as consistently as possible with the definition of such categories established on this table. See Section 8-11-06 of the fee ordinance.

[2] An age-restricted senior housing discount of 50% will be applied to the transportation component of the fee with legal documentation (e.g., deed restriction).

[3] If retail or commercial project includes a drive-through, a fee premium of 25% will be added to the transportation component of the fee.

Sources: City of Turlock; Economic & Planning Systems, Inc.

Table 5
Growth and Buildout Forecast by Zone of Benefit
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Category	Growth (2010 - 2030)	GP Buildout (2030)
Population		
City Infill	14,321	77,855
Downtown PPA	3,257	8,107
Master Plan Areas	18,474	18,520
Total, Population	**36,052**	**104,482**
Employment		
City Infill	21,767	41,414
Downtown PPA	1,296	5,473
Master Plan Areas	2,149	2,209
Total, Employment	**25,213**	**49,097**

Sources: Dyett & Bhatia; Economic & Planning Systems, Inc.

Table 6
Resident-Employee Weighting and Relationship
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Category	2010 (Base Year) Number [2]	2010 (Base Year) Share of Sub-Group	Midpoint [1] Number	Midpoint [1] Share of Sub-Group *a*	Weight [3] *b*	Weighted Percentage *= a + b*	Normalized to 100%
Residents							
Not in Labor Force	45,650	67%	57,675	67%	100%	67%	
Employed in Turlock	7,382	11%	11,278	13%	66%	9%	
Employed outside of Turlock	15,398	23%	17,503	20%	66%	13%	
Total Residents	68,430	100%	86,456	100%		89%	**100%**
Employees (Jobs in Turlock)							
Live in Turlock	7,382	31%	11,278	31%	34%	11%	
Live outside of Turlock	16,502	69%	25,212	69%	34%	24%	
Total Employees	23,884	100%	36,490	100%		34%	**39%**
Total Residents and Employees	**92,314**		**122,946**				

[1] Midpoint represents the halfway point of population and employment growth (between 2010, the Base Year and 2030, buildout of the General Plan) but does not necessarily represent a specific point in time.

[2] 2010 Census figures used to calculate proportions which are then applied to base population and employment estimates.

[3] Weighting based on percent of annual number of "waking" hours [5,840 = 16 hours per day * 365 days per year] and percent of annual number of hours at job [2,000 = 40 hours per week * 50 weeks per year]. Weighting is applied to "Midpoint" shares.

Sources: U.S. Census, 2010; Economic & Planning Systems, Inc.

both live and work in the County (2,000 hours or 40 hours * 50 weeks divided by 5,840 hours or 16 hours * 365 days).[2] After accounting for regional commute patterns, the typical worker is estimated to have a service burden of about 39 percent of the typical resident.

Land Use Density Assumptions

In addition to the demographic calculations described above, the CFF also utilizes assumptions related to population and employment densities by land use type. Specifically, CFF improvement cost estimates per capita or per job are converted to fee rates per unit or square foot based on average persons per household and square foot per employee factors. For residential development, the analysis relies on a blend of General Plan and U.S. Census data on the average number of people per household for various product types (e.g., single-family, multifamily, mobile home, etc.). For nonresidential development, the fee levels incorporate data from a variety of industry-accepted sources related to the average employees per 1,000 square feet of building space.

The residential land use density assumptions utilized in this Report are summarized in **Table 7**. As shown, single-family units have a higher average number of persons per unit than multifamily units. This analysis assumes that future dwelling units will also be characterized by similar differences in persons per household and thus will generate relatively different levels of impact on CFF facilities. For example, based on the persons per household data, a multifamily unit would generate 81 percent of the impact generated by a single-family unit. The impacts of other units relative to a single-family unit differ based on the number of persons in the respective unit type.

Table 7 also shows assumptions for employee densities per 1,000 square feet of building space for various nonresidential uses. Impact fees for nonresidential uses will vary consistent with these differences in employee generation. Specifically, uses that generate more workers per 1,000 square feet will pay a relatively higher fee.

[2] To avoid double counting, the time for residents who both live and work in the City are allocated based on the proportion of "waking" hours at work (34 percent) versus elsewhere (66 percent).

Table 7
Residential and Employment Density Assumptions by Land Use Category
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Metric	People / Household [1] or Sq.Ft. / Employee [2]
Residential		
Single Family Residential (SFR) [3]	per D.U.	3.20
Multifamily Residential (MFR) [3]	per D.U.	2.60
Senior Assisted Living/ Nursing Facilities	per bed	1.00
2nd Unit/ Accessory Unit	per D.U.	1.00
Mobile Home Park	per unit	1.78
Commercial/Retail [4]		
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	450
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	500
Gas Station	per VFP	2.00
Hotel/ Motel	per room	1.00
Commercial/Other [4]		
Office	per 1,000 sq.ft.	300
Medical Office	per 1,000 sq.ft.	350
Hospital	per 1,000 sq.ft.	400
Institutional/ Assembly	per 1,000 sq.ft.	750
Industrial		
Industrial < 25,000 sq.ft.	per 1,000 sq.ft.	600
Industrial > 25,000 sq.ft.	per 1,000 sq.ft.	1,000
Warehouse	per 1,000 sq.ft.	1,500

[1] Average number of persons per occupied unit in Turlock is based on General Plan assumptions and consistent with data from 2007 to 2011 from the American Community Survey conducted by the U.S. Census Bureau.

[2] Averages based on a number of widely relied upon data sources, including previous EPS experience.

[3] An age-restricted senior housing discount of 50% will be applied to the transportation component of the fee with legal documentation (e.g., deed restriction).

[4] If retail or commercial project includes a drive-through, a fee premium of 25% will be added to the transportation component of the fee.

3. TRANSPORTATION IMPROVEMENTS

The CFF will fund needed additions and improvements to roadways to accommodate future traffic volumes projected as a result of new development.

Capital Improvements and Cost Assumptions

In September 2012, the City adopted a new Circulation Element as part of the new Turlock General Plan. As part of this effort, the City, with Dyett & Bhatia and Omni-Means, developed a list of transportation improvements planned to support buildout of the General Plan. This list is provided as Appendix B of the General Plan, entitled *Capital Facilities Fee Update*, and consists of new roadways, roadway improvements, new interchange projects, freeway and railroad overcrossings, and other projects such as intersection signalizations, multi-modal facilities, and plan line studies, among others. The list of transportation improvements was developed through the analysis prepared for the Turlock General Plan Circulation Element and the accompanying Environmental Impact Report, as well as remaining unimproved projects from the existing fee program, and through consultation with City staff. A list of the improvement projects is presented in **Appendix D** of this report.

OMNI-MEANS prepared cost estimates for the improvement projects in order to generate a total cost for funding complete construction of all General Plan transportation improvements. Not all of the costs associated with these improvements are included in the CFF. For example, for roadway and intersection improvements, a portion of the construction cost will be borne by developers along property frontage. This is referred to as the exaction policy. The exaction policy developed by the City specifies what portion of a new roadway and/or intersection, depending on roadway classification and lanes per direction, is expected to be constructed by developers upon development.[3] Aside from developer exactions, funding from other sources is also assumed for specific projects, including the SR 165/SR 99 interchange project.

[3] CFF costs for individual improvements were developed assuming that a portion of each new roadway would be funded by the CFF and a portion would be funded by new adjacent development. On each side of a roadway improvement, the developer of the adjacent fronting parcel is responsible for the first 36 feet, covering curb, gutter, sidewalk, streetlights, landscaping, wall, and roadway as required by each individual roadway cross section. The remaining section of each roadway is funded by the CFF. For example, on a 124-foot, four-lane arterial, adjacent developers are responsible for 32 feet on each side of the roadway (64 feet total) and the CFF is responsible for the remaining 52 feet. However, on narrower streets, such as a two-lane collector, the entire 62 feet are funded by new development (36 feet on each side). In locations where no new development is expected adjacent to a new roadway improvement project, that portion of the roadway that would otherwise be funded by the developer will be funded through the CFF.

Table 8 provides a summary of the transportation costs in 2012 dollars for all General Plan transportation improvements, including both total estimated construction costs (Total Cost), and the costs allocated to the fee program (CFF Cost). As presented in **Table 8**, the total cost for all transportation-related improvements is estimated to be $421 million. The share of this cost that will be allocated to the City's CFF program is $176 million.

Cost Allocation

All of the transportation improvements included in the CFF, listed in **Appendix D** and summarized in **Table 8**, will benefit new development in the City. Most of the improvements identified will have a "citywide" benefit. However, some costs have been allocated to a specific Zone of Benefit within the City where a different relationship between new development and new improvement project use has been identified. As described previously, there are three Zones of Benefit for the CFF: the MPAs, the Downtown PPA, and the rest of the City "City Infill."

Master Plan Areas

The MPAs include all new development that will occur within a master plan process. These areas include a significant amount of the new development on the outer edges of the City of Turlock. As such, these development areas will require construction of new facilities that will not have a direct "citywide" benefit and that will primarily serve the MPA growth.

"Benefit Zone" Implications

Specific roadway improvements have been isolated from the list in **Appendix D** as primarily serving the MPA growth areas. These roadway improvement costs are only included in the fee calculations for the MPA. The MPA will also share proportionally in the cost towards all other transportation projects in the CFF that are not specific to the MPA. The improvements that are specific to the MPA are the following:

- Morgan Ranch Arterial, Glenwood Avenue to Golf Road
- East Avenue, Daubenberger Road to Verduga Road
- Canal Drive Extension, Daubenberger Road to Verduga Road
- Linwood Avenue, Daubenberger Road Extension to Verduga Road
- Verduga Road, Hawkeye Avenue to East Avenue

Downtown Pedestrian Priority Area

The Downtown PPA includes development within the central downtown urban core of the City. This development is expected to be high-density and will develop according to smart growth principles so as to reduce use of vehicular trips.

"Benefit Zone" Implications

Based on the expected development types in this area, the trip generation for the PPA has been reduced by 10 percent for all land uses. The PPA will share proportionally in the cost of all improvements not specific to the MPA, based on lower trip generation rates consistent with development policies for the area.

Table 8
Transportation Improvements, Cost Estimates and CFF Allocation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

No.	Project Category	Total Cost	Allocation to CFF
1	Subtotal Roadway Projects	$203,970,000	$60,451,240
2	Subtotal Intersection Projects	$109,166,753	$25,202,084
3	Subtotal Traffic Signal Projects	$10,280,000	$10,280,000
4	Subtotal Overcrossing Projects	$29,200,649	$29,200,649
5	Subtotal Interchange Projects	$59,239,596	$43,489,596
6	Subtotal Miscellaneous Costs (Technical Studies, PSRs, PS&E)	$2,000,000	$2,000,000
7	Subtotal Bike Projects	$1,987,189	$728,553
8	Subtotal Median Projects Costs	$3,230,741	$3,230,741
9	Subtotal Program Reimbursements	$1,580,942	$1,580,942
	Total Street Improvement Projects	**$420,655,870**	**$176,163,805**

Sources: City of Turlock; Omni-Means.

City Infill

The City Infill area includes all proposed General Plan land use development not included in the MPA or PPA Zones of Benefit.

"Benefit Zone" Implications

The City Infill area will share proportionally in the cost of all improvements not specific to the MPAs.

Fee Calculation

The CFF fees for transportation improvements are calculated for each of the three Zones of Benefit based on the costs associated with each zone and the intensity of development in each Zone, as measured in new trip miles generated. **Table 9** presents the trip generation estimates along with the estimated new trip miles generated by land use in each Zone. The new trips and new trip miles by Zone is summarized as follows:

City Infill Trip and Trip Mile Summary

Within the City Infill Zone of Benefit, the new General Plan includes development of 5,088 residential units and 12,432,000 square feet of nonresidential uses. Residential growth is expected to generate 42,325 new trips for a total of 287,389 new trip miles. Nonresidential growth is expected to generate 244,267 new trips for a total of 446,486 new trip miles. Combining residential and nonresidential growth, the City Infill will therefore generate 286,952 new trips for a total of 733,875 new trip miles.

Downtown Pedestrian Priority Area Trip and Trip Mile Summary

Within the Downtown PPA benefit zone, the new General Plan includes development of 1,157 residential units and 524,000 square feet of nonresidential uses. Residential growth is expected to generate 6,954 new trips for a total of 47,216 new trip miles. Nonresidential growth is expected to generate 23,100 new trips for a total of 36,213 new trip miles. Combining residential and nonresidential growth, the PPA will therefore generate 30,054 new trips for a total of 83,429 new trip miles.

Master Plan Areas Trip and Trip Mile Summary

Within the MPA benefit zone, the new General Plan includes development of 6,563 residential units and 1,826,000 square feet of nonresidential uses. Residential growth is expected to generate 54,111 new trips for a total of 367,414 new trip miles. Nonresidential growth is expected to generate 19,331 new trips for a total of 38,114 new trip miles. Combining residential and nonresidential growth, the PPA will therefore generate 73,442 new trips for a total of 405,528 new trip miles.

Table 9
Trip Generation Estimates by Land Use and Zone of Benefit
City of Turlock Capital Facilities Fee Update Study; EPS #18491

	Residential Growth in Dwelling Units (DU)						Non-Residential Growth in 1,000 Square Feet (KSF)					
Benefit Zone	**Trip Generation Rate (per DU)**	**Land-Use Growth (in DU)**	**New Trips Generated**	**Average Trip Length (per new trip)**	**Trip End-to-End Reduction**	**New Trip Miles Generated**	**Trip Generation Rate (per KSF)**	**Land-Use Growth (in KSF)**	**New Trips Generated**	**Average Trip Length (per new trip)**	**Trip End-to-End Reduction**	**New Trip Miles Generated**
City Infill												
Business Park [1]							11.03	304	3,349	11.80	0.30	11,855
Community Commercial							53.28	2,492	132,798	5.10	0.30	203,182
Community Commercial/Office [2]							32.16	97	3,118	MIX	0.30	5,846
Community Commercial/Office/High Density Residential [3]	6.65	10	70	9.70	0.70	474	32.16	37	1,188	MIX	0.30	2,227
Heavy Commercial							4.10	2,712	11,120	9.30	0.30	31,024
High Density Residential	6.65	959	6,379	9.70	0.70	43,312						
High Density Residential/Office [4]	6.65	27	181	9.70	0.70	1,231	11.03	55	608	11.80	0.30	2,152
Highway Commercial							53.28	1,280	68,188	5.10	0.30	104,327
Industrial [5]							2.66	4,290	11,412	11.80	0.30	40,397
Low Density Residential	9.52	2,636	25,090	9.70	0.70	170,364						
Low-Medium Density Residential	9.52	230	2,194	9.70	0.70	14,895						
Medium Density Residential	6.65	1,126	7,486	9.70	0.70	50,829						
Medium Density Residential/Office [6]	6.65	6	37	9.70	0.70	254	11.03	23	257	11.80	0.30	909
Office [7]							11.03	1,141	12,590	11.80	0.30	44,568
Park												
Public [8]												
Very Low Density Residential	9.52	93	888	9.70	0.70	6,030						
Infill, Subtotal		**5,088**	**42,325**			**287,389**		**12,432**	**244,627**			**446,486**
Downtown PPA (10% Trip Gen Reduction)												
Community Commercial							47.95	78	3,735	5.10	0.30	5,715
Downtown [9]	5.99	1,103	6,603	9.70	0.70	44,832	47.95	395	18,918	5.10	0.30	28,945
Heavy Commercial							3.69	10	37	9.30	0.30	103
High Density Residential	5.99	9	57	9.70	0.70	385						
Low Density Residential	8.57	11	94	9.70	0.70	641						
Medium Density Residential	5.99	33	200	9.70	0.70	1,359						
Office							9.93	41	409	11.80	0.30	1,450
Park												
Public												
PPA, Subtotal		**1,157**	**6,954**			**47,216**		**524**	**23,100**			**36,213**
Master Plan Areas												
Community Commercial							53.28	88	4,706	5.10	0.30	7,200
High Density Residential	6.65	1,111	7,388	9.70	0.70	50,161						
Industrial							2.66	1,526	4,058	11.80	0.30	14,366
Low Density Residential	9.52	1,621	15,430	9.70	0.70	104,771						
Low-Medium Density Residential	9.52	2,026	19,289	9.70	0.70	130,973						
Medium Density Residential	6.65	1,732	11,518	9.70	0.70	78,206						
Neighborhood Center [10]	6.65	73	486	9.70	0.70	3,303	53.28	195	10,377	5.10	0.30	15,877
Office							11.03	17	189	11.80	0.30	671
Park												
Public [11]												
MPA, Subtotal		**6,563**	**54,111**			**367,414**		**1,826**	**19,331**			**38,114**
TOTAL		**12,808**	**103,390**			**702,019**		**14,781**	**287,058**			**520,812**

[1] All Business Park land uses are in the TRIP; only 15% buildout assumed.
[2] Assumes 50% of acreage built out as community commercial; 50% built out as office.
[3] Assumes 33% of acreage built out as community commercial; 33% built out as office; 33% built out as high density residential.
[4] Assumes 50% of acreage built out as high density residential; 50% built out as office.
[5] 91% of industrial uses are located in the TRIP; 15% buildout assumed for these parcels. 100% buildout assumed for remaining 9%.
[6] Assumes 50% of acreage built out as medium density residential; 50% built out as office.
[7] 43% of office uses are located in the TRIP; 15% buildout assumed for these parcels. 100% buildout assumed for remaining 57%.
[8] FAR and jobs assumptions were not made for public uses in the GP.
[9] Assumes 75% of downtown built out as residential at high density; 25% built out as non-residential uses.
[10] Assumes 75% retail and 25% high-density residential.
[11] In MPAs, Public includes 89 acres of detention basin; other public uses assumed to be schools/public recreation facilities.

Sources: City of Turlock; Omni-Means, Ltd.; Dyett & Bhatia; Economic & Planning Systems, Inc.

"Citywide" Trip and Trip Mile Summary

Of the three benefit zones, the MPA will generate the most new residential traffic, followed closely behind by the City Infill area. However, the City Infill will generate a much larger amount of nonresidential trips and trip miles than either the MPA or PPA. Overall, the City Infill area will generate the most new trips and trip miles, followed in descending order by the MPA and PPA areas.

City-wide, the new General Plan is expected to generate 103,390 new residential trips and 702,019 residential trip miles, 287,058 nonresidential trips and 520,812 nonresidential trip miles, for a combined total of 390,448 new trips and 1,222,832 trip miles.

Cost per Trip Mile Calculations

Having determined growth in new trips and trip miles per Zone of Benefit, the next step is to determine the cost per new trip mile in each Zone by dividing allocated Zone costs by trip miles generated. **Table 10** summarizes the cost per trip mile for each Zone of Benefit. As shown, the cost per new trip mile is the same for City Infill and PPA areas. This is because the same proportion of all "Citywide" projects is allocated to each of these Zones of Benefit. The cost per new trip mile is slightly higher for the MPA zone, because specific roadway projects, as previously discussed, were identified as primarily benefiting the MPA zone, and were excluded from the City Infill and PPA calculations.

Fee Schedules by Zone of Benefit

Using the calculated cost per new trip mile for each Zone of Benefit, the fee schedule was developed for each Zone. These are presented in **Table 11** (City Infill)**, Table 12** (PPA) **and Table 13** (MPA).

City Infill Fee Summary

The calculated City Infill fee per Single-Family Dwelling Unit (SFDU) is $9,072. This fee is higher than the PPA fee but lower than the MPA fee.

Downtown Pedestrian Priority Area Fee Summary

The calculated PPA fee per Single-Family Dwelling Unit (SFDU) is $8,165. This fee is lower than the City Infill area due to the lower trip generation rate, despite the same cost per trip mile.

Master Plan Areas Fee Summary

The calculated MPA fee per Single-Family Dwelling Unit (SFDU) is $9,796. This fee is higher than the City Infill fee and the PPA fee due to the MPA-specific roadway projects included in the cost per trip mile.

Table 10
Cost per Trip Mile by Zone of Benefit
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Project Category	Cost Allocation by Zone of Benefit		
	City Infill	PPA	MPA
Subtotal Roadway Projects	$33,555,409	$3,814,669	$23,081,161
Subtotal Intersection Projects	$15,124,873	$1,719,436	$8,357,775
Subtotal Traffic Signal Projects	$6,169,478	$701,363	$3,409,159
Subtotal Overcrossing Projects	$17,524,587	$1,992,242	$9,683,820
Subtotal Interchange Projects	$26,100,009	$2,967,119	$14,422,467
Subtotal Miscellaneous Costs (Technical Studies, PSRs,PS&E)	$1,200,287	$136,452	$663,261
Subtotal Bike Projects	$437,237	$49,706	$241,610
Subtotal Median Projects Costs	$1,938,909	$220,420	$1,071,412
Subtotal Program Reimbursements	$948,792	$107,861	$524,288
Total Street Improvement Projects	**$102,999,581**	**$11,709,270**	**$61,454,953**
New Trip Miles Generated	733,875	83,429	405,528
Cost Per New Trip Mile	**$140.35**	**$140.35**	**$151.54**

Source: Omni-Means.

Table 11
City Infill Transportation Fee Calculation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Land Use Category [1,2]	Unit	Daily Trip Ends [3]	Average Distance	Trip-end to Trip	Additional Trip Miles	Cost per Trip Mile	Impact Fee per Unit or 1,000 Sq.Ft.
RESIDENTIAL LAND USES							
Single-Family Dwelling Unit [4]	per Unit	9.52	9.7	0.7	64.64	$140.35	$9,072
Multi-Family Dwelling Unit [4]	per Unit	6.65	9.7	0.7	45.15	$140.35	$6,337
Senior Assisted Living/ Nursing Facilities	per Bed	2.66	9.7	0.7	18.06	$140.35	$2,535
2nd Unit/Accessory Unit	per Unit	5.81	9.7	0.7	39.45	$140.35	$5,537
Mobile Home Dwelling	per Unit	4.99	9.7	0.7	33.88	$140.35	$4,755
COMMERCIAL/RETAIL [5]							
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	67.91	4.0	0.3	81.49	$140.35	$11,438
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	41.80	6.5	0.3	81.52	$140.35	$11,441
Gas Station	per VFP	162.78	1.0	0.3	48.83	$140.35	$6,854
Hotel/Motel	per Room	8.17	10.7	0.3	26.23	$140.35	$3,681
COMMERCIAL/OTHER [5]							
Office	per 1,000 sq.ft.	11.03	11.8	0.3	39.05	$140.35	$5,480
Medical Office	per 1,000 sq.ft.	36.13	6.3	0.3	68.29	$140.35	$9,584
Hospital	per 1,000 sq.ft.	13.22	6.3	0.3	24.99	$140.35	$3,507
Institutional/Assembly	per 1,000 sq.ft.	9.11	6.3	0.3	17.22	$140.35	$2,417
INDUSTRIAL							
Industrial < 25,000 sq. ft.	per 1,000 sq.ft.	4.10	9.3	0.3	11.44	$140.35	$1,605
Industrial > 25,000 sq. ft	per 1,000 sq.ft.	2.66	11.8	0.3	9.42	$140.35	$1,322
Warehouse	per 1,000 sq.ft.	2.61	11.8	0.3	9.22	$140.35	$1,294

[1] Newly proposed land uses that do not conform to the land uses listed in Table 4 will be evaluated independently to establish an appropriate impact fee for the proposed land use.
[2] The City's Traffic Engineer will rely on data from the ITE Trip Generation Manual, or other valid traffic engineering data as may be available.
[3] Trip generation rates based on ITE Trip Generation Manual, 9th Edition.
[4] An age-restricted senior housing discount of 50% will be applied to the transportation component of the fee with legal documentation (e.g., deed restriction).
[5] If retail or commercial project includes a drive-through, a fee premium of 25% will be added to the transportation component of the fee.

Source: Omni-Means.

Table 12
PPA Transportation Fee Calculation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Land Use Category [1,2]	Unit	Daily Trip Ends [3]	Average Distance	Trip-end to Trip	Additional Trip Miles	Cost per Trip Mile	Impact Fee per Unit or 1,000 Sq.Ft.
RESIDENTIAL LAND USES							
Single-Family Dwelling Unit [4]	per Unit	8.57	9.7	0.7	58.18	$140.35	$8,165
Multi-Family Dwelling Unit [4]	per Unit	5.99	9.7	0.7	40.64	$140.35	$5,704
Senior Assisted Living/ Nursing Facilities	per Bed	2.39	9.7	0.7	16.26	$140.35	$2,281
2nd Unit/Accessory Unit	per Unit	5.23	9.7	0.7	35.50	$140.35	$4,983
Mobile Home Dwelling	per Unit	4.49	9.7	0.7	30.49	$140.35	$4,280
COMMERCIAL/RETAIL [5]							
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	61.12	4.0	0.3	73.34	$140.35	$10,294
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	37.62	6.5	0.3	73.37	$140.35	$10,297
Gas Station	per VFP	146.50	1.0	0.3	43.95	$140.35	$6,168
Hotel/Motel	per 1,000 sq.ft.	7.35	10.7	0.3	23.60	$140.35	$3,313
COMMERCIAL/OTHER [5]							
Office	per 1,000 sq.ft.	9.93	11.8	0.3	35.14	$140.35	$4,932
Medical Office	per 1,000 sq.ft.	32.52	6.3	0.3	61.46	$140.35	$8,626
Hospital	per 1,000 sq.ft.	11.90	6.3	0.3	22.49	$140.35	$3,156
Institutional/Assembly	per 1,000 sq.ft.	8.20	6.3	0.3	15.50	$140.35	$2,175
INDUSTRIAL							
Industrial < 25,000 sq. ft.	per 1,000 sq.ft.	3.69	9.3	0.3	10.30	$140.35	$1,445
Industrial > 25,000 sq. ft	per 1,000 sq.ft.	2.39	11.8	0.3	8.47	$140.35	$1,189
Warehouse	per 1,000 sq.ft.	2.34	11.8	0.3	8.30	$140.35	$1,165

[1] Newly proposed land uses that do not conform to the land uses listed in Table 4 will be evaluated independently to establish an appropriate impact fee for the proposed land use.
[2] The City's Traffic Engineer will rely on data from the ITE Trip Generation Manual, or other valid traffic engineering data as may be available.
[3] Trip generation rates based on ITE Trip Generation Manual, 9th Edition.
[4] An age-restricted senior housing discount of 50% will be applied to the transportation component of the fee with legal documentation (e.g., deed restriction).
[5] If retail or commercial project includes a drive-through, a fee premium of 25% will be added to the transportation component of the fee.

Source: Omni-Means.

Table 13
MPA Transportation Fee Calculation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Land Use Category [1,2]	Unit	Daily Trip Ends [3]	Average Distance	Trip-end to Trip	Additional Trip Miles	Cost per Trip Mile	Impact Fee per Unit or 1,000 Sq.Ft.
RESIDENTIAL LAND USES							
Single-Family Dwelling Unit [4]	per Unit	9.52	9.7	0.7	64.64	$151.54	$9,796
Multi-Family Dwelling Unit [4]	per Unit	6.65	9.7	0.7	45.15	$151.54	$6,843
Senior Assisted Living/ Nursing Facilities	per Bed	2.66	9.7	0.7	18.06	$151.54	$2,737
2nd Unit/Accessory Unit	per Unit	5.81	9.7	0.7	39.45	$151.54	$5,978
Mobile Home Dwelling	per Unit	4.99	9.7	0.7	33.88	$151.54	$5,135
COMMERCIAL/RETAIL [5]							
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	67.91	4.0	0.3	81.49	$151.54	$12,350
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	41.80	6.5	0.3	81.52	$151.54	$12,353
Gas Station	per VFP	162.78	1.0	0.3	48.83	$151.54	$7,400
Hotel/Motel	per 1,000 sq.ft.	8.17	10.7	0.3	26.23	$151.54	$3,974
COMMERCIAL/OTHER [5]							
Office	per 1,000 sq.ft.	11.03	11.8	0.3	39.05	$151.54	$5,917
Medical Office	per 1,000 sq.ft.	36.13	6.3	0.3	68.29	$151.54	$10,348
Hospital	per 1,000 sq.ft.	13.22	6.3	0.3	24.99	$151.54	$3,786
Institutional/Assembly	per 1,000 sq.ft.	9.11	6.3	0.3	17.22	$151.54	$2,609
INDUSTRIAL							
Industrial < 25,000 sq. ft.	per 1,000 sq.ft.	4.10	9.3	0.3	11.44	$151.54	$1,734
Industrial > 25,000 sq. ft	per 1,000 sq.ft.	2.66	11.8	0.3	9.42	$151.54	$1,427
Warehouse	per 1,000 sq.ft.	2.61	11.8	0.3	9.22	$151.54	$1,397

[1] Newly proposed land uses that do not conform to the land uses listed in Table 4 will be evaluated independently to establish an appropriate impact fee for the proposed land use.
[2] The City's Traffic Engineer will rely on data from the ITE Trip Generation Manual, or other valid traffic engineering data as may be available.
[3] Trip generation rates based on ITE Trip Generation Manual, 9th Edition.
[4] An age-restricted senior housing discount of 50% will be applied to the transportation component of the fee with legal documentation (e.g., deed restriction).
[5] If retail or commercial project includes a drive-through, a fee premium of 25% will be added to the transportation component of the fee.

Source: Omni-Means.

4. GENERAL GOVERNMENT FACILITY AND OTHER IMPROVEMENTS

The general government portion of the CFF covers a number of departments and offices that conduct a range of administrative duties and other functions necessary for the City to provide public services to residents and businesses. Since most general government services serve the needs of both residents and businesses (employees), it is assumed that both residential and nonresidential development will pay a general government impact fee.

Capital Facility Cost Assumptions

The new general government capital facilities and improvements required through buildout of the General Plan are shown in **Table 14**. The existing City Hall building will be renovated and expanded as part of a four-phase project, although only the first two phases are reflected in this CFF update. The cost estimates were provided by CUMMING as part of a space needs study prepared by BFGC – IBI Group and by the City of Turlock.

Additionally, a 17-acre site will need to be acquired for future expansion of the City's Corporation Yard. The assumed cost per acre for land of $110,000 is based on a search of industrial-zoned vacant land listings in early 2013 (see **Table E-1** in **Appendix E**). The actual land cost will depend on market conditions at the time of purchase and other factors.

Total facility improvements are projected to cost $10.1 million.

General Plan Implementation Studies and Costs

In addition to physical facilities and improvements, there are approximately $6.5 million of General Plan Implementation Studies required through buildout of the General Plan and that are included in the CFF update.[4] Studies include a Sanitary Sewer Master Plan, a Stormwater Master Plan, Plan Line studies, a Downtown Parking Study and associated facilities, and the next General Plan Update. The complete inventory is shown on **Table 14**.

Cost Allocation

The capital facility improvements allocated to new development are based on maintaining the same level of service for new development as is currently provided to existing residents. Level of service, for the purposes of this nexus study, is based on the number of City staff per 1,000 residents and the average square feet of facility space required per City staff (by position). Space needs estimates were prepared by BFGC-IBI Group and associated cost estimates were prepared by CUMMING in 2011.

[4] Under guidance from the City Attorney and pursuant to Government Code Section 66014, General Plan implementation studies required to plan for future growth are included in the CFF Program under the General Government component.

Table 14
General Government Improvements and Cost Estimates
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Standard and Assumptions	Cost per Item	Total Cost	Source
Projected Population Growth	*36,052 new residents*			
	5.5 staff per 1,000 residents			
	198 new staff			
Existing Conditions can Accommodate	*54 new staff*			
Future Space Needed to Accommodate	*144 new staff*			
General Plan Implementation Studies				
Discount Superstore Demand Analysis		$25,000 for Study	$25,000	City of Turlock
Truck Routes and "Industrial Streets" Review		$25,000 for Study	$25,000	City of Turlock
Sanitary Sewer Master Plan		$200,000 for Study	$200,000	City of Turlock
Stormwater Master Plan		$160,000 for Study	$160,000	City of Turlock
Sports and Recreation Facilities Prioritization and Feasibility Study		$75,000 for Study	$75,000	City of Turlock
Feasibility Study for Determining New Fire Station Location and Needs		$75,000 for Study	$75,000	City of Turlock
SOI Fee Expansion Study		$80,000 for Study	$80,000	City of Turlock
Plan Line Studies		$500,000 for Study	$500,000	City of Turlock
East Side Expressway Plan Line Study		$300,000 for Study	$300,000	City of Turlock
Downtown Parking Study and Facilities		$3,000,000 for Study and Facilities	$3,000,000	City of Turlock
Bicycle Master Plan		$250,000 for Study	$250,000	City of Turlock
Transit Center Feasibility		$25,000 for Study	$25,000	City of Turlock
CFF Funding Evaluation		$40,000 for Study	$40,000	City of Turlock
General Plan Update		$1,750,000 for Study	$1,750,000	City of Turlock
General Plan Implementation Studies			**$6,505,000**	
City Building Renovation and Expansion [1]				
Existing Buildings	1 existing building improvements	$218,540 for existing buildings	$218,540	CUMMING Cost Estimate [2]
Phase 1	1 phase 1 improvements	$4,476,729 for phase 1 improvements	$4,476,729	CUMMING Cost Estimate [2]
Phase 2	1 phase 2 improvements	$3,508,599 for phase 2 improvements	$3,508,599	CUMMING Cost Estimate [2]
Purchase of 17-Acre Parcel for Future Corporation Yard Expansion	17 acres	$110,219 per acre	$1,873,721	LoopNet Land Listings, as of February 2013
Facilities Improvements			**$10,077,589**	
Total			**$16,582,589**	

[1] This model presents Phase 1 and 2 of the proposed project scheme for the City of Turlock. There are four other schemes that also may meet expansion needs.
[2] Cumming cost estimates exclude cost escalations to ensure all cost estimates are in constant 2012 dollars.

Sources: City of Turlock; CUMMING Cost Estimate Report; LoopNet; Economic & Planning Systems, Inc.

The City of Turlock is anticipating that the population of the City will increase by 36,052 persons by buildout of the General Plan. In order to maintain the same ratio of 5.5 City staff per 1,000 residents, the space needs analysis found that with some renovation of existing buildings, the current City Hall can support City staff increases through 2023 at which point additional space will be required.

According to City staff, the General Plan implementation studies included herein would not be needed but for the new growth that is expected to occur. Consequently, 100 percent of total costs are allocated to the CFF.[5]

Total general government costs amount to $16.6 million. As shown on **Table 15**, the general government costs allocated to new development and included in the CFF program are $15.4 million.

Fee Calculation

The General Government fee is calculated in three steps. First, the fair share cost allocated to new development is further allocated to residential and nonresidential development based on the relative demand for services generated by residents and employees as shown on **Table 15**. If the demand for a particular facility is driven by both residential and nonresidential growth, the cost allocation is based on relative Service Population growth of residents and employees, respectively, as calculated in **Table C-1** in **Appendix C**.

Second, a per-capita or per-employee cost is determined by dividing new population and employment growth by the total cost allocated to each.

Finally, the facility cost for each impact fee land use category is calculated based on the population and employment density assumptions shown in **Table 7**. The costs are calculated on **Table 16**.

[5] Under guidance from the City Attorney and pursuant to Government Code Section 66014, General Plan implementation studies required to plan for future growth are included in the CFF Program under the General Government component.

Table 15
General Government Costs and Cost Allocation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Total Cost	Attributable to New Growth [1]		Allocation			
		Percent	Amount	Residential [2]		Commercial [3]	
General Plan Update and Other Studies [4]	$6,505,000	100%	$6,505,000	79%	$5,120,765	21%	$1,384,235
City Hall Expansion							
Existing Buildings	$218,540	100%	$218,540	79%	$172,036	21%	$46,504
Phase 1	$4,476,729	100%	$4,476,729	79%	$3,524,101	21%	$952,628
Phase 2	$3,508,599	100%	$3,508,599	79%	$2,761,985	21%	$746,614
Purchase of 17-Acre Parcel for Future Corporation Yard Expansion	$1,873,721	37%	$695,062	79%	$547,156	21%	$147,906
Total	**$16,582,589**		**$15,403,930**		**$12,126,043**		**$3,277,887**

[1] The costs of improvements that are required only to serve new development are 100% attributable to the fee program. The costs of improvements that benefit existing development and future development are partially allocated to the fee program in proportion to the projected service population growth. **See Table 6.**

[2] Residential growth is projected to account for 79% of the future service population. **See Appendix C, Table C-1.**

[3] Commercial growth is projected to account for 21% of the future service population. **See Appendix C, Table C-1.**

[4] As advised by the City Attorney and pursuant to Government Code Section 66014 (b), the costs of preparing the General Plan update and other General Plan implementation studies are included in the CFF program.

Sources: City of Turlock; Economic & Planning Systems, Inc.

Table 16
General Government Facilities Fee Calculation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Metric	People per Household [1] or Sq.Ft. per Employee [2]	General Government
Total Costs Attributable to New Growth			**$15,403,930**
Residential Allocation			$12,126,043
New Residential Population			36,052
Cost per Resident			$336
Commercial Allocation			$3,277,887
New Employee Population			25,213
Cost per Employee			$130
Residential			
Single Family Residential (SFR)	per D.U.	3.20	$1,076
Multifamily Residential (MFR)	per D.U.	2.60	$875
Senior Assisted Living/ Nursing Facilities	per bed	1.00	$336
2nd Unit/ Accessory Unit	per D.U.	1.00	$336
Mobile Home Park	per unit	1.78	$597
Commercial/Retail			
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	450	$289
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	500	$260
Gas Station	per VFP	2.00	$260
Hotel/ Motel	per room	1.00	$130
Commercial/Other			
Office	per 1,000 sq.ft.	300	$433
Medical Office	per 1,000 sq.ft.	350	$371
Hospital	per 1,000 sq.ft.	400	$325
Institutional/ Assembly	per 1,000 sq.ft.	750	$173
Industrial			
Industrial < 25,000 sq.ft.	per 1,000 sq.ft.	600	$217
Industrial > 25,000 sq.ft.	per 1,000 sq.ft.	1,000	$130
Warehouse	per 1,000 sq.ft.	1,500	$87

[1] Average number of persons per occupied unit in Turlock is based on General Plan assumptions and consistent with data from 2007 to 2011 from the American Community Survey conducted by the U.S. Census Bureau.

[2] Averages based on a number of widely relied upon data sources, including previous EPS experience.

Sources: City of Turlock; Economic & Planning Systems, Inc.

5. POLICE SERVICE FACILITY IMPROVEMENTS

The City of Turlock's Police Department is responsible for a range of services in the City, including patrol and traffic operations, 911-dispatch, police record keeping, animal control, neighborhood services, and investigations. Since most police services serve the needs of both residents and businesses (employees), it is assumed that both residential and nonresidential development will pay a general government impact fee. The animal services improvement costs, however, will only be allocated to residential development, as it is assumed that employees working in Turlock do not contribute to the Citywide demand for animal services.

Capital Improvements and Cost Assumptions

The new police service facility improvements required through buildout of the General Plan are shown in **Table 17** and have been identified by City staff based on existing service standards for police facilities, officers and equipment. With projected population growth of 36,052, and a service standard of 1.5 officers per 1,000 residents, approximately 54 new officers will be required. To accommodate this demand through buildout of the General Plan, the Police Department will need to purchase nearly $2.0 million in police vehicles and equipment for the new officers. The City also plans to expand the Animal Services facility at a cost of approximately $775,000.

Also included in the CFF is the outstanding loan balance of approximately $4.1 million for expansion of the public safety facility. Expansion of the facility was determined necessary to maintain the level of police service to new development through buildout of the General Plan and the cost of the expansion was included in the existing Capital Facilities Fee.

The total costs related to police service facilities, equipment, and the Public Safety Facility loan balance are estimated to be $6.8 million.

Cost Allocation

The cost allocation to new development for most of the police facilities and equipment is based on maintaining current service standards to serve population and employment growth through buildout of the General Plan as determined by City staff. Though the Turlock Police Services building has already been constructed, the remaining loan balance on the construction loan is included in the CFF program as it was determined in the prior nexus findings to benefit new development through buildout of the General Plan.

Table 18 summarizes the costs allocated to new development for police facilities and equipment. The total costs allocated to new development for police services are $6.8 million.

Table 17
Police Services Improvements and Cost Estimates
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Standard and Assumptions	Cost per Item	Total Cost	Source
Projected Population Growth	*36,052 new residents* *1.5 officers per 1,000 residents* *54 new officers*			
Communications Center Equipment (Consoles)	1 console per approx. 15,000 residents			
	2 new consoles	$25,000 per console	$50,000	City of Turlock
Animal Services Expansion [1]	- -	- -	$775,050	CUMMING Cost Estimate [2]
Emergency Service Vehicles	1 vehicle per 3 officers			
	18 new vehicles	$30,000 per vehicle	$540,000	City of Turlock
Police Officer Equipment	54 new sets of equipment	$6,500 per set	$351,000	City of Turlock
Workstations for Officers	0.55 workstations per officer			
	54 new officers			
	30 new workstations	$6,000 per workstation	$180,000	City of Turlock
Workstations for Non-Sworn	1 workstation per non-sworn employee			
	1 non-sworn employee per 2 officers			
	27 new non-sworn employees			
	27 new workstations	$5,000 per workstation	$135,000	City of Turlock
Motorcycles	1 motorcycle per 30,000 residents			
	1 new motorcycle	$32,000 per motorcycle	$32,000	City of Turlock
Staff Vehicles	42 staff vehicles per approx. 70,000 residents			
	1 staff vehicle per 1,667 residents			
	22 new staff vehicles	$30,000 per staff vehicle	$660,000	City of Turlock
Public Facilities Building (Outstanding Loan)	- -	- -	$4,100,000	City of Turlock
Total			**$6,823,050**	

[1] Animal Services is a subsection of the Police Department. Expansion is assumed to benefit residential development only.
[2] Cumming cost estimates exclude cost escalations to ensure all cost estimates are in constant 2012 dollars.

Sources: City of Turlock; CUMMING Cost Estimate Report; LoopNet; Economic & Planning Systems, Inc.

Table 18
Police Services and Cost Allocation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Total Cost	Attributable to New Growth [1]		Allocation			
		Percent	Amount	Residential [2]		Commercial [3]	
Public Safety Facility Communications Center Equipment (Consoles)	$50,000	100%	$50,000	79%	$39,360	21%	$10,640
Animal Services Expansion	$775,050	100%	$775,050	100%	$775,050	0%	$0
Emergency Service Vehicles	$540,000	100%	$540,000	79%	$425,090	21%	$114,910
Police Officer Equipment	$351,000	100%	$351,000	79%	$276,309	21%	$74,691
Workstations for Officers	$180,000	100%	$180,000	79%	$141,697	21%	$38,303
Workstations for Non-Sworn	$135,000	100%	$135,000	79%	$106,273	21%	$28,727
Motorcycles	$32,000	100%	$32,000	79%	$25,191	21%	$6,809
Staff Vehicles	$660,000	100%	$660,000	79%	$519,555	21%	$140,445
Public Facilities Building (Outstanding Loan)	$4,100,000	100%	$4,100,000	79%	$3,227,538	21%	$872,462
Total	**$6,823,050**		**$6,823,050**		**$5,536,063**		**$1,286,987**

[1] The costs of improvements that are required only to serve new development are 100% attributable to the fee program. The costs of improvements that benefit existing development and future development are partially allocated to the fee program in proportion to the projected service population growth. **See Table 6.**
[2] Residential growth is projected to account for 79% of the future service population. **See Appendix C, Table C-1.**
[3] Commercial growth is projected to account for 21% of the future service population. **See Appendix C, Table C-1.**

Sources: City of Turlock; Economic & Planning Systems, Inc.

Fee Calculation

The police fee is calculated in three steps. First, the fair share cost allocated to new development is further allocated to residential and nonresidential development based on the relative demand for services generated by residents and employees, as shown in **Table 18**. If the demand for a particular facility is driven by both residential and nonresidential growth, the cost allocation is based on relative Service Population growth of residents and employees, respectively, as calculated in **Table C-1** in **Appendix C**. The cost associated with the expansion of the animal services facility is allocated entirely to new residential development.

Second, a per-capita or per-employee cost is determined by dividing new population and employment growth by the total cost allocated to each.

Finally, the facility cost for each impact fee land use category is calculated based on the population and employment density assumptions shown in **Table 7**. The costs are calculated on **Table 19**.

Table 19
Police Services Facilities Fee Calculation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Metric	People per Household [1] or Sq.Ft. per Employee [2]	Police Safety Facilities
Total Costs Attributable to New Growth			**$6,823,050**
Residential Allocation			$5,536,063
New Residential Population			36,052
Cost per Resident			$154
Commercial Allocation			$1,286,987
New Employee Population			25,213
Cost per Employee			$51
Residential			
Single Family Residential (SFR)	per D.U.	3.20	$491
Multifamily Residential (MFR)	per D.U.	2.60	$399
Senior Assisted Living/ Nursing Facilities	per bed	1.00	$154
2nd Unit/ Accessory Unit	per D.U.	1.00	$154
Mobile Home Park	per unit	1.78	$273
Commercial/Retail			
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	450	$113
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	500	$102
Gas Station	per VFP	2	$102
Hotel/ Motel	per room	1	$51
Commercial/Other			
Office	per 1,000 sq.ft.	300	$170
Medical Office	per 1,000 sq.ft.	350	$146
Hospital	per 1,000 sq.ft.	400	$128
Institutional/ Assembly	per 1,000 sq.ft.	750	$68
Industrial			
Industrial < 25,000 sq.ft.	per 1,000 sq.ft.	600	$85
Industrial > 25,000 sq.ft.	per 1,000 sq.ft.	1,000	$51
Warehouse	per 1,000 sq.ft.	1,500	$34

[1] Average number of persons per occupied unit in Turlock is based on General Plan assumptions and consistent with data from 2007 to 2011 from the American Community Survey conducted by the U.S. Census Bureau.

[2] Averages based on a number of widely relied upon data sources, including previous EPS experience.

Sources: City of Turlock; Economic & Planning Systems, Inc.

6. FIRE SERVICE FACILITY IMPROVEMENTS

The City of Turlock's Fire Department is responsible for handling daily emergency response activities in the City, including medical emergencies, fires, hazardous materials spills, technical rescues, public assistance, and other emergency calls. Since most fire services serve the needs of both residents and businesses (employees), it is assumed that both residential and nonresidential development will pay a general government impact fee.

Capital Improvements and Cost Assumptions

The City of Turlock has identified a number of fire service facility improvements required to meet service demands and serve existing and future development in the City through buildout of the General Plan. **Table 20** presents the projected needs for fire facilities and equipment and estimated costs. In particular, a new fire training facility is required which will benefit existing and new development and a new fire station to be located in the Southeast area of the City (along with all associated apparatus and equipment) will be required primarily to serve future growth in the MPAs.

The CUMMING cost estimate report estimates the cost of constructing the fire training facility will be approximately $8.8 million. Approximately one acre of land will need to be purchased for the fire station at an estimated cost of approximately $110,000 based on a LoopNet listing of available land as of February 2013 (see **Table E-1** in **Appendix E**). The City estimates that the new fire station and associated apparatus and equipment will cost approximately $4.8 million. The land need is based on the City's professional judgment and the cost assumption is based on the cost of a recently-constructed and outfitted fire station in the City. The Fire Department also plans to purchase approximately $112,000 in fire service vehicles and personal protective equipment. Total fire service costs are estimated to be $13.8 million.

Cost Allocation

Because the new fire training facility will benefit existing and new development, the cost of the facility is allocated to new development on the basis of service population growth relative to future service population. The service population calculation for improvements that are of Citywide benefit is shown on **Table C-1** in **Appendix C**.

The new fire station and associated equipment, however, would not be needed but for the new development in the MPAs. As such, costs are allocated to the City's Zones of Benefit before determining the allocation to new development. Even though the new station primarily will serve the new development in the MPAs, it also will affect station service boundaries and increase the service capacity of the fire department overall, resulting in faster response times Citywide. The allocation to the MPAs and the rest of the City is based on the professional judgment of City staff in consideration of service boundaries and response times and how each will be affected by new development in the MPAs. It is assumed that the costs are 75 percent attributable to the MPAs and 25 percent attributable to the rest of the City, as shown on **Table 21**. The cost allocation to

Table 20
Fire Services Improvements and Cost Estimates
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Standard and Assumptions	Cost per Item	Total Cost	Source
Purchase of 1.0-Acre Parcel for Fire Station	1 acre	$110,219 per acre	$110,219	LoopNet Land Listings, as of February 2013
Fire Station, Apparatus and Related Equipment for Master Plan Areas	- -	- -	$4,800,000	City of Turlock
Staff Vehicles	1 for fire inspector	$40,000 per vehicle	$40,000	City of Turlock
	1 for division chief	$40,000 per vehicle	$40,000	City of Turlock
Personal Protective Equipment (PPE)	10 sets of PPE	$3,200 per set	$32,000	City of Turlock
Fire Training Facility	- -	- -	$8,838,538	CUMMING Cost Estimate [1]
Total			**$13,750,538**	

[1] Cumming cost estimates exclude cost escalations to ensure all cost estimates are in constant 2012 dollars.

Sources: City of Turlock; CUMMING Cost Estimate Report; LoopNet; Economic & Planning Systems, Inc.

Table 21
Fire Services Costs and Cost Allocation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Improvement: Fire Station, Apparatus and Related Equipment for SE Quadrant	Improvement: Staff Vehicles	Improvement: Personal Protective Equipment (PPE)	Improvement: Fire Training Facility	Total
Cost	$4,800,000	$80,000	$32,000	$8,838,538	**$13,750,538**
Citywide [1]					
Attributable to New Growth [2]	n/a	n/a	n/a		
Percent				37%	
Amount				$3,278,681	**$3,278,681**
Allocation [3]					
Residential				$2,580,993	**$2,580,993**
Commercial				$697,689	**$697,689**
Master Plan Areas [4]					
Attributable to the MPAs	75%	75%	75%		
Attributable to New Growth [2]				n/a	
Percent	99.6%	99.6%	99.6%		
Amount	$3,587,143	$59,786	$23,914		**$3,670,843**
Allocation [5]					
Residential	$3,432,791	$57,213	$22,885		**$3,512,889**
Commercial	$154,352	$2,573	$1,029		**$157,954**
City Infill [4]					
Attributable to the Rest of City	25%	25%	25%		
Attributable to New Growth [2]				n/a	
Percent	25.5%	25.5%	25.5%		
Amount	$305,435	$5,091	$2,036		**$312,562**
Allocation [6]					
Residential	$202,656	$3,378	$1,351		**$207,385**
Commercial	$102,779	$1,713	$685		**$105,178**

[1] The Citywide cost allocation is used for those improvements that benefit the entire City.

[2] The costs of improvements that are required only to serve new development are 100% attributable to the fee program. The costs of improvements that benefit existing development and future development are partially allocated to the fee program in proportion to the projected service population growth. Se

[3] Citywide, residential growth is projected to account for 79% of the future service population, while commercial growth is projected to account for 21% of the future service population. See **Appendix C, Table C-1**.

[4] The Master Plan Areas versus Rest of City distinction is used for those improvements that disproportionately benefit new growth in the Master Plan Areas. Though a new fire station in the Southeast Area will benefit primarily new growth in the Master Plan Areas, redistributed service boundaries will result in improved services and benefit existing development as well. This calculation assumes 75% of the benefit is to the Master Plan Areas and 25% of the benefit is to the rest of the City based on discussions with City staff.

[5] In the Master Plan Areas, residential growth is projected to account for 96% of the future service population, while commercial growth is projected to account for 4% of the future service population. See **Appendix C, Table C-2**.

[6] In the Rest of the City (Citywide less Master Plan Areas), residential growth is projected to account for 66% of the future service population, while commercial growth is projected to account for 34% of the future service population. See **Appendix C, Table C-3**.

Sources: City of Turlock; Economic & Planning Systems, Inc.

new development is then based on maintaining the same level of service for new development as exists for current residents. The service population calculations for the MPAs and the rest of the City are shown in **Tables C-2** and **C-3** in **Appendix C**.

Table 21 summarizes the costs allocated to new development for fire service facilities to be constructed and associated equipment based on Zone of Benefit. The total costs allocated to new development for fire services are approximately $7.3 million, reflecting $3.3 million Citywide, $3.7 million in the MPAs, and $313,000 in the rest of the City.

Fee Calculation

The Fire Service Facility fee is calculated in five steps, as shown in **Table 21** and **Table 22**. First, fire costs are allocated to each Zone of Benefit based the professional judgment of City staff in consideration of service boundaries and response times and how each will be affected by new development in the MPAs. Second, the allocation to the Zones of Benefit is further allocated to new development based on growth in each Zone's service population relative to the Zone's future service population. Third, the fair share cost allocated to each Zone is further allocated to residential and nonresidential development based on the relative demand for services generated by residents and employees. If the demand for a particular facility is driven by both residential and nonresidential growth, the cost allocation is based on relative Service Population growth of residents and employees, respectively, as calculated in **Tables C-1** through **C-3** in **Appendix C**. Fourth, a per-capita or per-employee cost is determined by dividing new population and employment growth by the total cost allocated to each. Finally, the facility cost for each impact fee land use category is calculated based on the population and employment density assumptions shown in **Table 7**. The costs are calculated on **Table 22**.

Table 22
Fire Services Facilities Fee Calculation
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Item	Metric	People per Household [1] or Sq.Ft. per Employee [2]	Fee Calculation: Citywide Base [3]	Fee Calculation: Master Plan Areas [4]	Fee Calculation: Non-Master Plan Areas [5]
Total Costs Attributable to New Growth			**$3,278,681**	**$3,670,843**	**$312,562**
Residential Allocation			$2,580,993	$3,512,889	$207,385
New Residential Population			36,052	18,474	17,578
Cost per Resident			$72	$190	$12
Commercial Allocation			$697,689	$157,954	$105,178
New Employee Population			25,213	2,149	23,064
Cost per Employee			$28	$73	$5
Residential					
Single Family Residential (SFR)	per D.U.	3.20	$229	$608	$38
Multifamily Residential (MFR)	per D.U.	2.60	$186	$494	$31
Senior Assisted Living/ Nursing Facilities	per bed	1.00	$72	$190	$12
2nd Unit/ Accessory Unit	per D.U.	1.00	$72	$190	$12
Mobile Home Park	per unit	1.78	$127	$338	$21
Commercial/Retail					
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	450	$61	$163	$10
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	500	$55	$147	$9
Gas Station	per VFP	2	$55	$147	$9
Hotel/ Motel	per room	1	$28	$73	$5
Commercial/Other					
Office	per 1,000 sq.ft.	300	$92	$245	$15
Medical Office	per 1,000 sq.ft.	350	$79	$210	$13
Hospital	per 1,000 sq.ft.	400	$69	$184	$11
Institutional/ Assembly	per 1,000 sq.ft.	750	$37	$98	$6
Industrial					
Industrial < 25,000 sq.ft.	per 1,000 sq.ft.	600	$46	$122	$8
Industrial > 25,000 sq.ft.	per 1,000 sq.ft.	1,000	$28	$73	$5
Warehouse	per 1,000 sq.ft.	1,500	$18	$49	$3

[1] Average number of persons per occupied unit in Turlock is based on General Plan assumptions and consistent with data from 2007 to 2011 from the American Community Survey conducted by the U.S. Census Bureau.

[2] Averages based on a number of widely relied upon data sources, including previous EPS experience.

[3] New development subject to the CFF will pay the base Citywide Fee, regardless of where in the City the development occurs.

[4] If new development subject to the CFF is located in one of the Master Plan Areas shown on Figure 1, that new development will pay the base Citywide fee plus the Master Plan Area fee. See Total fire fee by Zone of Benefit on Appendix A, Table A-1.

[5] If new development subject to the CFF is located in outside of the Master Plan Areas shown on Figure 1, that new development will pay the base Citywide fee plus the Non-Master Plan Area fee. See Total fire fee by Zone of Benefit on Appendix A, Table A-1.

Sources: City of Turlock; Economic & Planning Systems, Inc.

7. ECONOMIC IMPLICATIONS AND FEE COMPARISON

This chapter discusses the potential economic implications of the proposed Turlock Capital Facilities Fees (CFF) based on a comparison of facilities fees in surrounding jurisdictions.

Regional Fee Comparison

As part of the CFF study, EPS gathered information on capital facilities development impact fees in a number of cities in the Turlock region, and compared them with the proposed fees calculated in this analysis. The proposed City of Turlock CFF was compared to fees in six cities: Manteca, Modesto, Merced, Ceres, and Atwater.[6]

Residential

Table 23 and **Figure 2** present the fee comparisons for a single-family, low-density residential unit. The proposed City of Turlock CFF ranges from a low of $10,300 per single-family unit in the Downtown Pedestrian Priority Area to a high of $12,567 in the Master Plan Areas. Including the City's current park improvement fees, total Turlock fees range from a low of $11,706 per single-family unit in the Downtown Pedestrian Priority Area to a high of $13,973 in the Master Plan Areas. The proposed Turlock CFF is at the high end of the range of fees for similar facilities in the other jurisdictions, yet consistent with Modesto. Atwater is at the low end of the range, with fees of $2,000 per unit. As shown in **Figure 2**, the transportation component of the Turlock CFF comprises the largest share of the total fee (including the park improvement fees) at approximately 70 percent.

Retail

Table 24 and **Figure 3** present a similar comparison for a retail development. The fees are shown per 1,000 square feet of space and assume development of under 100,000 square feet. The CFF for the City of Turlock ranges from $11,091 per 1,000 square feet of retail to $13,366 per 1,000 square feet of retail. In the comparison cities, the range of development fees for this nonresidential use ranges from $623 per 1,000 square feet in Atwater to $8,627 per 1,000 square feet in Modesto. The proposed retail impact fees are higher than those charged in any other jurisdiction surveyed. As shown in **Figure 3**, the transportation component of the CFF comprises the largest share of the total fee at approximately 93 percent. Excluding transportation improvements, Turlock's proposed fees are at the high-end, but not the highest, when compared with the comparison jurisdictions.

[6] Due to significant differences in Lodi's approach to development impact fees and fee structure, the City is not included as part of this fee comparison.

Table 23
Comparison of Capital Facilities Fees for Single-Family Residential Land Use
Turlock Capital Facilities Fee Update; EPS #18491

	Jurisdiction											
	Ceres [1]	Merced	Modesto	Manteca					Atwater	Turlock		
Fee [2]				Zone 1	Zone 2	Zone 3	Zone 4	Zone 5		PPA	MPAs	City Infill
Police	$428	$572	$852	-	-	-	-	-	$401	$491	$491	$491
Fire	$904	$427	$363	$250	$250	$250	$250	$250	$520	$267	$838	$267
General Government	$2,980	-	$479	$4,128	$4,128	$4,128	$4,128	$4,128	$379	$1,076	$1,076	$1,076
Transportation	$3,096	$3,008	$6,359	$2,038	$2,665	$2,723	$1,468	$2,366	$725	$8,165	$9,796	$9,072
Parks	$5,165	$462	$5,193	-	-	-	-	-	-	$1,406	$1,406	$1,406
Administration	-	-	$272	-	-	-	-	-	-	$300	$366	$327
Other	$194	-	$548	-	-	-	-	-	-	-	-	-
Total	**$12,767**	**$4,469**	**$14,066**	**$6,416**	**$7,043**	**$7,101**	**$5,846**	**$6,744**	**$2,025**	**$11,706**	**$13,973**	**$12,640**

[1] Fee includes 2% Administrative Fee.

[2] Fee per single-family dwelling unit.

Sources: City of Ceres; City of Merced; City of Modesto; City of Manteca; City of Atwater; and Economic & Planning Systems, Inc.

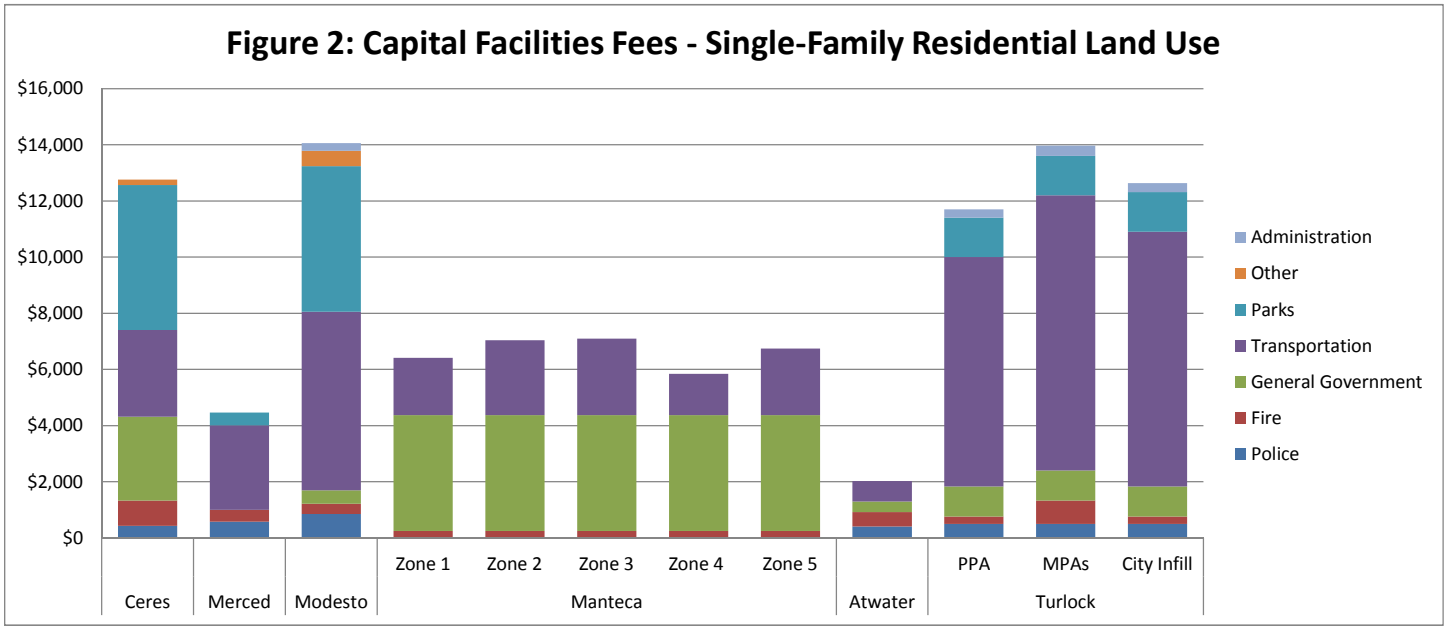


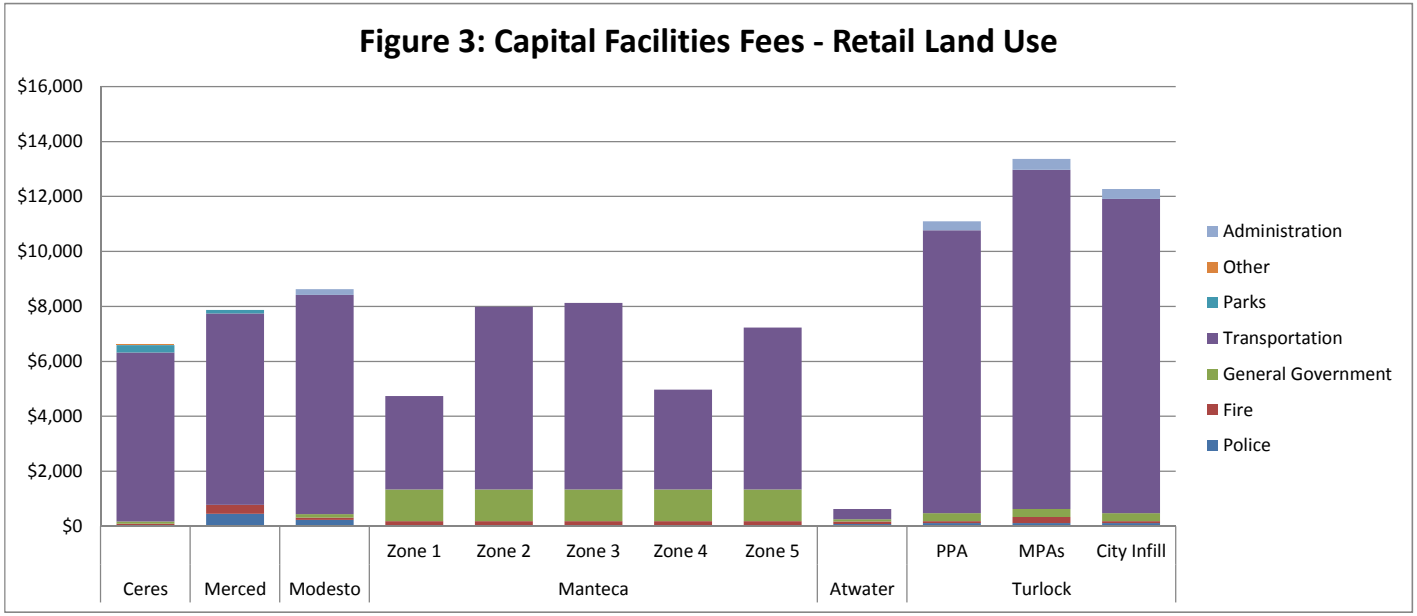
Table 24
Comparison of Capital Facilities Fees for Retail Land Use
Turlock Capital Facilities Fee Update; EPS #18491

	Jurisdiction											
				Manteca						Turlock		
Fee [2]	**Ceres [1]**	**Merced**	**Modesto**	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	**Atwater**	PPA	MPAs	City Infill
Police	$28	$447	$231	-	-	-	-	-	$73	$113	$113	$113
Fire	$59	$334	$75	$180	$180	$180	$180	$180	$95	$72	$225	$72
General Government	$80	-	$132	$1,160	$1,160	$1,160	$1,160	$1,160	$87	$289	$289	$289
Transportation	$6,160	$6,963	$7,977	$3,392	$6,642	$6,785	$3,635	$5,886	$367	$10,294	$12,350	$11,438
Parks	$265	$129	-	-	-	-	-	-	-	-	-	-
Administration	-	-	$212	-	-	-	-	-	-	$323	$389	$357
Other	$36	-	-	-	-	-	-	-	-	-	-	-
Total	**$6,628**	**$7,873**	**$8,627**	**$4,732**	**$7,982**	**$8,125**	**$4,975**	**$7,226**	**$623**	**$11,091**	**$13,366**	**$12,269**

[1] Fee includes 2% Administrative Fee.

[2] Fee per 1,000 square feet.

Sources: City of Ceres; City of Merced; City of Modesto; City of Manteca; City of Atwater; and Economic & Planning Systems, Inc.



Industrial

Table 25 and **Figure 4** present a CFF comparison for an industrial development, which for fee comparison purposes is assumed to be less than 25,000 square feet. The fees are shown per 1,000 square feet of space. The proposed City of Turlock CFF ranges from a low of $1,855 in the Downtown Pedestrian Priority Area to a high of $2,270 in the Master Plan Areas. The range of development fees for this nonresidential use ranges from $155 per 1,000 square feet in Atwater to $4,224 per 1,000 square feet in Ceres.

The proposed industrial impact fee would make Turlock very competitive among the jurisdictions surveyed; however, it remains higher than Merced and Atwater. As shown in **Figure 4**, the transportation component of the Turlock CFF comprises the largest share of the total fee at approximately 80 percent.

Excluding transportation improvements, Turlock's proposed fees are more consistent with the comparison jurisdictions. For example, excluding transportation, Turlock's fee would range from a low of $350 per 1,000 square feet of industrial space in the Downtown Pedestrian Priority Area to a high of $477 per 1,000 square feet of industrial space in the Master Plan Areas.

Regional Fees

It should be noted that in addition to the citywide fees compared in this analysis, development projects in Turlock and the comparison cities will also pay regional impact fees. For example, in Stanislaus County, a single-family residence will pay an impact fee of $7,072 which includes a transportation component of $3,968; a retail project will pay a fee of $3,312 per 1,000 square feet, including a transportation component of $2,714; and an industrial project will pay a fee of $1,625 per 1,000 square feet, of which $1,459 is the transportation component.

In San Joaquin County, a traffic impact mitigation fee is charged which ranges from $979 per single-family unit to $1,728 per single-family unit depending on where in the County the development occurs. The County's traffic impact mitigation fee for retail development ranges from $1,817 per 1,000 square feet to $3,717 per 1,000 square feet and from $617 per 1,000 square feet to $1,091 per 1,000 square feet for manufacturing space. San Joaquin County also charges a Habitat Conservation fee that ranges from $6,364 per acre for multi-purpose open space to $78,311 per acre for Wetted Vernal Pool land.

Merced County also charges countywide impact fees including fees for fire facilities, law enforcement facilities, public facilities, and regional transportation improvements approximately as follow:

- Fire Facilities Impact Fee: single-family unit, $672 per unit; retail; $434 per 1,000 square feet; industrial, $309 per 1,000 square feet
- Law Enforcement Facilities Impact Fee: single-family unit, $641 per unit; retail; $630 per 1,000 square feet; industrial, $624 per 1,000 square feet
- Sphere of Influence Public Facilities Impact Fee: single-family unit, $10,404 per unit; retail; $20,200 per 1,000 square feet; industrial, $3,812 per 1,000 square feet

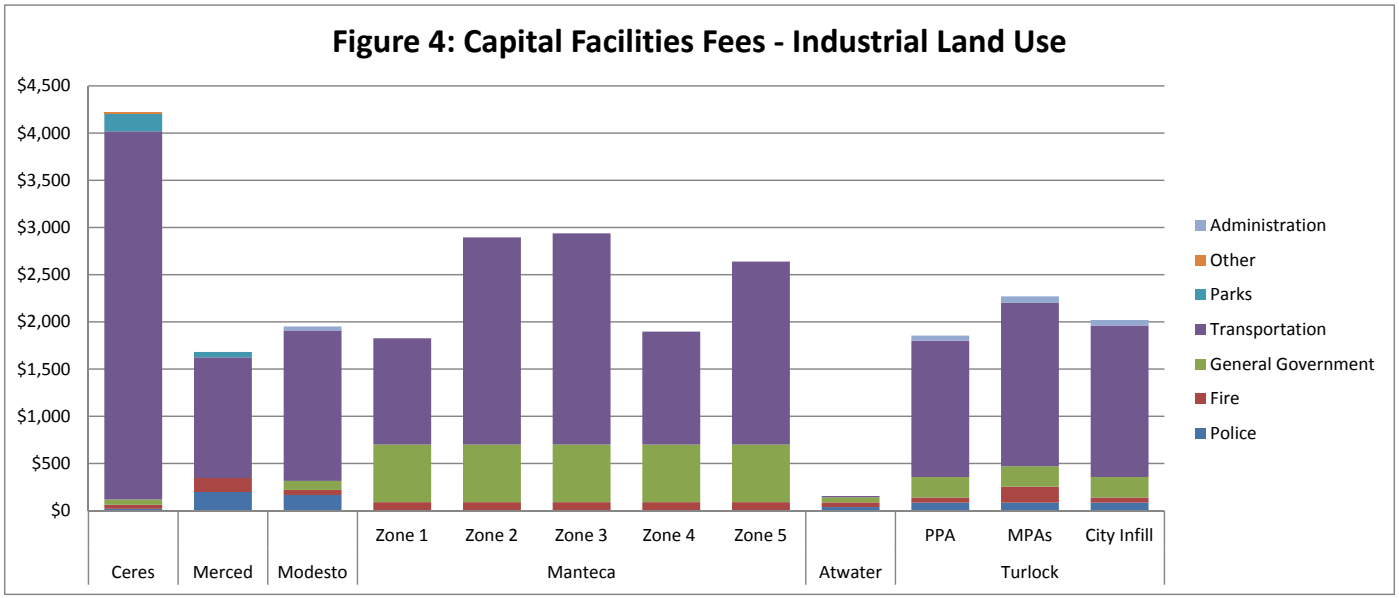
Table 25
Comparison of Capital Facilities Fees for Industrial Land Use
Turlock Capital Facilities Fee Update; EPS #18491

	Jurisdiction											
	Ceres [1]	Merced	Modesto	Manteca					Atwater	Turlock		
Fee [2]				Zone 1	Zone 2	Zone 3	Zone 4	Zone 5		PPA	MPAs	City Infill
Police	$20	$198	$166	-	-	-	-	-	$38	$85	$85	$85
Fire	$42	$148	$54	$90	$90	$90	$90	$90	$49	$54	$169	$54
General Government	$57	-	$95	$610	$610	$610	$610	$610	$54	$217	$217	$217
Transportation	$3,900	$1,278	$1,594	$1,126	$2,195	$2,238	$1,197	$1,939	$13	$1,445	$1,734	$1,605
Parks	$188	$57	-	-	-	-	-	-	-	-	-	-
Administration	-	-	$42	-	-	-	-	-	-	$54	$66	$59
Other	$17	-	-	-	-	-	-	-	-	-	-	-
Total	**$4,224**	**$1,681**	**$1,951**	**$1,826**	**$2,895**	**$2,938**	**$1,897**	**$2,639**	**$155**	**$1,855**	**$2,270**	**$2,020**

[1] Fee includes 2% Administrative Fee.

[2] Fee per 1,000 square feet.

Sources: City of Ceres; City of Merced; City of Modesto; City of Manteca; City of Atwater; and Economic & Planning Systems, Inc.



- Regional Transportation Impact Fee: single-family unit, $3,224 per unit; retail; $4,291 per 1,000 square feet; industrial, $1,458 per 1,000 square feet

There are additional road and circulation improvement impact fees collected that vary by Area of Benefit.

Economic Implications

The following section describes a general framework by which the economic implications of Turlock's proposed fees may be viewed and then provides an overview of potential implications by land use type.

General Considerations

On an economic and financial level, development impact fees should be considered from two perspectives:

1. **Fee Revenues and Economic Benefits**. Development impact fees, especially in growing areas, provide an important portion of the funding for development of infrastructure and capital facilities. As such, they support the policy goals of a jurisdiction in terms of providing desired public facilities and infrastructure such as transportation infrastructure, parks and recreation amenities, and public safety facilities/equipment. These improvements mitigate the impacts and demands of new development on public improvements and help in maintaining the quality of life attributes that both residents and employers seek. Development impact fees can also help overcome infrastructure development obstacles by providing an opportunity to spread the cost burden of improvements over a broader range of developments where substantial upfront infrastructure investment is required. The provision of essential public infrastructure and the associated creation of an attractive public realm serve to increase the demand for and value of housing and employment-generating commercial development. For commercial uses, for example, the current and future availability of transportations infrastructure, sewer and water capacity, etc. can be a key determinant in a City's ability to attract development, and as a result, affects job creation.

2. **Development Costs and Economic Impacts**. Development impact fees directly add to the costs to construct new residential and commercial buildings (i.e., vertical development costs). In the short term, development impact fees increase overall development costs, reducing the expected return on investment/profit margin on an individual development project at a particular point in time. Over the medium to long term, a portion of these vertical development cost increases is absorbed by reductions in land value, while improvements in the quality of infrastructure support higher property values. As a result, under normal market conditions, reductions in development impacts fees can, in the short term, bring forward the timing on projects that are close to showing the level of return required to support financing and risk. And, by extension, the earlier timing of those projects would bring forward the timing of construction and the associated construction jobs and the other impacts of new development.

As a general principle, these competing benefits and costs associated with development impact fees point to the importance of establishing aggregate fee levels that strike an appropriate balance between providing an appropriate level of facilities/infrastructure to new residents and

businesses consistent with jurisdiction's goals/vision, while avoiding excessive costs on development and thereby slowing the pace of growth.

Implications by Land Use

Residential

In general, residential development is less reactive to fee increases than nonresidential uses. While employment opportunities create residential demand, residential development is also dependent on the presence of other amenities such as schools, parks, cultural institutions, natural beauty, and other quality of life characteristics. To the extent that impact fees help finance these other amenities, they can actually increase market prices and attract residential development to an area. In addition, and as described above, the efficient provision of local infrastructure has the potential of increasing access to the supply of buildable land. Given that the proposed residential fees provide funding for public facilities and improvements, it is not expected that the adoption of the proposed fees would significantly affect Turlock's competitiveness for future residential development.

Retail

Retail development is generally closely linked to residential development and as such is highly "place" or location dependent. Consequently, small differences in fee levels among jurisdictions are unlikely to affect the location of retail development. However, the proposed retail impact fees are higher than those charged in any other jurisdiction surveyed, and could potentially affect Turlock's regional competitiveness for future retail development.[7] Turlock's existing retail development impact fees are already above the median of jurisdictions surveyed. To the extent that the City has remained a competitive retail location under this fee structure, this may offer a useful indication of how the proposed fees might be received by retail developers.

Industrial

In contrast to residential and retail development, industrial development (and office development as well) is tied more to the economic characteristics of a location, such as the cost of land, taxes, and the cost of new development. Consequently, development impact fees may have a greater effect on the type and amount of industrial development in the City than on residential development. If the total cost of development is much higher in one jurisdiction than other competitive areas, the imposition of higher fees can cause demand to shift to those other lower-cost locations.

Nevertheless, while industrial and commercial development may be more sensitive to the amount of impact fees than residential or retail development, industrial and office development still benefit from the infrastructure that is provided through impact fee programs, and the availability of key infrastructure and facilities can serve to attract new development. The availability of adequate roadways, for example, can be a significant factor in where a warehouse use might choose to locate, or a manufacturing facility, as another example, could be

[7] Turlock's retail fees are from 28 percent to 54 percent higher than the next highest jurisdiction's retail fees.

very focused on identifying a location where there is adequate water capacity. The fee program also provides a mechanism for reimbursing new development in the event that infrastructure facilities need to be oversized at the outset to accommodate future development.

The proposed industrial impact fees would make Turlock closely competitive with all of the jurisdictions surveyed except for Ceres, which is much higher, and Atwater, which is much lower.

8. IMPLEMENTATION AND ADMINISTRATION OF CFF

The proposed updated CFF and corresponding fee schedule will need to be adopted by City Resolution as enabled by the City CFF Ordinance. The existing City CFF Ordinance allows the City Council to adopt, by Resolution, a fee schedule consistent with supporting technical analysis and findings provided in this Report. The Resolution approach to setting the fee allows periodic adjustments of the fee amount that may be necessary over time, without amending the enabling Ordinance. It is anticipated that the City will update the existing CFF ordinance as part of this study process. This updated ordinance addresses the primary implementation and administrative issues and procedures associated with the CFF. A brief summary of the key implementation and administrative elements is provided below.

Fee Collection and Amount

Applicable Land Uses

All new development that occurs within the City of Turlock, except as specifically exempted by the CFF Ordinance, shall pay the CFF based on the zone of benefit in which the new development is located. While the maximum fee amount will be determined by the AB 1600 Nexus Study, the City may elect to charge less for a variety of reasons and under certain circumstances, as described in the Ordinance. In any case, the applicable fees will be published in a Fee Schedule made available by the City and updated periodically. The amount will vary by land use, as shown in **Table 1**.

It is possible that certain projects may not fit neatly into the categories defined in **Table 4**. In cases were such ambiguity exists, the City Engineer will need to make a determination as to the applicable fees. The Fee Ordinance articulates guidelines for resolving discrepancies and/or disputes.

Fee Escalation

The City Fee Ordinance allows for an automatic adjustment of the CFF to keep pace with inflation adjusted increases in construction cost. This allows the fee level to keep pace with inflation without requiring an annual approval process. This adjustment is based on the San Francisco Construction Cost Index (CCI) published by the Engineering News Record (ENR), a source widely used in the construction industry, and by many jurisdictions as a basis for making annual inflation adjustments to their development impact fees. ENR's San Francisco CCI has been published consistently every month since 1967. As such ENR is one of the most reliable and consistent indices that track trends in construction costs.

Timing and Manner of Payment

The City CFF Ordinance addresses issues related to the timing and manner of payment for the CFF including the potential for fee deferrals, payment plans, credits and reimbursements, exemptions, and related adjustments.

Annual Review, Accounting, and Updates

Annual review

This Report and the technical information it contains should be maintained and reviewed periodically by the City as necessary to ensure Impact Fee accuracy and to enable the adequate programming of funding sources. To the extent that improvement requirements, costs, or development potential changes over time, the Fee Program will need to be updated. Specifically, AB 1600 (at Gov. C. §§ 66001(c), 66006(b)(1)) stipulates that each local agency that requires payment of a fee make specific information available to the public annually within 180 days of the last day of the fiscal year. This information includes the following:

- A description of the type of fee in the account
- The amount of the fee
- The beginning and ending balance of the fund
- The amount of fees collected and interest earned
- Identification of the improvements constructed
- The total cost of the improvements constructed
- The fees expended to construct the improvement
- The percent of total costs funded by the fee

If sufficient fees have been collected to fund the construction of an improvement, the agency must specify the approximate date for construction of that improvement. Because of the dynamic nature of growth and infrastructure requirements, the City should monitor development activity, the need for infrastructure improvements, and the adequacy of the fee revenues and other available funding. Formal annual review of the Fee Program should occur, at which time adjustments should be made. Costs associated with this monitoring and updating effort are included in the Impact Fee.

Surplus Funds

AB 1600 also requires that if any portion of a fee remains unexpended or uncommitted in an account for five years or more after deposit of the fee, the City Council shall make findings once each year: (1) to identify the purpose to which the fee is to be put, (2) to demonstrate a reasonable relationship between the fee and the purpose for which it was charged, (3) to identify all sources and amounts of funding anticipated to complete financing of incomplete improvements, and (4) to designate the approximate dates on which the funding identified in (3) is expected to be deposited into the appropriate fund.

If adequate funding has been collected for a certain improvement, an approximate date must be specified as to when construction on the improvement will begin. If the findings show no need for the unspent funds, or if the conditions discussed above are not met, and the administrative costs of the refund do not exceed the refund itself, the local agency that has collected the funds must refund them.

Internal Loaning of Funds

Loans between the Capital Facilities Fee Funds may be used from time to time to facilitate the construction of CFF facilities and assure adequate cash flow. Any such loan shall be made in accordance with applicable law, as interpreted by the City Attorney of the City of Turlock, and all

funds shall be placed in separate accounts on either a facility or geographic basis. The additional following requirements are also placed on loans between CFF funds:

1. Funds may be transferred between accounts to expedite the construction of critical projects /facilities.
2. A mechanism to repay accounts shall be established.
3. Interest charged on each loan shall be based upon the Local Agency Investment Fund rate in effect at the time of the loan and shall be deposited into the account providing the loan.
4. Inter-fund loan repayments shall take precedence over reimbursements to developers.

Five-Year Update

Fees will be collected from new development within the City immediately; however, use of these funds may need to wait until a sufficient fund balance can be accrued. Per Government Code Section 66006, the City is required to deposit, invest, account for, and expend the fees in a prescribed manner. The fifth fiscal year following the first deposit into the Fee account or fund, and every five years thereafter, the City is required to make all of the following findings with respect to that portion of the account or fund remaining unexpended:

- Identify the purpose for which the fee is to be put;
- Demonstrate a reasonable relationship between the fee and the purpose for which it is charged;
- Identify all sources and amounts of funding anticipated to complete financing in incomplete improvements; and
- Designate the approximate dates on that the funding referred to in the above paragraph is expected to be deposited in the appropriate account or fund.

Once sufficient funds have been collected to complete the specified projects, the City must commence construction within 180 days. If they fail to do this, the City is required to refund the unexpended portion of the fee and any accrued interest to the then current owner.

Securing Supplemental Funding

The Impact Fee is not appropriate for funding the full amount of all capital costs identified in this Fee Study. The City will have to identify funding and pay for improvements related to existing and new developments and improvements not funded by the Fee Program or any other established funding source. Examples of such sources include the following:

- **General Fund Revenues**. In any given year, the City could allocate a portion of its General Fund revenues for discretionary expenditures. Depending on the revenues generated relative to costs and City priorities, the City may allocate General Fund revenues to fund capital facilities costs not covered by the Fee Program or other funding sources.

- **Assessments and Special Taxes**. The City could fund a portion of capital facilities costs using assessments and special taxes. For example, the establishment of a Mello-Roos Community Facilities District would allow the City to levy a special tax to pay debt service on bonds sold to fund construction of capital facilities or to directly fund capital facilities.

- **State or Federal Funds**. The City might seek and obtain grant of matching funds from State and Federal sources to help offset the costs of required capital facilities and improvements. As part of its funding effort, the City should research and monitor these outside revenue sources and apply for funds as appropriate.

- **Other Grants and Contributions.** A variety of grants or contributions from private donors could help fund a number of capital facilities. For example, private foundations and/or charity organizations may provide money for certain park and recreation or cultural facilities.

It should be noted that during the past few decades, there has been an increasing shift of infrastructure financing responsibilities from State and federal government to the local level. This, combined with the effects of the Great Recession (i.e., reduced property values), has left cities with very limited resources and competition for General Fund revenues is high. Additionally, many grant programs that once funded major highway improvements and water and sewer infrastructure improvements were long ago abandoned. As the economy improves, assessments and special districts, which require voter approval, may become more feasible, but at this time, development impact fees are one of the few funding sources, the City of Turlock's City Council can control. Still, as part of the adoption of the fee, the City is likely to adopt a finding that it will obtain and allocate funding from various other sources for the fair share of the costs of improvements identified in this Report that are not funded by the Fee Program. Any supplemental funding identified will be incorporated into the CFF as part of the next five-year update.

APPENDIX A:

Fee Components

Appendix A, Table A-1
Capital Facilities Fees By Land Use and Fee Component
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Land Use	Metric	Fee Categories							
		Transportation Infrastructure [1]			General Government	Police Safety Facilities	Fire Safety Facilities		
		Downtown/ PPA	Master Plan Areas	City Infill	Citywide	Citywide	Downtown/ PPA	Master Plan Areas	City Infill
Residential									
Single Family Residential (SFR) [2]	per D.U.	$8,165	$9,796	$9,072	$1,076	$491	$267	$838	$267
Multifamily Residential (MFR) [2]	per D.U.	$5,704	$6,843	$6,337	$875	$399	$217	$681	$217
Senior Assisted Living/ Nursing Facilities	per bed	$2,281	$2,737	$2,535	$336	$154	$83	$262	$83
2nd Unit/ Accessory Unit	per D.U.	$4,983	$5,978	$5,537	$336	$154	$83	$262	$83
Mobile Home Park	per unit	$4,280	$5,135	$4,755	$597	$273	$148	$465	$148
Commercial/Retail [3]									
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	$10,294	$12,350	$11,438	$289	$113	$72	$225	$72
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	$10,297	$12,353	$11,441	$260	$102	$64	$202	$64
Gas Station	per VFP [4]	$6,168	$7,400	$6,854	$260	$102	$64	$202	$64
Hotel/ Motel	per room	$3,313	$3,974	$3,681	$130	$51	$32	$101	$32
Commercial/Other [3]									
Office	per 1,000 sq.ft.	$4,932	$5,917	$5,480	$433	$170	$107	$337	$107
Medical Office	per 1,000 sq.ft.	$8,626	$10,348	$9,584	$371	$146	$92	$289	$92
Hospital	per 1,000 sq.ft.	$3,156	$3,786	$3,507	$325	$128	$81	$253	$81
Institutional/ Assembly	per 1,000 sq.ft.	$2,175	$2,609	$2,417	$173	$68	$43	$135	$43
Industrial									
Industrial < 25,000 sq.ft.	per 1,000 sq.ft.	$1,445	$1,734	$1,605	$217	$85	$54	$169	$54
Industrial > 25,000 sq.ft.	per 1,000 sq.ft.	$1,189	$1,427	$1,322	$130	$51	$32	$101	$32
Warehouse	per 1,000 sq.ft.	$1,165	$1,397	$1,294	$87	$34	$21	$67	$21

[1] Transportation fees are based on average trip length by purpose.
[2] An age-restricted senior housing discount of 50% will be applied to the transportation component of the fee with legal documentation (e.g., deed restriction).
[3] If retail or commercial project includes a drive-through, a fee premium of 25% will be added to the transportation component of the fee.
[4] Vehicle fueling position.

Source: OmniMeans; 2009 National Household Travel Survey; Economic & Planning Systems, Inc.

Appendix A, Table A-2
Calculation of 3% Administration Charge
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Land Use	Metric	Total Fee			3% Administrative Charge			Total Fee + 3% Admin. Charge		
		Downtown/ PPA	Master Plan Areas	City Infill	Downtown/ PPA	Master Plan Areas	City Infill	Downtown/ PPA	Master Plan Areas	City Infill
Residential [1]										
Single Family Residential (SFR)	per D.U.	$10,000	$12,201	$10,907	$300	$366	$327	$10,300	$12,567	$11,234
Multifamily Residential (MFR)	per D.U.	$7,194	$8,797	$7,828	$216	$264	$235	$7,410	$9,061	$8,063
Senior Assisted Living/ Nursing Facilities	per bed	$2,855	$3,489	$3,108	$86	$105	$93	$2,940	$3,593	$3,201
2nd Unit/ Accessory Unit	per D.U.	$5,556	$6,730	$6,110	$167	$202	$183	$5,723	$6,932	$6,293
Mobile Home Park	per unit	$5,298	$6,470	$5,774	$159	$194	$173	$5,457	$6,664	$5,947
Commercial/Retail [2]										
Retail: < 100,000 sq.ft.	per 1,000 sq.ft.	$10,768	$12,977	$11,911	$323	$389	$357	$11,091	$13,366	$12,269
Retail: ≥ 100,000 sq.ft.	per 1,000 sq.ft.	$10,723	$12,918	$11,868	$322	$388	$356	$11,045	$13,305	$12,224
Gas Station	per VFP	$6,595	$7,965	$7,280	$198	$239	$218	$6,793	$8,204	$7,499
Hotel/ Motel	per room	$3,526	$4,257	$3,894	$106	$128	$117	$3,632	$4,384	$4,011
Commercial/Other										
Office	per 1,000 sq.ft.	$5,643	$6,858	$6,191	$169	$206	$186	$5,812	$7,064	$6,377
Medical Office	per 1,000 sq.ft.	$9,235	$11,155	$10,193	$277	$335	$306	$9,512	$11,489	$10,499
Hospital	per 1,000 sq.ft.	$3,689	$4,492	$4,040	$111	$135	$121	$3,800	$4,627	$4,161
Institutional/ Assembly	per 1,000 sq.ft.	$2,459	$2,986	$2,701	$74	$90	$81	$2,533	$3,075	$2,782
Industrial										
Industrial < 25,000 sq.ft.	per 1,000 sq.ft.	$1,800	$2,204	$1,961	$54	$66	$59	$1,854	$2,270	$2,020
Industrial > 25,000 sq.ft.	per 1,000 sq.ft.	$1,403	$1,709	$1,535	$42	$51	$46	$1,445	$1,760	$1,581
Warehouse	per 1,000 sq.ft.	$1,307	$1,586	$1,436	$39	$48	$43	$1,346	$1,633	$1,480

[1] An age-restricted senior housing discount of 50% will be applied to the transportation component of the fee with legal documentation (e.g., deed restriction).

[2] If retail or commercial project includes a drive-through, a fee premium of 25% will be added to the transportation component of the fee.

Source: Economic & Planning Systems, Inc.

APPENDIX B:

Land Use Assumptions

Appendix B, Table B-1
Future Land Use by Benefit Zone (2030 General Plan Land Use Designations)
City of Turlock Capital Facilities Fee Update Study; EPS #18491

		Residential Uses					Non-Residential Uses				
Benefit Zone	**Acres**	**DU/Acre**	**Units**	**Vacancy Rate**	**People per Household**	**Population**	**Floor Area Ratio (FAR)**	**Square Feet**	**Vacancy Rate**	**Sq.Ft./ Employee**	**Employees**
Other City											
Business Park [1]	272						0.35	621,112	7.0%	300	1,925
Community Commercial	468						0.25	5,098,927	7.0%	500	9,484
Community Commercial/Office [2]	15						0.30	198,382	7.0%	400	461
Community Commercial/Office/High Density Residential [3	9	22.50	64	3.6%	2.60	161	0.30	75,581	7.0%	400	176
Heavy Commercial	364						0.35	5,548,399	7.0%	600	8,600
High Density Residential	260	22.50	5,857	3.6%	2.60	14,679					
High Density Residential/Office [4]	15	22.50	166	3.6%	2.60	417	0.35	112,772	7.0%	300	350
Highway Commercial	172						0.35	2,618,139	7.0%	500	4,870
Industrial [5]	1,779						0.50	8,776,600	7.0%	1,000	8,162
Low Density Residential	2,615	5.00	13,074	3.6%	3.20	40,332					
Low-Medium Density Residential	143	8.00	1,143	3.6%	3.20	3,526					
Medium Density Residential	625	11.00	6,873	3.6%	2.60	17,226					
Medium Density Residential/Office [6]	6	11.00	34	3.6%	2.60	86	0.35	47,617	7.0%	300	148
Office [7]	241						0.35	2,335,086	7.0%	300	7,239
Park	248										
Public [8]	760										
Very Low Density Residential	289	1.60	463	3.6%	3.20	1,427					
Infill, Subtotal	**8,281**		**27,675**			**77,855**		**25,432,615**			**41,414**
Downtown PPA											
Community Commercial	32						0.25	353,658	7.0%	500	658
Downtown [9]	164	25.00	3,084	3.6%	2.60	7,729	1.00	1,791,115	7.0%	400	4,164
Heavy Commercial	3						0.35	45,534	7.0%	600	71
High Density Residential	1	25.00	26	3.6%	2.60	66					
Low Density Residential	5	5.00	25	3.6%	3.20	77					
Medium Density Residential	6	15.00	93	3.6%	2.60	234					
Office	12						0.35	187,278	7.0%	300	581
Park	8										
Public	64										
PPA, Subtotal	**296**		**3,229**			**8,107**		**2,377,585**			**5,473**
Master Plan Areas											
Community Commercial	9						0.25	97,626	7.0%	500	182
High Density Residential	83	15.00	1,251	3.6%	2.60	3,135					
Industrial	77						0.50	1,686,261	7.0%	1,000	1,568
Low Density Residential	297	5.00	1,483	3.6%	3.20	4,574					
Low-Medium Density Residential	265	7.00	1,853	3.6%	3.20	5,718					
Medium Density Residential	244	8.00	1,950	3.6%	2.60	4,888					
Neighborhood Center [10]	22	15.00	82	3.6%	2.60	206	0.30	215,263	7.0%	500	400
Office	1						0.35	18,981	7.0%	300	59
Park	105										
Public [11]	189										
MPA, Subtotal	**1,292**		**6,619**			**18,520**		**2,018,131**			**2,209**
TOTAL	**9,869**		**37,523**			**104,482**		**29,828,331**			**49,097**

[1] All Business Park land uses are in the TRIP; only 15% buildout assumed.
[2] Assumes 50% of acreage built out as community commercial; 50% built out as office.
[3] Assumes 33% of acreage built out as community commercial; 33% built out as office; 33% built out as high density residential.
[4] Assumes 50% of acreage built out as high density residential; 50% built out as office.
[5] 91% of industrial uses are located in the TRIP; 15% buildout assumed for these parcels. 100% buildout assumed for remaining 9%.
[6] Assumes 50% of acreage built out as medium density residential; 50% built out as office.
[7] 43% of office uses are located in the TRIP; 15% buildout assumed for these parcels. 100% buildout assumed for remaining 57%.
[8] FAR and jobs assumptions were not made for public uses in the GP.
[9] Assumes 75% of downtown built out as residential at high density; 25% built out as non-residential uses.
[10] Assumes 75% retail and 25% high-density residential.
[11] In MPAs, Public includes 89 acres of detention basin; other public uses assumed to be schools/public recreation facilities.

Sources: City of Turlock; Dyett & Bhatia; Economic & Planning Systems, Inc.

Appendix B, Table B-2
Translation of General Plan Land Use Designations to CFF Categories
City of Turlock Capital Facilities Fee Update Study; EPS #18491

	Residential		Commercial		
Benefit Zone	**Single Family**	**Multifamily**	**Retail**	**Office**	**Industrial**
Other City					
Business Park [1]				100%	
Community Commercial			100%		
Community Commercial/Office [2]			50%	50%	
Community Commercial/Office/High Density Residential [3]		33%	33%	33%	
Heavy Commercial					100%
High Density Residential		100%			
High Density Residential/Office [4]		50%		50%	
Highway Commercial			100%		
Industrial [5]					100%
Low Density Residential	100%				
Low-Medium Density Residential	100%				
Medium Density Residential		100%			
Medium Density Residential/Office [6]		50%		50%	
Office [7]				100%	
Very Low Density Residential	100%				
Downtown PPA					
Community Commercial			100%		
Downtown [9]		75%	12.5%	12.5%	
Heavy Commercial					100%
High Density Residential		100%			
Low Density Residential	100%				
Medium Density Residential		100%			
Office				100%	
Master Plan Areas					
Community Commercial			100%		
High Density Residential		100%			
Industrial					100%
Low Density Residential	100%				
Low-Medium Density Residential	100%				
Medium Density Residential		100%			
Neighborhood Center [10]		25%	75%		
Office				100%	

[1] All Business Park land uses are in the TRIP; only 15% buildout assumed.
[2] Assumes 50% of acreage built out as community commercial; 50% built out as office.
[3] Assumes 33% of acreage built out as community commercial; 33% built out as office; 33% built out as high density residential.
[4] Assumes 50% of acreage built out as high density residential; 50% built out as office.
[5] 91% of industrial uses are located in the TRIP; 15% buildout assumed for these parcels. 100% buildout assumed for remaining 9%.
[6] Assumes 50% of acreage built out as medium density residential; 50% built out as office.
[7] 43% of office uses are located in the TRIP; 15% buildout assumed for these parcels. 100% buildout assumed for remaining 57%.
[8] FAR and jobs assumptions were not made for public uses in the GP.
[9] Assumes 75% of downtown built out as residential at high density; 25% built out as non-residential uses (assumed to be half retail and half office).
[10] Assumes 75% retail and 25% high-density residential.

Sources: City of Turlock; Dyett & Bhatia; Economic & Planning Systems, Inc.

APPENDIX C:

Service Population Calculations

Appendix C, Table C-1
Growth Forecast and Service Population Calculation, Citywide
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Category	2010 (Base Year)	GP Buildout (2030)	2010 through Buildout (2030)
Population			
City Infill	63,534	77,855	14,321
Downtown PPA	4,850	8,107	3,257
Master Plan Areas	46	18,520	18,474
Total, Population	**68,430**	**104,482**	**36,052**
Residential Share of Total Service Population			*78.7%*
Employment			
City Infill	19,647	41,414	21,767
Downtown PPA	4,177	5,473	1,296
Master Plan Areas	60	2,209	2,149
Total, Employment	**23,884**	**49,097**	**25,213**
Resident Equivalent	*9,232*	*18,978*	*9,746*
Commercial Share of Total Service Population			*21.3%*
Service Population [1]	77,662	123,460	45,798
Percent of Service Population Buildout	*62.9%*	*100.0%*	*37.1%*

[1] Employees are weighted 39% of residents. See **Table 6**.

Sources: Dyett & Bhatia; Economic & Planning Systems, Inc.

Appendix C, Table C-2
Growth Forecast and Service Population Calculation, Master Plan Areas
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Category	2010 (Base Year)	GP Buildout (2030)	2010 through Buildout (2030)
Population			
Master Plan Areas	46	18,520	18,474
Residential Share of Total Service Population			*95.7%*
Employment			
Master Plan Areas	60	2,209	2,149
Resident Equivalent	*23*	*854*	*831*
Commercial Share of Total Service Population			*4.3%*
Service Population [1]	69	19,374	19,305
Percent of Service Population Buildout	*0.4%*	*100.0%*	*99.6%*

[1] Employees are weighted 39% of residents. See **Table 6**.

Sources: Dyett & Bhatia; Economic & Planning Systems, Inc.

Appendix C, Table C-3
Growth Forecast and Service Population Calculation, Citywide Excluding Master Plan Areas
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Category	2010 (Base Year)	GP Buildout (2030)	2010 through Buildout (2030)
Population			
City Infill	63,534	77,855	14,321
Downtown PPA	4,850	8,107	3,257
Total, Population	**68,384**	**85,962**	**17,578**
Residential Share of Total Service Population			*66.3%*
Employment			
City Infill	19,647	41,414	21,767
Downtown PPA	4,177	5,473	1,296
Total, Employment	**23,824**	**46,888**	**23,064**
Resident Equivalent	*9,209*	*18,124*	*8,915*
Commercial Share of Total Service Population			*33.7%*
Service Population [1]	77,593	104,086	26,493
Percent of Service Population Buildout	*74.5%*	*100.0%*	*25.5%*

[1] Employees are weighted 39% of residents. See **Table 6**.

Sources: Dyett & Bhatia; Economic & Planning Systems, Inc.

APPENDIX D:

Transportation Improvement Projects

City of Turlock
Capital Facility Fees Update

Street Improvement Projects Summary

No.	PROJECT CATEGORY	TOTAL COST	CFF COST	CITY INFILL COST	PPA COST	MPA COST
1	Subtotal Roadway Projects	$ 203,970,000	$ 60,451,240	$ 33,555,409	$ 3,814,669	$ 23,081,161
2	Subtotal Intersection Projects	$ 109,166,753	$ 25,202,084	$ 15,124,873	$ 1,719,436	$ 8,357,775
3	Subtotal Traffic Signal Projects	$ 10,280,000	$ 10,280,000	$ 6,169,478	$ 701,363	$ 3,409,159
4	Subtotal Overcrossing Projects	$ 29,200,649	$ 29,200,649	$ 17,524,587	$ 1,992,242	$ 9,683,820
5	Subtotal Interchange Projects	$ 59,239,596	$ 43,489,596	$ 26,100,009	$ 2,967,119	$ 14,422,467
6	Subtotal Miscellaneous Costs (Technical Studies, PSRs, PS&E)	$ 2,000,000	$ 2,000,000	$ 1,200,287	$ 136,452	$ 663,261
7	Subtotal Bike Projects	$ 1,987,189	$ 728,553	$ 437,237	$ 49,706	$ 241,610
8	Subtotal Median Projects Costs	$ 3,230,741	$ 3,230,741	$ 1,938,909	$ 220,420	$ 1,071,412
9	Subtotal Program Reimbursements	$ 1,580,942	$ 1,580,942	$ 948,792	$ 107,861	$ 524,288
	Total Street Improvement Projects	**$ 420,655,870**	**$ 176,163,804**	**$ 102,999,581**	**$ 11,709,270**	**$ 61,454,953**

City of Turlock

Capital Facility Fees Update

Roadway Improvement Projects

No.	FILE NAME	ROADWAY	FROM	TO	FUTURE CLASSIFICATION	ULTIMATE	ULTIMATE Cost	CFF SHARE
1	C001	Berkeley Avenue	Golden State Boulevard	East Avenue	Arterial*	2 Lanes	$ 6,262,114	$ 4,131,990
3	C004	Canal Drive Extension	Daubenberger Road	Verduga Road	Arterial	2 Lanes	$ 3,824,076	$ 408,877
2	C005	Canal Drive	Tully Road	Soderquist Road	Arterial	2 Lanes	$ 4,041,613	$ 2,036,285
3	C008	Washington Road	Fulkerth Road	Main Street	Expressway	4 Lanes	$ 10,183,523	$ 2,122,324
4	C009	Daubenberger Road Extension	Brier Road	Linwood Avenue	Collector	2 Lanes	$ 3,447,403	$ -
5	C010	Washington Road	Main Street	Linwood Avenue	Expressway	4 Lanes	$ 10,708,273	$ 2,290,494
6	C011	Tegner Road	Tuolumne Road	Ball Fields	Arterial	4 Lanes	$ 1,196,280	$ 789,476
7	C012	East Avenue	Johnson Road	Daubenberger Road	Arterial	4 Lanes	$ 4,418,448	$ 1,168,462
8	C013	East Avenue	Daubenberger Road	Verduga Road	Arterial	4 Lanes	$ 2,332,004	$ 248,731
9	C015	Fulkerth Road	Tegner Road	Dianne Drive	Arterial	4 Lanes	$ 1,509,453	$ 357,473
10	C016	Golden State Boulevard	Taylor Road	Christofferson Parkway	Expressway	6 Lanes	$ 2,840,413	$ 1,164,931
11	C017	Golf Road	SR 99 Overcrossing	Glenwood Avenue	Arterial	2 Lanes	$ 2,878,566	$ 465,152
12	C020	Golf Road	Glenwood Avenue	Linwood Avenue	Arterial	4 Lanes	$ 2,254,627	$ 489,558
13	C021	Lander Avenue	Harding Avenue	West Glenwood Avenue	Arterial	4 Lanes	$ 5,809,050	$ 1,381,171
14	C022	Linwood Avenue	Washington Road	Tegner Road	Arterial	4 Lanes	$ 8,659,890	$ 1,779,477
15	C023	Linwood Avenue	Tegner Road	Walnut Road	Arterial	4 Lanes	$ 8,673,381	$ 1,842,238
16	C024	Linwood Avenue	Walnut Road	W Glenwood Avenue	Arterial	4 Lanes	$ 1,821,592	$ 1,821,592
17	C025	Linwood Avenue	Daubenberger Road Extension	Verduga Road	Arterial	4 Lanes	$ 3,340,077	$ 820,863
18	C026	Main Street	Washington Road	Tegner Road	Arterial	4 Lanes	$ 8,222,976	$ 2,692,005
19	C027	Linwood Avenue	West Avenue	Lander Avenue	Arterial	4 Lanes	$ 2,393,837	$ 1,737,233
20	C028	Linwood Avenue	5th Street	Golf Road	Arterial*	4 Lanes	$ 880,531	$ 880,531
21	C029	Linwood Avenue	Johnson Road	Daubenberger Road Extension	Arterial	4 Lanes	$ 4,451,047	$ 3,579,787
22	C030	Main Street	Tegner Road	Walnut Road	Arterial	4 Lanes	$ 5,421,096	$ 3,220,632
23	C032	Olive Avenue	Canal Drive	Hawkeye Avenue	Arterial*	4 Lanes	$ 4,336,670	$ 4,336,670
24	C034	Olive Avenue	Hawkeye Avenue	North Avenue	Arterial*	4 Lanes	$ 824,038	$ 824,038
25	C035	Tegner Road Extension	Main Street	Fulkerth Road	Arterial	2 Lanes	$ 5,082,801	$ -
26	C037	Tegner Road	Fulkerth Road	Tuolumne Road	Arterial	4 Lanes	$ 3,481,602	$ 843,278
27	C039	Verduga Road	Hawkeye Avenue	East Avenue	Expressway	4 Lanes	$ 8,746,151	$ 1,586,880
28	C040	Verduga Road	East Avenue	Linwood Avenue	Expressway	4 Lanes	$ 10,375,025	$ 2,815,024
29	C041	Waring Road Extension	East Avenue	Linwood Avenue	Collector	2 Lanes	$ 6,807,108	$ -
30	C050	East Avenue	Golden State Boulevard	Berkeley Avenue	Arterial*	4 Lanes	$ 2,705,462	$ 2,705,462
31	C051	East Avenue	Berkeley Avenue	Johnson Road	Arterial*	4 Lanes	$ 256,811	$ 256,811
32	C052	Fulkerth Road	Washington Road	Tegner Road	Arterial	4 Lanes	$ 9,646,947	$ 1,928,162
33	C053	Olive Avenue	Tuolumne Road	Tornell Avenue	Arterial*	4 Lanes	$ 1,308,395	$ 1,308,395
34	C057	Morgan Ranch Arterial	Glenwood Avenue	Golf Road	Arterial	2 Lanes	$ 8,959,241	$ 1,473,601
35	C058	Northeast Expressway	Christofferson Parkway @ Berkeley Avenue	Hawkeye Avenue @ Verduga Road	Expressway	4 Lanes	$ 29,862,617	$ 6,221,105
36	C059	Morgan Ranch Arterial	Lander Avenue	Glenwood Avenue	Arterial	4 Lanes	$ 3,404,630	$ 722,531
37	CITY COST/FT	Canal Drive Extension	Washington Road	Walnut Avenue	Collector	2 Lanes	$ 2,592,699	$ -
					Total Roadway Projects		**$ 203,960,464**	**$ 60,451,240**

City of Turlock
Capital Facility Fees Update

Median Landscaping Projects

No.	FILE NAME	ROADWAY	FROM	TO	LENGTH	ASSUMED MEDIAN LENGTH	CFF COST
1		Fulkerth Road	Tully Road	Golden State Boulevard	2300	1840	$ 228,637
3		Golden State Boulevard	Tuolumne Road	Fulkerth Road	3500	2800	$ 347,926
2		Golden State Boulevard	20th Century Boulevard	Canal Drive	2700	2160	$ 268,400
3		Golden State Boulevard	Geer Road	F Street	4600	3680	$ 457,274
4		Hawkeye Avenue	Dels Lane	Colorado Avenue	6600	5280	$ 656,089
5		Lander Avenue	Castor Street	Linwood Avenue	4000	3200	$ 397,630
6		Monte Vista Avenue	Four Seasons Drive	Crowell Road	2400	1920	$ 238,578
7		Monte Vista Avenue	Geer Road	Olive Avenue	2600	2080	$ 258,459
8		Monte Vista Avenue	Olive Avenue	Amethyst Way	3800	3040	$ 377,748
						Total Roadway Proje	**$ 3,230,741**

City of Turlock
Capital Facility Fees Update

Intersection Improvement Projects

No.	FILE NAME	NORTH / SOUTH STREET	EAST / WEST STREET	PROPOSED IMPROVEMENTS	TOTAL COST	CFF Share
1		Berkeley Avenue	East Avenue	2-Lane Arterial at 4-Lane Arterial/Expressway (Detail 13)	$ 3,756,802	$ 857,267
2		Countryside Boulevard	Monte Vista Avenue	Additional Left Turn Storage	$ 147,461	$ 134,915
3		Daubenberger Road	Canal Drive	Collector at 4-Lane Arterial (Detail 9)	$ 3,119,677	$ 608,933
4		Daubenberger Road	East Avenue	Collector at 4-Lane Arterial (Detail 9)	$ 3,119,677	$ 608,933
5		Daubenberger Road Extension	Linwood Avenue	Collector at 4-Lane Arterial (Detail 9)	$ 3,119,677	$ 608,933
6		Golden State Boulevard	East Avenue	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 3,827,595	$ 843,212
7		Golden State Boulevard	Berkeley Avenue	CITY-PROVIDED COST	$ 1,460,000	$ 1,460,000
8		Golf Road	Linwood Avenue	2-Lane Arterial at 4-Lane Arterial/Expressway (Detail 13)	$ 3,756,802	$ 857,267
9		Golf Road	Morgan Ranch Arterial	2-Lane Arterial at 2-Lane Arterial (Detail 12)	$ 2,547,342	$ 380,248
10		Johnson Road	East Avenue	Collector at 4-Lane Arterial (Detail 9)	$ 3,119,677	$ 608,933
11		Lander Avenue	Linwood Avenue	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 5,103,459	$ 1,124,282
12		Lander Avenue	East Glenwood Avenue	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 5,103,459	$ 1,124,282
13		Morgan Ranch Arterial	East Glenwood Avenue	Roundabout	$ 2,200,000	$ 1,012,000
14		Northeast Expressway	Hawkeye Avenue	Collector at 4-Lane Expressway (Detail 10)	$ 2,717,888	$ 492,321
15		Olive Avenue	Hawkeye Avenue	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 5,103,459	$ 1,124,282
16		Quincy Road	Monte Vista Avenue	Add left turn pockets and signalize	$ 543,968	$ 543,968
17		Tegner Road	Tuolumne Overcrossing	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 5,103,459	$ 1,124,282
18		Tegner Road	Fulkerth Road	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 5,103,459	$ 1,124,282
19		Tegner Road	Main Street	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 5,103,459	$ 1,124,282
20		Tegner Road	Linwood Avenue	Collector at 4-Lane Arterial (Detail 9)	$ 3,119,677	$ 608,933
21		Tegner Road Extension	Canal Drive Extension	Collector at 4-Lane Arterial (Detail 9)	$ 3,119,677	$ 608,933
22		Verduga Road	Canal Drive	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 5,103,459	$ 1,124,282
23		Verduga Road	East Avenue	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 5,103,459	$ 1,124,282
24		Verduga Road	Linwood Avenue	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 3,827,595	$ 843,212
25		Walnut Avenue	Linwood Avenue	Collector at 4-Lane Arterial (Detail 9)	$ 3,119,677	$ 608,933
26		Waring Road Extension	East Avenue	Collector at 4-Lane Arterial (Detail 9)	$ 3,119,677	$ 608,933
27		Waring Road Extension	Linwood Avenue	Collector at 4-Lane Arterial (Detail 9)	$ 3,119,677	$ 608,933
28		Washington Road	Fulkerth Road	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 3,827,595	$ 843,212
29		Washington Road	Canal Drive Extension	Collector at 4-Lane Expressway (Detail 10)	$ 2,717,888	$ 492,321
30		Washington Road	Main Street	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 5,103,459	$ 1,124,282
31		Washington Road	Linwood Avenue	4-Lane Arterial at 4-Lane Arterial/Expressway (Detail 15)	$ 3,827,595	$ 843,212
				Total Intersection Projects	***$ 109,166,753***	***$ 25,202,084***

City of Turlock
Capital Facility Fees Update

Intersection Signalization & Other Projects

(note: Some intersection improvement projects also include signalization; this section covers intersections where signalization only is proposed)

No.	INTERSECTION	PROPOSED IMPROVEMENTS	TOTAL COST	CFF COST
1	Monte Vista Avenue / Fosberg Road	Install Traffic Signal	$ 250,000	$ 250,000
2	Monte Vista Avenue / Geer Road	Install Traffic Signal & Turn Lanes	$ 500,000	$ 500,000
3	Lander Avenuve / F Street	Install Traffic Signal	$ 250,000	$ 250,000
4	Golden State Boulevard / Hawkeye Avenue	Install Traffic Signal & Turn Lanes	$ 500,000	$ 500,000
5	Geer Road / Calaveras Way	Install Traffic Signal	$ 250,000	$ 250,000
6	Geer Road / Taylor Road	Install Traffic Signal & Turn Lanes, Replace Culvert	$ 750,000	$ 750,000
7	Fulkerth Road / Diane Drive	Install Traffic Signal & Realign Intersection	$ 1,400,000	$ 1,400,000
8	Berkeley Avenue / East Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
9	Daubenberger Road / Canal Drive	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
10	Daubenberger Road / East Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
11	Daubenberger Road Extension / Linwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
12	Golden State Boulevard / East Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
13	Golden State Boulevard / Berkeley Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
14	Golf Road / Linwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
15	Golf Road / Morgan Ranch Arterial	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
16	Johnson Road / East Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
17	Lander Avenue / Linwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
18	Lander Avenue / East Glenwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
19	Morgan Ranch Arterial / East Glenwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
20	Northeast Expressway / Hawkeye Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
21	Quincy Road / Monte Vista Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
22	Tegner Road / Tuolumne Overcrossing	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
23	Tegner Road / Fulkerth Road	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
24	Tegner Road / Main Street	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
25	Tegner Road / Linwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
26	Tegner Road Extension / Canal Drive Extension	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
27	Verduga Road / Canal Drive	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
28	Verduga Road / East Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
29	Verduga Road / Linwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
30	Walnut Avenue / Linwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
31	Waring Road Extension / East Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
32	Waring Road Extension / Linwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
33	Washington Road / Fulkerth Road	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
34	Washington Road / Canal Drive Extension	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
35	Washington Road / Main Street	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
36	Washington Road / Linwood Avenue	Install New or Replace Existing Traffic Signal	$ 220,000	$ 220,000
		Total Intersection Projects	**$ 10,280,000**	**$ 10,280,000**

Overcrossing Improvement Projects

No.	PROJECT ID	HIGHWAY	EXISTING CONDITIONS	PROPOSED IMPROVEMENTS	TOTAL COST	CFF COST
1	Linwood Avenue	SR 99		4-Lane Arterial	$ 11,584,252	$ 11,584,252
2	Linwood Avenue	Golden State Blvd		4-Lane Arterial	$ 12,092,615	$ 12,092,615
3	Tuolumne Road	SR 99		Project 683 - 4-Lane Collector/Arterial	$ 5,523,782	$ -
				Total Overcrossing Projects	**$ 29,200,649**	**$ 23,676,867**

Interchange Improvement Projects

No.	PROJECT ID	HIGHWAY	EXISTING CONDITIONS	PROPOSED IMPROVEMENTS	TOTAL COST	CFF COST
1	Fulkerth Road Interchange	99			$ 9,250,000	$ 9,250,000
2	Lander Avenue Interchange	99			$ 2,000,000	$ 2,000,000
3	Main Street Interchange	99			$ 16,625,893	$ 16,625,893
4	Taylor Road Interchange	99			$ 10,363,703	$ 10,363,703
5	SR 165 Interchange	99			$ 21,000,000	$ 5,250,000
				Total Interchange Projects	**$ 59,239,596**	**$ 43,489,596**

Bike Facility Cost Worksheet

Length of Road 279675

Bike Lane Class II Cost

	qty	unit	unit cost	total
Thermoplastic Striping	1118700	LF	$0.50	$559,350
Pavement Markings	9788.625	SF	$3.00	$29,366
Signs	699	EA	$200.00	$139,838
			TOTAL	**$728,553**

Length of Road 45654 Width of Bike Path 10 feet

Bike Lane Class I cost

	qty	unit	unit cost	total
Type A Asphalt Concr	8,275	Ton	$90.00	$744,731
Class 2 Aggregate Bas	5,636	CY	$45.00	$253,633
Thermoplastic Striping	136962	LF	$0.50	$68,481
Pavement Markings	1597.89	SF	$3.00	$4,794
Signs	114	EA	$200.00	$22,827
			subtotal	$1,094,466
Contingency for Grading			15.00%	$164,170
			TOTAL	**$1,258,636**

APPENDIX E:

Industrial Land Comparables

Appendix E, Table E-1
Current Listings, Industrial Land for Sale in Proximity of Turlock Corporation Yard
City of Turlock Capital Facilities Fee Update Study; EPS #18491

Listing #	Acreage	Price	Price per Acre
1	39.11	$6,062,050	$155,000
2	10.74	$1,500,000	$139,665
3	11.00	$1,700,000	$154,545
4	10.85	$2,365,000	$217,972
5	11.34	$1,250,000	$110,229
6	128.00	$7,800,000	$60,938
7	27.05	$3,900,000	$144,177
8	23.00	$4,200,000	$182,609
	261.09	$28,777,050	
Weighted Average Price per Acre			**$110,219**

Sources: LoopNet, February 2013.