



City of Peoria

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# Development Impact Fee Study Final Report

October 2007

Report Prepared By:



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# 1. Executive Summary

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## 1.1. Introduction

The City of Peoria (City) retained Red Oak Consulting to update their non-utility development impact fees (DIF) to ensure that the fees recover the cost of infrastructure, facilities, and equipment needed to provide services for new development. This report summarizes study assumptions, procedures, findings, and recommendations. The study includes:

- Infrastructure Improvement Plan (IIP) projects for the 10-year study period, 2007-08 through 2016-17, for the following fee areas:
  - Library
  - Recreation (neighborhood parks, community parks, trails, and open space)
  - Law Enforcement (Police)
  - Fire Protection
  - General Government
  - Transportation, Streets & Structures, Intersections
- Development of Microsoft Excel fee model for use by City staff.

Red Oak developed the DIFs and the format of the IIP to comply with Arizona Revised Statute (A.R.S.) §9-463.05. This statute addresses development impact fees.

## 1.2. Definitions

References made to a year or fiscal year means the year ending June 30. DIFs in effect beginning March 1, 2007 are designated as existing fees.

## 1.3. Fee Methodology

Red Oak conducted a thorough review of the City's existing fee methodologies and City-provided data and then developed fees that aligned with the goals of the City. Red Oak met with Staff from each department throughout the study to review and discuss the development of the fees. The following fee methodologies were selected:

### Selected Methodology

Fee Area	Plan-Based Incremental	Plan-Based Average
Library	X	
Recreational Facilities		
Neighborhood Parks	X	
Community Parks	X	
Trails		X
Open Space		X
Law Enforcement	X	
Fire Protection	X	
General Government	X	
Transportation	X	

Chapter 2 contains a detailed discussion of these methodologies.

## 1.4. Findings and Recommendations

The DIFs are designed to recover all growth-related costs to serve new development. Tables 1-1 through 1-3 at the end of this chapter compare the existing and proposed fees for the South, Central, and North Districts. The City Council adopted transportation DIFs for the South and Central Districts equal to 50 percent of the maximum supportable DIFs determined by the 2006 DIF study.

## 1.5. Cash Flow Analysis

Red Oak developed separate cash flows for the study period for each fee area. DIFs should be sufficient to fund the IIP and satisfy cash flow requirements. Staff has received the cash flow analysis for their review and use in financial planning. The following assumptions were used for the cash flow analysis:

- IIP costs increase 4% annually beginning in 2009 based on recent construction cost index trends as discussed in Section 2.2 of the report.
- Interest income is calculated using a 3.5% interest rate.
- Funds used to accelerate DIF projects are repaid over a 20 year period.

## 1.6. Reliance on City Provided Data

During the course of this project, the City provided Red Oak with financial reports and projected capital expenditures for each fee area. Red Oak has reviewed the data for reasonableness and general representation of cost and related activities. Red Oak did not

independently assess or verify the accuracy of such data – historic or projected. We have relied on this data in the formulation of our findings and subsequent recommendations, as well as in the preparation of this report. There will be differences between actual and projected data, and these differences may be significant. Therefore, we take no responsibility for the accuracy of data or projections provided by or prepared on behalf of the City, nor does Red Oak have any responsibility for updating this report for events occurring after the date of this report.

## **1.7. Acknowledgements**

The successful completion of this study depended on the efforts of the City of Peoria staff. In particular, the Red Oak study team would like to thank Ms. Katie Gregory, Development Agreement Coordinator, for her support and guidance throughout this study.

South District Development Fees

Table 1-1

Zone 1  
South of Bell Road

Comparison of Existing and Proposed

Residential, \$ per Dwelling Unit	Libraries			Law Enforcement			Fire Protection			General Government			Transportation			
	Existing	Proposed	Variance	Existing	Proposed	Variance	Existing	Proposed	Variance	Existing	Proposed	Variance	2006 Study	Adopted	Proposed	Variance
Single Family	396	277	(119)	392	382	(10)	518	576	58	523	478	(45)	2,536	1,268	3,539	2,271
Single Family Attached	248	277	29	245	382	137	324	576	252	327	478	151	1,553	777	2,167	1,390
Multifamily	232	190	(42)	229	382	153	303	576	273	306	478	172	1,781	891	2,484	1,593
Mobile Home	284	190	(94)	280	382	102	371	576	205	374	478	104	1,322	661	1,844	1,183
All Other	219	190	(29)	216	382	166	286	576	290	289	478	189	1,492	746	2,081	1,335
<b>Nonresidential, \$ per K sq ft</b>																
Shopping Center																
0 - 25,000 SF	N/A	N/A	N/A	2,515	434	(2,081)	577	654	77	583	544	(39)	4,751	2,376	8,028	5,652
25,000 - 50,000 SF	N/A	N/A	N/A	2,333	434	(1,899)	495	654	159	501	544	43	4,405	2,203	8,028	5,825
50,000 - 100,000 SF	N/A	N/A	N/A	2,041	434	(1,607)	433	654	221	438	544	106	3,855	1,928	8,028	6,100
100,000 - 200,000 SF	N/A	N/A	N/A	1,767	434	(1,333)	384	654	270	388	544	156	3,337	1,669	8,028	6,359
Greater than 200,000 SF	N/A	N/A	N/A	1,516	434	(1,082)	346	654	308	350	544	194	2,864	1,432	8,028	6,596
Office Space																
0 - 10,000 SF	N/A	N/A	N/A	1,174	434	(740)	776	654	(122)	784	544	(240)	2,751	1,376	2,736	1,360
10,000 - 25,000 SF	N/A	N/A	N/A	951	434	(517)	719	654	(65)	727	544	(183)	2,228	1,114	2,736	1,622
25,000 - 50,000 SF	N/A	N/A	N/A	811	434	(377)	678	654	(24)	685	544	(141)	1,900	950	2,736	1,786
50,000 - 100,000 SF	N/A	N/A	N/A	691	434	(257)	639	654	15	646	544	(102)	1,619	810	2,736	1,926
Greater than 100,000 SF	N/A	N/A	N/A	589	434	(155)	605	654	49	611	544	(67)	1,380	690	2,736	2,046
Business Park	N/A	N/A	N/A	661	434	(227)	548	654	106	553	544	(9)	1,549	775	5,297	4,522
Light Industrial	N/A	N/A	N/A	361	434	73	400	654	254	404	544	140	846	423	1,590	1,167
Warehousing	N/A	N/A	N/A	257	434	177	221	654	433	224	544	320	602	301	1,132	831
Manufacturing	N/A	N/A	N/A	197	434	237	310	654	344	313	544	231	464	232	872	640



**Central District Development Fees  
Zone 2  
North of Bell Road  
South of Dynamite Road  
and East of Agua Fria River  
Comparison of Existing and Proposed**

**Table 1-2**

Residential, \$ per Dwelling Unit	Libraries			Law Enforcement			Fire Protection			General Government			Transportation				
	Existing	Proposed	Variance	Existing	Proposed	Variance	Existing	Proposed	Variance	Existing	Proposed	Variance	2006				
													Study	Adopted	Proposed	Variance	
Single Family	396	277	(119)	392	382	(10)	518	576	58	523	478	(45)	6,588	3,294	8,160	4,866	
Single Family Attached	248	277	29	245	382	137	324	576	252	327	478	151	4,034	2,017	4,996	2,979	
Multifamily	232	190	(42)	229	382	153	303	576	273	306	478	172	4,626	2,313	5,730	3,417	
Mobile Home	284	190	(94)	280	382	102	371	576	205	374	478	104	3,435	1,718	4,256	2,538	
All Other	219	190	(29)	216	382	166	286	576	290	289	478	189	3,875	1,938	4,802	2,864	
<b>Nonresidential, \$ per K sq ft</b>																	
Shopping Center																	
0 - 25,000 SF	N/A	N/A	N/A	2,515	434	(2,081)	577	654	77	583	544	(39)	12,590	6,295	18,490	12,195	
25,000 - 50,000 SF	N/A	N/A	N/A	2,333	434	(1,899)	495	654	159	501	544	43	11,674	5,837	18,490	12,653	
50,000 - 100,000 SF	N/A	N/A	N/A	2,041	434	(1,607)	433	654	221	438	544	106	10,216	5,108	18,490	13,382	
100,000 - 200,000 SF	N/A	N/A	N/A	1,767	434	(1,333)	384	654	270	388	544	156	8,844	4,422	18,490	14,068	
Greater than 200,000 SF	N/A	N/A	N/A	1,516	434	(1,082)	346	654	308	350	544	194	7,589	3,795	18,490	14,695	
Office Space																	
0 - 10,000 SF	N/A	N/A	N/A	1,174	434	(740)	776	654	(122)	784	544	(240)	7,236	3,618	6,305	2,687	
10,000 - 25,000 SF	N/A	N/A	N/A	951	434	(517)	719	654	(65)	727	544	(183)	5,860	2,930	6,305	3,375	
25,000 - 50,000 SF	N/A	N/A	N/A	811	434	(377)	678	654	(24)	685	544	(141)	4,998	2,499	6,305	3,806	
50,000 - 100,000 SF	N/A	N/A	N/A	691	434	(257)	639	654	15	646	544	(102)	4,260	2,130	6,305	4,175	
Greater than 100,000 SF	N/A	N/A	N/A	589	434	(155)	605	654	49	611	544	(67)	3,631	1,816	6,305	4,489	
Business Park	N/A	N/A	N/A	661	434	(227)	548	654	106	553	544	(9)	4,075	2,038	12,206	10,168	
Light Industrial	N/A	N/A	N/A	361	434	73	400	654	254	404	544	140	2,226	1,113	3,665	2,552	
Warehousing	N/A	N/A	N/A	257	434	177	221	654	433	224	544	320	1,584	792	2,608	1,816	
Manufacturing	N/A	N/A	N/A	197	434	237	310	654	344	313	544	231	1,220	610	2,010	1,400	



North District Development Fees  
 Zone 3  
 North of Dynamite Road and  
 West of Agua Fria River  
 Comparison of Existing and Proposed

Residential, \$ per Dwelling Unit	Libraries			Law Enforcement			Fire Protection			General Government			Transportation			
	Existing	Proposed	Variance	Existing	Proposed	Variance	Existing	Proposed	Variance	Existing	Proposed	Variance	2006 Study	Adopted	Proposed	Variance from 2006
Single Family	396	277	(119)	392	382	(10)	518	576	58	523	478	(45)	6,588	6,588	8,160	1,572
Single Family Attached	248	277	29	245	382	137	324	576	252	327	478	151	4,034	4,034	4,996	962
Multifamily	232	190	(42)	229	382	153	303	576	273	306	478	172	4,626	4,626	5,730	1,104
Mobile Home	284	190	(94)	280	382	102	371	576	205	374	478	104	3,435	3,435	4,256	821
All Other	219	190	(29)	216	382	166	286	576	290	289	478	189	3,875	3,875	4,802	927
<b>Nonresidential, \$ per K sq ft</b>																
Shopping Center																
0 - 25,000 SF	N/A	N/A	N/A	2,515	434	(2,081)	577	654	77	583	544	(39)	12,590	12,590	18,490	5,900
25,000 - 50,000 SF	N/A	N/A	N/A	2,333	434	(1,899)	495	654	159	501	544	43	11,674	11,674	18,490	6,816
50,000 - 100,000 SF	N/A	N/A	N/A	2,041	434	(1,607)	433	654	221	438	544	106	10,216	10,216	18,490	8,274
100,000 - 200,000 SF	N/A	N/A	N/A	1,767	434	(1,333)	384	654	270	388	544	156	8,844	8,844	18,490	9,646
Greater than 200,000 SF	N/A	N/A	N/A	1,516	434	(1,082)	346	654	308	350	544	194	7,589	7,589	18,490	10,901
Office Space																
0 - 10,000 SF	N/A	N/A	N/A	1,174	434	(740)	776	654	(122)	784	544	(240)	7,236	7,236	6,305	(931)
10,000 - 25,000 SF	N/A	N/A	N/A	951	434	(517)	719	654	(65)	727	544	(183)	5,860	5,860	6,305	445
25,000 - 50,000 SF	N/A	N/A	N/A	811	434	(377)	678	654	(24)	685	544	(141)	4,998	4,998	6,305	1,307
50,000 - 100,000 SF	N/A	N/A	N/A	691	434	(257)	639	654	15	646	544	(102)	4,260	4,260	6,305	2,045
Greater than 100,000 SF	N/A	N/A	N/A	589	434	(155)	605	654	49	611	544	(67)	3,631	3,631	6,305	2,674
Business Park	N/A	N/A	N/A	661	434	(227)	548	654	106	553	544	(9)	4,075	4,075	12,206	8,131
Light Industrial	N/A	N/A	N/A	361	434	73	400	654	254	404	544	140	2,226	2,226	3,665	1,439
Warehousing	N/A	N/A	N/A	257	434	177	221	654	433	224	544	320	1,584	1,584	2,608	1,024
Manufacturing	N/A	N/A	N/A	197	434	237	310	654	344	313	544	231	1,220	1,220	2,010	790



## 2. Development Impact Fee Discussion

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### 2.1. Introduction

DIFs are one-time fees assessed to new development in the City to fund the additional capacity required to serve new development.

A DIF is designed to recover the capital cost of system capacity dedicated to or “used up” by new development. Generally, there are a variety of recognized capital recovery methodologies that can serve as a rational basis for computing the capital cost of the service areas to be studied as part of this project.

### 2.2. Arizona Revised Statutes

The recently enacted A.R.S. §9-463.05 amends several components affecting the implementation and basis of impact fees. The legislation requires cities to tie fees to an IIP. The IIP must:

- Identify any items for which development fees will be required,
- Forecast costs of those improvements, including finance costs, and
- Estimate time required to finance and provide the service.

The IIP may be adopted concurrently with the new or amended impact fee ordinance; however, it must be adopted before the assessment of a new or modified impact fee. The IIP and the fee report must be released to the public at least 60 days in advance of the required public hearing on the fee adoption or amendment. The IIP can also be amended without a public hearing if the amendment addresses only necessary public services that are included in the existing IIP. A 14-day advance notice is required before the effective date of the amendments. Fees become effective 75 days after formal adoption by Council of the new fees.

A.R.S. §9-463.05 allows for an automatic adjustment of the development fees based on a nationally recognized index. Red Oak recommends using the Engineering News Record (ENR) Construction Cost Index (CCI) to automatically adjust the DIFs. The ENR CCI is a nationally recognized cost index used by the construction industry to measure changes in manpower wage rates and material cost. The CCI is averaged over 20 major cities in the United States. Red Oak recommends applying the 20-city CCI increase on March 1, 2009 and each succeeding March 1 until the fee study is updated or revised.

### 2.3. Methodologies

DIFs add equity to system financing by requiring new customers to pay for their fair and proportionate share of capital expenditures needed to support services increased as a result of new growth. Proper assessment of DIFs prevents existing customers from paying to expand facilities or infrastructure to serve new customers.

One philosophy underlying the development of a DIF is that the fee represents the cost of system capacity or assets “used up” when the new customer arrives. Therefore, new facilities or infrastructure must be built to accommodate the new customer and provide them the same services as existing customers. A second philosophy is based on an “equity” concept. Here, the new customer is “buying into” an existing “system” or facility that current customers have developed over time through the payment of taxes, contributions, and other up-front charges. The fee is intended to purchase a share of equity in the system thereby placing the new customer on an equal footing with current customers.

There are a variety of methods that can serve as a rational basis for computing DIF. The most common include:

- Equity Buy-In
- Plan Based Incremental
- Plan Based Average
- Hybrid Method

The **Equity Buy-in** method uses a historical perspective. The original costs of substantially all of the system’s fixed assets are identified and escalated to current value using a nationally recognized index. System equity equals the escalated original cost less outstanding debt, developer contributions and accumulated depreciation. The DIF is the quotient of the system equity divided by the system capacity.

The **Plan Based Incremental** method is a forward-looking and considers only future growth-related capital projects and acquisitions. The DIF is the quotient of the growth-related cost of proposed projects for a specified time frame divided by the increase in capacity provided by those projects.

The **Plan Based Average** method is similar to the **Plan Based Incremental** method. However, the plan based average approach considers future growth-related projects that benefit new and existing development. The DIF is the quotient of the cost of proposed projects for a specified time frame divided by the total capacity served in the calculation year. This method will allow new customers to pay for only the growth-related costs of proposed capital projects.

The **Hybrid** method combines the equity buy-in and incremental methods. The DIF is the quotient of the sum of the current system equity and future growth-related capital costs divided by of the sum of existing system capacity and the increase in capacity provided by the future growth-related projects.

The City of Peoria has created an Infrastructure Improvement Plan (IIP) to reflect the costs required to provide necessary public service for new growth. In developing the costs in the IIP, the City considered what was needed so the burden of providing services to new development did not lower the service level for existing citizens nor charge new development for a higher level of service than is currently enjoyed by existing residents.

State law is intended to ensure that new growth is not asked to pay for a higher level of service than is currently enjoyed by the existing population. In order to ensure this, the following methods were used:

In the Law Enforcement, General Government and Fire fee categories, projects are based on facility needs to serve future growth and maintain current service levels. However, many of these facilities serve growth beyond the 10 years shown in the IIP, and in recognition of this, project costs have been adjusted. To understand how these costs were attributed, please refer to the introduction sections of these fee categories.

In the fee calculations for library, neighborhood parks and community parks, the level of service defined in the City's general plan drives the fee calculation. In other words, even though the projects cover a ten year study period, no dwelling unit will pay over the defined level of service which is 1.57 acres per 1K population for neighborhood parks, and 1.46 acres per 1K population for community parks and 1.39 books per capita for Library. It will take longer than the 10 year period to collect the revenues needed to fund the costs, but everyone is only paying for the City's defined service level.

The trails and open space fees, were calculated based on the costs to provide the same level of service to all residents in the City, existing or new. The total costs for the ten year study period is then divided by the total population projection for 2017 which is 217,146 to determine the fee. This is because these projects are continuous, such as a trail that ties in with existing trails, or open space for the entire community.

The transportation fees were developed assuming a Level of Service D which is comparable to the existing level of service on roadways throughout the City.

## 2.4. Development Impact Fee Credits

The IIP includes all capital projects that the City believes will best provide services for new development. For cash flow analysis purposes, if funds are loaned to allow the City

to build the project before the DIFs are collected, it is anticipated that the principal could be repaid by DIF revenue. The study has not included any interest or debt carrying costs in the calculation of the fee. It is also assumed that no capital projects in the IIP will be funded with property taxes; therefore no credit is required for the calculation.

There may be site-specific credits (offsets or reimbursements) for projects that have been paid for by developers for projects or improvements that have been included in the fee calculation. If any similar developer constructed improvements are not included in the fee calculation or in the IIP, then there is no eligibility for fee credits. The City has established ordinances, policies and procedures for credits and for repayment agreements.

## 2.5. Capital Facility Financing

Another dimension of infrastructure financing relates to the timing of revenue inflow and capital project outlay. The collection of development impact fees will be largely dependent on the timing of development. Major capital facilities or infrastructure often require several years to design, develop and construct. For this reason, capital costs tend to be concentrated around various points in time rather than distributed evenly over an entire planning period. If capital facilities or infrastructure are delayed until sufficient DIF revenues have accumulated to cash finance those facilities, service levels to all customers will deteriorate since needed capacity is delayed.

To accommodate cashflow shortfalls, municipalities may need to lend funds such as sales tax revenue or bonds, and repay the debt using the DIF revenue. Properly designed DIFs should, over the long run, generate revenues equal to the identified, growth-related capital improvements; however, there will naturally be periods of time where other revenues or other financing mechanisms will be necessary to meet cashflow requirements.

## 2.6. Fee Comparisons

Most one-time fees are determined and assessed by the jurisdiction in which the proposed development occurs. As a result, there are variations from jurisdiction to jurisdiction in both the types of fees to be assessed as well as the level of assessment. When compared side-by-side, underlying differences in the methodologies used to develop some fees, as well as the procedures used in their assessment, often result in wide differences in seemingly similar fees. While one community may assess a one-time “development fee” inclusive of a variety of costs related to new development, a nearby community may choose to recover the same or similar costs through individually assessed fees and/or user charges. To some, it may appear that the former community is recovering more of its new development costs. This may or may not be the case and a side-by-side fee comparison generally will not highlight these differences.

In many parts of the country, development areas also may be part of special assessment or improvement districts created for the purpose of installing infrastructure such as streets, parks and utility systems. Typically, such districts are designated for the purpose of financing capital improvements using ad valorem (or property) taxes. In these areas, costs for installation of various portions of the water system, for example, may be recovered through assessment of one-time fees, future user charge revenues, and property tax assessments. While the entire capital cost for the IIP is eventually recovered, the one-time fee paid by the developer or homeowner may account for only a portion of those costs. The balance is paid by the ultimate property owner over the life of the underlying obligation bond issued by the special assessment district. The decision to utilize taxing or revenue bond authority, as well as deciding what portion of capital costs should be recovered through special assessments or future user charges are local decisions that must consider a variety of factors before being made. These contribute to variations and differences in one-time fees among adjacent or similarly situated jurisdictions.

## 3. Calculation of Development Impact Fees

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### 3.1. Introduction

The City assesses DIFs to new development to recover their proportionate share of growth-related infrastructure expansion costs. Existing fees have been effective since March 2007.

### 3.2. Development Statistics

Table 3-1 summarizes the City's projected demographic statistics for the study period. Residential data has been separated into three zones for the development of neighborhood park fees. Residential and nonresidential demographics have also been separated into three districts for the development of the transportation fees. Appendix A details demographic statistics for residential and nonresidential development.

**Table 3-1.  
Demographic Statistics**

Development Type	Persons Per Household (PPH) <sup>(a)</sup>	Beginning FY 2008	Projected Added FY 2008-09 through FY 2016-17
Residential (Dwelling Units)			
Single Family Detached	2.72	44,192	20,011
Single Family Attached	2.72	3,490	1,580
Multifamily	1.87	7,184	3,256
Mobile Home	1.87	4,951	2,243
All Other	1.87	930	421
Nonresidential <sup>(b)</sup> (1,000 sq ft)			
Retail		12,123	3,233
Office Space		4,685	1,391
Business Park		60	10
Light Industrial		2,776	295
Warehousing		0	0
Manufacturing		0	0

(a) Developed using Maricopa Association of Governments projected population and dwelling units by Regional Analysis Zone (RAZ). Data from *Socioeconomic Projections of Population, Housing and Employment by Municipal Planning Area and Regional Analysis Zone*, May 2007.

(b) Developed using existing City Nonresidential base and applying Maricopa Association of Governments growth rate.

### 3.3. Library Development Impact Fees

#### 3.3.1. Introduction

The City’s library IIP totals \$11.6 million for the study period and includes the construction of the new Camino a Lago library and Vistancia library. These libraries will house an additional 180,000 volumes (books and other media) to the City’s current collection. Table B-1 in Appendix B shows the library IIP projects.

#### 3.3.2. Assumptions

Red Oak used books as a measure of capacity units which represent the required infrastructure to provide library services to new development. The calculation also incorporated the following assumptions in calculating the library DIF:

■ Volumes provided in IIP facilities	180,000
■ Volumes per capita	1.39

#### 3.3.3. Fee Calculation

The proposed library DIF is calculated using the plan-based incremental approach and is based on the City’s policy to recover growth-related costs through DIF revenue. This approach is forward looking and considers future growth-related projects over a specified study period. The fee is calculated using the following steps:

- Calculate growth-related costs in current dollars
- Determine number of volumes added
- Calculate cost per volume
- Apply defined LOS per capita
- Calculate DIF per capita

DIFs should be sufficient to fund the IIP, taking into account current DIF fund reserves. Table B-2 in Appendix B shows the calculation of the proposed library DIFs. Table 3-2 compares existing and proposed library DIFs. The calculated fees apply to all areas of the City regardless of location.

**Table 3-2.  
Comparison of Existing and Proposed Library Development Impact Fees**

Development Type	Existing 2007	Proposed 2008	Variance
	(\$ per dwelling unit)		
Single Family Detached	396	277	(119)
Single Family Attached	248	277	29
Multifamily	232	190	(42)
Mobile Home	284	190	(94)
All Other	219	190	(29)

### 3.4. Recreation Development Impact Fees

#### 3.4.1. Introduction

This City assesses DIFs for a number of recreation facilities. These include:

- Neighborhood Parks
- Community Parks
- Trails
- Open Space

Neighborhood parks are divided into three zones which are applicable to certain Regional Analysis Zones (RAZ) as follows provided by MAG report:

- Zone 1 – RAZ 215, 238 and 239
- Zone 2 – RAZ 214, 344
- Zone 3 – RAZ 202, 213

Community parks, trails, and open space DIFs are applied citywide regardless of RAZ.

The DIF eligible recreation facilities IIP totals \$107.5 million for the study period and includes \$47.4 million for neighborhood parks, \$32.3 million for community parks, \$15.8 million for trails, and \$12.0 million for open space.

The plan-based average approach used for trails and open space considers the total population since a majority of IIP projects benefit the existing population as well as new growth over the 10-year study period. Tables C-1 through C-4 in Appendix C show the IIP for each recreation fee area.

### 3.4.2. Assumptions

Red Oak used the following assumptions in the development of the recreation DIFs:

- Acreage added (capacity units)
  - Neighborhood Zone 1 – 36.5
  - Neighborhood Zone 2 – 51.0
  - Neighborhood Zone 3 – 60.0
  - Community Parks – 126.3
- Level of Service
  - Neighborhood Parks – 1.57 acres per 1,000 population
  - Community Parks – 1.46 acres per 1,000 population
- The trails IIP benefits existing and new development and considers the total 2017 population in the development of the fee.
- The open space IIP benefits existing and new development and considers the total 2017 population in the development of the fee.

### 3.4.3. Fee Calculation

Red Oak used the plan-based incremental approach to calculate the proposed neighborhood parks and community parks DIFs. This approach is forward looking, considers future growth-related projects over a specified study period, and uses the following steps to calculate the DIF:

- Calculate growth-related costs in current dollars
- Determine number of acres added
- Calculate unit acre cost
- Apply defined LOS per capita
- Determine acres per dwelling unit type
- Calculate DIF per dwelling unit

Red Oak used the plan-based average approach to calculate the proposed trails and open space DIFs. This approach is also forward looking but considers future projects to be shared by existing and future development. Red Oak used the following steps to calculate the proposed trails and open space DIFs:

- Calculate future existing- and growth-related costs in current dollars
- Calculate unit cost per capita
- Calculate DIF per capita

The proposed DIFs are sufficient to fund the IIP, taking into account current DIF fund reserves. Table C-5 of Appendix C shows the calculation of the proposed recreation DIFs.

Tables 3-3 and 3-4 show existing and proposed recreation DIFs, respectively.

**Table 3-3.  
Existing Recreation Development Impact Fees**

Development Type	Neighborhood Parks	Community Parks	Trails	Open Space
(\$ per dwelling unit) <sup>(a)</sup>				
Single Family Detached	820	970	307	271
Single Family Attached	513	607	192	169
Multifamily	481	566	180	159
Mobile Home	587	694	220	194
All Other	454	535	169	149
<i>(a) For comparison purposes, recreation facilities, vehicles and equipment, consultant fee, and credits were proportionately allocated to each fee area. The 2006 DIF study listed these costs separate from each fee area.</i>				

**Table 3-4.  
Proposed Recreation Development Impact Fees**

Development Type	Neighborhood Parks	Community Parks	Trails	Open Space
(\$ per dwelling unit)				
Single Family Detached	1,295	995	195	137
Single Family Attached	1,295	995	195	137
Multifamily	890	684	134	94
Mobile Home	890	684	134	94
All Other	890	684	134	94

### 3.5. Law Enforcement Development Impact Fees

#### 3.5.1. Introduction

The City’s law enforcement IIP totals \$20.5 million and includes a new precinct station and the radio communication system. Certain IIP costs have been adjusted to reflect the portion required to serve new development over the 10-year study period.

- North Law Enforcement Precinct - 48 percent of the facility costs will be used by new development over the 10-year study period.

- Radio System – 23 percent of these costs are attributable to serving new growth over the 10-year study period and based on the following: 79.3 percent of the costs are attributable to law enforcement and 29 percent of the growth-related total is attributable to growth.

Table D-1 of Appendix D shows the law enforcement IIP.

### 3.5.2. Assumptions

Red Oak used the following assumptions in the development of the law enforcement fee:

- Projected land use area allocation is as follows:
  - Residential 83%
  - Nonresidential 17%
- IIP provides service to the following capacity units in FY 2007-08 through FY 2016-17:
  - Residential dwelling units 27,509
  - Nonresidential area (1,000 sq ft) 4,929

### 3.5.3. Fee Calculation

The proposed law enforcement DIF is calculated using the plan-based incremental approach. The DIF is based on the City’s policy of recovering the cost of growth-related projects from DIF revenue. This approach is forward looking and considers future growth-related projects over a specified study period. The fee is calculated using the following steps:

- Calculate growth-related costs in current year dollars
- Determine residential and nonresidential share of growth-related cost based on projected land use acreage
- Determine number of residential and nonresidential capacity units added
- Determine DIF per capacity unit

DIFs should be sufficient to fund the IIP, taking into account current DIF fund reserves. Table D-2 in Appendix D shows the calculation of the proposed law enforcement DIFs. Table 3-5 compares existing and proposed law enforcement DIFs. The calculated fees apply to all areas of the City regardless of location.

**Table 3-5.  
Comparison of Existing and Proposed Law Enforcement Impact Fees**

Development Type	Existing 2007	Proposed 2008	Variance
<b>Residential</b>	(\$ per dwelling unit)		
Single Family Detached	392	382	(10)
Single Family Attached	245	382	137
Multifamily	229	382	153
Mobile Home	280	382	102
All Other	216	382	166
<b>Nonresidential</b>	(\$ per 1,000 sq ft)		
Shopping Center			
0 – 25,000 SF	2,515	434	(2,081)
25,001 – 50,000 SF	2,333	434	(1,899)
50,001 – 100,000 SF	2,041	434	(1,607)
100,001 – 200,000 SF	1,767	434	(1,333)
Greater than 200,000 SF	1,516	434	(1,082)
Office Space			
0 -10,000 SF	1,174	434	(740)
10,001 – 25,000 SF	951	434	(517)
25,001 – 50,000 SF	811	434	(377)
50,001 – 100,000 SF	691	434	(257)
Greater than 100,000 SF	589	434	(155)
Business Park	661	434	(227)
Light Industrial	361	434	73
Warehousing	257	434	177
Manufacturing	197	434	237

### 3.6. Fire Protection Development Impact Fees

#### 3.6.1. Introduction

The City’s fire protection IIP period totals \$22.5 million and includes construction of four new fire stations which includes apparatus and equipment, construction of a joint training facility in cooperation with the City of Glendale, and expansion of the radio communication system. Total IIP costs for Joint Training Fire Facility, Support Services Facility, and Radio System have been adjusted to reflect the portion required to serve new development over the 10-year study period.

- Joint Training Fire Facility - 29.1 percent of those costs are attributable to serving new growth over the 10-year study period. This allocation is determined by percentage of new population to total population at the end of the study period.
- Support Services Facility – 14 percent of these costs are attributable to serving new growth over the 10-year study period and is based on the following: 48 percent to reflect the amount of capacity to be used by new development over the 10-year study period. 29.1 percent of those costs are attributable to serving new growth over the 10-year study period.
- Radio System - 29.1 percent of those costs are attributable to serving new growth over the 10-year study period. This allocation is determined by percentage of new population to total population at the end of the study period.

Table E-1 of Appendix E shows the fire protection IIP.

### 3.6.2. Assumptions

Red Oak used the following assumptions in the development of the fire protection fee:

- Projected land use area allocation is as follows:
  - Residential 83%
  - Nonresidential 17%
- IIP provides service to the following capacity units in FY 2007-08 through FY 2016-17:
  - Residential dwelling units 27,509
  - Nonresidential area (1,000 sq ft) 4,929

### 3.6.3. Fee Calculation

Red Oak calculates the proposed fire protection DIF using the plan-based incremental approach. This approach is forward looking and considers future growth-related projects over a specified study period. The fee is calculated using the following steps:

- Calculate growth-related costs in current year dollars
- Determine residential and nonresidential share of growth-related cost based on projected land use acreage
- Determine number of residential and nonresidential capacity units added
- Determine DIF per capacity unit

DIFs should be sufficient to fund the IIP, taking into account current DIF fund reserves. Table E-2 in Appendix E shows the calculation of the proposed fire protection DIFs. Table 3-6 compares existing and proposed fire protection DIFs. The calculated fees apply to all areas of the City regardless of location.

**Table 3-6.  
Comparison of Existing and Proposed Fire Protection Development Impact Fees**

Development Type	Existing 2007	Proposed 2008	Variance
<b>Residential</b>	(\$ per dwelling unit)		
Single Family Detached	518	576	58
Single Family Attached	324	576	252
Multifamily	303	576	273
Mobile Home	371	576	205
All Other	286	576	290
<b>Nonresidential</b>	(\$ per 1,000 sq ft)		
Shopping Center			
0 – 25,000 SF	577	654	77
25,001 – 50,000 SF	495	654	159
50,001 – 100,000 SF	433	654	221
100,001 – 200,000 SF	384	654	270
Greater than 200,000 SF	346	654	308
Office Space			
0 -10,000 SF	776	654	(122)
10,001 – 25,000 SF	719	654	(65)
25,001 – 50,000 SF	678	654	(24)
50,001 – 100,000 SF	639	654	15
Greater than 100,000 SF	605	654	49
Business Park	548	654	106
Light Industrial	400	654	254
Warehousing	221	654	433
Manufacturing	310	654	344

### 3.7. General Government Development Impact Fees

#### 3.7.1. Introduction

The City assesses a DIF for general government facilities and services. This fee represents the infrastructure and equipment needs of all city departments with the exception of Utilities.

The City's general government IIP totals \$19.6 million and includes the expansion of the Municipal Office Complex, land purchase for the North Municipal Support Services Center, and other projects to serve new growth. Total IIP costs for Municipal Office Complex, Development Services Building, Land Purchases, Courts Expansion, Office Complex Park, Radio System, and the Southern Municipal Office Complex Expansion have been adjusted to reflect the portion required to serve new development over the 10-year study period.

- Municipal Office Complex, Land Purchase, and Courts Expansion - 48 percent to reflect the amount of capacity to be used by new development over the 10-year study period.
- Development Services Building, Office Complex Park - 14 percent of these costs are attributable to serving new growth over the 10-year study period and is based on the following: 48 percent to reflect the amount of capacity to be used by new development over the 10-year study period. 29.1 percent of those costs are attributable to serving new growth over the 10-year study period.
- Radio System – 0.81 percent of those costs are attributable to serving new growth over the 10-year study period. 2.8 percent of costs are attributable to general government and 29.1 percent of the total is attributable to growth.
- Expand Southern Municipal Office Complex - 29.1percent of those costs are attributable to serving new growth over the 10-year study period. This allocation is determined by percentage of new population to total population at the end of the study period.

Table F-1 of Appendix F shows the general government IIP.

#### 3.7.2. Assumptions

Red Oak used the following assumptions in the development of the general government department fee:

- Projected land use area allocation is as follows:
  - Residential 83%
  - Nonresidential 17%

- IIP provides service to the following capacity units in FY 2007-08 through FY 2016-17:
  - Residential dwelling units 27,509
  - Nonresidential area (1,000 sq ft) 4,929

### 3.7.3. Fee Calculation

The proposed general government DIF is calculated using the plan-based incremental approach. The DIF is based on the City’s policy of recovering growth-related costs through DIF revenues. This approach is forward looking and considers future growth-related projects over a specified study period. The fee is calculated using the following steps:

- Calculate growth-related costs in current year dollars
- Determine residential and nonresidential share of growth-related cost based on projected land use acreage
- Determine number of residential and nonresidential capacity units added
- Determine DIF per capacity unit

DIFs should be sufficient to fund the IIP, taking into account current DIF fund reserves. Table F-2 in Appendix F shows the calculation of the proposed general government DIFs. Table 3-7 compares existing and proposed general government DIFs. The calculated fees apply to all areas of the City regardless of location.

**Table 3-7.  
Comparison of Existing and Proposed General Government Development  
Impact Fees**

Development Type	Existing 2007	Proposed 2008	Variance
<b>Residential</b>	(\$ per dwelling unit)		
Single Family Detached	523	478	(45)
Single Family Attached	327	478	151
Multifamily	306	478	172
Mobile Home	374	478	104
All Other	289	478	189
<b>Nonresidential</b>	(\$ per 1,000 sq ft)		
Shopping Center			
0 – 25,000 SF	583	544	(39)
25,001 – 50,000 SF	501	544	43
50,001 – 100,000 SF	438	544	106
100,001 – 200,000 SF	388	544	156
Greater than 200,000 SF	350	544	194
Office Space			
0 -10,000 SF	784	544	(240)
10,001 – 25,000 SF	727	544	(183)
25,001 – 50,000 SF	685	544	(141)
50,001 – 100,000 SF	646	544	(102)
Greater than 100,000 SF	611	544	(67)
Business Park	553	544	(9)
Light Industrial	404	544	140
Warehousing	224	544	320
Manufacturing	313	544	231

## 3.8. Transportation Development Impact Fees

### 3.8.1. Introduction

The City's Transportation IIP includes construction of major arterials, construction of new structures such as bridges and box culverts, and right-of-way (ROW) acquisition. For the purposes of this study, the Transportation IIP is divided into two areas; North of Bell Road and South of Bell Road. This separation recognizes the differing arterial layout, geography, and vehicle travel characteristics between the North and South areas. The North of Bell Road IIP projects total \$277.6 million and add 128 lane-miles of new arterials during the study period. The South of Bell Road IIP projects total \$38.2 million and add 31 lane-miles of new arterials. Tables G-11 and G-13 of Appendix G shows the transportation IIPs for North and South of Bell Road, respectively. The IIP projects are separated into the following categories.

- Street improvements ROW
- Street improvements
- Intersection improvements ROW
- Intersection improvements
- Structures
  - Bridges
  - Box culverts

### 3.8.2. Assumptions

Red Oak used the following assumptions in the transportation DIF:

- The IIP includes improvement and intersection ROW costs to build-out. Credits for ROW are in accordance with current City policy
- All other IIP costs for the study period are growth-related and exclude developer dedications and “pass-thru” costs
- Annual growth in residential dwelling units and nonresidential square footage is based on the Maricopa Association of Governments (MAG) population growth estimates for the City.
- Vehicle Trip Ends (VTE) for each land use code is based on trip generation factors from the Institute of Transportation Engineers (ITE).
- Development South of Bell Road includes the RAZ 239 and 328
- Development North of Bell Road includes the RAZ 202, 203, 214, 215, and 344

### 3.8.3. Fee Calculation

The transportation DIF is based on vehicle-miles traveled (VMT) which is a product of four components:

- Land use units (residential, nonresidential)
- Vehicle trip ends (VTE)
- Adjustments for primary trips
- Average trip length in miles

### **3.8.3.1. Land Use Units**

The land use codes are based on codes stated in the ITE Trip Generation Manual, 7th Edition.

### **3.8.3.2. Vehicle Trip Ends**

Vehicle trip ends (VTE) represent the number of trips entering and exiting a development over a specified period of time. VTE is typically stated in a per unit basis of measurement; residential trip ends are stated in VTE per dwelling unit and nonresidential trip ends are stated in VTE per 1,000 square feet. VTEs are based on data published in ITE's Trip Generation Manual, 7<sup>th</sup> Edition.

### **3.8.3.3. Average Trip Length**

Average trip length (ATL) represents the average distance a vehicle travels to reach a primary destination. The type of destination can be correlated to an ITE land use code. Data for ATL is typically unavailable on a local basis and requires the use of national studies to determine the average length by land use code. The 2001 National Household Travel Survey (NHTS) published by the U.S. Department of Transportation gives national average trip lengths for a variety of trip types (retail shopping, to/from work, personal business, etc.). The average trip length is stated in miles.

### **3.8.3.4. Adjustment for Primary Trips**

VTE by land use code stated in the ITE Trip Generation Manual is based on *total* trip ends that enter or exit a destination. Every trip has four trip ends. For example, a round-trip from home (origin) to the grocery store (generator) and back home would be calculated as 4 trip ends; leaving home (1), arriving at the grocery store (2), leaving the grocery store (3), and returning home (4). Total trips ends are multiplied by 50% to recognize that the destination trip to the grocery store is one primary trip and the return trip home is one primary trip.

A second trip adjustment for pass-by trips has been applied to City nonresidential land use codes retail (land use code 820) and office space (land use code 710). This adjustment recognizes that all trips to a particular establishment are not the primary destination of the traveler. For example, traveling from home to work with an intermediate stop at a coffee shop is a pass-by trip for the coffee shop. The pass-by trip would reduce the number of total primary trips for the coffee shop since the stop does not create additional capacity.

### 3.8.3.5. Calculation of VMT by Land Use

VMT by land use code is a sum product of the following components:

$$\text{Residential VMT} = \text{Dwelling Units} * \text{VTE} * \text{ATL} * \text{Primary Trip Adjustment}$$

$$\text{Nonresidential VMT} = 1,000 \text{ square feet} * \text{VTE} * \text{ATL} * \text{Primary Trip Adjustment}$$

$$\text{System VMT}_{\text{Land Use Code}} = \text{Residential VMT} + \text{Nonresidential VMT}$$

### 3.8.4. Load Factor

Data used to develop VMT (VTE, ATL, and Primary Trip Adjustment) is based on nationally recognized standards promulgated by the ITE and the U.S. Department of Transportation. Since this data is not City-specific, the calculations must be adjusted to recognize the current use of arterial infrastructure on a local level. Data used from the City's 2005 and 2006 Transportation Needs Study, combined with the proposed IIP, contained information sufficient to calculate VMT for North of Bell Road and South of Bell Road. This VMT calculated from City-specific data was compared to the VMT calculated using data listed in section 3.4.3.4 to develop a ratio of the two totals. This ratio is multiplied times the ATL to arrive at an ATL for the City of Peoria, North of Bell Road, and South of Bell Road.

$$\text{System VMT}_{\text{Peoria Data}} = \text{Lane-Miles to be Added} * \text{Average Day Vehicle Capacity}$$

$$\text{Load Factor (\%)} = \text{VMT}_{\text{Peoria Data}} / \text{System VMT}_{\text{Land Use Code}}$$

$$\text{Adjusted Trip Length}_{\text{Land Use Code}} = \text{Load Factor} * \text{ATL}$$

### 3.8.5. Proposed Fees

Table 3-8 compares existing and proposed transportation development impact fees for development located North of Dynamite Road and West of Agua Fria River. Table 3-9 compares existing and proposed transportation development impact fees for development located North of Bell Road, South of Dynamite Road and East of Agua Fria River. Table 3-10 compares existing and proposed transportation development impact fees for development located South of Bell Road. The proposed fees are separated for streets and structures and intersections.

**Table 3-8.  
Comparison of Existing and Proposed Transportation Development Impact Fees - North of Dynamite Road and West of Agua Fria River**

Development Type	Existing 2007	Proposed 2008			Variance
		Streets & Structures	Intersections	Total	
<b>Residential</b>	(\$ per dwelling unit)				
Single Family Detached	6,588	7,683	477	8,160	1,572
Single Family Attached	4,034	4,704	292	4,996	962
Multifamily	4,626	5,395	335	5,730	1,104
Mobile Home	3,435	4,007	249	4,256	821
All Other	3,875	4,521	281	4,802	927
<b>Nonresidential</b>	(\$ per 1,000 sq ft)				
Shopping Center					
0 – 25,000 SF	12,590	17,408	1,082	18,490	5,900
25,001 – 50,000 SF	11,674	17,408	1,082	18,490	6,816
50,001 – 100,000 SF	10,216	17,408	1,082	18,490	8,274
100,001 – 200,000 SF	8,844	17,408	1,082	18,490	9,646
Greater than 200,000 SF	7,589	17,408	1,082	18,490	10,901
Office Space					
0 -10,000 SF	7,236	5,936	369	6,305	(931)
10,001 – 25,000 SF	5,860	5,936	369	6,305	445
25,001 – 50,000 SF	4,998	5,936	369	6,305	1,307
50,001 – 100,000 SF	4,260	5,936	369	6,305	2,045
Greater than 100,000 SF	3,631	5,936	369	6,305	2,674
Business Park	4,075	11,492	714	12,206	8,131
Light Industrial	2,226	3,451	214	3,665	1,439
Warehousing	1,584	2,455	153	2,608	1,024
Manufacturing	1,220	1,892	118	2,010	790

**Table 3-9.  
Comparison of Existing and Proposed Transportation Development Impact Fees – North of Bell Road, South of Dynamite Road and East of Agua Fria River**

Development Type	Existing 2007	Proposed 2008			Variance
		Streets & Structures	Intersections	Total	
<b>Residential</b>	(\$ per dwelling unit)				
Single Family Detached	3,394	7,683	477	8,160	4,766
Single Family Attached	2,017	4,704	292	4,996	2,979
Multifamily	2,313	5,395	335	5,730	3,417
Mobile Home	1,718	4,007	249	4,256	2,538
All Other	1,938	4,521	281	4,802	2,864
<b>Nonresidential</b>	(\$ per 1,000 sq ft)				
Shopping Center					
0 – 25,000 SF	6,295	17,408	1,082	18,490	12,195
25,001 – 50,000 SF	5,837	17,408	1,082	18,490	12,653
50,001 – 100,000 SF	5,108	17,408	1,082	18,490	13,382
100,001 – 200,000 SF	4,422	17,408	1,082	18,490	14,068
Greater than 200,000 SF	3,795	17,408	1,082	18,490	14,695
Office Space					
0 -10,000 SF	3,618	5,936	369	6,305	2,687
10,001 – 25,000 SF	2,930	5,936	369	6,305	3,375
25,001 – 50,000 SF	2,499	5,936	369	6,305	3,806
50,001 – 100,000 SF	2,130	5,936	369	6,305	4,175
Greater than 100,000 SF	1,816	5,936	369	6,305	4,489
Business Park	2,038	11,492	714	12,206	10,168
Light Industrial	1,113	3,451	214	3,665	2,552
Warehousing	792	2,455	153	2,608	1,816
Manufacturing	610	1,892	118	2,010	1,400

**Table 3-10.  
Comparison of Existing and Proposed Transportation  
Development Impact Fees - South of Bell Road**

Development Type	Existing 2007	Proposed 2008			Variance
		Streets & Structures	Intersections	Total	
<b>Residential</b>	(\$ per dwelling unit)				
Single Family Detached	1,268	3,539	-	3,539	2,271
Single Family Attached	777	2,167	-	2,167	1,390
Multifamily	891	2,484	-	2,484	1,593
Mobile Home	661	1,844	-	1,844	1,183
All Other	746	2,081	-	2,081	1,335
<b>Nonresidential</b>	(\$ per 1,000 sq ft)				
Shopping Center					
0 – 25,000 SF	2,376	8,028	-	8,028	5,652
25,001 – 50,000 SF	2,203	8,028	-	8,028	5,825
50,001 – 100,000 SF	1,928	8,028	-	8,028	6,100
100,001 – 200,000 SF	1,669	8,028	-	8,028	6,359
Greater than 200,000 SF	1,432	8,028	-	8,028	6,596
Office Space					
0 -10,000 SF	1,176	2,736	-	2,736	1,560
10,001 – 25,000 SF	1,114	2,736	-	2,736	1,622
25,001 – 50,000 SF	950	2,736	-	2,736	1,786
50,001 – 100,000 SF	810	2,736	-	2,736	1,926
Greater than 100,000 SF	690	2,736	-	2,736	2,046
Business Park	775	5,297	-	5,297	4,522
Light Industrial	423	1,590	-	1,590	1,167
Warehousing	301	1,132	-	1,132	831
Manufacturing	232	872	-	872	640



**City of Peoria**  
Development Impact Fee Study

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## **Appendix A - Demographics**





City of Peoria, AZ  
 Development Impact Fee Study  
 Population Projections

Table A-1

continued

Line No	Description	Fiscal Year Ending June 30									
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>North of Bell Road</b>											
1	Beginning of Year Population (a)	115,656	121,157	126,659	132,160	138,595	145,030	151,465	157,900	164,336	170,771
2	Added Population	5,502	5,502	5,502	6,435	6,435	6,435	6,435	6,435	6,435	6,435
3	<b>End of Fiscal Year Population</b>	<b>121,157</b>	<b>126,659</b>	<b>132,160</b>	<b>138,595</b>	<b>145,030</b>	<b>151,465</b>	<b>157,900</b>	<b>164,336</b>	<b>170,771</b>	<b>177,206</b>
4	Annual Increase	4.8%	4.5%	4.3%	4.9%	4.6%	4.4%	4.2%	4.1%	3.9%	3.8%
5	Cumulative Increase	111.2%	120.8%	130.4%	141.6%	152.9%	164.1%	175.3%	186.5%	197.7%	209.0%
<b>South of Bell Road</b>											
6	Beginning of Year Population (a)	101,490	102,325	103,159	103,994	104,551	105,107	105,664	106,220	106,777	107,333
7	Added Population	835	835	835	557	557	557	557	557	557	557
8	<b>End of Fiscal Year Population</b>	<b>102,325</b>	<b>103,159</b>	<b>103,994</b>	<b>104,551</b>	<b>105,107</b>	<b>105,664</b>	<b>106,220</b>	<b>106,777</b>	<b>107,333</b>	<b>107,890</b>
9	Annual Increase	0.8%	0.8%	0.8%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
10	Cumulative Increase	13.2%	14.2%	15.1%	15.7%	16.3%	16.9%	17.6%	18.2%	18.8%	19.4%
<b>City-Wide</b>											
11	Beginning of Year Population (a)	217,146	223,482	229,818	236,154	243,146	250,137	257,129	264,120	271,112	278,104
12	Added Population	6,336	6,336	6,336	6,992	6,992	6,992	6,992	6,992	6,992	6,992
13	<b>End of Fiscal Year Population</b>	<b>223,482</b>	<b>229,818</b>	<b>236,154</b>	<b>243,146</b>	<b>250,137</b>	<b>257,129</b>	<b>264,120</b>	<b>271,112</b>	<b>278,104</b>	<b>285,095</b>
14	Annual Increase	2.9%	2.8%	2.8%	3.0%	2.9%	2.8%	2.7%	2.6%	2.6%	2.5%
15	Cumulative Increase	2.9%	2.8%	2.8%	3.0%	2.9%	2.8%	2.7%	2.6%	2.6%	2.5%
16	Percent New Population to total 2017 Population										
	<i>(a) From MAG 2007 Socioeconomic Projections of Populat</i>										

City of Peoria, AZ  
 Development Impact Fee Study  
 Residential End of Year DU Projections

Table A-2

Line No	Description	Fiscal Year Ending June 30										
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>North of Bell Road</b>												
1	Single Family Detached	20,148	21,621	23,095	24,569	26,336	28,104	29,870	31,636	33,403	35,170	36,936
2	Single Family Attached	1,591	1,707	1,824	1,940	2,080	2,219	2,359	2,498	2,638	2,777	2,917
3	Multifamily	3,275	3,516	3,755	3,996	4,283	4,569	4,857	5,144	5,431	5,719	6,006
4	Mobile Home	2,257	2,423	2,588	2,753	2,951	3,149	3,347	3,545	3,743	3,941	4,139
5	All Other	424	455	486	517	554	591	628	666	703	740	777
6	<b>Total North of Bell Road</b>	<b>27,695</b>	<b>29,722</b>	<b>31,748</b>	<b>33,775</b>	<b>36,204</b>	<b>38,632</b>	<b>41,061</b>	<b>43,489</b>	<b>45,918</b>	<b>48,347</b>	<b>50,775</b>
<b>South of Bell Road</b>												
7	Single Family Detached	24,044	24,469	24,894	25,319	25,599	25,877	26,155	26,431	26,711	26,989	27,267
8	Single Family Attached	1,899	1,932	1,966	1,999	2,021	2,043	2,065	2,087	2,109	2,131	2,153
9	Multifamily	3,909	3,978	4,048	4,117	4,161	4,207	4,252	4,299	4,343	4,388	4,434
10	Mobile Home	2,694	2,742	2,789	2,837	2,868	2,899	2,931	2,962	2,993	3,024	3,055
11	All Other	506	515	524	533	539	544	550	556	562	568	574
12	<b>Total South of Bell Road</b>	<b>33,052</b>	<b>33,636</b>	<b>34,221</b>	<b>34,805</b>	<b>35,188</b>	<b>35,570</b>	<b>35,953</b>	<b>36,335</b>	<b>36,718</b>	<b>37,100</b>	<b>37,483</b>
<b>City-Wide</b>												
13	Single Family Detached	44,192	46,090	47,989	49,888	51,935	53,981	56,025	58,067	60,114	62,159	64,203
14	Single Family Attached	3,490	3,639	3,790	3,939	4,101	4,262	4,424	4,585	4,747	4,908	5,070
15	Multifamily	7,184	7,494	7,803	8,113	8,444	8,776	9,109	9,443	9,774	10,107	10,440
16	Mobile Home	4,951	5,165	5,377	5,590	5,819	6,048	6,278	6,507	6,736	6,965	7,194
17	All Other	930	970	1,010	1,050	1,093	1,135	1,178	1,222	1,265	1,308	1,351
18	<b>Total City-Wide</b>	<b>60,747</b>	<b>63,358</b>	<b>65,969</b>	<b>68,580</b>	<b>71,392</b>	<b>74,202</b>	<b>77,014</b>	<b>79,824</b>	<b>82,636</b>	<b>85,447</b>	<b>88,258</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Residential End of Year DU Projections

Table A-2

continued

Line No	Description	Fiscal Year Ending June 30									
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>North of Bell Road</b>											
1	Single Family Detached	38,704	40,470	42,237	44,381	46,528	48,674	50,819	52,966	55,110	57,255
2	Single Family Attached	3,056	3,196	3,335	3,505	3,674	3,843	4,013	4,182	4,352	4,521
3	Multifamily	6,293	6,580	6,867	7,217	7,566	7,914	8,263	8,611	8,961	9,310
4	Mobile Home	4,337	4,535	4,733	4,973	5,213	5,454	5,694	5,935	6,175	6,415
5	All Other	814	851	889	934	979	1,024	1,069	1,114	1,159	1,205
6	<b>Total North of Bell Road</b>	<b>53,204</b>	<b>55,632</b>	<b>58,061</b>	<b>61,010</b>	<b>63,960</b>	<b>66,909</b>	<b>69,858</b>	<b>72,808</b>	<b>75,757</b>	<b>78,706</b>
<b>South of Bell Road</b>											
7	Single Family Detached	27,547	27,824	28,102	28,289	28,476	28,665	28,852	29,042	29,228	29,416
8	Single Family Attached	2,175	2,197	2,219	2,234	2,249	2,263	2,278	2,293	2,308	2,323
9	Multifamily	4,478	4,524	4,569	4,600	4,631	4,661	4,692	4,721	4,753	4,783
10	Mobile Home	3,086	3,118	3,149	3,170	3,191	3,212	3,233	3,254	3,275	3,296
11	All Other	579	585	591	595	599	603	607	611	615	619
12	<b>Total South of Bell Road</b>	<b>37,865</b>	<b>38,248</b>	<b>38,630</b>	<b>38,888</b>	<b>39,146</b>	<b>39,404</b>	<b>39,662</b>	<b>39,921</b>	<b>40,179</b>	<b>40,437</b>
<b>City-Wide</b>											
13	Single Family Detached	66,251	68,294	70,339	72,670	75,004	77,339	79,671	82,008	84,338	86,671
14	Single Family Attached	5,231	5,393	5,554	5,739	5,923	6,106	6,291	6,475	6,660	6,844
15	Multifamily	10,771	11,104	11,436	11,817	12,197	12,575	12,955	13,332	13,714	14,093
16	Mobile Home	7,423	7,653	7,882	8,143	8,404	8,666	8,927	9,189	9,450	9,711
17	All Other	1,393	1,436	1,480	1,529	1,578	1,627	1,676	1,725	1,774	1,824
18	<b>Total City-Wide</b>	<b>91,069</b>	<b>93,880</b>	<b>96,691</b>	<b>99,898</b>	<b>103,106</b>	<b>106,313</b>	<b>109,520</b>	<b>112,729</b>	<b>115,936</b>	<b>119,143</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Residential EOY DU - By Neighborhood Park Zones

Table A-3

Line No	Description	Fiscal Year Ending June 30										
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>Zone 1</b>												
1	Single Family Detached	38,154	38,974	39,796	40,619	41,231	41,845	42,456	43,067	43,679	44,290	44,902
2	Single Family Attached	3,013	3,077	3,143	3,207	3,256	3,304	3,352	3,400	3,449	3,497	3,546
3	Multifamily	6,202	6,337	6,471	6,606	6,704	6,803	6,903	7,003	7,102	7,202	7,301
4	Mobile Home	4,274	4,368	4,459	4,551	4,620	4,688	4,757	4,826	4,894	4,963	5,031
5	All Other	803	820	838	855	868	880	893	906	919	932	945
6	<b>Total Zone 1</b>	<b>52,446</b>	<b>53,576</b>	<b>54,707</b>	<b>55,838</b>	<b>56,679</b>	<b>57,520</b>	<b>58,361</b>	<b>59,202</b>	<b>60,043</b>	<b>60,884</b>	<b>61,725</b>
<b>Zone 2</b>												
7	Single Family Detached	4,227	4,695	5,162	5,630	6,317	7,003	7,690	8,376	9,062	9,748	10,433
8	Single Family Attached	334	371	408	445	499	553	607	661	716	770	824
9	Multifamily	687	763	840	916	1,027	1,139	1,250	1,362	1,473	1,585	1,697
10	Mobile Home	474	526	579	631	708	785	862	939	1,015	1,092	1,169
11	All Other	89	99	109	119	133	147	162	176	191	205	220
12	<b>Total Zone 2</b>	<b>5,811</b>	<b>6,454</b>	<b>7,098</b>	<b>7,741</b>	<b>8,684</b>	<b>9,627</b>	<b>10,571</b>	<b>11,514</b>	<b>12,457</b>	<b>13,400</b>	<b>14,343</b>
<b>Zone 3</b>												
13	Single Family Detached	1,812	2,420	3,029	3,637	4,386	5,133	5,879	6,626	7,374	8,120	8,866
14	Single Family Attached	143	191	239	287	346	405	464	523	582	641	700
15	Multifamily	295	394	493	592	713	834	956	1,078	1,199	1,320	1,442
16	Mobile Home	203	271	339	408	491	575	659	743	826	910	994
17	All Other	38	51	64	77	92	108	124	139	155	171	187
18	<b>Total Zone 3</b>	<b>2,491</b>	<b>3,327</b>	<b>4,164</b>	<b>5,001</b>	<b>6,028</b>	<b>7,055</b>	<b>8,082</b>	<b>9,109</b>	<b>10,136</b>	<b>11,162</b>	<b>12,189</b>
19	<b>Total City-Wide</b>	<b>60,748</b>	<b>63,357</b>	<b>65,969</b>	<b>68,580</b>	<b>71,391</b>	<b>74,202</b>	<b>77,014</b>	<b>79,825</b>	<b>82,636</b>	<b>85,446</b>	<b>88,257</b>

City of Peoria, AZ  
Development Impact Fee Study  
Residential EOY DU - By Neighborhood Park Zones

Table A-3

continued

Line No	Description	Fiscal Year Ending June 30									
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Zone 1</b>											
1	Single Family Detached	45,515	46,126	46,739	46,992	47,247	47,504	47,757	48,014	48,267	48,522
2	Single Family Attached	3,594	3,642	3,690	3,711	3,731	3,750	3,771	3,791	3,812	3,832
3	Multifamily	7,400	7,500	7,599	7,641	7,683	7,724	7,766	7,806	7,849	7,890
4	Mobile Home	5,100	5,169	5,237	5,266	5,294	5,323	5,351	5,380	5,408	5,437
5	All Other	957	970	983	989	994	999	1,005	1,010	1,015	1,021
6	<b>Total Zone 1</b>	<b>62,566</b>	<b>63,407</b>	<b>64,248</b>	<b>64,599</b>	<b>64,949</b>	<b>65,300</b>	<b>65,650</b>	<b>66,001</b>	<b>66,351</b>	<b>66,702</b>
<b>Zone 2</b>											
7	Single Family Detached	11,121	11,807	12,493	13,624	14,758	15,889	17,022	18,156	19,287	20,419
8	Single Family Attached	878	932	986	1,076	1,165	1,255	1,344	1,433	1,523	1,612
9	Multifamily	1,808	1,920	2,031	2,216	2,400	2,584	2,768	2,951	3,136	3,320
10	Mobile Home	1,246	1,323	1,400	1,527	1,653	1,781	1,907	2,034	2,161	2,288
11	All Other	234	248	263	287	310	334	358	382	406	430
12	<b>Total Zone 2</b>	<b>15,287</b>	<b>16,230</b>	<b>17,173</b>	<b>18,730</b>	<b>20,286</b>	<b>21,843</b>	<b>23,399</b>	<b>24,956</b>	<b>26,513</b>	<b>28,069</b>
<b>Zone 3</b>											
13	Single Family Detached	9,615	10,361	11,108	12,053	12,999	13,946	14,892	15,838	16,784	17,730
14	Single Family Attached	759	818	877	952	1,027	1,101	1,176	1,251	1,325	1,400
15	Multifamily	1,563	1,685	1,806	1,960	2,114	2,268	2,421	2,575	2,729	2,883
16	Mobile Home	1,077	1,161	1,245	1,351	1,457	1,563	1,669	1,775	1,881	1,986
17	All Other	202	218	234	254	274	293	313	333	353	373
18	<b>Total Zone 3</b>	<b>13,216</b>	<b>14,243</b>	<b>15,270</b>	<b>16,570</b>	<b>17,871</b>	<b>19,171</b>	<b>20,471</b>	<b>21,772</b>	<b>23,072</b>	<b>24,372</b>
19	<b>Total City-Wide</b>	<b>91,069</b>	<b>93,880</b>	<b>96,691</b>	<b>99,899</b>	<b>103,106</b>	<b>106,314</b>	<b>109,520</b>	<b>112,729</b>	<b>115,936</b>	<b>119,143</b>

Line No	Fiscal Year Ending	North of Bell Road						Annual Growth	South of Bell Road				Total Peoria	Annual Growth
		202	213	214	215	344	Total		238	239	Total	Annual Growth		
1	2005	0	2,136	11,371	38,572	331	52,410		54,417	34,614	89,031		141,441	
2	2006	243	4,023	13,015	39,745	331	57,357	9.4%	55,051	35,303	90,354	1.5%	147,711	4.4%
3	2007	486	5,910	14,659	40,918	331	62,304	8.6%	55,686	35,992	91,678	1.5%	153,982	4.2%
4	2008	728	7,798	16,304	42,090	331	67,251	7.9%	56,320	36,681	93,001	1.4%	160,252	4.1%
5	2009	971	9,685	17,948	43,263	331	72,198	7.4%	56,955	37,370	94,325	1.4%	166,523	3.9%
6	2010	1,214	11,572	19,592	44,436	331	77,145	6.9%	57,589	38,059	95,648	1.4%	172,793	3.8%
7	2011	1,677	13,403	21,774	45,395	398	82,647	7.1%	57,974	38,509	96,483	0.9%	179,129	3.7%
8	2012	2,139	15,234	23,956	46,354	465	88,148	6.7%	58,358	38,959	97,317	0.9%	185,465	3.5%
9	2013	2,602	17,065	26,138	47,313	531	93,650	6.2%	58,743	39,409	98,152	0.9%	191,801	3.4%
10	2014	3,065	18,896	28,320	48,272	598	99,151	5.9%	59,128	39,859	98,986	0.9%	198,137	3.3%
11	2015	3,528	20,728	30,502	49,231	665	104,653	5.5%	59,513	40,309	99,821	0.8%	204,474	3.2%
12	2016	3,990	22,559	32,683	50,190	732	110,154	5.3%	59,897	40,758	100,656	0.8%	210,810	3.1%
13	2017	4,453	24,390	34,865	51,149	799	115,656	5.0%	60,282	41,208	101,490	0.8%	217,146	3.0%
14	2018	4,916	26,221	37,047	52,108	865	121,157	4.8%	60,667	41,658	102,325	0.8%	223,482	2.9%
15	2019	5,378	28,052	39,229	53,067	932	126,659	4.5%	61,051	42,108	103,159	0.8%	229,818	2.8%
16	2020	5,841	29,883	41,411	54,026	999	132,160	4.3%	61,436	42,558	103,994	0.8%	236,154	2.8%
17	2021	7,025	31,481	43,403	54,199	2,487	138,595	4.9%	61,521	43,029	104,551	0.5%	243,146	3.0%
18	2022	8,209	33,080	45,395	54,372	3,974	145,030	4.6%	61,606	43,501	105,107	0.5%	250,137	2.9%
19	2023	9,394	34,678	47,387	54,545	5,462	151,465	4.4%	61,692	43,972	105,664	0.5%	257,129	2.8%
20	2024	10,578	36,277	49,379	54,718	6,949	157,900	4.2%	61,777	44,443	106,220	0.5%	264,120	2.7%
21	2025	11,762	37,875	51,371	54,891	8,437	164,336	4.1%	61,862	44,915	106,777	0.5%	271,112	2.6%
22	2026	12,946	39,473	53,363	55,063	9,925	170,771	3.9%	61,947	45,386	107,333	0.5%	278,104	2.6%
23	2027	14,130	41,072	55,355	55,236	11,412	177,206	3.8%	62,032	45,857	107,890	0.5%	285,095	2.5%
24	2028	15,315	42,670	57,347	55,409	12,900	183,641	3.6%	62,118	46,328	108,446	0.5%	292,087	2.5%
25	2029	16,499	44,269	59,339	55,582	14,387	190,076	3.5%	62,203	46,800	109,003	0.5%	299,078	2.4%
26	2030	17,683	45,867	61,331	55,755	15,875	196,511	3.4%	62,288	47,271	109,559	0.5%	306,070	2.3%

City of Peoria, AZ  
 Development Impact Fee Study  
 MAG Dwelling Unit Estimates

Table A-5

Line No	Fiscal Year Ending	North of Bell Road						South of Bell Road				Total Peoria DU	Annual Growth %		
		202	213	214	215	344	Total	238	239	Total	Annual Growth				
		DU	DU	DU	DU	DU	DU	DU	DU	DU	%				
1	2005	0	817	4,326	18,301	198	23,642							55,525	
2	2006	100	1,554	4,969	18,847	198	25,669	19,246	12,637	31,883				58,136	4.7%
3	2007	200	2,290	5,613	19,394	198	27,695	19,539	12,928	32,467	4.7%			60,747	4.5%
4	2008	301	3,027	6,256	19,940	198	29,722	19,832	13,219	33,052	4.5%			63,358	4.3%
5	2009	401	3,763	6,900	20,487	198	31,748	20,126	13,511	33,636	4.3%			65,969	4.1%
6	2010	501	4,500	7,543	21,033	198	33,775	20,419	13,802	34,221	4.1%			68,580	4.0%
7	2011	715	5,313	8,456	21,492	228	36,204	20,712	14,093	34,805	4.0%			71,391	4.1%
8	2012	929	6,126	9,369	21,950	258	38,632	20,880	14,307	35,188	4.1%			74,202	3.9%
9	2013	1,143	6,939	10,282	22,409	288	41,061	21,048	14,522	35,570	3.9%			77,013	3.8%
10	2014	1,357	7,752	11,195	22,867	318	43,489	21,216	14,736	35,953	3.8%			79,824	3.7%
11	2015	1,571	8,565	12,109	23,326	349	45,918	21,384	14,951	36,335	3.7%			82,636	3.5%
12	2016	1,784	9,378	13,022	23,784	379	48,347	21,553	15,165	36,718	3.5%			85,447	3.4%
13	2017	1,998	10,191	13,935	24,243	409	50,775	21,721	15,379	37,100	3.4%			88,258	3.3%
14	2018	2,212	11,004	14,848	24,701	439	53,204	21,889	15,594	37,483	3.3%			91,069	3.2%
15	2019	2,426	11,817	15,761	25,160	469	55,632	22,057	15,808	37,865	3.2%			93,880	3.1%
16	2020	2,640	12,630	16,674	25,618	499	58,061	22,225	16,023	38,248	3.1%			96,691	3.0%
17	2021	3,178	13,392	17,576	25,710	1,154	61,010	22,393	16,237	38,630	3.0%			99,898	3.3%
18	2022	3,717	14,154	18,477	25,803	1,809	63,960	22,413	16,475	38,888	3.3%			103,106	3.2%
19	2023	4,255	14,916	19,379	25,895	2,464	66,909	22,433	16,713	39,146	3.2%			106,313	3.1%
20	2024	4,793	15,678	20,281	25,988	3,119	69,858	22,453	16,951	39,404	3.1%			109,521	3.0%
21	2025	5,332	16,440	21,183	26,080	3,774	72,808	22,473	17,189	39,662	3.0%			112,728	2.9%
22	2026	5,870	17,202	22,084	26,172	4,428	75,757	22,494	17,427	39,921	2.9%			115,935	2.8%
23	2027	6,408	17,964	22,986	26,265	5,083	78,706	22,514	17,665	40,179	2.8%			119,143	2.8%
24	2028	6,946	18,726	23,888	26,357	5,738	81,655	22,534	17,903	40,437	2.8%			122,350	2.7%
25	2029	7,485	19,488	24,789	26,450	6,393	84,605	22,554	18,141	40,695	2.7%			125,558	2.6%
26	2030	8,023	20,250	25,691	26,542	7,048	87,554	22,574	18,379	40,953	2.6%			128,765	2.6%
								22,594	18,617	41,211	2.6%				

City of Peoria, AZ  
 Development Impact Fee Study  
 Existing Nonresidential Square Footage by Land Use Code

Table A-6

Line No	Land Use	Description	Existing Square Footage			
			North of Bell Road	South of Bell Road	Total Nonresidential	
<b>Retail - Shopping Center (sq ft)</b>						
1	820	0	25,000	64,800	392,700	457,500
2	820	25,000	50,000	32,639	948,398	981,037
3	820	50,000	100,000	338,000	2,047,055	2,385,055
4	820	100,000	200,000	340,060	1,504,171	1,844,231
5	820	200,000	1.E+09	1,774,491	4,680,514	6,455,005
6		<b>Total Retail Square Feet</b>		<b>2,549,990</b>	<b>9,572,838</b>	<b>12,122,828</b>
<b>Office Space (sq ft)</b>						
7	710	0	10,000	6,175	31,220	37,395
8	710	10,000	25,000	64,200	88,738	152,938
9	710	25,000	50,000	232,568	371,600	604,168
10	710	50,000	100,000	0	915,984	915,984
11	710	100,000	1.E+09	890,000	2,085,063	2,975,063
12		<b>Total Office Square Feet</b>		<b>1,192,943</b>	<b>3,492,605</b>	<b>4,685,548</b>
13	770	Business Park		0	60,000	60,000
14	110	Light Industrial		0	2,776,000	2,776,000
15	150	Warehousing		0	0	0
16	140	Manufacturing		0	0	0
17		<b>Total Nonresidential Square Feet</b>		<b>3,742,933</b>	<b>15,901,443</b>	<b>19,644,376</b>



**City of Peoria**  
Development Impact Fee Study

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## **Appendix B - Library**



City of Peoria, AZ  
 Development Impact Fee Study  
 Library Infrastructure Improvement Plan

Table B-1

Line No	% Growth Related	Description	Projected									Total 2008 - 2017	
			2008	2009	2010	2011	2012	2013	2014	2015	2016		2017
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
<b>Total Infrastructure Improvement Plan Costs</b>													
1		Branch Library	1,714,400	250,000	250,000	0	0	0	0	0	0	0	2,214,400
2		Branch Library	29,400	58,800	63,210	63,210	73,500	65,856	0	0	0	0	353,976
3		Vistancia Branch Library	750,000	0	0	0	0	0	0	0	0	8,000,000	8,750,000
4		Tierra Del Rio	299,075	0	0	0	0	0	0	0	0	0	299,075
5		Plan Development and Administration	3,453	0	0	0	0	0	0	0	0	0	3,453
6		<b>Total IIP</b>	<b>2,796,328</b>	<b>308,800</b>	<b>313,210</b>	<b>63,210</b>	<b>73,500</b>	<b>65,856</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,000,000</b>	<b>11,620,904</b>
<b>Total Growth-Related Infrastructure Improvement Plan Costs</b>													
7	100%	Branch Library	1,714,400	250,000	250,000	0	0	0	0	0	0	0	2,214,400
8	100%	Branch Library	29,400	58,800	63,210	63,210	73,500	65,856	0	0	0	0	353,976
9	100%	Vistancia Branch Library	750,000	0	0	0	0	0	0	0	0	8,000,000	8,750,000
10	100%	Tierra Del Rio	299,075	0	0	0	0	0	0	0	0	0	299,075
11	100%	Plan Development and Administration	3,453	0	0	0	0	0	0	0	0	0	3,453
12		<b>Total Growth-Related IIP Costs</b>	<b>2,796,328</b>	<b>308,800</b>	<b>313,210</b>	<b>63,210</b>	<b>73,500</b>	<b>65,856</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,000,000</b>	<b>11,620,904</b>
13		<b>Total Growth-Related with Inflation</b>	<b>2,796,328</b>	<b>321,152</b>	<b>338,768</b>	<b>71,103</b>	<b>85,985</b>	<b>80,124</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,386,494</b>	<b>15,079,954</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Proposed Library Impact Fees

Table B-2

Line No.	Description	Proposed Fee
1	Total Library IIP Costs	\$11,620,904
2	Debt Carrying Costs	\$0
3	Contract Obligation	(\$299,075)
4	Less: Beginning Balances	\$1,852,366
5	<b>Net Library IIP Costs</b>	<b>\$13,174,195</b>
6	Added Capacity - Books	180,000
7	<b>Unit Cost per Book (a)</b>	<b>\$73.19</b>
8	Books per Capita (b)	1.390
	<b>Persons Per Household</b>	
9	Single Family Detached	2.72
10	Single Family Attached	2.72
11	Multifamily	1.87
12	Mobile Home	1.87
13	All Other	1.87
	<b>Fee Schedule, \$ per Dwelling Unit</b>	
14	Single Family Detached	\$277
15	Single Family Attached	\$277
16	Multifamily	\$190
17	Mobile Home	\$190
18	All Other	\$190

(a) Unit cost includes land, buildings, and books.

(b) Level of service from City's 2006 General Plan, Page 12-3.



**City of Peoria**  
Development Impact Fee Study

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## **Appendix C - Recreation**



Line No	% Growth Related	Description	Projected								Total 2008 - 2017		
			2008	2009	2010	2011	2012	2013	2014	2015		2016	2017
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
<b>Total Infrastructure Improvement Plan Costs</b>													
<b>Zone 1 Neighborhood Parks</b>													
1		Camino a Lago Park #1	606,000	606,000	505,000	0	0	0	0	0	0	0	1,717,000
2		Camino a Lago Park #1	57,000	114,000	122,550	122,550	142,500	127,680	0	0	0	0	686,280
3		Camino a Lago Park #2 (North)	0	0	0	0	75,000	152,500	1,142,000	600,000	0	0	1,969,500
4		Camino a Lago Park #2 (North)	0	0	250,000	250,000	250,000	250,000	250,000	250,000	0	0	1,500,000
5		Scotland Yard Neighborhood Park (93rd & Chol	45,800	0	0	359,250	0	0	0	0	0	0	405,050
6		Scotland Yard Neighborhood Park (93rd & Chol	75,000	1,035,840	0	0	0	0	0	0	0	0	1,110,840
7		99th and Olive Neighborhood Park	1,324,300	1,567,955	0	0	0	0	0	0	0	0	2,892,255
8		Vehicles	9,957	9,957	9,957	9,957	9,957	9,957	9,957	9,957	9,957	9,957	99,570
9		Plan Development and Administration	3,055	0	0	0	0	0	0	0	0	0	3,055
10		<b>Total Zone 1 Neighborhood Parks</b>	<b>2,121,112</b>	<b>3,333,752</b>	<b>887,507</b>	<b>741,757</b>	<b>477,457</b>	<b>540,137</b>	<b>1,401,957</b>	<b>859,957</b>	<b>9,957</b>	<b>9,957</b>	<b>10,383,550</b>
<b>Total Growth-Related Infrastructure Improvement Plan Costs</b>													
<b>Zone 1 Neighborhood Parks</b>													
11	100%	Camino a Lago Park #1	606,000	606,000	505,000	0	0	0	0	0	0	0	1,717,000
12	100%	Camino a Lago Park #1	57,000	114,000	122,550	122,550	142,500	127,680	0	0	0	0	686,280
13	100%	Camino a Lago Park #2 (North)	0	0	0	0	75,000	152,500	1,142,000	600,000	0	0	1,969,500
14	100%	Camino a Lago Park #2 (North)	0	0	250,000	250,000	250,000	250,000	250,000	250,000	0	0	1,500,000
15	100%	Scotland Yard Neighborhood Park (93rd & Chol	45,800	0	0	359,250	0	0	0	0	0	0	405,050
16	100%	Scotland Yard Neighborhood Park (93rd & Chol	75,000	1,035,840	0	0	0	0	0	0	0	0	1,110,840
17	100%	99th and Olive Neighborhood Park	1,324,300	1,567,955	0	0	0	0	0	0	0	0	2,892,255
18	100%	Vehicles	9,957	9,957	9,957	9,957	9,957	9,957	9,957	9,957	9,957	9,957	99,570
19	100%	Plan Development and Administration	3,055	0	0	0	0	0	0	0	0	0	3,055
20		<b>Total Zone 1 Neighborhood Parks</b>	<b>2,121,112</b>	<b>3,333,752</b>	<b>887,507</b>	<b>741,757</b>	<b>477,457</b>	<b>540,137</b>	<b>1,401,957</b>	<b>859,957</b>	<b>9,957</b>	<b>9,957</b>	<b>10,383,550</b>
21		<b>Total Growth-Related w/Inflation</b>	<b>2,121,112</b>	<b>3,467,102</b>	<b>959,928</b>	<b>834,376</b>	<b>558,557</b>	<b>657,159</b>	<b>1,773,923</b>	<b>1,131,645</b>	<b>13,627</b>	<b>14,172</b>	<b>11,531,601</b>

Line No	% Growth Related	Description	Projected									Total 2008 - 2017
			2008	2009	2010	2011	2012	2013	2014	2015	2016	
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Total Infrastructure Improvement Plan Costs</b>												
<b>Zone 2 Neighborhood Parks</b>												
1		75th and Pinnacle Vista Neighborhood Park	0	0	0	0	0	0	0	200,000	1,800,000	2,000,000
2		75th and Pinnacle Vista Neighborhood Park	0	0	0	0	0	0	0	1,500,000	0	1,500,000
3		Terramar Park Development	200,000	0	0	0	0	0	0	0	0	200,000
4		West Wing Park	2,000,000	0	0	0	0	0	0	0	0	2,000,000
5		Patriot American Park	0	0	0	3,500,000	0	0	0	0	0	3,500,000
6		Tierra del Rio	15,300	45,900	59,325	59,325	74,625	61,200	61,200	60,282	0	437,157
7		Proposed Future Park #1	0	0	0	0	3,500,000	0	0	0	0	3,500,000
8		Proposed Future Park #2	0	0	0	0	0	0	3,500,000	0	0	3,500,000
9		Vehicles	17,778	17,778	17,778	17,778	17,778	17,778	17,778	17,778	17,778	177,780
10		Plan Development and Administration	4,945	0	0	0	0	0	0	0	0	4,945
11		<b>Total Zone 2 Neighborhood Parks</b>	<b>2,238,023</b>	<b>63,678</b>	<b>77,103</b>	<b>3,577,103</b>	<b>3,592,403</b>	<b>78,978</b>	<b>3,578,978</b>	<b>78,060</b>	<b>1,717,778</b>	<b>16,819,882</b>
<b>Total Growth-Related Infrastructure Improvement Plan Costs</b>												
<b>Zone 2 Neighborhood Parks</b>												
12	100%	75th and Pinnacle Vista Neighborhood Park	0	0	0	0	0	0	0	200,000	1,800,000	2,000,000
13	100%	75th and Pinnacle Vista Neighborhood Park	0	0	0	0	0	0	0	1,500,000	0	1,500,000
14	100%	Terramar Park Development	200,000	0	0	0	0	0	0	0	0	200,000
15	100%	West Wing Park	2,000,000	0	0	0	0	0	0	0	0	2,000,000
16	100%	Patriot American Park	0	0	0	3,500,000	0	0	0	0	0	3,500,000
17	100%	Tierra del Rio	15,300	45,900	59,325	59,325	74,625	61,200	61,200	60,282	0	437,157
18	100%	Proposed Future Park #1	0	0	0	0	3,500,000	0	0	0	0	3,500,000
19	100%	Proposed Future Park #2	0	0	0	0	0	0	3,500,000	0	0	3,500,000
20	100%	Vehicles	17,778	17,778	17,778	17,778	17,778	17,778	17,778	17,778	17,778	177,780
21	100%	Plan Development and Administration	4,945	0	0	0	0	0	0	0	0	4,945
		<b>Total Zone 2 Neighborhood Parks</b>	<b>2,238,023</b>	<b>63,678</b>	<b>77,103</b>	<b>3,577,103</b>	<b>3,592,403</b>	<b>78,978</b>	<b>3,578,978</b>	<b>78,060</b>	<b>1,717,778</b>	<b>16,819,882</b>
22		<b>Total Growth-Related w/Inflation</b>	<b>2,238,023</b>	<b>66,225</b>	<b>83,395</b>	<b>4,023,754</b>	<b>4,202,603</b>	<b>96,089</b>	<b>4,528,549</b>	<b>102,722</b>	<b>2,350,898</b>	<b>20,279,523</b>

Line No	% Growth Related	Description	Projected									Total 2008 - 2017
			2008	2009	2010	2011	2012	2013	2014	2015	2016	
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Total Infrastructure Improvement Plan Costs</b>												
<b>Zone 3 Neighborhood Parks</b>												
1		Vistancia Neighborhood Park #2	0	2,500,000	0	0	0	0	0	0	0	2,500,000
2		Vistancia Neighborhood Park #3	0	0	350,000	595,000	0	0	0	0	0	945,000
3		Vistancia Neighborhood Park #4	0	1,500,000	505,000	550,000	0	0	0	0	0	2,555,000
4		Vistancia North Park #1	0	0	0	0	0	0	0	3,500,000	0	3,500,000
5		Lake Pleasant Heights Park (South)	0	0	0	0	0	2,000,000	0	0	0	2,000,000
6		Lake Pleasant Heights Park (South)	0	0	0	0	1,500,000	0	0	0	0	1,500,000
7		Proposed Future Park #1	0	0	0	0	0	0	0	0	3,500,000	3,500,000
8		Proposed Future Park #2	0	0	0	0	3,500,000	0	0	0	0	3,500,000
9		Vehicles	21,370	21,370	21,370	21,370	21,370	21,370	21,370	21,370	21,370	213,700
10		Plan Development and Administration	5,944	0	0	0	0	0	0	0	0	5,944
11		<b>Total Zone 3 Neighborhood Parks</b>	<b>27,314</b>	<b>4,021,370</b>	<b>876,370</b>	<b>1,166,370</b>	<b>21,370</b>	<b>5,021,370</b>	<b>2,021,370</b>	<b>3,521,370</b>	<b>21,370</b>	<b>20,219,644</b>
<b>Total Growth-Related Infrastructure Improvement Plan Costs</b>												
<b>Zone 3 Neighborhood Parks</b>												
12	100%	Vistancia Neighborhood Park #2	0	2,500,000	0	0	0	0	0	0	0	2,500,000
13	100%	Vistancia Neighborhood Park #3	0	0	350,000	595,000	0	0	0	0	0	945,000
14	100%	Vistancia Neighborhood Park #4	0	1,500,000	505,000	550,000	0	0	0	0	0	2,555,000
15	100%	Vistancia North Park #1	0	0	0	0	0	0	3,500,000	0	0	3,500,000
16	100%	Lake Pleasant Heights Park (South)	0	0	0	0	0	2,000,000	0	0	0	2,000,000
17	100%	Lake Pleasant Heights Park (South)	0	0	0	0	1,500,000	0	0	0	0	1,500,000
18	100%	Proposed Future Park #1	0	0	0	0	0	0	0	0	3,500,000	3,500,000
19	100%	Proposed Future Park #2	0	0	0	0	3,500,000	0	0	0	0	3,500,000
20	100%	Vehicles	21,370	21,370	21,370	21,370	21,370	21,370	21,370	21,370	21,370	213,700
21	100%	Plan Development and Administration	5,944	0	0	0	0	0	0	0	0	5,944
22		<b>Total Zone 3 Neighborhood Parks</b>	<b>27,314</b>	<b>4,021,370</b>	<b>876,370</b>	<b>1,166,370</b>	<b>21,370</b>	<b>5,021,370</b>	<b>2,021,370</b>	<b>3,521,370</b>	<b>21,370</b>	<b>20,219,644</b>
23		<b>Total Growth-Related w/Inflation</b>	<b>27,314</b>	<b>4,182,225</b>	<b>947,882</b>	<b>1,312,008</b>	<b>25,000</b>	<b>6,109,264</b>	<b>2,557,678</b>	<b>4,633,883</b>	<b>29,246</b>	<b>24,836,508</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Community Parks Infrastructure Improvement Plan

Table C-4

Line No	% Growth Related	Description	Projected								Total 2008 - 2017		
			2008	2009	2010	2011	2012	2013	2014	2015		2016	2017
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
<b>Total Infrastructure Improvement Plan Costs</b>													
1		Community Park #3 - BLM	0	0	600,000	2,900,000	2,500,000	2,500,000	0	0	0	0	8,500,000
2		Community Park #3 - BLM	0	0	0	0	0	4,000,000	0	0	0	0	4,000,000
3		Community Park #3 - Swimming Pool	0	0	0	0	303,000	3,232,000	0	0	0	0	3,535,000
4		Community Park #4 - Vistancia	0	0	0	0	0	0	1,000,000	3,000,000	3,000,000	0	7,000,000
5		Community Park #4 - Vistancia	0	3,750,000	0	0	0	0	0	0	2,500,000	0	6,250,000
6		Peoria Community Center Improvements/Expar	200,000	2,000,000	1,000,000	0	0	0	0	0	0	0	3,200,000
7		Peoria Parks, Trails and Open Space Master Pl	0	0	0	0	60,000	0	0	0	0	60,000	120,000
8		Tierra del Rio	27,700	83,100	107,400	107,400	135,100	110,800	109,138	110,800	0	0	791,438
9		Sports Complex Improvements	0	0	0	0	400,000	2,100,000	0	0	0	0	2,500,000
10		Vehicles	39,190	39,190	39,190	39,190	39,190	39,190	39,190	39,190	39,190	39,190	391,900
11		Plan Development and Administration	14,983	0	0	0	0	0	0	0	0	0	14,983
12		<b>Total Community Parks</b>	<b>281,873</b>	<b>5,872,290</b>	<b>1,746,590</b>	<b>3,046,590</b>	<b>3,437,290</b>	<b>11,981,990</b>	<b>1,148,328</b>	<b>3,149,990</b>	<b>5,539,190</b>	<b>99,190</b>	<b>36,303,321</b>
<b>Total Growth-Related Infrastructure Improvement Plan Costs</b>													
13	100%	Community Park #3 - BLM	0	0	600,000	2,900,000	2,500,000	2,500,000	0	0	0	0	8,500,000
14	100%	Community Park #3 - BLM	0	0	0	0	0	4,000,000	0	0	0	0	4,000,000
15	100%	Community Park #3 - Swimming Pool	0	0	0	0	303,000	3,232,000	0	0	0	0	3,535,000
16	100%	Community Park #4 - Vistancia	0	0	0	0	0	0	1,000,000	3,000,000	3,000,000	0	7,000,000
17	100%	Community Park #4 - Vistancia	0	3,750,000	0	0	0	0	0	0	2,500,000	0	6,250,000
18	29%	Peoria Community Center Improvements/Expar	58,000	580,000	290,000	0	0	0	0	0	0	0	928,000
19	100%	Peoria Parks, Trails and Open Space Master Pl	0	0	0	0	60,000	0	0	0	0	60,000	120,000
20	100%	Tierra del Rio	27,700	83,100	107,400	107,400	135,100	110,800	109,138	110,800	0	0	791,438
21	29%	Sports Complex Improvements	0	0	0	0	116,000	609,000	0	0	0	0	725,000
22	100%	Vehicles	39,190	39,190	39,190	39,190	39,190	39,190	39,190	39,190	39,190	39,190	391,900
23	100%	Plan Development and Administration	14,983	0	0	0	0	0	0	0	0	0	14,983
24		<b>Total Community Parks</b>	<b>139,873</b>	<b>4,452,290</b>	<b>1,036,590</b>	<b>3,046,590</b>	<b>3,153,290</b>	<b>10,490,990</b>	<b>1,148,328</b>	<b>3,149,990</b>	<b>5,539,190</b>	<b>99,190</b>	<b>32,256,321</b>
25		<b>Total Growth-Related with Inflation</b>	<b>139,873</b>	<b>4,630,382</b>	<b>1,121,176</b>	<b>3,426,999</b>	<b>3,688,903</b>	<b>12,763,893</b>	<b>1,453,001</b>	<b>4,145,172</b>	<b>7,580,764</b>	<b>141,178</b>	<b>39,091,341</b>

Line No	Description	Projected										Total 2008 - 2017
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Total Infrastructure Improvement Plan Costs</b>												
1	Deer Valley Rd.Connections	300,000	0	0	0	0	0	0	0	0	0	300,000
2	Deer Valley Rd.Connections	200,000	0	0	0	0	0	0	0	0	0	200,000
3	Happy Valley Underpass	300,000	0	0	0	0	0	0	0	0	0	300,000
4	Happy Valley Underpass	200,000	0	0	0	0	0	0	0	0	0	200,000
5	Mountain Trail Dev. - Vistancia/Lake Pleasant H	0	0	505,000	0	0	0	0	0	0	0	505,000
6	Mountain Trail Development	0	0	0	0	757,500	0	0	0	0	0	757,500
7	Mountain Trail Development - Calderwood Butte	353,500	0	0	0	0	0	0	0	0	0	353,500
8	CMAQ Trail - Northern to Peoria	995,000	0	0	0	0	0	0	0	0	0	995,000
9	TEA-21 Trail - Peoria to Grand Ave.	23,240	0	0	0	0	0	0	0	0	0	23,240
10	Mountain Trail Dev. - West Wing / Sunrise Moun	505,000	0	0	0	0	0	0	0	0	0	505,000
11	New River Trail - Bell Road to Union Hills	0	99,360	920,000	0	0	0	0	0	0	0	1,019,360
12	New River Trail - Connect. & Beardsley Trailhe	0	0	1,075,375	0	0	0	0	0	0	0	1,075,375
13	New River Trail - Deer Valley to Pinnacle Peak	252,500	0	0	0	0	0	0	0	0	0	252,500
14	New River Trail - Deer Valley to Pinnacle Peak	0	101,000	0	0	0	0	0	0	0	0	101,000
15	New River Trail - Beardsley to Deer Valley	252,500	0	0	0	0	0	0	0	0	0	252,500
16	New River Trail - Beardsley to Deer Valley	0	100,000	0	0	0	0	0	0	0	0	100,000
17	New River Trail - Happy Valley to CAP Canal	0	0	2,069,330	0	0	0	0	0	0	0	2,069,330
18	New River Trail - Northern to Olive/Peoria to Oli	269,000	0	0	0	0	0	0	0	0	0	269,000
19	New River Trail - Northern to Olive/Peoria to Oli	606,000	0	0	0	0	0	0	0	0	0	606,000
20	New River Trail Underpass - Grand Avenue	200,000	507,350	0	0	0	0	0	0	0	0	707,350
21	Northern Underpass	0	303,000	0	0	0	0	0	0	0	0	303,000
22	Northern Underpass	0	200,000	0	0	0	0	0	0	0	0	200,000
23	Skunk Creek Trailhead	190,000	179,730	0	0	0	0	0	0	0	0	369,730
24	Skunk Creek Trailhead	900,000	0	0	0	0	0	0	0	0	0	900,000
25	Maricopa / Agua Fria Trails	0	0	0	500,000	111,000	500,000	0	0	0	0	1,111,000
26	New River Trails - Landscape	0	126,250	0	0	0	0	0	0	0	0	126,250
27	Peoria Parks, Trails and Open Space Master Pl	0	0	0	0	60,000	0	0	0	0	60,000	120,000
28	Branch Library Trail Connection	200,000	0	0	0	0	0	0	0	0	0	200,000
29	West Wing Trail	175,000	0	0	0	0	0	0	0	0	0	175,000
30	Rock Springs Trail (Jomax)	9,270	0	0	0	0	0	0	0	0	0	9,270
31	Sonoran Mtn Ranch Trail	62,829	0	0	0	0	0	0	0	0	0	62,829
32	Tierra Del Rio	5,700	17,100	22,125	22,125	27,825	22,800	22,800	22,458	0	0	162,933
33	91st Av @ Hatfield Rd Pedestrian Overpass	0	389,344	0	0	0	0	0	0	0	0	389,344
34	83rd Av @ Hatfield Rd Pedestrian Overpass	0	389,344	0	0	0	0	0	0	0	0	389,344
35	107th Av @ Hatfield Rd Pedestrian Overpass	0	0	0	0	0	0	0	548,622	0	0	548,622
36	Vehicles	17,291	17,291	17,291	17,291	17,291	17,291	17,291	17,291	17,291	17,291	172,910
37	Plan Development and Administration	4,654	0	0	0	0	0	0	0	0	0	4,654
38	<b>Total Trails</b>	<b>6,021,484</b>	<b>2,429,769</b>	<b>4,609,121</b>	<b>539,416</b>	<b>973,616</b>	<b>540,091</b>	<b>40,091</b>	<b>588,371</b>	<b>17,291</b>	<b>77,291</b>	<b>15,836,541</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Open Space Infrastructure Improvement Plan

Table C-6

Line No	Description	Projected										Total 2008 - 2017
		2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Total Infrastructure Improvement Plan Costs</b>												
1	Agua Fria/Open Space Land Acquisition	750,000	450,000	350,000	400,000	400,000	500,000	500,000	500,000	0	0	3,850,000
2	Peoria Parks, Trails and Open Space Master Pl	0	0	0	0	60,000	0	0	0	0	60,000	120,000
3	Skunk Creek Open Space Study	150,000	0	0	0	0	0	0	0	0	0	150,000
4	Agua Fria/Open Space Land Acquisition	2,000,000	1,135,250	0	0	0	0	0	0	0	0	3,135,250
5	Agua Fria/Open Space Land Acquisition	2,000,000	1,000,000	0	0	0	1,500,000	0	0	0	0	4,500,000
6	Tierra del Rio	5,050	20,200	24,625	24,625	24,625	24,947	20,200	0	0	0	144,272
7	Vehicles	12,126	12,126	12,126	12,126	12,126	12,126	12,126	12,126	12,126	12,126	121,260
8	Plan Development and Administration	3,536	0	0	0	0	0	0	0	0	0	3,536
9	<b>Total Open Space</b>	<b>4,920,712</b>	<b>2,617,576</b>	<b>386,751</b>	<b>436,751</b>	<b>496,751</b>	<b>2,037,073</b>	<b>532,326</b>	<b>512,126</b>	<b>12,126</b>	<b>72,126</b>	<b>12,024,318</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Proposed Recreation Impact Fees

Table C-7

Line No.	Description	Neighborhood Parks	Community Parks	Trails	Open Space
1	Total Recreation IIP Costs	\$47,423,076	\$32,256,321	\$15,836,541	\$12,024,318
2	Debt Carrying Costs	\$0	\$0	\$0	\$0
3	Contract Obligation	(\$437,157)	(\$791,438)	(\$162,933)	(\$144,272)
4	Less: Beginning Balances	(\$2,261,010)	\$182,670	(\$87,495)	(\$976,222)
5	<b>Net Recreation IIP Costs</b>	<b>\$44,724,909</b>	<b>\$31,647,553</b>	<b>\$15,586,113</b>	<b>\$10,903,824</b>
	<b>Capacity Unit</b>	<b>acres</b>	<b>acres</b>	<b>2017 population</b>	<b>2017 population</b>
6	Added Capacity Units	147.5	126.3	217,146	217,146
7	<b>Unit Cost per capacity unit</b>	<b>\$303,220</b>	<b>\$250,574</b>	<b>\$72</b>	<b>\$50</b>
		acres per 1K population	acres per 1K population		
8	Level of Service (a)	1.57	1.46		
	<b>Persons Per Household</b>				
9	Single Family Detached	2.72	2.72	2.72	2.72
10	Single Family Attached	2.72	2.72	2.72	2.72
11	Multifamily	1.87	1.87	1.87	1.87
12	Mobile Home	1.87	1.87	1.87	1.87
13	All Other	1.87	1.87	1.87	1.87
	<b>Fee Schedule, \$ per Dwelling Unit (b, c, d)</b>				
14	Single Family Detached	\$1,295	\$995	\$195	\$137
15	Single Family Attached	\$1,295	\$995	\$195	\$137
16	Multifamily	\$890	\$684	\$134	\$94
17	Mobile Home	\$890	\$684	\$134	\$94
18	All Other	\$890	\$684	\$134	\$94



**City of Peoria**  
Development Impact Fee Study

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## **Appendix D – Law Enforcement**



City of Peoria, AZ  
 Development Impact Fee Study  
 Law Enforcement Infrastructure Improvement Plan

Table D-1

Line No	% Growth Related	Description	Projected									Total 2008 - 2017	
			2008	2009	2010	2011	2012	2013	2014	2015	2016		2017
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
<b>Total Infrastructure Improvement Plan Costs</b>													
1		Northern Law Enforcement Precinct	3,509,800	0	0	0	0	0	0	0	2,009,539	21,280,661	26,800,000
2		Pinnacle Peak Public Safety Parking Exp.	2,840,000	0	0	0	0	0	0	0	0	0	2,840,000
3		Radio System - Law Enforcement	13,714,660	0	0	0	0	0	0	0	0	0	13,714,660
4		Vehicles	163,670	163,670	163,670	163,670	163,670	163,670	163,670	163,670	163,670	163,670	1,636,700
5		Plan Development and Administration	8,580	0	0	0	0	0	0	0	0	0	8,580
6		<b>Total Law Enforcement</b>	<b>20,236,710</b>	<b>163,670</b>	<b>2,173,209</b>	<b>21,444,331</b>	<b>44,999,940</b>						
<b>Total Growth-Related Infrastructure Improvement Plan Costs</b>													
7	48%	Northern Law Enforcement Precinct	1,684,700	0	0	0	0	0	0	0	964,580	10,214,720	12,864,000
8	100%	Pinnacle Peak Public Safety Parking Exp.	2,840,000	0	0	0	0	0	0	0	0	0	2,840,000
9	23%	Radio System - Law Enforcement (b)	3,153,960	0	0	0	0	0	0	0	0	0	3,153,960
10	100%	Vehicles	163,670	163,670	163,670	163,670	163,670	163,670	163,670	163,670	163,670	163,670	1,636,700
11	100%	Plan Development and Administration	8,580	0	0	0	0	0	0	0	0	0	8,580
12		<b>Total Law Enforcement</b>	<b>7,850,910</b>	<b>163,670</b>	<b>1,128,250</b>	<b>10,378,390</b>	<b>20,503,240</b>						
13		<b>Total Growth-Related with Inflation</b>	<b>7,850,910</b>	<b>170,200</b>	<b>177,000</b>	<b>184,100</b>	<b>191,500</b>	<b>199,100</b>	<b>207,100</b>	<b>215,400</b>	<b>1,544,100</b>	<b>14,771,700</b>	<b>25,511,110</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Proposed Law Enforcement Impact Fees

Table D-2

Line No.	Description	Proposed Fee
1	Total Law Enforcement IIP Costs	\$20,503,240
2	Debt Carrying Costs	\$0
3	Less: Beginning Balances	(\$7,858,063)
4	<b>Net Law Enforcement IIP Costs</b>	<b>\$12,645,177</b>
<b>Projected Land Use Allocation - Ksq Ft (a)</b>		
5	Residential	83% \$10,506,414
6	Nonresidential	17% \$2,138,763
<b>Units of Service (2007 - 2017)</b>		
7	Residential - Dwelling Units	27,509
8	Nonresidential - Ksq ft	4,929
<b>Fee Schedule (b)</b>		
9	Residential - \$ per Dwelling Unit	\$382
10	Nonresidential - \$ per KSq ft	\$434

(a) Projected land use allocation from City's General Plan

(b) City is recommending fee differential between Single Family and Multifamily. Results are presented in Appendix H.



**City of Peoria**  
Development Impact Fee Study

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## **Appendix E – Fire Protection**



City of Peoria, AZ  
 Development Impact Fee Study  
 Fire Protection Infrastructure Improvement Plan

Table E-1

Line No	% Growth Related	Description	Projected									Total 2008 - 2017
			2008	2009	2010	2011	2012	2013	2014	2015	2016	
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Total Infrastructure Improvement Plan Costs</b>												
1		Fire Station Number 10	0	0	0	0	0	0	1,225,000	3,805,000	0	5,030,000
2		Fire Station Number 9	0	0	0	0	1,225,000	3,805,000	0	0	0	5,030,000
3		Joint Training Fire Facility	3,275,432	1,292,967	0	970,890	0	0	0	0	0	5,539,289
4		Northern Fire Station Number 8	0	0	0	0	0	0	0	1,225,000	3,805,000	5,030,000
5		Station 7 Ladder Truck	1,392,000	0	0	0	0	0	0	0	0	1,392,000
6		Fire Station Number 7	236,000	0	0	0	0	0	0	0	0	236,000
7		Support Services Facility	0	0	0	151,500	1,132,000	0	0	0	0	1,283,500
8		Fire Station Number 6 (Vistancia)	0	2,431,400	875,750	0	0	0	0	0	0	3,307,150
9		Radio System - Fire	2,454,925	0	0	0	0	0	0	0	0	2,454,925
10		Plan Development and Administration	8,530	0	0	0	0	0	0	0	0	8,530
11		<b>Total Fire Protection</b>	<b>7,366,887</b>	<b>3,724,367</b>	<b>875,750</b>	<b>1,122,390</b>	<b>2,357,000</b>	<b>3,805,000</b>	<b>0</b>	<b>1,225,000</b>	<b>5,030,000</b>	<b>29,311,394</b>
<b>Total Growth-Related Infrastructure Improvement Plan Costs</b>												
12	100%	Fire Station Number 10	0	0	0	0	0	0	1,225,000	3,805,000	0	5,030,000
13	100%	Fire Station Number 9	0	0	0	0	1,225,000	3,805,000	0	0	0	5,030,000
14	29%	Joint Training Fire Facility	949,880	374,960	0	281,560	0	0	0	0	0	1,606,400
15	100%	Northern Fire Station Number 8	0	0	0	0	0	0	0	1,225,000	3,805,000	5,030,000
16	100%	Station 7 Ladder Truck	1,392,000	0	0	0	0	0	0	0	0	1,392,000
17	100%	Fire Station Number 7	236,000	0	0	0	0	0	0	0	0	236,000
18	14%	Support Services Facility (b)	0	0	0	21,090	157,570	0	0	0	0	178,660
19	100%	Fire Station Number 6 (Vistancia)	0	2,431,400	875,750	0	0	0	0	0	0	3,307,150
20	29%	Radio System - Fire	711,930	0	0	0	0	0	0	0	0	711,930
21	100%	Plan Development and Administration	8,530	0	0	0	0	0	0	0	0	8,530
22		<b>Total Fire Protection</b>	<b>3,298,340</b>	<b>2,806,360</b>	<b>875,750</b>	<b>302,650</b>	<b>1,382,570</b>	<b>3,805,000</b>	<b>0</b>	<b>1,225,000</b>	<b>5,030,000</b>	<b>22,530,670</b>
23		<b>Total Growth-Related with Inflation</b>	<b>3,298,340</b>	<b>2,918,600</b>	<b>947,200</b>	<b>340,400</b>	<b>1,617,400</b>	<b>4,629,400</b>	<b>0</b>	<b>1,612,000</b>	<b>6,883,900</b>	<b>27,662,940</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Proposed Fire Protection Impact Fees

Table E-2

Line No.	Description	Proposed Fee
1	Total Fire Protection IIP Costs	\$22,530,670
2	Debt Carrying Costs	\$0
3	Less: Beginning Balances	(\$3,470,691)
4	<b>Net Fire Protection IIP Costs</b>	<b>\$19,059,979</b>
<b>Projected Land Use Allocation - Ksq Ft (a)</b>		
5	Residential	83% \$15,836,238
6	Nonresidential	17% \$3,223,741
<b>Units of Service (2007 - 2017)</b>		
7	Residential - Dwelling Units	27,509
8	Nonresidential - Ksq ft	4,929
<b>Fee Schedule (b)</b>		
9	Residential - \$ per Dwelling Unit	\$576
10	Nonresidential - \$ per KSq ft	\$654

(a) Projected land use allocation from City's General Plan

(b) City is recommending fee differential between Single Family and Multifamily. Results are presented in Appendix H.



**City of Peoria**  
Development Impact Fee Study

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## **Appendix F – General Government**



City of Peoria, AZ  
 Development Impact Fee Study  
 General Government Infrastructure Improvement Plan

Table F-1

Line No	% Growth Related	Description	Projected									Total 2008 - 2017	
			2008	2009	2010	2011	2012	2013	2014	2015	2016		2017
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
<b>Total Infrastructure Improvement Plan Costs</b>													
1		New Municipal Office Complex Building (MOC)	0	0	0	0	0	0	1,064,217	9,435,782	0	10,499,999	
2		Development Services Building	4,044,225	0	0	0	0	0	2,350,000	0	0	6,394,225	
3		Land Purchase-N. Muni Support Svcs Fac.	0	0	0	0	0	0	0	17,640,000	0	17,640,000	
4		Municipal Courts Expansion	1,555,191	5,054,209	0	0	0	0	0	0	0	6,609,400	
5		Municipal Office Complex Park	200,000	2,242,000	0	0	0	0	0	0	0	2,442,000	
6		Radio System - Gen. Govt	13,714,660	0	0	0	0	0	0	0	0	13,714,660	
7		Expand Southern Municipal Office Complex	924,139	0	0	0	0	0	0	0	0	924,139	
8		North Municipal Services Facility (Study)	100,000	0	0	0	0	0	0	0	0	100,000	
9		Tierra Del Rio	14,400	43,200	64,275	64,275	78,675	57,600	57,600	0	0	380,025	
10		Vehicles	85,853	85,853	85,853	85,853	85,853	85,853	85,853	85,853	85,853	858,530	
11		Plan Development and Administration	8,367	0	0	0	0	0	0	0	0	8,367	
12		<b>Total General Government</b>	<b>20,646,836</b>	<b>7,425,262</b>	<b>150,128</b>	<b>150,128</b>	<b>164,528</b>	<b>143,453</b>	<b>2,493,453</b>	<b>1,150,070</b>	<b>27,161,635</b>	<b>85,853</b>	<b>59,571,346</b>
<b>Total Growth-Related Infrastructure Improvement Plan Costs</b>													
13	48%	New Municipal Office Complex Bldg (MOC) (b)	0	0	0	0	0	0	0	510,820	4,529,180	0	5,040,000
14	14%	Development Services Building	562,960	0	0	0	0	0	327,120	0	0	0	890,080
15	48%	Land Purchase-N. Muni Support Svcs Fac.	0	0	0	0	0	0	0	0	8,467,200	0	8,467,200
16	48%	Municipal Courts Expansion	746,490	2,426,020	0	0	0	0	0	0	0	0	3,172,510
17	14%	Municipal Office Complex Park	27,840	312,090	0	0	0	0	0	0	0	0	339,930
18	0.81%	Radio System - Gen. Govt	111,360	0	0	0	0	0	0	0	0	0	111,360
19	29%	Expand Southern Municipal Office Complex	268,000	0	0	0	0	0	0	0	0	0	268,000
20	100%	North Municipal Services Facility (Study)	100,000	0	0	0	0	0	0	0	0	0	100,000
21	100%	Tierra Del Rio	14,400	43,200	64,280	64,280	78,680	57,600	57,600	0	0	0	380,040
22	100%	Vehicles	85,853	85,853	85,853	85,853	85,853	85,853	85,853	85,853	85,853	85,853	858,530
23	100%	Plan Development and Administration	8,367	0	0	0	0	0	0	0	0	0	8,367
24		<b>Total General Government</b>	<b>1,925,270</b>	<b>2,867,163</b>	<b>150,133</b>	<b>150,133</b>	<b>164,533</b>	<b>143,453</b>	<b>470,573</b>	<b>596,673</b>	<b>13,082,233</b>	<b>85,853</b>	<b>19,636,017</b>
25		<b>Total Growth-Related with Inflation</b>	<b>1,925,270</b>	<b>2,981,850</b>	<b>162,384</b>	<b>168,879</b>	<b>192,480</b>	<b>174,533</b>	<b>595,425</b>	<b>785,181</b>	<b>17,903,939</b>	<b>122,196</b>	<b>25,012,137</b>

City of Peoria, AZ Table F-2  
**Development Impact Fee Study**  
**Development of Proposed General Government Impact Fees**

Line No.	Description	Proposed Fee
1	Total General Government IIP Costs	\$19,636,020
2	Debt Carrying Costs	\$0
3	Less: Beginning Balances	(\$3,794,023)
4	<b>Net General Government IIP Costs</b>	<b>\$15,841,997</b>
<b>Projected Land Use Allocation - Ksq Ft (a)</b>		
5	Residential <span style="float: right;">83%</span>	\$13,162,535
6	Nonresidential <span style="float: right;">17%</span>	\$2,679,462
<b>Units of Service (2007 - 2017)</b>		
7	Residential - Dwelling Units	27,509
8	Nonresidential - Ksq ft	4,929
<b>Fee Schedule (b)</b>		
9	Residential - \$ per Dwelling Unit	\$478
10	Nonresidential - \$ per KSq ft	\$544

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*(a) Projected land use allocation from City's General Plan*

*(b) City is recommending fee differential between Single Family and Multifamily. Results are presented in Appendix H.*



**City of Peoria**  
Development Impact Fee Study

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## **Appendix G – Transportation**



City of Peoria, AZ  
 Development Impact Fee Study  
 Existing Nonresidential Square Footage by Land Use Code

Table G-1

Line No	Land Use	Description	Existing Square Footage		
			North of Bell Road	South of Bell Road	Total Nonresidential
<b>Retail - Shopping Center (sq ft)</b>					
1	820	0 25,000	64,800	392,700	457,500
2	820	25,000 50,000	32,639	948,398	981,037
3	820	50,000 100,000	338,000	2,047,055	2,385,055
4	820	100,000 200,000	340,060	1,504,171	1,844,231
5	820	200,000 1.E+09	1,774,491	4,680,514	6,455,005
6		<b>Total Retail Square Feet</b>	<b>2,549,990</b>	<b>9,572,838</b>	<b>12,122,828</b>
<b>Office Space (sq ft)</b>					
7	710	0 10,000	6,175	31,220	37,395
8	710	10,000 25,000	64,200	88,738	152,938
9	710	25,000 50,000	232,568	371,600	604,168
10	710	50,000 100,000	0	915,984	915,984
11	710	100,000 1.E+09	890,000	2,085,063	2,975,063
12		<b>Total Office Square Feet</b>	<b>1,192,943</b>	<b>3,492,605</b>	<b>4,685,548</b>
13	770	Business Park	0	60,000	60,000
14	110	Light Industrial	0	2,776,000	2,776,000
15	150	Warehousing	0	0	0
16	140	Manufacturing	0	0	0
17		<b>Total Nonresidential Square Feet</b>	<b>3,742,933</b>	<b>15,901,443</b>	<b>19,644,376</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Vehicle Trip Ends

Table G-2

Line No	Land Use	Description	Vehicle Trip Ends			
			Average Day	Average Day	Peak Hour 4 - 6 PM	
			Existing	Proposed	Alternative	
<b>Residential, per dwelling unit</b>						
1	210	Single Family Detached	9.57	9.57	1.01	
2	230	Single Family Attached	5.86	5.86	0.78	
3	220	Multifamily	6.72	6.72	0.52	
4	240	Mobile Home	4.99	4.99	0.59	
5	210-240	All Other Residential	5.63	5.63	0.00	
<b>Nonresidential, per 1,000 square feet</b>						
<b>Retail - Shopping Center (sq ft)</b>						
6	820	0	25,000	110.32	137.94	12.49
7	820	25,000	50,000	86.56	95.17	8.71
8	820	50,000	100,000	67.91	75.74	6.98
9	820	100,000	200,000	53.28	61.43	5.70
10	820	200,000	1.E+09	41.80	41.77	3.91
11	820	<b>Retail Weighted Average</b>		<b>42.94</b>	<b>59.39</b>	<b>5.50</b>
<b>Office Space (sq ft)</b>						
12	710	0	25,000	22.66	26.58	8.57
13	710	25,000	50,000	18.35	19.91	5.76
14	710	50,000	100,000	15.65	16.65	3.21
15	710	100,000	200,000	13.34	14.15	2.15
16	710	200,000	1.E+09	11.37	9.79	1.36
17	710	<b>Office Space Weighted Average</b>			<b>11.99</b>	<b>1.95</b>
18	770	Business Park		12.76	23.21	1.57
19	110	Light Industrial		6.97	6.97	0.95
20	150	Warehousing		4.96	4.96	0.59
21	140	Manufacturing		3.82	3.82	0.74
<b>Pass-by Percentages</b>						
<b>Retail - Shopping Center (sq ft)</b>						
22	820	0	25,000	22%	15%	15%
23	820	25,000	50,000	26%	24%	24%
24	820	50,000	100,000	29%	29%	29%
25	820	100,000	200,000	32%	32%	32%
26	820	200,000	1.E+09	35%	37%	37%
27		<b>Retail Weighted Average Pass-by Percentage</b>			<b>33%</b>	<b>33%</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Residential Trips - North of Bell Road

Table G-3  
 10/31/07

Line No	Land Use	Description	Fiscal Year Ending June 30										
			2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>Dwelling Units - North of Bell Road</b>													
1	Single Family Detached		20,148	21,621	23,095	24,569	26,336	28,104	29,870	31,636	33,403	35,170	36,936
2	Single Family Attached		1,591	1,707	1,824	1,940	2,080	2,219	2,359	2,498	2,638	2,777	2,917
3	Multifamily		3,275	3,516	3,755	3,996	4,283	4,569	4,857	5,144	5,431	5,719	6,006
4	Mobile Home		2,257	2,423	2,588	2,753	2,951	3,149	3,347	3,545	3,743	3,941	4,139
5	All Other Residential		424	455	486	517	554	591	628	666	703	740	777
6	<b>Total Dwelling Units - North of Bell Road</b>		<b>27,695</b>	<b>29,722</b>	<b>31,748</b>	<b>33,775</b>	<b>36,204</b>	<b>38,632</b>	<b>41,061</b>	<b>43,489</b>	<b>45,918</b>	<b>48,347</b>	<b>50,775</b>
<b>ITE Trip Generation Factors</b>													
<b>Ave. Weekday Vehicle Trip Ends</b>		<b>Land Use</b>											
7	Single Family Detached	210	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57
8	Single Family Attached	230	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86
9	Multifamily	220	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72
10	Mobile Home	240	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99
11	All Other Residential	210-240	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63
<b>ITE Trip Generation Trip Adjustment Factors</b>													
12	Single Family Detached		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
13	Single Family Attached		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
14	Multifamily		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
15	Mobile Home		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
16	All Other Residential		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Residential Average Weekday Trips</b>													
17	Single Family Detached		96,408	103,456	110,510	117,563	126,018	134,478	142,928	151,378	159,833	168,288	176,739
18	Single Family Attached		4,662	5,002	5,344	5,684	6,094	6,502	6,912	7,319	7,729	8,137	8,547
19	Multifamily		11,004	11,814	12,617	13,427	14,391	15,352	16,320	17,284	18,248	19,216	20,180
20	Mobile Home		5,631	6,045	6,457	6,869	7,363	7,857	8,351	8,845	9,339	9,833	10,327
21	All Other Residential		1,194	1,281	1,368	1,455	1,560	1,664	1,768	1,875	1,979	2,083	2,187
22	<b>Total Residential Average Day Trips</b>		<b>118,899</b>	<b>127,598</b>	<b>136,296</b>	<b>144,998</b>	<b>155,426</b>	<b>165,853</b>	<b>176,279</b>	<b>186,701</b>	<b>197,128</b>	<b>207,557</b>	<b>217,980</b>
<b>Added Adjusted Residential Average Day Trips</b>													
23	Single Family Detached			7,048	7,054	7,053	8,455	8,460	8,450	8,450	8,455	8,455	8,451
24	Single Family Attached			340	342	340	410	408	410	407	410	408	410
25	Multifamily			810	803	810	964	961	968	964	964	968	964
26	Mobile Home			414	412	412	494	494	494	494	494	494	494
27	All Other Residential			87	87	87	105	104	104	107	104	104	104
28	<b>Total Added Weekday Trips</b>			<b>8,699</b>	<b>8,698</b>	<b>8,702</b>	<b>10,428</b>	<b>10,427</b>	<b>10,426</b>	<b>10,422</b>	<b>10,427</b>	<b>10,429</b>	<b>10,423</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Residential Trips - North of Bell Road

Table G-3

continued

Line No	Land Use	Description	Fiscal Year Ending June 30									
			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Dwelling Units - North of Bell Road</b>												
1		Single Family Detached	38,704	40,470	42,237	44,381	46,528	48,674	50,819	52,966	55,110	57,255
2		Single Family Attached	3,056	3,196	3,335	3,505	3,674	3,843	4,013	4,182	4,352	4,521
3		Multifamily	6,293	6,580	6,867	7,217	7,566	7,914	8,263	8,611	8,961	9,310
4		Mobile Home	4,337	4,535	4,733	4,973	5,213	5,454	5,694	5,935	6,175	6,415
5		All Other Residential	814	851	889	934	979	1,024	1,069	1,114	1,159	1,205
6		<b>Total Dwelling Units - North of Bell Road</b>	<b>53,204</b>	<b>55,632</b>	<b>58,061</b>	<b>61,010</b>	<b>63,960</b>	<b>66,909</b>	<b>69,858</b>	<b>72,808</b>	<b>75,757</b>	<b>78,706</b>
<b>ITE Trip Generation Factors</b>												
		<b>Ave. Weekday Vehicle Trip Ends</b>		<b>Land Use</b>								
7		Single Family Detached		210	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57
8		Single Family Attached		230	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86
9		Multifamily		220	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72
10		Mobile Home		240	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99
11		All Other Residential		210-240	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63
<b>ITE Trip Generation Trip Adjustment Factors</b>												
12		Single Family Detached	50%		50%	50%	50%	50%	50%	50%	50%	50%
13		Single Family Attached	50%		50%	50%	50%	50%	50%	50%	50%	50%
14		Multifamily	50%		50%	50%	50%	50%	50%	50%	50%	50%
15		Mobile Home	50%		50%	50%	50%	50%	50%	50%	50%	50%
16		All Other Residential	50%		50%	50%	50%	50%	50%	50%	50%	50%
<b>Residential Average Weekday Trips</b>												
17		Single Family Detached	185,199	193,649	202,104	212,363	222,636	232,905	243,169	253,442	263,701	273,965
18		Single Family Attached	8,954	9,364	9,772	10,270	10,765	11,260	11,758	12,253	12,751	13,247
19		Multifamily	21,144	22,109	23,073	24,249	25,422	26,591	27,764	28,933	30,109	31,282
20		Mobile Home	10,821	11,315	11,809	12,408	13,006	13,608	14,207	14,808	15,407	16,005
21		All Other Residential	2,291	2,396	2,503	2,629	2,756	2,883	3,009	3,136	3,263	3,392
22		<b>Total Residential Average Day Trips</b>	<b>228,409</b>	<b>238,833</b>	<b>249,261</b>	<b>261,919</b>	<b>274,585</b>	<b>287,247</b>	<b>299,907</b>	<b>312,572</b>	<b>325,231</b>	<b>337,891</b>
<b>Added Adjusted Residential Average Day Trips</b>												
23		Single Family Detached	8,460	8,450	8,455	10,259	10,273	10,269	10,264	10,273	10,259	10,264
24		Single Family Attached	407	410	408	498	495	495	498	495	498	496
25		Multifamily	964	965	964	1,176	1,173	1,169	1,173	1,169	1,176	1,173
26		Mobile Home	494	494	494	599	598	602	599	601	599	598
27		All Other Residential	104	105	107	126	127	127	126	127	127	129
28		<b>Total Added Weekday Trips</b>	<b>10,429</b>	<b>10,424</b>	<b>10,428</b>	<b>12,658</b>	<b>12,666</b>	<b>12,662</b>	<b>12,660</b>	<b>12,665</b>	<b>12,659</b>	<b>12,660</b>



City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Nonresidential Trips - North of Bell Road

Table G-4

Line No	Description	Fiscal Year Ending June 30												
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017		
36	100	200	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
37	>200		33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
38	Office Space		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
39	Business Park		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
40	Light Industrial		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
41	Warehousing		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
42	Manufacturing		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Nonres. Average Weekday Trips</b>														
<b>Retail - Shopping Center</b>														
43	0	25	820	1,259	1,360	1,457	1,555	1,671	1,788	1,904	2,021	2,138	2,254	2,371
44	25	50	820	634	680	738	797	855	913	972	1,030	1,088	1,147	1,205
45	50	100	820	6,568	7,093	7,618	8,142	8,725	9,308	9,891	10,474	11,057	11,640	12,223
46	100	200	820	6,608	7,132	7,656	8,181	8,764	9,347	9,930	10,513	11,096	11,679	12,262
47	>200		820	34,483	37,213	39,953	42,693	45,744	48,795	51,846	54,897	57,947	60,998	64,049
<b>Office Space</b>														
48	0	10	710	37	42	48	54	60	66	72	78	84	90	96
49	10	25	710	385	414	444	474	510	546	582	617	653	689	725
50	25	50	710	1,394	1,505	1,613	1,721	1,840	1,960	2,080	2,200	2,320	2,440	2,560
51	50	100	710	0	0	0	0	0	0	0	0	0	0	0
52	>100		710	5,336	5,761	6,187	6,612	7,086	7,560	8,033	8,507	8,981	9,454	9,928
53	Business Park			0	0	0	0	0	0	0	0	0	0	0
54	Light Industrial			0	0	0	0	0	0	0	0	0	0	0
55	Warehousing			0	0	0	0	0	0	0	0	0	0	0
56	Manufacturing			0	0	0	0	0	0	0	0	0	0	0
57	<b>Total Nonres. Average Day Trips</b>			<b>56,704</b>	<b>61,200</b>	<b>65,714</b>	<b>70,229</b>	<b>75,255</b>	<b>80,283</b>	<b>85,310</b>	<b>90,337</b>	<b>95,364</b>	<b>100,391</b>	<b>105,419</b>
<b>Added Nonresidential Average Weekday Trips</b>														
<b>Retail - Shopping Center</b>														
58	0	25	820		101	97	98	116	117	116	117	117	116	117
59	25	50	820		46	58	59	58	58	59	58	58	59	58
60	50	100	820		525	525	524	583	583	583	583	583	583	583
61	100	200	820		524	524	525	583	583	583	583	583	583	583
62	>200		820		2,730	2,740	2,740	3,051	3,051	3,051	3,051	3,050	3,051	3,051
<b>Office Space</b>														
63	0	10	710		5	6	6	6	6	6	6	6	6	6
64	10	25	710		29	30	30	36	36	36	35	36	36	36
65	25	50	710		111	108	108	119	120	120	120	120	120	120
66	50	100	710		0	0	0	0	0	0	0	0	0	0
67	>100		710		425	426	425	474	474	473	474	474	473	474
68	Business Park				0	0	0	0	0	0	0	0	0	0
69	Light Industrial				0	0	0	0	0	0	0	0	0	0
70	Warehousing				0	0	0	0	0	0	0	0	0	0
71	Manufacturing				0	0	0	0	0	0	0	0	0	0
72	<b>Total Added Nonres Ave. Weekday Trips</b>				<b>4,496</b>	<b>4,514</b>	<b>4,515</b>	<b>5,026</b>	<b>5,028</b>	<b>5,027</b>	<b>5,027</b>	<b>5,027</b>	<b>5,027</b>	<b>5,028</b>



Line No	Description	Fiscal Year Ending June 30											
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		
36	100 200	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
37	>200	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
38	Office Space	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
39	Business Park	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
40	Light Industrial	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
41	Warehousing	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
42	Manufacturing	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Nonres. Average Weekday Trips</b>													
<b>Retail - Shopping Center</b>													
43	0 25 820	2,487	2,604	2,721	2,857	2,993	3,129	3,265	3,401	3,537	3,673	3,809	3,945
44	25 50 820	1,263	1,321	1,380	1,438	1,496	1,555	1,613	1,671	1,729	1,788	1,846	1,904
45	50 100 820	12,806	13,389	13,972	14,652	15,332	16,012	16,692	17,373	18,053	18,733	19,413	20,093
46	100 200 820	12,845	13,428	14,011	14,691	15,371	16,051	16,731	17,411	18,092	18,772	19,452	20,132
47	>200 820	67,100	70,151	73,202	76,758	80,314	83,870	87,426	90,983	94,539	98,095	101,651	105,207
<b>Office Space</b>													
48	0 10 710	102	108	114	120	126	132	138	144	150	156	162	168
49	10 25 710	761	797	833	875	917	959	1,001	1,043	1,085	1,127	1,169	1,211
50	25 50 710	2,680	2,800	2,920	3,063	3,207	3,351	3,495	3,639	3,783	3,927	4,071	4,215
51	50 100 710	0	0	0	0	0	0	0	0	0	0	0	0
52	>100 710	10,401	10,875	11,349	11,900	12,452	13,003	13,555	14,106	14,658	15,209	15,761	16,313
53	Business Park	0	0	0	0	0	0	0	0	0	0	0	0
54	Light Industrial	0	0	0	0	0	0	0	0	0	0	0	0
55	Warehousing	0	0	0	0	0	0	0	0	0	0	0	0
56	Manufacturing	0	0	0	0	0	0	0	0	0	0	0	0
57	<b>Total Nonres. Average Day Trips</b>	<b>110,445</b>	<b>115,473</b>	<b>120,502</b>	<b>126,354</b>	<b>132,208</b>	<b>138,062</b>	<b>143,916</b>	<b>149,771</b>	<b>155,626</b>	<b>161,480</b>	<b>167,334</b>	<b>173,188</b>
<b>Added Nonresidential Average Weekday Trips</b>													
<b>Retail - Shopping Center</b>													
58	0 25 820	116	117	117	136	136	136	136	136	136	136	136	136
59	25 50 820	58	58	59	58	58	59	58	58	58	58	58	59
60	50 100 820	583	583	583	680	680	680	680	681	680	680	680	680
61	100 200 820	583	583	583	680	680	680	680	680	680	681	680	680
62	>200 820	3,051	3,051	3,051	3,556	3,556	3,556	3,556	3,557	3,556	3,556	3,556	3,556
<b>Office Space</b>													
63	0 10 710	6	6	6	6	6	6	6	6	6	6	6	6
64	10 25 710	36	36	36	42	42	42	42	42	42	42	42	42
65	25 50 710	120	120	120	143	144	144	144	144	144	144	144	144
66	50 100 710	0	0	0	0	0	0	0	0	0	0	0	0
67	>100 710	473	474	474	551	552	551	552	551	552	552	551	551
68	Business Park	0	0	0	0	0	0	0	0	0	0	0	0
69	Light Industrial	0	0	0	0	0	0	0	0	0	0	0	0
70	Warehousing	0	0	0	0	0	0	0	0	0	0	0	0
71	Manufacturing	0	0	0	0	0	0	0	0	0	0	0	0
72	<b>Total Added Nonres Ave. Weekday Trips</b>	<b>5,026</b>	<b>5,028</b>	<b>5,029</b>	<b>5,852</b>	<b>5,854</b>	<b>5,854</b>	<b>5,854</b>	<b>5,855</b>	<b>5,855</b>	<b>5,855</b>	<b>5,854</b>	<b>5,854</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Residential Trips - South of Bell Road

Table G-5

Line No	Land Use	Description	Fiscal Year Ending June 30										
			2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>Dwelling Units - South of Bell Road</b>													
1	Single Family Detached		24,044	24,469	24,894	25,319	25,599	25,877	26,155	26,431	26,711	26,989	27,267
2	Single Family Attached		1,899	1,932	1,966	1,999	2,021	2,043	2,065	2,087	2,109	2,131	2,153
3	Multifamily		3,909	3,978	4,048	4,117	4,161	4,207	4,252	4,299	4,343	4,388	4,434
4	Mobile Home		2,694	2,742	2,789	2,837	2,868	2,899	2,931	2,962	2,993	3,024	3,055
5	All Other Residential		506	515	524	533	539	544	550	556	562	568	574
6	<b>Total Dwelling Units - South of Bell Road</b>		<b>33,052</b>	<b>33,636</b>	<b>34,221</b>	<b>34,805</b>	<b>35,188</b>	<b>35,570</b>	<b>35,953</b>	<b>36,335</b>	<b>36,718</b>	<b>37,100</b>	<b>37,483</b>
<b>ITE Trip Generation Factors</b>													
	<b>Ave. Weekday Vehicle Trip En</b>	<b>Land Use</b>											
7	Single Family Detached	210	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57
8	Single Family Attached	230	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86
9	Multifamily	220	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72
10	Mobile Home	240	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99
11	All Other Residential	210-240	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63
<b>ITE Trip Generation Trip Adjustment Factors</b>													
12	Single Family Detached		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
13	Single Family Attached		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
14	Multifamily		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
15	Mobile Home		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
16	All Other Residential		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Residential Average Weekday Trips</b>													
17	Single Family Detached		115,051	117,084	119,118	121,151	122,491	123,821	125,152	126,472	127,812	129,142	130,473
18	Single Family Attached		5,564	5,661	5,760	5,857	5,922	5,986	6,050	6,115	6,179	6,244	6,308
19	Multifamily		13,134	13,366	13,601	13,833	13,981	14,136	14,287	14,445	14,592	14,744	14,898
20	Mobile Home		6,722	6,841	6,959	7,078	7,156	7,233	7,313	7,390	7,468	7,545	7,622
21	All Other Residential		1,424	1,450	1,475	1,500	1,517	1,531	1,548	1,565	1,582	1,599	1,616
22	<b>Total Residential Average Day Trips</b>		<b>141,895</b>	<b>144,402</b>	<b>146,913</b>	<b>149,419</b>	<b>151,067</b>	<b>152,707</b>	<b>154,350</b>	<b>155,987</b>	<b>157,633</b>	<b>159,274</b>	<b>160,917</b>
<b>Added Adjusted Residential Average Day Trips</b>													
23	Single Family Detached			2,033	2,034	2,033	1,340	1,330	1,331	1,320	1,340	1,330	1,331
24	Single Family Attached			97	99	97	65	64	64	65	64	65	64
25	Multifamily			232	235	232	148	155	151	158	147	152	154
26	Mobile Home			119	118	119	78	77	80	77	78	77	77
27	All Other Residential			26	25	25	17	14	17	17	17	17	17
28	<b>Total Added Weekday Trips</b>			<b>2,507</b>	<b>2,511</b>	<b>2,506</b>	<b>1,648</b>	<b>1,640</b>	<b>1,643</b>	<b>1,637</b>	<b>1,646</b>	<b>1,641</b>	<b>1,643</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Residential Trips - South of Bell Ro

Table G-5

continued

Line No	Land Use	Description	Fiscal Year Ending June 30									
			2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Dwelling Units - South of Bell Road</b>												
1	Single Family Detached		27,547	27,824	28,102	28,289	28,476	28,665	28,852	29,042	29,228	29,416
2	Single Family Attached		2,175	2,197	2,219	2,234	2,249	2,263	2,278	2,293	2,308	2,323
3	Multifamily		4,478	4,524	4,569	4,600	4,631	4,661	4,692	4,721	4,753	4,783
4	Mobile Home		3,086	3,118	3,149	3,170	3,191	3,212	3,233	3,254	3,275	3,296
5	All Other Residential		579	585	591	595	599	603	607	611	615	619
6	<b>Total Dwelling Units - South of Bell Road</b>		<b>37,865</b>	<b>38,248</b>	<b>38,630</b>	<b>38,888</b>	<b>39,146</b>	<b>39,404</b>	<b>39,662</b>	<b>39,921</b>	<b>40,179</b>	<b>40,437</b>
<b>ITE Trip Generation Factors</b>												
	<b>Ave. Weekday Vehicle Trip En</b>	<b>Land Use</b>										
7	Single Family Detached	210	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57	9.57
8	Single Family Attached	230	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86	5.86
9	Multifamily	220	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72	6.72
10	Mobile Home	240	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99	4.99
11	All Other Residential	210-240	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63	5.63
<b>ITE Trip Generation Trip Adjustment Factors</b>												
12	Single Family Detached		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
13	Single Family Attached		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
14	Multifamily		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
15	Mobile Home		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
16	All Other Residential		50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Residential Average Weekday Trips</b>												
17	Single Family Detached		131,812	133,138	134,468	135,363	136,258	137,162	138,057	138,966	139,856	140,756
18	Single Family Attached		6,373	6,437	6,502	6,546	6,590	6,631	6,675	6,718	6,762	6,806
19	Multifamily		15,046	15,201	15,352	15,456	15,560	15,661	15,765	15,863	15,970	16,071
20	Mobile Home		7,700	7,779	7,857	7,909	7,962	8,014	8,066	8,119	8,171	8,224
21	All Other Residential		1,630	1,647	1,664	1,675	1,686	1,697	1,709	1,720	1,731	1,742
22	<b>Total Residential Average Day Trips</b>		<b>162,561</b>	<b>164,202</b>	<b>165,843</b>	<b>166,949</b>	<b>168,056</b>	<b>169,165</b>	<b>170,272</b>	<b>171,386</b>	<b>172,490</b>	<b>173,599</b>
<b>Added Adjusted Residential Average Day Trips</b>												
23	Single Family Detached		1,339	1,326	1,330	895	895	904	895	909	890	900
24	Single Family Attached		65	64	65	44	44	41	44	43	44	44
25	Multifamily		148	155	151	104	104	101	104	98	107	101
26	Mobile Home		78	79	78	52	53	52	52	53	52	53
27	All Other Residential		14	17	17	11	11	11	12	11	11	11
28	<b>Total Added Weekday Trips</b>		<b>1,644</b>	<b>1,641</b>	<b>1,641</b>	<b>1,106</b>	<b>1,107</b>	<b>1,109</b>	<b>1,107</b>	<b>1,114</b>	<b>1,104</b>	<b>1,109</b>



City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Nonresidential Trips - South of Bell Road

Table G-6

Line No	Description	Fiscal Year Ending June 30											
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
36	100 200	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
37	>200	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
38	Office Space	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
39	Business Park	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
40	Light Industrial	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
41	Warehousing	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
42	Manufacturing	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Nonres. Average Weekday Trips</b>													
<b>Retail - Shopping Center</b>													
43	0 25	7,637	7,754	7,870	7,987	8,064	8,142	8,220	8,298	8,375	8,453	8,531	8,531
44	25 50	18,422	18,694	18,966	19,238	19,413	19,588	19,763	19,938	20,113	20,287	20,462	20,462
45	50 100	39,778	40,361	40,944	41,527	41,896	42,265	42,635	43,004	43,373	43,742	44,112	44,112
46	100 200	29,226	29,654	30,081	30,509	30,781	31,053	31,325	31,597	31,869	32,141	32,413	32,413
47	>200	90,963	92,285	93,606	94,927	95,763	96,599	97,434	98,270	99,105	99,941	100,776	100,776
<b>Office Space</b>													
48	0 10	186	186	186	186	186	186	186	186	186	186	186	186
49	10 25	534	540	546	552	558	564	570	576	582	588	594	594
50	25 50	2,230	2,260	2,290	2,320	2,338	2,356	2,374	2,392	2,410	2,428	2,446	2,446
51	50 100	5,491	5,569	5,647	5,725	5,773	5,821	5,869	5,917	5,965	6,013	6,061	6,061
52	>100	12,500	12,679	12,859	13,039	13,153	13,267	13,381	13,495	13,609	13,723	13,836	13,836
53	Business Park	696	708	720	731	743	754	766	778	789	801	812	812
54	Light Industrial	9,674	9,814	9,953	10,093	10,180	10,267	10,354	10,441	10,528	10,615	10,702	10,702
55	Warehousing	0	0	0	0	0	0	0	0	0	0	0	0
56	Manufacturing	0	0	0	0	0	0	0	0	0	0	0	0
57	<b>Total Nonres. Average Day Trips</b>	<b>217,337</b>	<b>220,504</b>	<b>223,668</b>	<b>226,834</b>	<b>228,848</b>	<b>230,862</b>	<b>232,877</b>	<b>234,892</b>	<b>236,904</b>	<b>238,918</b>	<b>240,931</b>	<b>240,931</b>
<b>Added Nonresidential Average Weekday Trips</b>													
<b>Retail - Shopping Center</b>													
58	0 25		117	116	117	77	78	78	78	77	78	78	78
59	25 50		272	272	272	175	175	175	175	175	174	175	175
60	50 100		583	583	583	369	369	370	369	369	369	370	370
61	100 200		428	427	428	272	272	272	272	272	272	272	272
62	>200		1,322	1,321	1,321	836	836	835	836	835	836	835	835
<b>Office Space</b>													
63	0 10		0	0	0	0	0	0	0	0	0	0	0
64	10 25		6	6	6	6	6	6	6	6	6	6	6
65	25 50		30	30	30	18	18	18	18	18	18	18	18
66	50 100		78	78	78	48	48	48	48	48	48	48	48
67	>100		179	180	180	114	114	114	114	114	114	113	113
68	Business Park		12	12	11	12	11	12	12	11	12	11	11
69	Light Industrial		140	139	140	87	87	87	87	87	87	87	87
70	Warehousing		0	0	0	0	0	0	0	0	0	0	0
71	Manufacturing		0	0	0	0	0	0	0	0	0	0	0
72	<b>Total Added Nonres Ave. Weekday Trips</b>		<b>3,167</b>	<b>3,164</b>	<b>3,166</b>	<b>2,014</b>	<b>2,014</b>	<b>2,015</b>	<b>2,015</b>	<b>2,012</b>	<b>2,014</b>	<b>2,013</b>	<b>2,013</b>



City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Nonresidential Trips - South of Bell

Table G-6  
*continued*

Line No	Description	Fiscal Year Ending June 30										
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
36	100 200	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
37	>200	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%	33%
38	Office Space	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
39	Business Park	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
40	Light Industrial	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
41	Warehousing	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
42	Manufacturing	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Nonres. Average Weekday Trips</b>												
<b>Retail - Shopping Center</b>												
43	0 25	8,609	8,686	8,764	8,803	8,842	8,881	8,919	8,958	8,997	9,036	
44	25 50	20,637	20,812	20,987	21,104	21,220	21,337	21,453	21,570	21,687	21,803	
45	50 100	44,481	44,850	45,219	45,452	45,686	45,919	46,152	46,385	46,618	46,852	
46	100 200	32,685	32,957	33,229	33,404	33,579	33,754	33,929	34,104	34,279	34,454	
47	>200	101,612	102,448	103,283	103,827	104,371	104,916	105,460	106,004	106,548	107,092	
<b>Office Space</b>												
48	0 10	186	186	186	186	186	186	186	186	186	186	
49	10 25	600	605	611	617	623	629	635	641	647	653	
50	25 50	2,464	2,482	2,500	2,512	2,524	2,536	2,548	2,560	2,572	2,584	
51	50 100	6,109	6,157	6,205	6,241	6,277	6,313	6,349	6,385	6,421	6,457	
52	>100	13,950	14,064	14,178	14,256	14,334	14,412	14,490	14,568	14,646	14,724	
53	Business Park	824	836	847	847	847	847	847	847	847	847	
54	Light Industrial	10,790	10,877	10,964	11,023	11,082	11,142	11,201	11,260	11,319	11,379	
55	Warehousing	0	0	0	0	0	0	0	0	0	0	
56	Manufacturing	0	0	0	0	0	0	0	0	0	0	
57	<b>Total Nonres. Average Day Trips</b>	<b>242,947</b>	<b>244,960</b>	<b>246,973</b>	<b>248,272</b>	<b>249,571</b>	<b>250,872</b>	<b>252,169</b>	<b>253,468</b>	<b>254,767</b>	<b>256,067</b>	
<b>Added Nonresidential Average Weekday Trip:</b>												
<b>Retail - Shopping Center</b>												
58	0 25	78	77	78	39	39	39	38	39	39	39	
59	25 50	175	175	175	117	116	117	116	117	117	116	
60	50 100	369	369	369	233	234	233	233	233	233	234	
61	100 200	272	272	272	175	175	175	175	175	175	175	
62	>200	836	836	835	544	544	545	544	544	544	544	
<b>Office Space</b>												
63	0 10	0	0	0	0	0	0	0	0	0	0	
64	10 25	6	5	6	6	6	6	6	6	6	6	
65	25 50	18	18	18	12	12	12	12	12	12	12	
66	50 100	48	48	48	36	36	36	36	36	36	36	
67	>100	114	114	114	78	78	78	78	78	78	78	
68	Business Park	12	12	11	0	0	0	0	0	0	0	
69	Light Industrial	88	87	87	59	59	60	59	59	59	60	
70	Warehousing	0	0	0	0	0	0	0	0	0	0	
71	Manufacturing	0	0	0	0	0	0	0	0	0	0	
72	<b>Total Added Nonres Ave. Weekday Trips</b>	<b>2,016</b>	<b>2,013</b>	<b>2,013</b>	<b>1,299</b>	<b>1,299</b>	<b>1,301</b>	<b>1,297</b>	<b>1,299</b>	<b>1,299</b>	<b>1,300</b>	

City of Peoria, AZ  
 Development Impact Fee Study  
 Total Average Weekday Trips by Customer Class

Table G-7

Line No	Description	Fiscal Year Ending June 30										
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>Average Weekday Trips - North of Bell Road</b>												
1	Single Family Detached	96,408	103,456	110,510	117,563	126,018	134,478	142,928	151,378	159,833	168,288	176,739
2	Single Family Attached	4,662	5,002	5,344	5,684	6,094	6,502	6,912	7,319	7,729	8,137	8,547
3	Multifamily	11,004	11,814	12,617	13,427	14,391	15,352	16,320	17,284	18,248	19,216	20,180
4	Mobile Home	5,631	6,045	6,457	6,869	7,363	7,857	8,351	8,845	9,339	9,833	10,327
5	All Other Residential	1,194	1,281	1,368	1,455	1,560	1,664	1,768	1,875	1,979	2,083	2,187
6	Retail - Shopping Center	49,552	53,478	57,422	61,368	65,759	70,151	74,543	78,935	83,326	87,718	92,110
7	Office Space	7,152	7,722	8,292	8,861	9,496	10,132	10,767	11,402	12,038	12,673	13,309
8	Business Park	0	0	0	0	0	0	0	0	0	0	0
9	Light Industrial	0	0	0	0	0	0	0	0	0	0	0
10	Warehousing	0	0	0	0	0	0	0	0	0	0	0
11	Manufacturing	0	0	0	0	0	0	0	0	0	0	0
12	<b>Total Average Weekday Trips - N. of Bell Road</b>	<b>175,603</b>	<b>188,798</b>	<b>202,010</b>	<b>215,227</b>	<b>230,681</b>	<b>246,136</b>	<b>261,589</b>	<b>277,038</b>	<b>292,492</b>	<b>307,948</b>	<b>323,399</b>
<b>Average Weekday Trips - South of Bell Road</b>												
13	Single Family Detached	115,051	117,084	119,118	121,151	122,491	123,821	125,152	126,472	127,812	129,142	130,473
14	Single Family Attached	5,564	5,661	5,760	5,857	5,922	5,986	6,050	6,115	6,179	6,244	6,308
15	Multifamily	13,134	13,366	13,601	13,833	13,981	14,136	14,287	14,445	14,592	14,744	14,898
16	Mobile Home	6,722	6,841	6,959	7,078	7,156	7,233	7,313	7,390	7,468	7,545	7,622
17	All Other Residential	1,424	1,450	1,475	1,500	1,517	1,531	1,548	1,565	1,582	1,599	1,616
18	Retail - Shopping Center	186,026	188,748	191,467	194,188	195,917	197,647	199,377	201,107	202,835	204,564	206,294
19	Office Space	20,941	21,234	21,528	21,822	22,008	22,194	22,380	22,566	22,752	22,938	23,123
20	Business Park	696	708	720	731	743	754	766	778	789	801	812
21	Light Industrial	9,674	9,814	9,953	10,093	10,180	10,267	10,354	10,441	10,528	10,615	10,702
22	Warehousing	0	0	0	0	0	0	0	0	0	0	0
23	Manufacturing	0	0	0	0	0	0	0	0	0	0	0
24	<b>Total Average Weekday Trips - S. of Bell Road</b>	<b>359,232</b>	<b>364,906</b>	<b>370,581</b>	<b>376,253</b>	<b>379,915</b>	<b>383,569</b>	<b>387,227</b>	<b>390,879</b>	<b>394,537</b>	<b>398,192</b>	<b>401,848</b>
25	<b>Total Average Day Trips</b>	<b>534,835</b>	<b>553,704</b>	<b>572,591</b>	<b>591,480</b>	<b>610,596</b>	<b>629,705</b>	<b>648,816</b>	<b>667,917</b>	<b>687,029</b>	<b>706,140</b>	<b>725,247</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Total Average Weekday Trips by Customer Class

Table G-7

continued

Line No	Description	Fiscal Year Ending June 30									
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Average Weekday Trips - North of Bell Road</b>											
1	Single Family Detached	185,199	193,649	202,104	212,363	222,636	232,905	243,169	253,442	263,701	273,965
2	Single Family Attached	8,954	9,364	9,772	10,270	10,765	11,260	11,758	12,253	12,751	13,247
3	Multifamily	21,144	22,109	23,073	24,249	25,422	26,591	27,764	28,933	30,109	31,282
4	Mobile Home	10,821	11,315	11,809	12,408	13,006	13,608	14,207	14,808	15,407	16,005
5	All Other Residential	2,291	2,396	2,503	2,629	2,756	2,883	3,009	3,136	3,263	3,392
6	Retail - Shopping Center	96,501	100,893	105,286	110,396	115,506	120,617	125,727	130,839	135,950	141,061
7	Office Space	13,944	14,580	15,216	15,958	16,702	17,445	18,189	18,932	19,676	20,419
8	Business Park	0	0	0	0	0	0	0	0	0	0
9	Light Industrial	0	0	0	0	0	0	0	0	0	0
10	Warehousing	0	0	0	0	0	0	0	0	0	0
11	Manufacturing	0	0	0	0	0	0	0	0	0	0
12	<b>Total Average Weekday Trips - N. of Bell Road</b>	<b>338,854</b>	<b>354,306</b>	<b>369,763</b>	<b>388,273</b>	<b>406,793</b>	<b>425,309</b>	<b>443,823</b>	<b>462,343</b>	<b>480,857</b>	<b>499,371</b>
<b>Average Weekday Trips - South of Bell Road</b>											
13	Single Family Detached	131,812	133,138	134,468	135,363	136,258	137,162	138,057	138,966	139,856	140,756
14	Single Family Attached	6,373	6,437	6,502	6,546	6,590	6,631	6,675	6,718	6,762	6,806
15	Multifamily	15,046	15,201	15,352	15,456	15,560	15,661	15,765	15,863	15,970	16,071
16	Mobile Home	7,700	7,779	7,857	7,909	7,962	8,014	8,066	8,119	8,171	8,224
17	All Other Residential	1,630	1,647	1,664	1,675	1,686	1,697	1,709	1,720	1,731	1,742
18	Retail - Shopping Center	208,024	209,753	211,482	212,590	213,698	214,807	215,913	217,021	218,129	219,237
19	Office Space	23,309	23,494	23,680	23,812	23,944	24,076	24,208	24,340	24,472	24,604
20	Business Park	824	836	847	847	847	847	847	847	847	847
21	Light Industrial	10,790	10,877	10,964	11,023	11,082	11,142	11,201	11,260	11,319	11,379
22	Warehousing	0	0	0	0	0	0	0	0	0	0
23	Manufacturing	0	0	0	0	0	0	0	0	0	0
24	<b>Total Average Weekday Trips - S. of Bell Road</b>	<b>405,508</b>	<b>409,162</b>	<b>412,816</b>	<b>415,221</b>	<b>417,627</b>	<b>420,037</b>	<b>422,441</b>	<b>424,854</b>	<b>427,257</b>	<b>429,666</b>
25	<b>Total Average Day Trips</b>	<b>744,362</b>	<b>763,468</b>	<b>782,579</b>	<b>803,494</b>	<b>824,420</b>	<b>845,346</b>	<b>866,264</b>	<b>887,197</b>	<b>908,114</b>	<b>929,037</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Existing and Projected Arterial Vehicle Miles Traveled

Table G-8

Line No	Description	Existing	Projected	Total
<b>North of Bell Road</b>				
1	Lane Miles (a)	121.80	128.38	250.18
2	Average Day Vehicle Volume (b)	8,130	8,130	8,130
3	<b>Total VMT on Arterials - N. of Bell Road</b>	<b>990,234</b>	<b>1,043,729</b>	<b>2,033,963</b>
<b>South of Bell Road</b>				
4	Lane Miles (a)	166.90	31.09	197.99
5	Average Day Vehicle Volume (b)	8,130	8,130	8,130
6	<b>Total VMT on Arterials - S. of Bell Road</b>	<b>1,356,897</b>	<b>252,762</b>	<b>1,609,659</b>
7	<b>Total VMT</b>	<b>2,347,131</b>	<b>1,296,491</b>	<b>3,643,622</b>

(a) From City Transportation Department

(b) Based on August 2006 Transportation Needs Study - CIP Prioritization Review.

City of Peoria, AZ  
Development Impact Fee Study  
Adjusted VMT and Average Trip Length

Table G-9

Line No	Description	Average Trip Length (a) <i>miles</i>	2007 VTE (b)	2007 VMT	2007 VMT (c)	Load Factor	Actual VMT	Adjusted Length <i>miles</i>
<b>North of Bell Road</b>								
1	Single Family Detached	12.08	96,408	1,164,609		54.3%	632,408	6.56
2	Single Family Attached	12.08	4,662	56,317		54.3%	30,581	6.56
3	Multifamily	12.08	11,004	132,928		54.3%	72,183	6.56
4	Mobile Home	12.08	5,631	68,022		54.3%	36,938	6.56
5	All Other Residential	12.08	1,194	14,424		54.3%	7,832	6.56
6	Retail - Shopping Center	6.74	49,552	333,980		54.3%	181,359	3.66
7	Office Space	7.45	7,152	53,282		54.3%	28,933	4.05
8	Business Park	7.45	0	0		54.3%	0	4.05
9	Light Industrial	7.45	0	0		54.3%	0	4.05
10	Warehousing	7.45	0	0		54.3%	0	4.05
11	Manufacturing	7.45	0	0		54.3%	0	4.05
12	<b>Total North of Bell Road</b>		<b>175,603</b>	<b>1,823,563</b>	<b>990,234</b>		<b>990,234</b>	10.38
<b>South of Bell Road</b>								
13	Single Family Detached	12.08	115,051	1,389,816		42.4%	589,108	5.12
14	Single Family Attached	12.08	5,564	67,213		42.4%	28,490	5.12
15	Multifamily	12.08	13,134	158,659		42.4%	67,251	5.12
16	Mobile Home	12.08	6,722	81,202		42.4%	34,419	5.12
17	All Other Residential	12.08	1,424	17,202		42.4%	7,291	5.12
18	Retail - Shopping Center	6.74	186,026	1,253,815		42.4%	531,461	2.86
19	Office Space	7.45	20,941	156,010		42.4%	66,129	3.16
20	Business Park	7.45	696	5,185		42.4%	2,198	3.16
21	Light Industrial	7.45	9,674	72,071		42.4%	30,549	3.16
22	Warehousing	7.45	0	0		42.4%	0	3.16
23	Manufacturing	7.45	0	0		42.4%	0	3.16
24	<b>Total South of Bell Road</b>		<b>359,232</b>	<b>3,201,174</b>	<b>1,356,897</b>		<b>1,356,897</b>	8.91
25	<b>Total</b>		<b>534,835</b>	<b>5,024,737</b>	<b>2,347,131</b>		<b>2,347,131</b>	

(a) From National Household Travel Survey, Summary of Travel Trends 2001.

(b) Based on ITE calculations

(c) From Table G-8, Line 3 and Line 6.

City of Peoria, AZ  
 Development Impact Fee Study  
 Total Vehicle Miles Traveled (VMT)

Table G-10

Line No	Description	Fiscal Year Ending June 30										
		2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>Vehicle Miles Traveled - North of Bell Road</b>												
1	Single Family Detached	632,408	678,640	724,913	771,178	826,640	882,135	937,565	992,994	1,048,457	1,103,919	1,159,355
2	Single Family Attached	30,581	32,812	35,055	37,285	39,975	42,651	45,341	48,010	50,700	53,376	56,066
3	Multifamily	72,183	77,496	82,764	88,077	94,401	100,705	107,054	113,378	119,701	126,051	132,375
4	Mobile Home	36,938	39,653	42,356	45,059	48,299	51,540	54,780	58,021	61,261	64,502	67,742
5	All Other Residential	7,832	8,403	8,974	9,544	10,233	10,915	11,598	12,299	12,982	13,664	14,346
6	Retail - Shopping Center	181,359	195,728	210,163	224,605	240,676	256,750	272,825	288,899	304,970	321,045	337,119
7	Office Space	28,933	31,239	33,545	35,847	38,416	40,989	43,558	46,127	48,700	51,269	53,842
8	Business Park	0	0	0	0	0	0	0	0	0	0	0
9	Light Industrial	0	0	0	0	0	0	0	0	0	0	0
10	Warehousing	0	0	0	0	0	0	0	0	0	0	0
11	Manufacturing	0	0	0	0	0	0	0	0	0	0	0
12	<b>Total Vehicle Miles Traveled - N. of Bell Road</b>	<b>990,234</b>	<b>1,063,971</b>	<b>1,137,770</b>	<b>1,211,595</b>	<b>1,298,640</b>	<b>1,385,685</b>	<b>1,472,721</b>	<b>1,559,728</b>	<b>1,646,771</b>	<b>1,733,826</b>	<b>1,820,845</b>
<b>Vehicle Miles Traveled - South of Bell Road</b>												
13	Single Family Detached	589,108	599,518	609,933	620,343	627,204	634,014	640,829	647,588	654,450	661,260	668,075
14	Single Family Attached	28,490	28,987	29,494	29,990	30,323	30,651	30,978	31,311	31,639	31,972	32,300
15	Multifamily	67,251	68,439	69,643	70,831	71,588	72,382	73,155	73,964	74,717	75,495	76,284
16	Mobile Home	34,419	35,029	35,633	36,242	36,642	37,036	37,446	37,840	38,239	38,633	39,028
17	All Other Residential	7,291	7,425	7,553	7,681	7,768	7,839	7,926	8,013	8,100	8,188	8,275
18	Retail - Shopping Center	531,461	539,237	547,005	554,779	559,718	564,661	569,603	574,546	579,483	584,422	589,365
19	Office Space	66,129	67,054	67,983	68,911	69,498	70,086	70,673	71,260	71,848	72,435	73,019
20	Business Park	2,198	2,236	2,274	2,308	2,346	2,381	2,419	2,457	2,492	2,529	2,564
21	Light Industrial	30,549	30,991	31,430	31,872	32,147	32,422	32,697	32,971	33,246	33,521	33,795
22	Warehousing	0	0	0	0	0	0	0	0	0	0	0
23	Manufacturing	0	0	0	0	0	0	0	0	0	0	0
24	<b>Total Vehicle Miles Traveled - S. of Bell Road</b>	<b>1,356,896</b>	<b>1,378,916</b>	<b>1,400,948</b>	<b>1,422,957</b>	<b>1,437,234</b>	<b>1,451,472</b>	<b>1,465,726</b>	<b>1,479,950</b>	<b>1,494,214</b>	<b>1,508,455</b>	<b>1,522,705</b>
25	<b>Total Vehicle Miles Traveled</b>	<b>2,347,130</b>	<b>2,442,887</b>	<b>2,538,718</b>	<b>2,634,552</b>	<b>2,735,874</b>	<b>2,837,157</b>	<b>2,938,447</b>	<b>3,039,678</b>	<b>3,140,985</b>	<b>3,242,281</b>	<b>3,343,550</b>
<b>Added Vehicle Miles Traveled</b>												
26	North of Bell Road		73,737	73,799	73,825	87,045	87,045	87,036	87,007	87,043	87,055	87,019
27	South of Bell Road		22,020	22,032	22,009	14,277	14,238	14,254	14,224	14,264	14,241	14,250
28	<b>Total Added VMT</b>		<b>95,757</b>	<b>95,831</b>	<b>95,834</b>	<b>101,322</b>	<b>101,283</b>	<b>101,290</b>	<b>101,231</b>	<b>101,307</b>	<b>101,296</b>	<b>101,269</b>
			<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
29	Cumulative Added VMT North of Bell Road		73,737	147,536	221,361	308,406	395,451	482,487	569,494	656,537	743,592	830,611
30	Cumulative Added VMT South of Bell Road		22,020	44,052	66,061	80,338	94,576	108,830	123,054	137,318	151,559	165,809
31	<b>Total Cumulative VMT</b>		<b>95,757</b>	<b>191,588</b>	<b>287,422</b>	<b>388,744</b>	<b>490,027</b>	<b>591,317</b>	<b>692,548</b>	<b>793,855</b>	<b>895,151</b>	<b>996,420</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Total Vehicle Miles Traveled (VMT)

Table G-10

continued

Line No	Description	Fiscal Year Ending June 30									
		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Vehicle Miles Traveled - North of Bell Road</b>											
1	Single Family Detached	1,214,850	1,270,280	1,325,742	1,393,038	1,460,426	1,527,787	1,595,116	1,662,504	1,729,800	1,797,128
2	Single Family Attached	58,736	61,425	64,101	67,368	70,615	73,862	77,129	80,376	83,643	86,896
3	Multifamily	138,698	145,028	151,352	159,066	166,761	174,429	182,124	189,792	197,506	205,201
4	Mobile Home	70,983	74,223	77,464	81,393	85,315	89,264	93,194	97,136	101,065	104,988
5	All Other Residential	15,028	15,717	16,419	17,245	18,079	18,912	19,738	20,571	21,404	22,251
6	Retail - Shopping Center	353,190	369,265	385,343	404,046	422,748	441,454	460,156	478,866	497,572	516,278
7	Office Space	56,411	58,984	61,556	64,558	67,568	70,574	73,584	76,590	79,599	82,605
8	Business Park	0	0	0	0	0	0	0	0	0	0
9	Light Industrial	0	0	0	0	0	0	0	0	0	0
10	Warehousing	0	0	0	0	0	0	0	0	0	0
11	Manufacturing	0	0	0	0	0	0	0	0	0	0
12	<b>Total Vehicle Miles Traveled - N. of Bell Road</b>	<b>1,907,896</b>	<b>1,994,922</b>	<b>2,081,977</b>	<b>2,186,714</b>	<b>2,291,512</b>	<b>2,396,282</b>	<b>2,501,041</b>	<b>2,605,835</b>	<b>2,710,589</b>	<b>2,815,347</b>
<b>Vehicle Miles Traveled - South of Bell Road</b>											
13	Single Family Detached	674,931	681,721	688,531	693,114	697,697	702,325	706,908	711,563	716,120	720,728
14	Single Family Attached	32,632	32,960	33,293	33,518	33,743	33,953	34,179	34,399	34,624	34,849
15	Multifamily	77,042	77,835	78,609	79,141	79,674	80,191	80,723	81,225	81,773	82,290
16	Mobile Home	39,427	39,832	40,231	40,497	40,769	41,035	41,301	41,573	41,839	42,110
17	All Other Residential	8,346	8,433	8,520	8,577	8,633	8,689	8,751	8,807	8,863	8,920
18	Retail - Shopping Center	594,307	599,247	604,186	607,352	610,517	613,686	616,845	620,011	623,176	626,342
19	Office Space	73,607	74,191	74,778	75,195	75,612	76,029	76,446	76,862	77,279	77,696
20	Business Park	2,602	2,640	2,675	2,675	2,675	2,675	2,675	2,675	2,675	2,675
21	Light Industrial	34,073	34,348	34,623	34,809	34,995	35,185	35,371	35,558	35,744	35,933
22	Warehousing	0	0	0	0	0	0	0	0	0	0
23	Manufacturing	0	0	0	0	0	0	0	0	0	0
24	<b>Total Vehicle Miles Traveled - S. of Bell Road</b>	<b>1,536,967</b>	<b>1,551,207</b>	<b>1,565,446</b>	<b>1,574,878</b>	<b>1,584,315</b>	<b>1,593,768</b>	<b>1,603,199</b>	<b>1,612,673</b>	<b>1,622,093</b>	<b>1,631,543</b>
25	<b>Total Vehicle Miles Traveled</b>	<b>3,444,863</b>	<b>3,546,129</b>	<b>3,647,423</b>	<b>3,761,592</b>	<b>3,875,827</b>	<b>3,990,050</b>	<b>4,104,240</b>	<b>4,218,508</b>	<b>4,332,682</b>	<b>4,446,890</b>
<b>Added Vehicle Miles Traveled</b>											
26	North of Bell Road	87,051	87,026	87,055	104,737	104,798	104,770	104,759	104,794	104,754	104,758
27	South of Bell Road	14,262	14,240	14,239	9,432	9,437	9,453	9,431	9,474	9,420	9,450
28	<b>Total Added VMT</b>	<b>101,313</b>	<b>101,266</b>	<b>101,294</b>	<b>114,169</b>	<b>114,235</b>	<b>114,223</b>	<b>114,190</b>	<b>114,268</b>	<b>114,174</b>	<b>114,208</b>
<b>Cumulative Added VMT</b>											
29	North of Bell Road	917,662	1,004,688	1,091,743	1,196,480	1,301,278	1,406,048	1,510,807	1,615,601	1,720,355	1,825,113
30	South of Bell Road	180,071	194,311	208,550	217,982	227,419	236,872	246,303	255,777	265,197	274,647
31	<b>Total Cumulative VMT</b>	<b>1,097,733</b>	<b>1,198,999</b>	<b>1,300,293</b>	<b>1,414,462</b>	<b>1,528,697</b>	<b>1,642,920</b>	<b>1,757,110</b>	<b>1,871,378</b>	<b>1,985,552</b>	<b>2,099,760</b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Transportation Infrastructure Improvement Plan - North of Bell Road

Table G-11

Line No	Functional Description	Description (a, b, c, d)	Fiscal Period Ending June 30										Total 2008-2017
			2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
1	ROAD	Streets - ROW (a, c)	3,759,000	0	0	24,880,310	48,031,466	2,673,792	15,660,190	27,203,134	5,359,200	5,868,450	133,435,542
2	ROAD	Streets - Improvements (a, b)	27,677,812	0	0	11,611,439	18,956,530	11,135,693	8,669,686	16,052,458	6,986,658	2,646,307	103,736,582
3	INT	Intersections - ROW (a, c)	0	0	0	0	888,620	0	0	1,198,000	0	1,489,000	3,575,620
4	INT	Intersections - Improvements (a, b)	0	0	0	0	576,000	0	0	2,460,000	0	4,050,000	7,086,000
5	INT	Intersections - Traffic Signals (a)	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	600,000	6,000,000
6	STR	Box Culvert Widening (a)	207,785	207,785	207,785	207,785	207,785	207,785	207,785	207,785	207,785	207,785	2,077,852
7	STR	New Box Culverts (a)	41,260	41,260	41,260	41,260	41,260	41,260	41,260	41,260	41,260	41,260	412,604
8	STR	Pedestrian Overpass (a)	0	0	0	0	0	0	0	0	0	0	0
9	STR	New Bridges (a)	1,750,064	1,750,064	1,750,064	1,750,064	1,750,064	1,750,064	1,750,064	1,750,064	1,750,064	1,750,064	17,500,642
10	ROAD	Vehicles (a)	194,451	194,451	194,451	194,451	194,451	194,451	194,451	194,451	194,451	194,451	1,944,510
11	CREDIT	Credits	850,000	850,000	0	0	0	0	0	0	0	0	1,700,000
12	STUDY	Plan Development and Administration	81,358	0	0	0	0	0	0	0	0	0	81,358
13		<b>Total IIP - North of Bell Road</b>	<b>35,161,730</b>	<b>3,643,561</b>	<b>2,793,561</b>	<b>39,285,310</b>	<b>71,246,177</b>	<b>16,603,046</b>	<b>27,123,436</b>	<b>49,707,152</b>	<b>15,139,419</b>	<b>16,847,318</b>	<b>277,550,710</b>
14		<b>Total IIP with Inflation</b>	<b>35,161,730</b>	<b>3,789,303</b>	<b>3,021,515</b>	<b>44,190,631</b>	<b>83,347,950</b>	<b>20,200,144</b>	<b>34,319,800</b>	<b>65,411,221</b>	<b>20,719,340</b>	<b>23,978,986</b>	<b>334,140,620</b>

(a) Excludes developer road improvement contributions

(b) Excludes pass-thru lane costs.

(c) Include full build-out ROW costs. Credit for ROW will be applied based on City's current policies.

City of Peoria, AZ  
 Development Impact Fee Study  
 Summarized IIP  
 North of Bell Road

Table G-12

Line No	Functional Description	Description	Proposed Fee
			\$
1	ROAD	Streets - ROW and Improvements	239,116,634
2		Added VMT Capacity	1,043,729
3		<b>Cost per VMT - North of Bell Road</b>	<b>\$229.10</b>
	INT	Intersections - ROW and Improvements	16,661,620
4		Added VMT Capacity	1,043,729
5		<b>Cost per VMT - North of Bell Road</b>	<b>\$15.96</b>
6	STR	Structures	19,991,098
7		Added VMT Capacity	1,043,729
8		<b>Cost per VMT - North of Bell Road</b>	<b>\$19.15</b>
9	CREDIT	Credits	1,700,000
10		Added VMT Capacity	1,043,729
11		<b>Cost per VMT - North of Bell Road</b>	<b>\$1.63</b>
12	STUDY	DIF Study	81,358
13		Added VMT Capacity	1,043,729
14		<b>Cost per VMT</b>	<b>\$0.08</b>
15		<b>Total Cost - North of Bell Road</b>	<b><u><u>\$275,850,710</u></u></b>
16		<b>Cost per VMT - North of Bell Road</b>	<b><u><u>\$265.92</u></u></b>

City of Peoria, AZ  
 Development Impact Fee Study  
 Transportation Infrastructure Improvement Plan - South of Bell Road

Table G-13

Line No	Functional Description	Description	Fiscal Year Ending June 30								Total 2008-2017		
			2008	2009	2010	2011	2012	2013	2014	2015		2016	2017
			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
1	ROAD	Streets - ROW (a, c)	0	0	0	2,524,650	1,293,600	0	3,782,520	0	753,270	3,554,496	11,908,536
2	ROAD	Streets - Improvements (a, b)	250,000	0	0	8,571,601	3,018,124	0	4,724,944	0	780,000	6,431,759	23,776,428
3	INT	Intersections - ROW (a, c)	0	0	0	0	0	0	0	0	0	0	0
4	INT	Intersections - Improvements (a, b)	0	0	0	0	0	0	0	0	0	0	0
5	INT	Intersections - Traffic Signals (a)	0	0	0	0	0	0	0	0	0	0	0
6	STR	Box Culvert Widening (a)	0	0	0	0	0	0	0	0	0	0	0
7	STR	Bridge Widening (a)	164,966	164,966	164,966	164,966	164,966	164,966	164,966	164,966	164,966	164,966	1,649,659
8	STR	New Box Culverts (a)	0	0	0	0	0	0	0	0	0	0	0
9	STR	Pedestrian Overpass (a)	0	0	0	0	0	0	0	0	0	0	0
10	STR	New Bridges (a)	0	0	0	0	0	0	0	0	0	0	0
11	ROAD	Vehicles (a)	37,038	37,038	37,038	37,038	37,038	37,038	37,038	37,038	37,038	37,038	370,380
12	CREDIT	Credits	250,000	250,000	0	0	0	0	0	0	0	0	500,000
13	STUDY	Plan Development and Administration	11,093	0	0	0	0	0	0	0	0	0	11,093
14		<b>Total IIP - South of Bell Road</b>	<b>713,097</b>	<b>452,004</b>	<b>202,004</b>	<b>11,298,255</b>	<b>4,513,728</b>	<b>202,004</b>	<b>8,709,468</b>	<b>202,004</b>	<b>1,735,274</b>	<b>10,188,259</b>	<b>38,216,095</b>
15		<b>Total IIP with Inflation</b>	<b>713,097</b>	<b>470,084</b>	<b>218,487</b>	<b>12,709,000</b>	<b>5,280,423</b>	<b>245,769</b>	<b>11,020,255</b>	<b>265,823</b>	<b>2,374,842</b>	<b>14,501,069</b>	<b>47,798,849</b>

(a) Excludes developer road improvement contributions

(b) Excludes pass-thru lane costs.

(c) Include full build-out ROW costs. Credit for ROW will be applied based on City's current policies.

City of Peoria, AZ  
 Development Impact Fee Study  
 Summarized IIP  
 South of Bell Road

Table G-14

Line No		Description	Proposed Fee	
				\$
1	ROAD	Streets - ROW and Improvements	36,055,344	
2		Added VMT Capacity	252,762	
3		<b>Cost per VMT - South of Bell Road</b>		<b>\$142.65</b>
4	INT	Intersections - ROW and Improvements	0	
5		Added VMT Capacity	252,762	
6		<b>Cost per VMT - South of Bell Road</b>		<b>\$0.00</b>
7	STR	Structures	1,649,659	
8		Added VMT Capacity	252,762	
9		<b>Cost per VMT - South of Bell Road</b>		<b>\$6.53</b>
10	CREDIT	Credits	500,000	
11		Added VMT Capacity	252,762	
12		<b>Cost per VMT - South of Bell Road</b>		<b>\$1.98</b>
11	STUDY	DIF Study	11,093	
13		Added VMT Capacity	252,762	
14		<b>Cost per VMT</b>		<b>\$0.04</b>
15		<b>Total Cost - South of Bell Road</b>	<b>\$37,716,095</b>	
16		<b>Cost per VMT - South of Bell Road</b>		<b>\$151.20</b>

City of Peoria, AZ  
Development Impact Fee Study  
Development of Transportation Impact Fee - Streets and Structures  
North of Bell Road

Table G-15

Line No.	Land Use	Description	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
			Ave Day VTE	Trip Adjustment Factors	Average Trip Length	Average VMT	Streets and Structures (a) IIP Cost	Debt Carrying Cost	Less: Beginning Balances	Total Cost \$ per VMT	Cost per Unit	
						(a) * (b) * (c)	\$ per VMT	\$ per VMT	\$ per VMT	(e)+(f)+(g)	(d) * (h)	
<b>Weekday Average VTE (per Dwelling Unit)</b>												
1	210	Single Family Detached	9.57	50%	6.56	31.39	\$249.96	\$0.00	(\$5.19)	\$244.77	\$7,683	
2	220	Single Family Attached	5.86	50%	6.56	19.22	\$249.96	\$0.00	(\$5.19)	\$244.77	\$4,704	
3	230	Multifamily	6.72	50%	6.56	22.04	\$249.96	\$0.00	(\$5.19)	\$244.77	\$5,395	
4	240	Mobile Home	4.99	50%	6.56	16.37	\$249.96	\$0.00	(\$5.19)	\$244.77	\$4,007	
5	225	All Other Residential	5.63	50%	6.56	18.47	\$249.96	\$0.00	(\$5.19)	\$244.77	\$4,521	
<b>Weekday Average VTE (per Ksq ft)</b>												
Retail - Shopping Center												
6	820	0	25	59.39	33%	3.66	71.12	\$249.96	\$0.00	(\$5.19)	\$244.77	\$17,408
7	820	25	50	59.39	33%	3.66	71.12	\$249.96	\$0.00	(\$5.19)	\$244.77	\$17,408
8	820	50	100	59.39	33%	3.66	71.12	\$249.96	\$0.00	(\$5.19)	\$244.77	\$17,408
9	820	100	200	59.39	33%	3.66	71.12	\$249.96	\$0.00	(\$5.19)	\$244.77	\$17,408
10	820		>200	59.39	33%	3.66	71.12	\$249.96	\$0.00	(\$5.19)	\$244.77	\$17,408
Office Space												
11	710	0	10	11.99	50%	4.05	24.25	\$249.96	\$0.00	(\$5.19)	\$244.77	\$5,936
12	710	10	25	11.99	50%	4.05	24.25	\$249.96	\$0.00	(\$5.19)	\$244.77	\$5,936
13	710	25	50	11.99	50%	4.05	24.25	\$249.96	\$0.00	(\$5.19)	\$244.77	\$5,936
14	710	50	100	11.99	50%	4.05	24.25	\$249.96	\$0.00	(\$5.19)	\$244.77	\$5,936
15	710		>100	11.99	50%	4.05	24.25	\$249.96	\$0.00	(\$5.19)	\$244.77	\$5,936
16	770	Business Park		23.21	50%	4.05	46.95	\$249.96	\$0.00	(\$5.19)	\$244.77	\$11,492
17	110	Light Industrial		6.97	50%	4.05	14.10	\$249.96	\$0.00	(\$5.19)	\$244.77	\$3,451
18	140	Warehousing		4.96	50%	4.05	10.03	\$249.96	\$0.00	(\$5.19)	\$244.77	\$2,455
19	150	Manufacturing		3.82	50%	4.05	7.73	\$249.96	\$0.00	(\$5.19)	\$244.77	\$1,892

(a) Includes streets, structures, credits, and study IIP costs.

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Transportation Impact Fee - Intersections  
 North of Bell Road

Table G-16

Line No.	Land Use	Description	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
			Ave Day VTE	Trip Adjustment Factors	Average Trip Length	Average VMT	Intersections IIP Cost	Debt Carrying Cost	Less: Beginning Balances	Total Cost \$ per VMT	Cost per Unit	
						(a) * (b) * (c)	\$ per VMT	\$ per VMT	\$ per VMT	(e)+(f)+(g)	(d) * (h)	
<b>Weekday Average VTE (per Dwelling Unit)</b>												
1	210	Single Family Detached	9.57	50%	6.56	31.39	\$15.96	\$0.00	(\$0.75)	\$15.21	\$477	
2	220	Single Family Attached	5.86	50%	6.56	19.22	\$15.96	\$0.00	(\$0.75)	\$15.21	\$292	
3	230	Multifamily	6.72	50%	6.56	22.04	\$15.96	\$0.00	(\$0.75)	\$15.21	\$335	
4	240	Mobile Home	4.99	50%	6.56	16.37	\$15.96	\$0.00	(\$0.75)	\$15.21	\$249	
5	225	All Other Residential	5.63	50%	6.56	18.47	\$15.96	\$0.00	(\$0.75)	\$15.21	\$281	
<b>Weekday Average VTE (per Ksq ft)</b>												
Retail - Shopping Center												
6	820	0	25	59.39	33%	3.66	71.12	\$15.96	\$0.00	(\$0.75)	\$15.21	\$1,082
7	820	25	50	59.39	33%	3.66	71.12	\$15.96	\$0.00	(\$0.75)	\$15.21	\$1,082
8	820	50	100	59.39	33%	3.66	71.12	\$15.96	\$0.00	(\$0.75)	\$15.21	\$1,082
9	820	100	200	59.39	33%	3.66	71.12	\$15.96	\$0.00	(\$0.75)	\$15.21	\$1,082
10	820	0	>200	59.39	33%	3.66	71.12	\$15.96	\$0.00	(\$0.75)	\$15.21	\$1,082
Office Space												
11	710	0	10	11.99	50%	4.05	24.25	\$15.96	\$0.00	(\$0.75)	\$15.21	\$369
12	710	10	25	11.99	50%	4.05	24.25	\$15.96	\$0.00	(\$0.75)	\$15.21	\$369
13	710	25	50	11.99	50%	4.05	24.25	\$15.96	\$0.00	(\$0.75)	\$15.21	\$369
14	710	50	100	11.99	50%	4.05	24.25	\$15.96	\$0.00	(\$0.75)	\$15.21	\$369
15	710	0	>100	11.99	50%	4.05	24.25	\$15.96	\$0.00	(\$0.75)	\$15.21	\$369
16	770	Business Park		23.21	50%	4.05	46.95	\$15.96	\$0.00	(\$0.75)	\$15.21	\$714
17	110	Light Industrial		6.97	50%	4.05	14.10	\$15.96	\$0.00	(\$0.75)	\$15.21	\$214
18	140	Warehousing		4.96	50%	4.05	10.03	\$15.96	\$0.00	(\$0.75)	\$15.21	\$153
19	150	Manufacturing		3.82	50%	4.05	7.73	\$15.96	\$0.00	(\$0.75)	\$15.21	\$118

City of Peoria, AZ  
 Development Impact Fee Study  
 Development of Transportation Impact Fee  
 South of Bell Road

Table G-17

Line No.	Land Use	Description	Ave Day VTE	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
				Trip Adjustment Factors	Average Trip Length	Average VMT	All Facilities IIP Cost	Debt Carrying Cost	Less: Beginning Balances	Total Cost \$ per VMT	Cost per Unit	
						(a) * (b) * (c)	\$ per VMT	\$ per VMT	\$ per VMT	(e)+(f)+(g)	(d) * (h)	
<b>Weekday Average VTE (per Dwelling Unit)</b>												
1	210	Single Family Detached	9.57	50%	5.12	24.50	\$151.20	\$0.00	(\$6.76)	\$144.44	\$3,539	
2	220	Single Family Attached	5.86	50%	5.12	15.00	\$151.20	\$0.00	(\$6.76)	\$144.44	\$2,167	
3	230	Multifamily	6.72	50%	5.12	17.20	\$151.20	\$0.00	(\$6.76)	\$144.44	\$2,484	
4	240	Mobile Home	4.99	50%	5.12	12.77	\$151.20	\$0.00	(\$6.76)	\$144.44	\$1,844	
5	225	All Other Residential	5.63	50%	5.12	14.41	\$151.20	\$0.00	(\$6.76)	\$144.44	\$2,081	
<b>Weekday Average VTE (per Ksq ft)</b>												
Comm/Shopping Center												
6	820	0	25	59.39	33%	2.86	55.58	\$151.20	\$0.00	(\$6.76)	\$144.44	\$8,028
7	820	25	50	59.39	33%	2.86	55.58	\$151.20	\$0.00	(\$6.76)	\$144.44	\$8,028
8	820	50	100	59.39	33%	2.86	55.58	\$151.20	\$0.00	(\$6.76)	\$144.44	\$8,028
9	820	100	200	59.39	33%	2.86	55.58	\$151.20	\$0.00	(\$6.76)	\$144.44	\$8,028
10	820	>200		59.39	33%	2.86	55.58	\$151.20	\$0.00	(\$6.76)	\$144.44	\$8,028
Office Space												
11	710	0	10	11.99	50%	3.16	18.94	\$151.20	\$0.00	(\$6.76)	\$144.44	\$2,736
12	710	10	25	11.99	50%	3.16	18.94	\$151.20	\$0.00	(\$6.76)	\$144.44	\$2,736
13	710	25	50	11.99	50%	3.16	18.94	\$151.20	\$0.00	(\$6.76)	\$144.44	\$2,736
14	710	50	100	11.99	50%	3.16	18.94	\$151.20	\$0.00	(\$6.76)	\$144.44	\$2,736
15	710	>100		11.99	50%	3.16	18.94	\$151.20	\$0.00	(\$6.76)	\$144.44	\$2,736
16	770	Business Park		23.21	50%	3.16	36.67	\$151.20	\$0.00	(\$6.76)	\$144.44	\$5,297
17	110	Light Industrial		6.97	50%	3.16	11.01	\$151.20	\$0.00	(\$6.76)	\$144.44	\$1,590
18	140	Warehousing		4.96	50%	3.16	7.84	\$151.20	\$0.00	(\$6.76)	\$144.44	\$1,132
19	150	Manufacturing		3.82	50%	3.16	6.04	\$151.20	\$0.00	(\$6.76)	\$144.44	\$872



**City of Peoria**  
Development Impact Fee Study

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# **Appendix H – Memorandum Fee Differentials**





## MEMORANDUM

**To:** Katie Gregory  
Development Fee Coordinator  
City of Peoria, AZ

**Date:** October 30, 2007

**From:** Red Oak Consulting

**Re:** Fee Differentials

This memorandum is to serve as an explanation as to why Red Oak Consulting does not have a fee differential between single-family and multi-family units for police, fire and general government fees.

In order to support a fee differential, Red Oak would prefer to rely upon some level of objective, statistical data to support whether there was a difference in the demand or level of service provided to these two types of households. It is Red Oak's position that without data to support demand levels, the Police and Fire Department provide the same level of service of police and fire protection whether you have one person in a single family home or six, and the same with multi-family homes. The City has built police substations, fire stations, vehicles and equipment to meet the needs of the entire City in order to be ready to serve whether or not you ever have a fire or medical call, or have the need for a police officer. This city-wide system of fire and police protection is there when you need it. The same would hold true for projection of general government administrative services. The capital costs that are included in the infrastructure improvement plan used in the fee calculations are needed to continue to provide these services to new development. With the information that Red Oak received from the City, we found no data to support that there is a lesser burden placed on the demand for police, fire or general government services strictly because there were more or less people in the household.

However, due to the history of Peoria implementing a differential between multi-family and single family fees since 1993, and the desire of the City to look at the fees, if the City used persons per household (PPH) in the calculation a fee differential could be determined. At the City's request, Red Oak has recalculated the Police, Fire, and General Government Fees for consideration by the Mayor and Council using the following methodology.

Land use allocations for the next ten years are projected to be at 83% for residential and 17% for non-residential. This percentage is then applied to the total IIP costs projected for the next 10 years, and then divided by the incremental population growth to 2017, which is projected to be 63,164. The per

capita cost is then multiplied by the PPH of 2.72 for single-family and 1.87 for multi-family to calculate the fee per dwelling unit.

Based on the revised calculation incorporating PPH, here is the revised fee schedule for Police, Fire and General Government:

Law/Police

Residential, Single Family per Dwelling Unit - \$452, Multi-Family per Dwelling Unit \$311, Commercial remains the same.

Fire

Residential, Single Family per Dwelling Unit - \$683, Multi-Family per Dwelling Unit \$470, Commercial remains the same.

General Government

Residential, Single Family per Dwelling Unit - \$567, Multi-Family per Dwelling Unit \$390, Commercial remains the same.

If you have any questions or need additional information, please let us know.