

City of Hailey

COMMUNITY DEVELOPMENT DEPARTMENT

115 MAIN STREET SOUTH
HAILEY, IDAHO 83333

Zoning, Subdivision, Building and Business Permitting and Community Planning Services

(208) 788-9815
Fax: (208) 788-2924

DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE

AGENDA

Thursday, May 13, 2020

Hailey City Hall

5:30 p.m.

From your computer, tablet or smartphone: <https://www.gotomeet.me/CityofHaileyPZ>

Via One-touch dial in by phone: <tel:+15713173122,,506287589#>

Dial in by phone: United States: +1 (571) 317-3122 Access Code: 506-287-589

Call to Order

Public Hearing

PH 1 Continuation of the five-year update to the Development Impact Fee Ordinance to consider land use assumptions, level of service and facility needs, capital improvements plan; review of cost allocation alternatives for each Development Impact Fee; review of above with consultant. **ACTION ITEM.**

Any and all interested persons are invited to attend this public hearing using telecommunication devices or submit written comments or direct questions to the Community Development Assistant at 115 South Main Street, Hailey, Idaho 83333, or planning@haileycityhall.org. For special accommodations or to participate in the noticed meeting, please contact the City Clerk 208.788.4221.

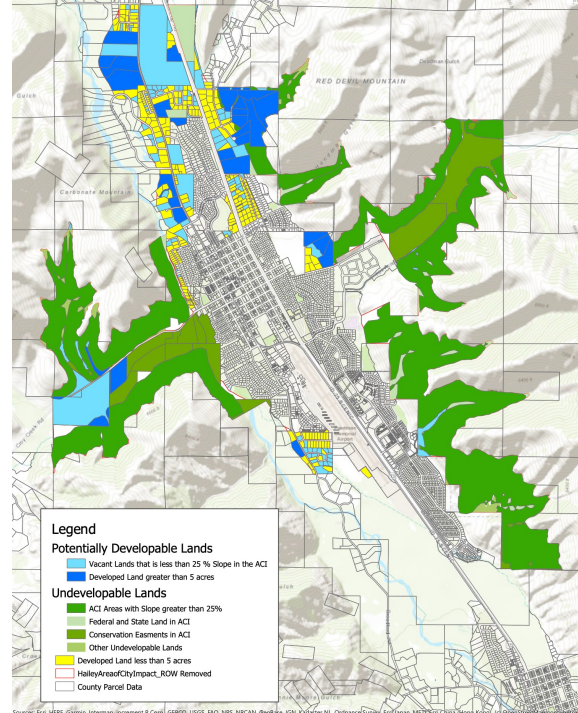
City of Hailey ID

Impact Fee Advisory Committee

Meeting 2

May 13, 2021

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Revised Land Use Assumptions

- Impact Fee Advisory Committee recommended increasing projected annual growth rate from 2.0 to 2.5% (Figures A1 and A5)
- More detailed analysis of demographic multipliers by residential unit size (Figures A6, A7, and A8)
- Changed Industrial prototype from Light Industrial to Manufacturing (Figures A1, A3, A4, and A5)
- Changed Institutional prototype from Elementary to High School (Figures A1, A3, A4, and A5)

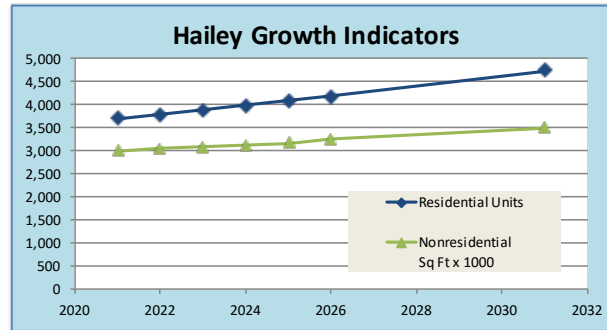
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Revised Hailey Growth Indicators

	Year							2021 to 2026 Average Annual	
	2021	2022	2023	2024	2025	2026	2031	Increase	Compound Growth Rate
Residential Units	3,696	3,788	3,883	3,980	4,080	4,182	4,731	97	2.5%
Nonresidential Sq Ft x 1000	2,990	3,040	3,080	3,120	3,170	3,240	3,500	50	1.6%



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Revised Nonresidential Prototypes

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit*	Wkdy Trip Ends Per Employee *	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.96	3.05	1.63	613
140	Manufacturing	1,000 Sq Ft	3.93	2.47	1.59	629
150	Warehousing	1,000 Sq Ft	1.74	5.05	0.34	2,941
520	Elementary School	1,000 Sq Ft	19.52	21.00	0.93	1,075
530	High School	1,000 Sq Ft	14.07	22.25	0.63	1,587
610	Hospital	1,000 Sq Ft	10.72	3.79	2.83	353
620	Nursing Home	1,000 Sq Ft	6.64	2.91	2.28	439
710	General Office	1,000 Sq Ft	9.74	3.28	2.97	337
760	Research & Dev Center	1,000 Sq Ft	11.26	3.29	3.42	292
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.75	16.11	2.34	427
857	Discount Club	1,000 Sq Ft	41.80	32.21	1.30	769

* Trip Generation, Institute of Transportation Engineers, 10th Edition (2017).

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Residential Demand Indicators by Unit Size

2019 Public Use Microdata Sample (PUMS)								
Bedroom Range	Persons (1)	Vehicles Available (1)	Housing Units (1)	Hailey Hsg Mix	Unadjusted Persons/HU	Adjusted Persons/HU (2)	Unadjusted VehAvl/HU	Adjusted VehAvl/HU (2)
0	38	30	42	1%	0.90	1.06	0.71	0.57
1	159	153	167	6%	0.95	1.12	0.92	0.73
2	1,051	868	683	23%	1.54	1.81	1.27	1.01
3	2,990	2,647	1,357	47%	2.20	2.59	1.95	1.56
4	1,423	1,115	513	18%	2.77	3.26	2.17	1.73
5+	461	359	149	5%	3.09	3.63	2.41	1.92
Total	6,122	5,172	2,911		2.10	2.47	1.78	1.42

National Averages (ITE 2017)							
ITE Code	AWVTE per Person	AWVTE per Veh Avl	AWVTE per Dwelling Unit	Hailey Hsg Mix		Persons per Housing Unit	Veh Avl per Housing Unit
220 & 221 MF	1.84	5.10	5.44	35%		2.96	1.07
210 SFD	2.65	6.36	9.44	65%		3.56	1.48
Wgtd Avg	2.37	5.92	8.05			3.35	1.34

AWVTE per Housing Unit by Bedroom Range				
Bedroom Range	AWVTE per Housing Unit Based on Persons (3)	AWVTE per Housing Unit Based on Veh Avl (4)	AWVTE per Housing Unit (5)	
0	2.51	3.37	2.94	
1	2.65	4.32	3.49	
2	4.29	5.98	5.14	
3	6.14	9.24	7.69	
4	7.73	10.24	8.99	
5+	8.60	11.37	9.99	
Total	5.85	8.41	7.13	

(1) American Community Survey (ACS), Public Use Microdata Sample for AIDPUMA 1000 (2019 Five-Year unweighted data).

(2) Adjusted multipliers are scaled to make the average PUMS values match control totals for Hailey. Vehicles Available is from table B25046, ACS 2019 5-year data.

(3) Adjusted persons per household multiplied by national weighted average trip rate per person.

(4) Adjusted vehicles available per household multiplied by national weighted average trip rate per vehicle available.

(5) Average of trip rates based on persons and vehicles available per household.

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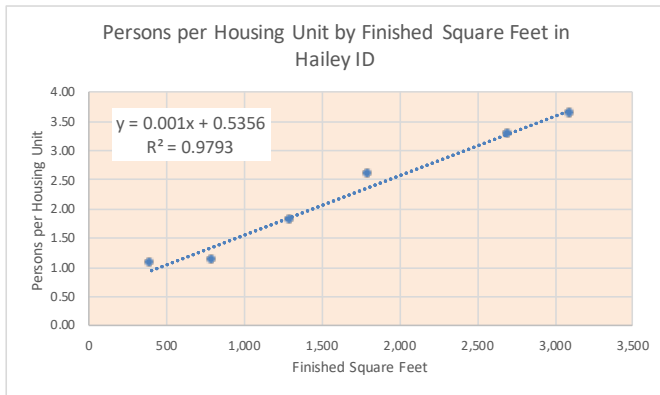
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Average Number of Persons by Unit Size

Blaine County property database is the source for average square feet of dwellings. Average persons per housing unit is from 2019 ACS PUMS for the PUMA that includes Hailey.

Actual Averages per Hsg Unit			Trend Line Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0	400	1.06	600 or less	1.14
1	800	1.12	601 to 1000	1.54
2	1,300	1.81	1001 to 1400	1.94
3	1,800	2.59	1401 to 1800	2.34
4	2,700	3.26	1801 to 2200	2.74
5+	3,100	3.63	2201 to 2600	3.14
			2601 to 3000	3.54
			3001 or more	3.94



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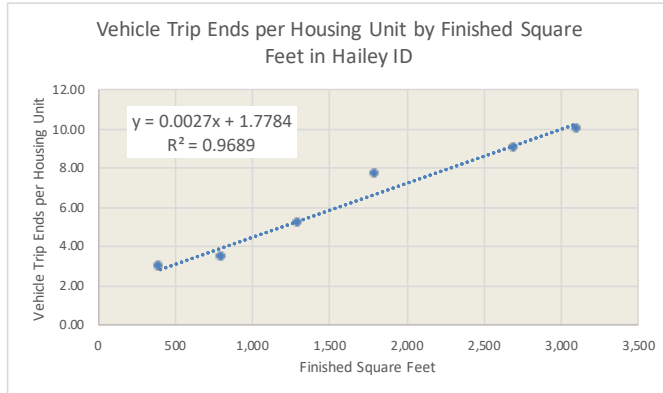
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Average Weekday Vehicle Trip Ends (AWVTE) by Unit Size

Blaine County property database is the source for average square feet of dwellings. Average persons per housing unit is from 2019 ACS PUMS for the PUMA that includes Hailey.

Actual Averages per Hsg Unit			Trend Line Values	
Bedrooms	Square Feet	AWVTE	Sq Ft Range	Trip Ends
0	400	2.94	600 or less	3.40
1	800	3.49	601 to 1000	4.48
2	1,300	5.14	1001 to 1400	5.56
3	1,800	7.69	1401 to 1800	6.64
4	2,700	8.99	1801 to 2200	7.72
5+	3,100	9.99	2201 to 2600	8.80
			2601 to 3000	9.88
			3001 or more	10.96



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Preliminary DIF Summary

Citywide Service Area	Parks and Paths	Fire	Streets	CIP	Proposed Total	Current Fee	Increase / (Decrease)	% Change
Residential (per dwelling unit) by Finished Square Feet								
600 or less	\$543	\$109	\$951	\$7	\$1,610	\$881	\$729	83%
601 to 1000	\$734	\$147	\$1,254	\$10	\$2,145	\$881	\$1,264	143%
1001 to 1400	\$925	\$186	\$1,556	\$13	\$2,680	\$1,486	\$1,194	80%
1401 to 1800	\$1,116	\$224	\$1,858	\$16	\$3,214	\$1,893	\$1,321	70%
1801 to 2200	\$1,306	\$263	\$2,161	\$19	\$3,749	\$1,893	\$1,856	98%
2201 to 2600	\$1,497	\$301	\$2,463	\$21	\$4,282	\$2,202	\$2,080	94%
2601 to 3000	\$1,688	\$339	\$2,765	\$24	\$4,816	\$2,375	\$2,441	103%
3001 or more	\$1,879	\$378	\$3,068	\$27	\$5,352	\$2,375	\$2,977	125%
Nonresidential (per 1,000 Square Feet of Floor Area)								
Industrial	\$0	\$170	\$736	\$12	\$918	\$918	\$0	0%
Commercial	\$0	\$250	\$2,839	\$18	\$3,107	\$2,313	\$794	34%
Institutional	\$0	\$67	\$1,740	\$5	\$1,812	\$953	\$859	90%
Office & Other Services	\$0	\$317	\$1,825	\$23	\$2,165	\$1,400	\$765	55%

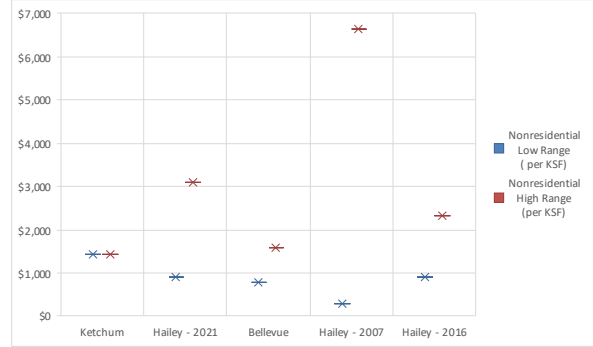
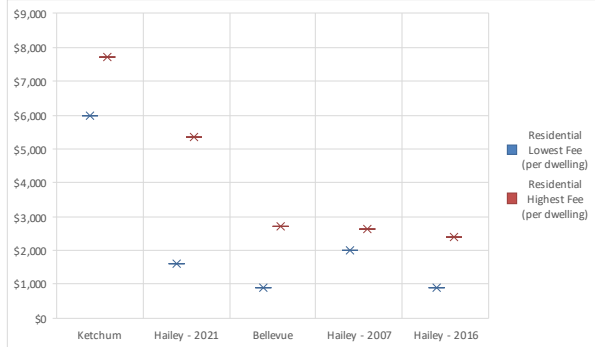
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Impact Fee Comparison

City	Types of Infrastructure Excluding Utilities	Residential Size Thresholds	Residential Lowest Fee (per dwelling)	Residential Highest Fee (per dwelling)	Nonresidential Categories	Nonresidential Low Range (per KSF)	Nonresidential High Range (per KSF)
Ketchum	4	2 types	\$5,976	\$7,735	1	\$1,444	\$1,444
Hailey - 2021	4	8	\$1,610	\$5,352	4	\$918	\$3,107
Bellevue	8	5	\$908	\$2,724	3	\$794	\$1,583
Hailey - 2007	5	2 types	\$2,010	\$2,629	16	\$280	\$6,640
Hailey - 2016	4	5	\$881	\$2,375	4	\$918	\$2,313



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Revised CIP for Parks and Paths

Description	Year 1-5	Year 6-10	Total Cost	Impact Fee Share*	Impact Fee Funding
Park Play Structure Expansions		\$350,000	\$350,000	22%	\$77,000
Balmoral Scooter Park Improvements	\$250,000		\$250,000	22%	\$55,000
Greenway Master Plan Projects	\$200,000		\$200,000	22%	\$44,000
Croy Canyon Road Side Path Grant Match	\$150,000		\$150,000	22%	\$33,000
Restrooms at Lions Park		\$100,000	\$100,000	22%	\$22,000
Heagle Park Pavilion		\$100,000	\$100,000	22%	\$22,000
Road and Parking Improvements at Lions Park		\$50,000	\$50,000	22%	\$11,000
East Croy Pathway TAP Match	\$47,696		\$47,696	22%	\$10,493
Subtotal =>	\$647,696	\$600,000	\$1,247,696		\$274,493
Town Square - Land Acquisition*	\$1,600,000		\$1,600,000	39%	\$624,000
Town Square - Construction*		\$1,600,000	\$1,600,000	39%	\$624,000
Campground - Land acquisition*	\$1,500,000		\$1,500,000	39%	\$585,000
Campground - Construction Cost*		\$834,560	\$834,560	39%	\$325,478
Subtotal =>	\$3,100,000	\$2,434,560	\$5,534,560		\$2,158,478
TOTAL	\$3,747,696	\$3,034,560	\$6,782,256	36%	\$2,432,971
Funding from Other Revenue Sources =>			\$4,349,285		
Share from Other Sources =>			64%		

Growth share in previous study was 31%

* Projects funded by impact fees over 20 years have a larger growth share based on projected population.

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Preliminary DIF for Parks and Paths

Input Variables	Paid Over		Total	
	10 Years	20 Years		
Growth Cost of CIP =>	\$274,493	\$2,158,478	\$2,432,971	
Residential Share	100%	100%		
Additional Service Units (population)	2,557	5,830		
Cost per Person	\$107	\$370	\$477	
Residential (per housing unit)				
Finished Square Feet	Persons per Hsg Unit	Proposed Fee	Current Fee	Increase / (Decrease)
600 or less	1.14	\$543	\$92	\$451
601 to 1000	1.54	\$734	\$92	\$642
1001 to 1400	1.94	\$925	\$171	\$754
1401 to 1800	2.34	\$1,116	\$225	\$891
1801 to 2200	2.74	\$1,306	\$225	\$1,081
2201 to 2600	3.14	\$1,497	\$265	\$1,232
2601 to 3000	3.54	\$1,688	\$288	\$1,400
3001 or more	3.94	\$1,879	\$288	\$1,591

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Revised CIP for Fire Apparatus

Description	Year 1-5	Year 6-10	Total Cost	Impact Fee Share*	Impact Fee Funding
Paid Over 10 Years					
Fire Apparatus	\$725,000		\$725,000	20%	\$145,000
Paid Over 20 Years					
Ladder Truck		\$1,200,000	\$1,200,000	35%	\$420,000
TOTAL	\$725,000	\$1,200,000	\$1,925,000	29%	\$565,000
Funding from Other Revenue Sources =>			\$1,360,000		
Share from Other Sources =>			71%		

* Projects funded by impact fees over 20 years have a larger growth share based on projected population plus jobs.

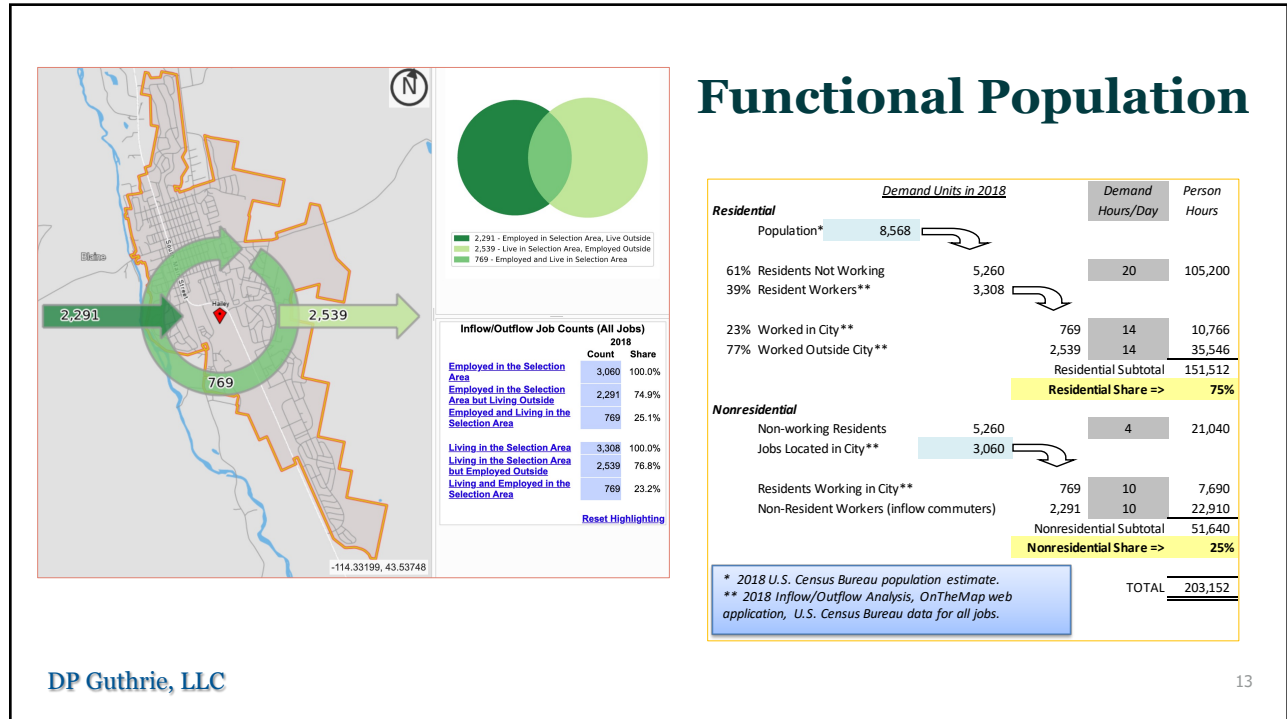
Fire Station expansion will be needed to accommodate Ladder Truck. Staff will provide a cost estimate.

Growth share in previous study was 25%

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Preliminary DIF for Fire

Staff will provide a cost estimate for expanding the Fire Station, which will increase the proposed fees.

Input Variables	Paid Over				Total	
	10 Years		20 Years			
Growth Cost of CIP =>	\$145,000		\$420,000		\$565,000	
	Residential	Nonresidential	Residential	Nonresidential		
Cost Allocation	75%	25%	75%	25%		
Additional Service Units	2,557	786	5,830	1,707		
	Persons	Jobs	Persons	Jobs	Persons	Jobs
Cost per Service Unit	\$42	\$46	\$54	\$61	\$96	\$107
Residential (per housing unit)						
Finished Square Feet	Persons per Hsg Unit	Proposed Fee	Current Fee	Increase / (Decrease)	% Change	
600 or less	1.14	\$109	\$120	(\$11)	-9%	
601 to 1000	1.54	\$147	\$120	\$27	23%	
1001 to 1400	1.94	\$186	\$224	(\$38)	-17%	
1401 to 1800	2.34	\$224	\$294	(\$70)	-24%	
1801 to 2200	2.74	\$263	\$294	(\$31)	-11%	
2201 to 2600	3.14	\$301	\$347	(\$46)	-13%	
2601 to 3000	3.54	\$339	\$377	(\$38)	-10%	
3001 or more	3.94	\$378	\$377	\$1	0%	
Nonresidential (per 1,000 square feet of building)						
Type	Jobs per 1,000 Sq Ft	Proposed Fee	Current Fee	Increase / (Decrease)	% Change	
Industrial	1.59	\$170	\$297	(\$127)	-43%	
Commercial	2.34	\$250	\$258	(\$8)	-3%	
Institutional	0.63	\$67	\$126	(\$59)	-47%	
Office & Other Services	2.97	\$317	\$428	(\$111)	-26%	

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Revised CIP for Streets

Growth share in previous study was 28%

Project Description	Short Range	Long Range	Total Cost	Growth Share	Impact Fee Funding
Eastridge/8th	\$3,720,000	\$0	\$3,720,000	40%	\$1,488,000
River Street North of Downtown	\$0	\$2,510,000	\$2,510,000	40%	\$1,004,000
River Street South of Downtown	\$0	\$1,670,000	\$1,670,000	40%	\$668,000
River Street Downtown	\$1,340,000	\$0	\$1,340,000	40%	\$536,000
Broadford Road Pathway	\$0	\$1,760,000	\$1,760,000	30%	\$528,000
1st Ave/Wertheimer	\$1,060,000	\$0	\$1,060,000	40%	\$424,000
Rolling Stock	\$500,000	\$500,000	\$1,000,000	30%	\$300,000
Airport Way	\$432,000	\$0	\$432,000	40%	\$172,800
East Croy Pathway TAP Grant Construction (Date TBD)	\$482,264		\$482,264	30%	\$144,679
Second Ave/ Bullion Street	\$350,000	\$0	\$350,000	40%	\$140,000
Cedar/Broadford/SH-75	\$350,000	\$0	\$350,000	40%	\$140,000
Woodside/SH-75	\$0	\$350,000	\$350,000	40%	\$140,000
Airport Way/SH-75	\$350,000	\$0	\$350,000	40%	\$140,000
Fox Acres/SH-75	\$0	\$350,000	\$350,000	40%	\$140,000
Bullion/SH-75	\$350,000	\$0	\$350,000	40%	\$140,000
Elm Street (West)	\$0	\$280,000	\$280,000	40%	\$112,000
Myrtle/SH-75	\$0	\$200,000	\$200,000	40%	\$80,000
Elm/SH-75	\$0	\$200,000	\$200,000	40%	\$80,000
Bicycle and Pedestrian mobility improvements	\$250,000		\$250,000	30%	\$75,000
Missing Sidewalk Connections	\$50,000	\$50,000	\$100,000	40%	\$40,000
Streets Salt Storage Shed Phase 1	\$100,000		\$100,000	30%	\$30,000
Streets Salt Storage Shed Phase 2	\$100,000		\$100,000	30%	\$30,000
Myrtle (East)	\$0	\$63,489	\$63,489	40%	\$25,396
Construct pathway along east side of relocated 8th Street	\$75,000		\$75,000	30%	\$22,500
Plan pathway along east side of relocated 8th Street	\$5,000		\$5,000	30%	\$1,500
TOTAL	\$9,514,264	\$7,933,489	\$17,447,753	38%	\$6,601,875
			Revenue from Sources Other Than Impact Fees =>	62%	\$10,845,878

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Travel Demand Model

Travel Model Inputs

	ITE Code	Dev Type	Weekday VTE	Dev Unit	Trip Adj	Trip Length Wt Factor
R1	210	Residential	7.13	HU	59%	1.14
NR1	140	Industrial	3.93	KSF	50%	0.90
NR2	820	Commercial	37.75	KSF	24%	0.75
NR3	530	Institutional	14.07	KSF	33%	0.90
NR4	710	Office & Other Services	9.74	KSF	50%	0.90

Avg Trip Length (miles) 3.20
Capacity Per Lane 2,900

Year->	Base	1	2	3	4	5	10	20	20-Year Increase
Hailey Land Use Assumptions									
Residential Units	3,696	3,788	3,883	3,980	4,080	4,182	4,731	6,056	2,360
Industrial KSF	660	670	680	690	700	720	770	910	250
Commercial KSF	450	460	470	470	480	490	530	620	170
Institutional KSF	1,330	1,350	1,370	1,390	1,410	1,440	1,560	1,820	490
Office & Other Services KSF	550	560	560	570	580	590	640	750	200
Residential Trips	15,548	15,935	16,335	16,743	17,163	17,592	19,902	25,476	
Industrial Trips	1,297	1,317	1,336	1,356	1,376	1,415	1,513	1,788	
Commercial Trips	4,077	4,168	4,258	4,258	4,349	4,439	4,802	5,617	
Institutional Trips	6,175	6,268	6,361	6,454	6,547	6,686	7,243	8,450	
Office & Other Services Trips	2,679	2,727	2,727	2,776	2,825	2,873	3,117	3,653	
Total Vehicle Trips	29,776	30,415	31,017	31,587	32,259	33,006	36,577	44,984	
Vehicle Miles of Travel (VMT)	95,738	97,831	99,831	101,784	104,000	106,437	118,321	146,423	50,685
VMT Increase over Ten Years =>									35%

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Preliminary DIF for Streets

Input Variables

Average Miles per Trip	3.20
Impact Fee Share of CIP	\$6,601,875
VMT Increase Over 20 Years	50,685
Capital Cost per VMT	\$130.25

Development Type	Avg Wkdy Veh Trip Ends	Trip Rate Adjustment	Trip Length Adjustment	Proposed Fee	Current Fee	Increase / (Decrease)	% Change
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Residential (per housing unit) by Finished Square Feet

600 or less	3.40	59%	114%	\$951	\$638	\$313	49%
601 to 1000	4.48	59%	114%	\$1,254	\$638	\$616	97%
1001 to 1400	5.56	59%	114%	\$1,556	\$1,033	\$523	51%
1401 to 1800	6.64	59%	114%	\$1,858	\$1,298	\$560	43%
1801 to 2200	7.72	59%	114%	\$2,161	\$1,298	\$863	66%
2201 to 2600	8.80	59%	114%	\$2,463	\$1,500	\$963	64%
2601 to 3000	9.88	59%	114%	\$2,765	\$1,612	\$1,153	72%
3001 or more	10.96	59%	114%	\$3,068	\$1,612	\$1,456	90%

Nonresidential (per 1,000 Square Feet of Floor Area)

Industrial	3.93	50%	90%	\$736	\$543	\$193	36%
Commercial	37.75	24%	75%	\$2,839	\$1,987	\$852	43%
Institutional	14.07	33%	90%	\$1,740	\$794	\$946	119%
Office and Other Services	9.74	50%	90%	\$1,825	\$860	\$965	112%

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Thank you!

Contact: Dwayne Guthrie, PhD, AICP
443-280-0723 / dguthriellc@gmail.com

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Land Use Assumptions for 2021 Development Impact Fee Update

Prepared for:
City of Hailey, Idaho

May 10, 2021

Prepared by:
DP Guthrie, LLC

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APPENDIX A: LAND USE ASSUMPTIONS

Appendix A provides the population, housing unit, jobs and nonresidential floor area data for the 2021 development impact fee study. To evaluate the demand for growth-related infrastructure from various types of development, DP Guthrie, LLC also prepared documentation of average weekday vehicle trip generation rates and demand indicators by size of dwelling. These metrics (explained further below) are the “service units” or demand indicators that will be used to update Hailey’s impact fees.

Development impact fees must be proportionate by type of development and based on the need for growth-related improvements. The demographic data and development projections discussed below will be used to demonstrate proportionality and the anticipated need for additional infrastructure. All land use assumptions and projected growth rates are consistent with Hailey’s Comprehensive Plan and Master Plans for specific infrastructure (e.g., Water Reclamation Facility, Transportation). In contrast to these plans, which are more general and have a long-range horizon, development impact fees require more specific quantitative analysis and have a shorter timeframe. Typically, impact fee studies look forward ten years, with the expectation that fees will be periodically updated (e.g., every 5 years). Infrastructure standards will be calibrated using fiscal year 2020-21 data. In the City of Hailey, the fiscal year begins on October 1st.

Summary of Growth Indicators

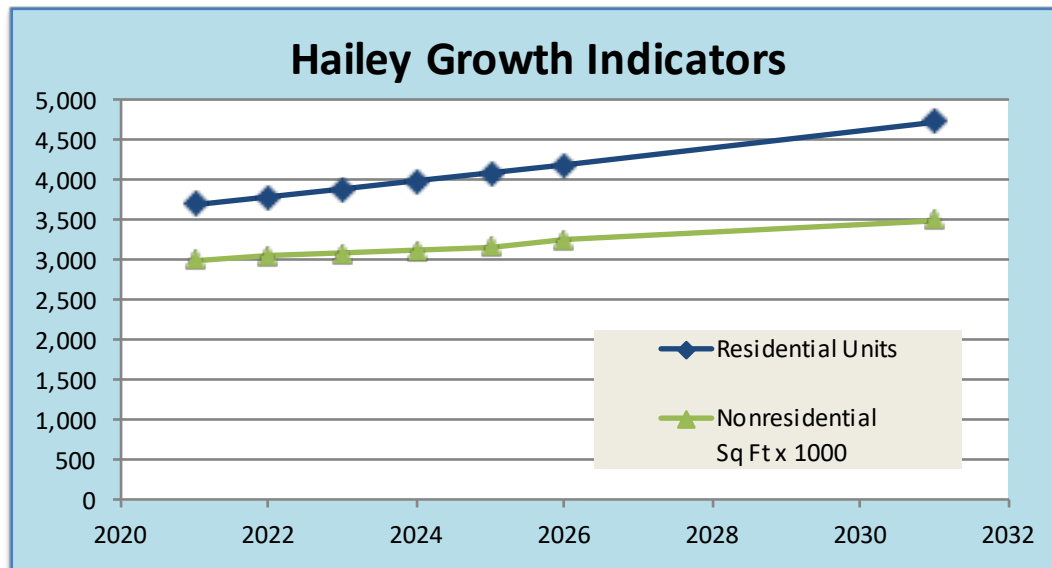
As shown in Figure A1, key development projections for the City of Hailey are housing units and nonresidential floor area. These projections will be used to estimate development fee revenue and to indicate the anticipated need for growth-related infrastructure. The goal is to have reasonable projections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

Consistent with the latest Water Reclamation Facility Plan for Hailey, the 2021 impact fee study assumes 2.5% annual growth for population and housing units. Conversion of year-round residents to housing units assumes 2.47 persons per housing unit, as documented below (see Figure A2 and related text). During the next five years, the impact fee study assumes an average increase of 97 housing units per year.

The projected increase in floor area is based on a growth rate of 1.6% per year, matching the historical increase in traffic volume from 2013 through 2018, as documented in the Transportation Master Plan. The current estimate of nonresidential floor area is based on the Blaine County Assessor’s property database. Over the next five years, Hailey expects an average increase of 50,000 square feet of nonresidential floor area per year. The weighted average job increase is also 1.6% per year.

Figure A1: Summary of Development Projections and Growth Rates

Hailey, Idaho	Year							2021 to 2026 Average Annual	
	2021	2022	2023	2024	2025	2026	2031	Increase	Compound Growth Rate
Residential Units	3,696	3,788	3,883	3,980	4,080	4,182	4,731	97	2.5%
Nonresidential Sq Ft x 1000	2,990	3,040	3,080	3,120	3,170	3,240	3,500	50	1.6%



Residential Development and Persons per Housing Unit

Starting with the 2010 census, the U.S. Census Bureau conducts ongoing monthly surveys. The American Community Survey (ACS) enables data to be updated annually but the process is constrained by sample-sizes. For example, data on detached housing units are now combined with attached single units (commonly known as townhouses). Part of the rationale for deriving fees by unit size, as discussed further below, is to address this ACS data limitation. Because townhouses generally have fewer bedrooms than detached units, fees by bedroom range ensure proportionality and facilitate construction of affordable units.

As shown Figure A2, dwellings with a single unit per structure (detached and attached) average 2.68 persons per housing unit. Dwellings in structures with two or more units average 2.06 year-round residents per unit. This category includes duplexes, which have two dwellings on a single parcel of land. According to the latest available data, the overall average is 2.47 year-round residents per housing unit.

According to the U.S. Census Bureau, a household is a housing unit that is occupied by year-round residents. Development fees often use per capita standards and persons per housing unit, or persons per household, to derive proportionate-share fee amounts. DP Guthrie, LLC recommends that fees for residential development in the City of Hailey be imposed according to the number of year-round residents per housing unit.

Figure A2: Year-Round Persons per Unit by Type of Housing**2019 Five-Year Estimate by Type of Housing**

Units in Structure	Persons	House-holds	Persons per Household	Housing Units	Persons per Housing Unit	Housing Mix	Vacancy Rate
Single Unit*	5,954	1,705	3.49	2,221	2.68	65%	23%
2+ Units	2,429	957	2.54	1,178	2.06	35%	19%
Subtotal	8,383	2,662	3.15	3,399	2.47		22%
Group Quarters	25						
TOTAL	8,408						

* Single unit includes detached and attached (zero mobile homes).

Source: Tables B25024, B25032, B25033, and B26001.

Five-Year Estimates, 2019 American Community Survey, U.S. Census Bureau.

Jobs and Nonresidential Development

In addition to data on residential development, the calculation of impact fees requires data on nonresidential development. DP Guthrie, LLC uses the term “jobs” to refer to employment by place of work. In Figure A3, color shading indicates four nonresidential development prototypes that will be used to derive average weekday Vehicle Miles of Travel (VMT) and nonresidential floor area. Current floor area estimates for industrial, commercial, institutional, and office/other services, are derived using national averages of square feet per job (Trip Generation, Institute of Transportation Engineers, 2017). For future industrial development, Manufacturing (ITE code 140) is a reasonable proxy with an average 629 square feet per job. The prototype for future commercial development is an average-size Shopping Center (ITE code 820). Commercial development (i.e., retail and eating/drinking places) is assumed to average 427 square feet per job. For institutional development, such as public buildings, schools and churches, floor area in Hailey is based on education and government jobs, assuming an average of 1,587 square feet per job. The prototype for institutional development is a High School (ITE 530). For office and other services, an average-size Office (ITE 710) is the prototype for future development, averaging of 337 square feet per job.

Figure A3: Average Weekday Vehicle Trip Ends

ITE Code	Land Use / Size	Demand Unit	Wkdy Trip Ends Per Dmd Unit*	Wkdy Trip Ends Per Employee*	Emp Per Dmd Unit	Sq Ft Per Emp
110	Light Industrial	1,000 Sq Ft	4.96	3.05	1.63	613
140	Manufacturing	1,000 Sq Ft	3.93	2.47	1.59	629
150	Warehousing	1,000 Sq Ft	1.74	5.05	0.34	2,941
520	Elementary School	1,000 Sq Ft	19.52	21.00	0.93	1,075
530	High School	1,000 Sq Ft	14.07	22.25	0.63	1,587
610	Hospital	1,000 Sq Ft	10.72	3.79	2.83	353
620	Nursing Home	1,000 Sq Ft	6.64	2.91	2.28	439
710	General Office	1,000 Sq Ft	9.74	3.28	2.97	337
760	Research & Dev Center	1,000 Sq Ft	11.26	3.29	3.42	292
770	Business Park	1,000 Sq Ft	12.44	4.04	3.08	325
820	Shopping Center (avg size)	1,000 Sq Ft	37.75	16.11	2.34	427
857	Discount Club	1,000 Sq Ft	41.80	32.21	1.30	769

* Trip Generation, Institute of Transportation Engineers, 10th Edition (2017).

Figure A4 indicates 2018 estimates of jobs within Hailey. Job estimates, by type of nonresidential, are from Hailey's Work Area Profile from the U.S. Census Bureau's online web application known as OnTheMap. In the table below, the number of jobs in Hailey is based on quarterly workforce reports supplied by employers.

Figure A4: Jobs and Floor Area Estimates

	2018 Jobs (1)	Sq Ft per Job (2)	Jobs per 1000 Sq Ft (2)
Industrial (3)	704	23.0%	629
Commercial (4)	710	23.2%	427
Institutional (5)	560	18.3%	1,587
Office & Other Services (6)	1,086	35.5%	337
TOTAL	3,060	100%	

(1) Jobs in 2018 from Work Area Profile, OnTheMap, U.S. Census Bureau web application.

(2) Derived from data in Trip Generation, published by the Institute of Transportation Engineers, 2017.

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

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

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

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

Detailed Land Use Assumptions

Demographic data shown in Figure A5 are key inputs for Hailey's impact fee update. Cumulative data are shown at the top and projected annual increases, by type of development, are shown at the bottom of the table. The 2019 population estimate of 8,689 year-round residents in Hailey is from the U.S. Census Bureau and the estimate of 4,427 jobs in Hailey is from Sun Valley Economic Development. The 2020 estimate of approximately 2.5 million square feet of nonresidential development in Hailey is consistent with the Blaine County Assessor's property database. Annual data for years 6-9 and 11-19 are included in the impact fee analysis but hidden below to enable the table to fit on a single page.

Figure A5: Annual Demographic Data

Hailey, Idaho	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FY30-31	FY40-41
Begins Oct 1st	2021	2022	2023	2024	2025	2026	2031	2041
	Base Yr	1	2	3	4	5	10	20
Total Population								
City of Hailey	9,129	9,357	9,591	9,831	10,077	10,328	11,686	14,959
Housing Units								
City of Hailey	3,696	3,788	3,883	3,980	4,080	4,182	4,731	6,056
Persons per Hsg Unit	2.47	2.47	2.47	2.47	2.47	2.47	2.47	2.47
Jobs in City of Hailey								
Industrial	1,051	1,068	1,085	1,103	1,120	1,138	1,232	1,444
Commercial	1,060	1,077	1,094	1,112	1,130	1,148	1,243	1,456
Institutional	836	850	863	877	891	905	980	1,149
Office & Other	1,622	1,648	1,674	1,701	1,728	1,756	1,901	2,228
Total Jobs	4,570	4,643	4,717	4,793	4,869	4,947	5,356	6,277
Jobs to Housing Ratio	1.24	1.23	1.21	1.20	1.19	1.18	1.13	1.04
Nonresidential Floor Area (square feet in thousands)								
Industrial	660	670	680	690	700	720	770	910
Commercial	450	460	470	470	480	490	530	620
Institutional	1,330	1,350	1,370	1,390	1,410	1,440	1,560	1,820
Office & Other	550	560	560	570	580	590	640	750
Total KSF	2,990	3,040	3,080	3,120	3,170	3,240	3,500	4,100
Avg Sq Ft Per Job	654	655	653	651	651	655	653	653
Avg Jobs per KSF	1.53	1.53	1.53	1.54	1.54	1.53	1.53	1.53
							2021-2031	
							Avg Anl	
Annual Increases								
Total Population	228	234	240	246	252	258	256	
Housing Units	92	95	97	100	102	104	104	
Jobs	73	74	76	76	78	79	79	
Industrial KSF	10	10	10	10	20	10	11	
Commercial KSF	10	10	0	10	10	10	8	
Institutional KSF	20	20	20	20	30	20	23	
Office & Other KSF	10	0	10	10	10	10	9	
Total Nonres KSF/Yr =>	50	40	40	50	70	50	51	

Demand Indicators by Dwelling Size

Impact fees must be proportionate to the demand for infrastructure. Because averages per housing unit, for both persons and vehicle trips, have a strong, positive correlation to the number of bedrooms, DP Guthrie, LLC recommends residential fee schedules that increase by dwelling size. Custom tabulations of demographic data by bedroom range can be created from individual survey responses provided by the U.S. Census Bureau, in files known as Public Use Microdata Samples (PUMS). PUMS files are only available for areas of at least 100,000 persons, with the City of Hailey included in Public Use Microdata Area (PUMA) 01000 that includes the following seven counties: Blaine, Elmore, Jerome, Minidoka, Gooding, Lincoln, and Camas. As shown in Figure A6, DP Guthrie, LLC derived trip generation rates and average persons per housing unit by bedroom range, from un-weighted PUMS data. The recommended multipliers by bedroom range (shown below) are for all types of housing units, adjusted to the control totals for Hailey. Hailey averages 2.47 persons per housing unit, which is lower than the national average derived from trip generation rates (see the middle section in the table below). In contrast, Hailey averages 1.42 vehicles available per housing unit, which is slightly higher than the national average derived from trip generation rates.

Figure A6: Vehicle Trip Ends and Persons by Bedroom Range

2019 Public Use Microdata Sample (PUMS)

Bedroom Range	Persons (1)	Vehicles Available (1)	Housing Units (1)	Hailey Hsg Mix	Unadjusted Persons/HU	Adjusted Persons/HU (2)	Unadjusted VehAvl/HU	Adjusted VehAvl/HU (2)
0	38	30	42	1%	0.90	1.06	0.71	0.57
1	159	153	167	6%	0.95	1.12	0.92	0.73
2	1,051	868	683	23%	1.54	1.81	1.27	1.01
3	2,990	2,647	1,357	47%	2.20	2.59	1.95	1.56
4	1,423	1,115	513	18%	2.77	3.26	2.17	1.73
5+	461	359	149	5%	3.09	3.63	2.41	1.92
Total	6,122	5,172	2,911		2.10	2.47	1.78	1.42

National Averages (ITE 2017)

ITE Code	AWVTE per Person	AWVTE per Veh Avl	AWVTE per Dwelling Unit	Hailey Hsg Mix
220 & 221 MF	1.84	5.10	5.44	35%
210 SFD	2.65	6.36	9.44	65%
Wgtd Avg	2.37	5.92	8.05	

Persons per Housing Unit
2.96
3.56
3.35

Veh Avl per Housing Unit
1.07
1.48
1.34

AWVTE per Housing Unit by Bedroom Range

Bedroom Range	AWVTE per Housing Unit Based on Persons (3)	AWVTE per Housing Unit Based on Veh Avl (4)	AWVTE per Housing Unit (5)
0	2.51	3.37	2.94
1	2.65	4.32	3.49
2	4.29	5.98	5.14
3	6.14	9.24	7.69
4	7.73	10.24	8.99
5+	8.60	11.37	9.99
Total	5.85	8.41	7.13

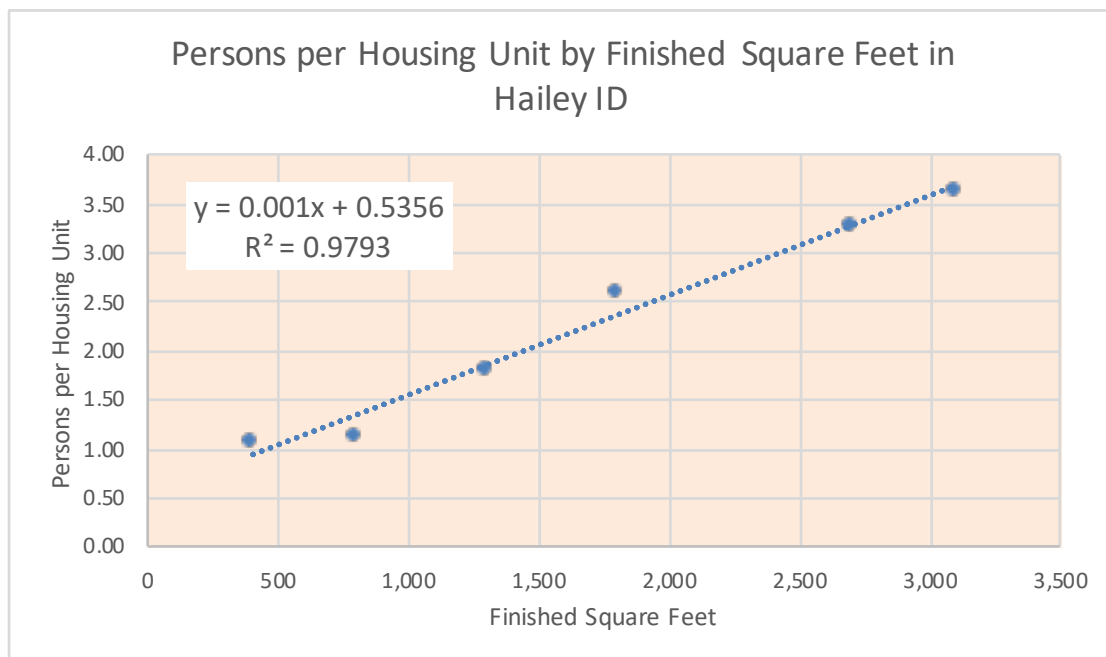
- (1) American Community Survey (ACS), Public Use Microdata Sample for AIDPUMA 1000 (2019 Five-Year unweighted data).
- (2) Adjusted multipliers are scaled to make the average PUMS values match control totals for Hailey. Vehicles Available is from table B25046, ACS 2019 5-year data.
- (3) Adjusted persons per household multiplied by national weighted average trip rate per person.
- (4) Adjusted vehicles available per household multiplied by national weighted average trip rate per vehicle available.
- (5) Average of trip rates based on persons and vehicles available per household.

Average floor area and number of persons by bedroom range are plotted in Figure A7, with a linear trend line derived from six actual averages for the area that includes Hailey. Using the trend line formula shown in the chart, DP Guthrie, LLC derived the estimated average number of persons, by dwelling size, using 400 square foot intervals. For the purpose of impact fees, DP Guthrie, LLC recommends a minimum fee based on a unit size of 600 square feet and a maximum fee for units 3001 square feet or larger. The Blaine County Assessor's residential database indicates that single family houses with one to four units per structure, constructed in Hailey over the past 20 years average 400 square feet for a zero-bedroom studio, 800 square feet of finished floor area for a one-bedroom unit, 1300 square feet for a two-bedroom unit, 1800 square feet for a three-bedroom unit, 2700 square feet for four bedrooms, and 3100 square feet for five or more bedrooms.

Figure A7: Persons by Square Feet of Living Space

Blaine County property database is the source for average square feet of dwellings. Average persons per housing unit is from 2019 ACS PUMS for the PUMA that includes Hailey.

Actual Averages per Hsg Unit			Trend Line Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0	400	1.06	600 or less	1.14
1	800	1.12	601 to 1000	1.54
2	1,300	1.81	1001 to 1400	1.94
3	1,800	2.59	1401 to 1800	2.34
4	2,700	3.26	1801 to 2200	2.74
5+	3,100	3.63	2201 to 2600	3.14
			2601 to 3000	3.54
			3001 or more	3.94



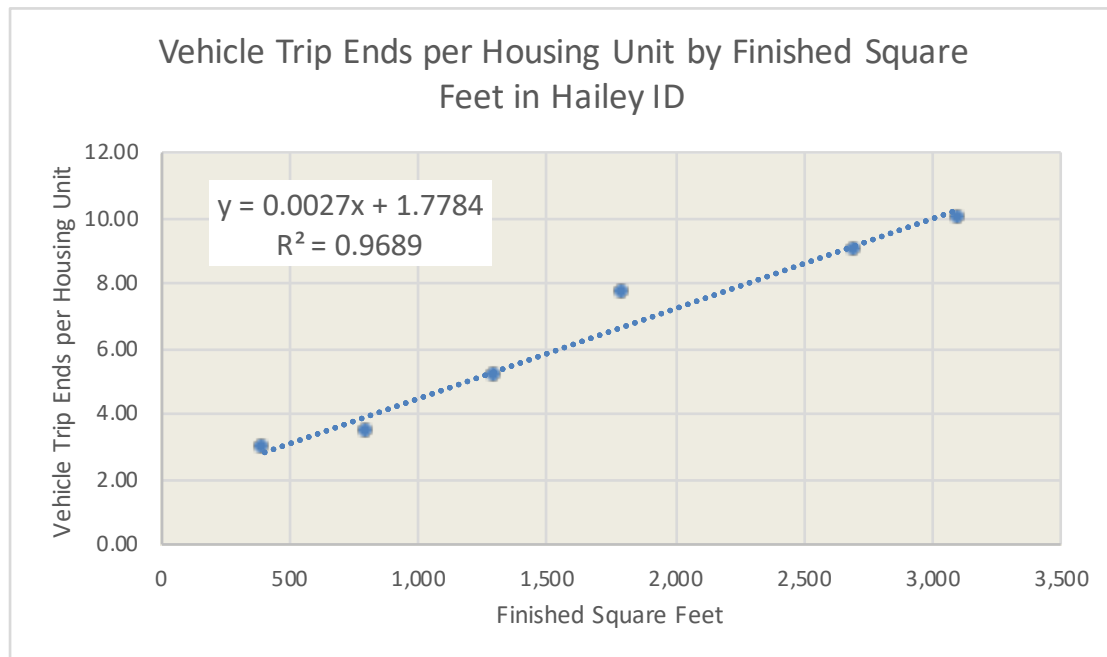
To derive average weekday vehicle trip ends by house size, DP Guthrie, LLC combined demographic data derived from U.S. Census Bureau PUMS files with average unit size data from the Blaine County Assessor's residential database. Average floor area and weekday vehicle trip ends, by bedroom range, are plotted in Figure A8, with a linear trend line derived from six actual averages for the area that includes Hailey. DP Guthrie, LLC used the trend line formula to derive estimated trip ends by dwelling size, in 400 square foot intervals.

In contrast to the trip generation rates shown below, that increase in proportion to unit size, the national average trip generation rate for Multifamily Low-Rise housing is 7.32 average weekday vehicle trip ends per unit and the average for Single Family Detached housing is 9.44 average weekday vehicle trip ends per unit (ITE, 2017). DP Guthrie, LLC does not recommend a "one-size-fits-all" approach that would require small units to pay more than their proportionate share while large units would pay less than their proportionate share.

Figure A8: Vehicle Trips by Dwelling Size

Actual Averages per Hsg Unit			Trend Line Values	
Bedrooms	Square Feet	AWVTE	Sq Ft Range	Trip Ends
0	400	2.94	600 or less	3.40
1	800	3.49	601 to 1000	4.48
2	1,300	5.14	1001 to 1400	5.56
3	1,800	7.69	1401 to 1800	6.64
4	2,700	8.99	1801 to 2200	7.72
5+	3,100	9.99	2201 to 2600	8.80
			2601 to 3000	9.88
			3001 or more	10.96

Blaine County property database is the source for average square feet of dwellings. Average persons per housing unit is from 2019 ACS PUMS for the PUMA that includes Hailey.



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