City of Hailey

COMMUNITY DEVELOPMENT DEPARTMENT
Zoning, Subdivision, Building and Business Permitting and Community Planning Services

Agenda
DEVELOPMENT IMPACT FEE ADVISORY COMMITTEE
Monday, May 19, 2025
5:00 p.m.

Hailey Development Impact Fee Advisory Committee Meetings are open to the public, in person, and by electronic means when available. The city strives to make the meeting available virtually but cannot guarantee access due to platform failure, internet interruptions or other potential technological malfunctions. Participants may join our meeting virtually by the following means:

Join on your computer, mobile app, or room device.
Click here to join the meeting
Meeting ID: 249 576 139 181
Passcode: Ge6Z7Q
Download Teams | Join on the web

Or call in (audio only)
+1 469-206-8535,,602369677# United States, Dallas
Phone Conference ID: 602 369 677#

Call to Order

New Business–ACTION ITEM

- **NB 1** Consideration and review of the Five-Year Update to the Development Impact Fee (DIF) Ordinance, which considers land use assumptions, level of service and facility needs, capital improvement plan; and review of cost allocation alternatives for each Development Impact Fee; reviewed and processed pursuant to Idaho Code 67-8206. **ACTION ITEM**

Adjourn by 6PM. ACTION ITEM

Development Impact Fee Advisory Committee
Regular Meeting of May 19, 2025

To: Hailey Development Impact Fee Advisory Committee
From: City Staff

Overview: Consideration and review of the Five-Year Update to the Development Impact Fee (DIF) Ordinance, which considers land use assumptions, level of service and facility needs, capital improvement plan; and review of cost allocation alternatives for each Development Impact Fee; reviewed and processed pursuant to Idaho Code 67-8206.

Hearing: May 19, 2025

Background: The City of Hailey is required, by the Idaho Development Impact Fee Act, to update its Development Impact Fee Study every five (5) years. This study is a five-year review of the City's Capital Improvement Plan and how it relates to new growth and land use assumptions. This study further determines if development impact fees need to be adjusted to ensure they accurately reflect the costs of infrastructure needed to accommodate new development. The City's last five-year review and analyses was in 2016.

The first component discussed, and recommended for approval on May 5, 2025, to the Hailey City Council, were the Capital Improvement Projects via the Capital Improvement Plan for FY 26. The second component will be the review of the Development Impact Fees, slated to be presented to the Commission on May 19, 2025.

The attached, newly proposed Development Impact Fee (DIF) Study is intended to update the City of Hailey's existing DIF Study. A DIF study creates a basis for a fee formula that attributes the growth share of public facilities needed to serve new development. The one-time fees are typically collected prior to development (at the time of building permit). These fees cannot be used for operations, maintenance, or replacement costs. The City retains the fees in dedicated accounts separate from other revenue sources until expended.

Cities choose to use impact fees to fund growth-related infrastructure for the following reasons:

- Maintains a level of service for residents and businesses
- Minimizes the need for broad-based revenues (e.g., user charges or general taxes)
- Current residents do not want to subsidize growth
- Predictable funding for system improvements shared by all new development

Under Idaho law, Development Impact fees are not a tax, as their purpose is to provide facilities, not to raise revenue. The fees are calculated to be proportionate.

To conduct this study, the City of Hailey hired TischlerBise-Galena Consulting to assist Staff in this process. Staff encourage the Commission to review and analyze the attached report and motion to continue the item to _____ [the Commission should continue the item to a date certain].

City of Hailey
Draft Fee Results

May 19, 2025

TischlerBise
FISCAL | ECONOMIC | PLANNING

Galena
CONSULTING

Impact Fee Fundamentals

- One-time payment for growth-related infrastructure, usually collected at the time buildings permits are issued
- Not a tax, similar to a contractual arrangement to build infrastructure with fee revenue, with three requirements
  - Need (system improvements, not project-level improvements)
  - Benefit
    - Short range expenditures
    - Geographic service areas and/or benefit districts
  - Proportionate

Eligible Costs

- Facilities/improvements required to serve new development – Yes
- Excess capacity in existing facilities – Yes
- Improvements required to correct existing deficiencies – No
  - Unless there is a funding plan
- Maintenance and repairs – No
- Operating costs – No
- Park examples
  - Net new playground – Yes
  - Replacing rusty slide – No
  - Replacing playground from 400 sqft to 1,000 sqft – 60% impact fees

Hailey Impact Fee Study Update

- Demographics & Growth
- Police
- Fire
- Next Steps

Base Year Population

- Persons per household (PPHH) used to estimate new population from housing development

Housing Type	Persons [2]	Households [2]*	Persons per Household
Single Family Detached	5,900	2,388	**2.47**
All Other Housing [1]	3,390	1,214	**2.79**
Total	9,290	3,602	**2.58**

[1] Including townhomes and multifamily units

[2] TischlerBise analysis of U.S. Census Bureau 2023 ACS 5-year estimates and 2023 PUMS data

*Households represent only occupied housing units

Base Year Population

- Not just year-round residents use infrastructure
- Peak population = permanent + seasonal + overnight visitor population
- Utility account & census data

City of Hailey	Base Year 2025
Permanent Hsg Population [1]	9,639
Seasonal Hsg Population [2]	1,359
Overnight-Visitors [3]	426
Total Peak Population	11,424
Housing Units [4]	
Single Family Detached	2,720
All Other Housing	1,534
Total Housing Units	4,254

[1] TischlerBise analysis of occupied housing units and PPHH factors
[2] TischlerBise analysis of vacant/seasonal housing units and PPHH factors
[3] TischlerBise survey of available lodging rooms
[4] Source: TischlerBise analysis of U.S. Census Bureau data; Hailey water service account data

Residential Development Projections

- Building permits show a peak in 2022 and a slow down since
- The five-year average without the peak is assumed to continue in the growth projections

Housing Type	2020	2021	2022	2023	2024	Total	5-Year Average	Average w/o Peak
Single Family Detached	41	46	37	33	29	186	**37**	**37**
All Other Housing [1]	104	77	133	62	13	389	**78**	**64**
Total	145	123	170	95	42	575	**115**	**101**

[1] All other housing types including townhomes and ADUs

Residential Development Projections

- Although with infill development, annexation are anticipated to occur
- About 620 housing units are planned

Development Project	Single Family Detached	All Other Housing
South Annexation - Flying Hat Ranch East	120	480
North Annexation	-	20
Total Units	**120**	**500**

Residential Development Projections

- 5-year trend continues without peak, but not linear
- Housing will ramp up over time as annexation occur and buildout

City of Hailey	Base Year 2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total Increase
Permanent Hsg Pop [1]	9,639	9,806	9,989	10,187	10,401	10,631	10,876	11,137	11,413	11,705	12,013	**2,374**
Seasonal Hsg Pop [1]	1,359	1,383	1,409	1,437	1,468	1,501	1,536	1,573	1,613	1,655	1,699	**340**
Overnight-Visitors [2]	426	433	441	450	459	469	480	492	504	517	531	**105**
Total Peak Population	11,424	11,622	11,839	12,074	12,328	12,601	12,892	13,202	13,530	13,877	14,243	**2,819**
Percent Increase		*1.7%*	*1.9%*	*2.0%*	*2.1%*	*2.2%*	*2.3%*	*2.4%*	*2.5%*	*2.6%*	*2.6%*	**24.7%**
Housing Units [3]												
Single Family Detached	2,720	2,746	2,775	2,805	2,839	2,875	2,913	2,953	2,997	3,042	3,090	**370**
All Other Housing [4]	1,534	1,579	1,628	1,682	1,739	1,801	1,867	1,938	2,012	2,091	2,174	**640**
Total Housing Units	4,254	4,325	4,403	4,487	4,578	4,676	4,780	4,891	5,009	5,133	5,264	**1,010**

[1] Population projected based on housing growth and persons per household factors.

[2] Visitor growth is assumed to grow at the same rate as permanent and seasonal population.

[3] Housing projections are based on 5-year building permit trend without peak year and an assumed ramp up of housing development as annexations occur and buildout.

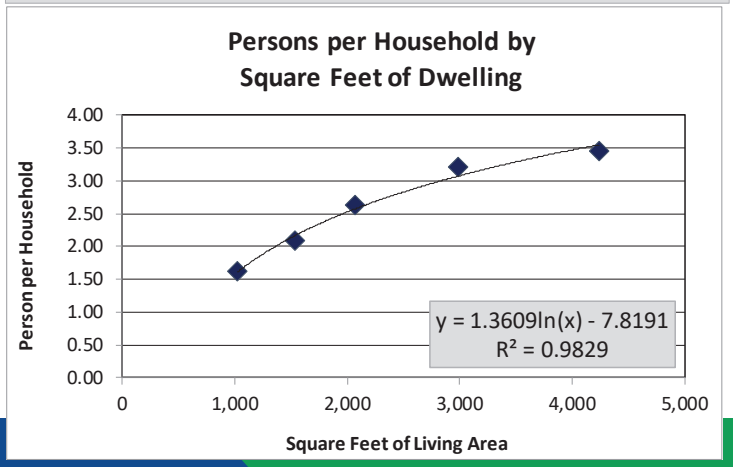
[4] Includes ADUs which are considered to be occupied during peak season

Persons by Household Size

- PPHH by sq ft in Hailey
- Same groupings as current program
- Should we add/revise groupings to match trends?

Actual Averages per Household			Fitted-Curve Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-1	1,021	1.61	Under 601	0.89
2	1,532	2.08	601 to 1,000	1.28
3	2,070	2.62	1,001 to 1,400	1.83
4	2,986	3.21	1,401 to 1,800	2.22
5+	4,235	3.44	1,801 to 2,200	2.52
			2,201 to 2,600	2.77
			2,601 to 3,000	2.98
			3,001 or More	3.16

Average persons per household derived from 2023 ACS PUMS data (PUMA 1000) that includes Hailey. Unit size for 0-1 bedroom is from the 2023 U.S. Census Bureau average for all multifamily units constructed in the Census West region. Unit size for all other bedrooms is from the 2023 U.S. Census Bureau average for single family units constructed in the Census Mountain division.



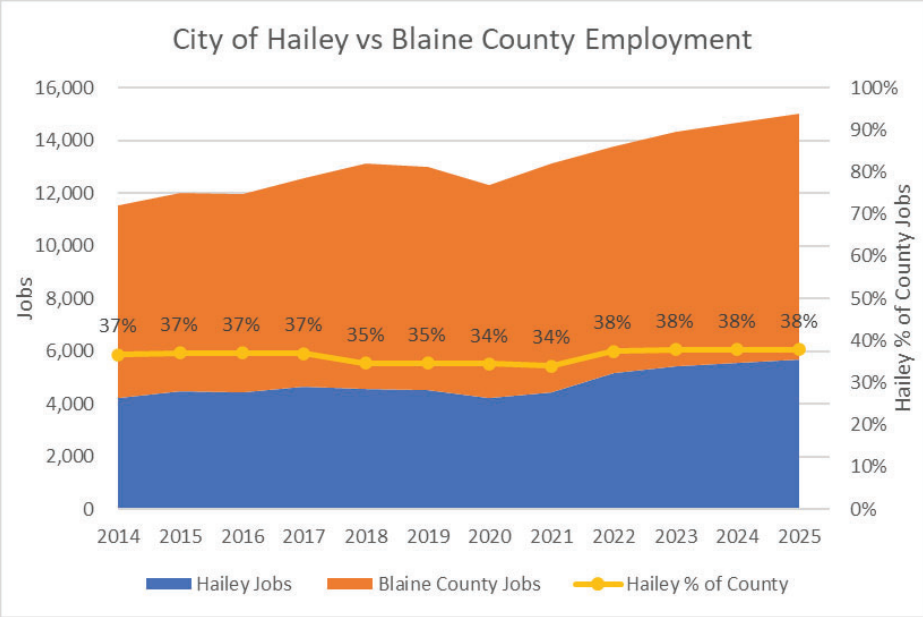
Persons by Household Size

- Household sizes have decreased since 2021

Persons per Household			
Dwelling Unit Sq Ft Range	Previous Study (2021)	Updated Results	% Change
Under 601	1.14	0.89	-22%
601 to 1,000	1.54	1.28	-17%
1,001 to 1,400	1.94	1.83	-6%
1,401 to 1,800	2.34	2.22	-5%
1,801 to 2,200	2.74	2.52	-8%
2,201 to 2,600	3.14	2.77	-12%
2,601 to 3,000	3.54	2.98	-16%
3,001 or More	3.94	3.16	-20%

Base Year Jobs

- Hailey has account for a steady ~38% of jobs in Blaine County



City of Hailey	Base Year Jobs [1]	Percent of Total	Sq. Ft. per Job [2]	Floor Area (sq. ft.)	Percent of Total
Retail	1,532	27%	471	721,572	19%
Office	1,575	28%	307	483,525	13%
Industrial	660	12%	864	570,240	15%
Institutional	1,932	34%	1,076	2,078,484	54%
Total	**5,699**			**3,853,821**	**100%**

[1] Source: Sun Valley Economic Development 2023 Annual Economic Profiles; 2024 QCEW Estimate; ESRI Business Analyst

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

Nonresidential Development Projections

- Between 2014-2022, industrial sectors account for 70% of job growth
- 124 jobs annually are projected in the future
  - Industry splits applied to overall job growth to find sector growth

Industry	2014-2022 % of Total Job Increase [1]	Proj. Annual Job Increase [2]
Retail	13.3%	17
Office	10.4%	13
Industrial	70.4%	87
Institutional	5.9%	7
Total	**100%**	**124**

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics

Source: Sun Valley Economic Development 2023 Annual Economic Profiles

Nonresidential Development Projections

- Sun Valley Economic Development 2023 Growth Projection
- 22% increase in jobs, more than half in industrial

Industry	Base Year 2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total Increase
Jobs [1]												
Retail	1,532	1,549	1,566	1,583	1,600	1,617	1,634	1,651	1,668	1,685	1,702	**170**
Office	1,575	1,588	1,601	1,614	1,627	1,640	1,653	1,666	1,679	1,692	1,705	**130**
Industrial	660	747	834	921	1,008	1,095	1,182	1,269	1,356	1,443	1,530	**870**
Institutional	1,932	1,939	1,946	1,953	1,960	1,967	1,974	1,981	1,988	1,995	2,002	**70**
Total	5,699	5,823	5,947	6,071	6,195	6,319	6,443	6,567	6,691	6,815	6,939	**1,240**
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	722	730	738	746	754	762	770	778	786	794	802	**80**
Office	484	488	492	495	499	503	507	511	515	519	523	**40**
Industrial	570	645	721	796	871	946	1,021	1,096	1,172	1,247	1,322	**752**
Institutional	2,078	2,086	2,094	2,101	2,109	2,116	2,124	2,131	2,139	2,146	2,154	**75**
Total	3,854	3,949	4,043	4,138	4,233	4,327	4,422	4,517	4,611	4,706	4,801	**947**

[1] Source: Sun Valley Economic Development 2023 Annual Economic Profiles; 2024 QCEW Estimate; TischlerBise

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

Hailey Impact Fee Study Update

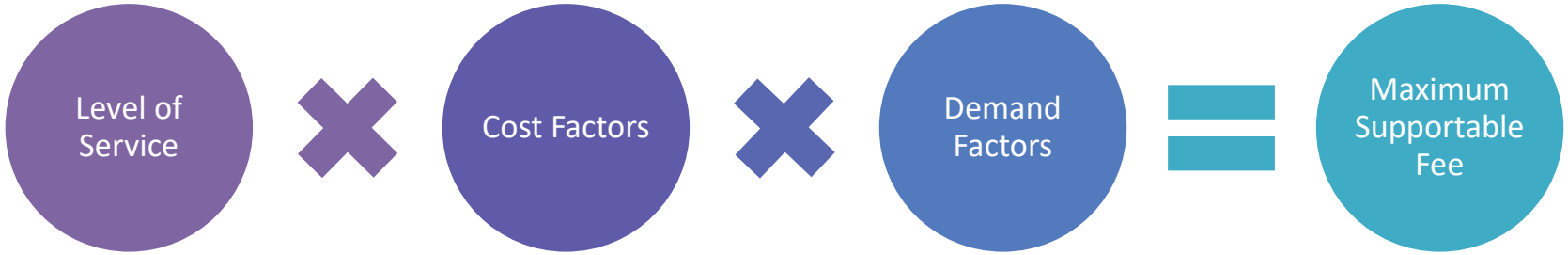
- Demographics & Growth
- Police
- Fire
- Next Steps

Police

- Incremental Expansion
  - Current level of service based on police inventory and current demand
    - Ensures that today's level of service is provided to future residents
- Residential & nonresidential development
  - Functional population used to portion demand
  - Demand factors = population and nonresidential vehicle trips
- Police facilities, vehicles, and share of impact fee study
  - State Statute allows for capital with a useful life of 10+ years to be funded with impact fees

Police

- Incremental Expansion Method



What is being provided to current residents?

What are the anticipated cost to expand facilities?

What is the demand on facilities by the development type?

Police

- Hailey Functional Population

City of Hailey (2022)				
Residential			*Demand Hours/Day*	*Person Hours*
Population*	9,116			
Residents Not Working		4,705	20	94,100
Employed Residents		4,411		
Employed in Hailey		1,324	16	21,184
Employed outside Hailey		3,087	16	49,392
			Residential Subtotal	164,676
			Residential Share =>	**76%**
Nonresidential				
Non-working Residents		4,705	4	18,820
Jobs Located in Hailey		4,226		
Residents Employed in Hailey		2,902	8	23,216
Non-Resident Workers (inflow commuters)		1,324	8	10,592
			Nonresidential Subtotal	52,628
			Nonresidential Share =>	**24%**
			TOTAL	217,304

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics

* Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates

Police

- Police Station LOS & Cost Analysis

Police Facilities	Square Feet
City-Owned Portion of Armory	4,549
Total	**4,549**

Level-of-Service Standards	Residential	Nonres
Proportionate Share	76%	24%
Share of Square Feet	3,457	1,092
2025 Population/Nonres. Vehicle Trips	11,424	24,613
Square Feet per 1,000 Persons/Vehicle Trips	**303**	**44**

Cost Analysis	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	303	44
Cost per Square Foot [1]	$198	$198
Capital Cost per Person/Vehicle Trip	**$60**	**$9**

[1] Based on appraised value of the entire Armory, $1.8 million and 9,098 square feet

Police

- Police Vehicles LOS & Cost Analysis

Vehicles	Units	Current Cost per Unit	Total Value
Patrol	15	$90,000	$1,350,000
E-Bike	2	$6,000	$12,000
Total	**17**		**$1,362,000**

Level-of-Service Standards	**Residential**	**Nonres**
Proportionate Share	76%	24%
Share of Vehicles	12.9	4.1
2025 Population/Nonres. Vehicle Trips	11,424	24,613
Vehicles per 1,000 Persons/Vehicle Trips	**1.1**	**0.2**

Cost Analysis	**Residential**	**Nonres**
Vehicles per 1,000 Persons/Vehicle Trips	1.1	0.2
Average Cost per Square Foot	$80,000	$80,000
Capital Cost per Person/Vehicle Trip	**$90**	**$14**

Police

- Share of impact fee study can be captured by fee

Share of Study Cost	Residential Share	Nonresidential Share
$12,250	76%	24%

Residential Growth Share	Five-Year Population Increase	Capital Cost per Person
$9,310	1,177	$8

Nonresidential Growth Share	Five-Year Veh. Trip Increase	Capital Cost per Trip
$2,940	1,362	$2

Police

- 10-Year Police Infrastructure Needs @ Current LOS

Facility Type	10-Year Need	10-Year Cost
Station Space	974 square feet	$192,702
Vehicles	4 units	$288,000
	Total	**$480,702**

- Police CIP

Hailey Police Department Capital Improvement Plan	Year	Total Cost	10-Year Proj. Impact Fee Funding	Other Funding	Units	Growth Related
Facilities						
Purchase Remaining Armory Space	2030	$900,000	$192,702	$707,298	4,549 square feet	100%
Tow/Impound Lot	2035	$200,000	-	$200,000	-	100%
Apparatus & Vehicles						
ATVs	2030	$30,000	$30,000	$0	2 units	100%
Patrol Vehicles	2028,31,34	$270,000	$270,000	$0	3 units	100%
Impact Fee Studies						
5-Year Annual Updates	2030, 2035	$24,500	$24,500	$0	2 studies	100%
	Tota	**$1,424,500**	**$517,202**			

Police

- DRAFT Maximum Supportable Impact Fee

Fee Component	Cost per Person	Cost per Nonres Veh Trip
Police Station	$60	$9
Police Vehicles	$90	$14
Impact Fee Study	$8	$2
Gross Total	**$158**	**$25**
Net Total	**$158**	**$25**

Development Type	Persons per Household	Maximum Supportable Fee
Residential (per housing unit by square feet)		
600 or less	0.89	**$141**
601 to 1,000	1.28	**$202**
1,001 to 1,400	1.83	**$289**
1,401 to 1,800	2.22	**$351**
1,801 to 2,200	2.52	**$398**
2,201 to 2,600	2.77	**$438**
2,601 to 3,000	2.98	**$471**
3,001 or more	3.16	**$499**

Development Type	Avg. Daily Veh. Trip	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)		
Commercial	8.88	**$222**
Office and Other Services	5.42	**$136**
Industrial	1.69	**$42**
Institutional	7.04	**$176**

Development Type	Persons per Room	Maximum Supportable Fee
Lodging (per room)	1.90	**$300**

Note: At peak season, there is assumed to be an average of two persons per room and a citywide occupancy rate of 95 percent.

Police

- Revenues from the draft maximum fees compared to cost to continue current LOS

Infrastructure Costs for Police Facilities

	Total Cost	Growth Cost
Police Stations	$192,702	$192,702
Police Vehicles	$288,000	$288,000
Share of Fee Study	$24,500	$24,500
Total Expenditures	**$505,202**	**$505,202**

Projected Revenue	**$483,000**
Projected Expenditures	**$505,000**
Non-Impact Fee Funding	**$22,000**

Projected Development Impact Fee Revenue

Year		Single Family $471 per unit	Multifamily $351 per unit	Retail $222 per KSF	Office $136 per KSF	Industrial $42 per KSF	Institutional $176 per KSF	Lodging $300 per Room
		Housing Units	Housing Units	KSF	KSF	KSF	KSF	Rooms
Base	2025	2,720	1,534	722	484	570	2,078	224
1	2026	2,746	1,579	730	488	645	2,086	228
2	2027	2,775	1,628	738	492	721	2,094	232
3	2028	2,805	1,682	746	495	796	2,101	237
4	2029	2,839	1,739	754	499	871	2,109	242
5	2030	2,875	1,801	762	503	946	2,116	247
6	2031	2,913	1,867	770	507	1,021	2,124	253
7	2032	2,953	1,938	778	511	1,096	2,131	259
8	2033	2,997	2,012	786	515	1,172	2,139	265
9	2034	3,042	2,091	794	519	1,247	2,146	272
10	2035	3,090	2,174	802	523	1,322	2,154	279
Ten-Year Increase		370	640	80	40	752	75	55
Projected Revenue		$174,270	$224,640	$17,776	$5,428	$31,571	$13,254	$16,500

Police

- Police impact fee comparisons

Police Impact Fee	Single Family per Unit*	Retail per 1,000 Sq. Ft.
Nampa	$761	$1,758
Boise*	$675	$2,737
Hailey - Draft Maximum	$438	$222
Meridian*	$402	$1,230
Middleton	$337	$422
Kuna	$326	$970
Twin Falls	$269	$130
Eagle	$111	$40
Caldwell	$111	$60
Ketchum	$104	$22

*Boise and Meridian charge by square footage of the home, using 2,500 sq ft homes for comparison

Hailey Impact Fee Study Update

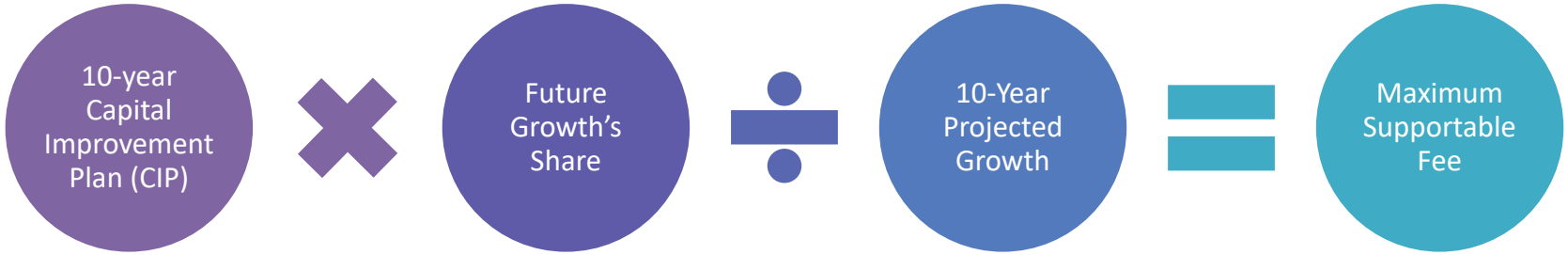
- Demographics & Growth
- Police
- Fire
- Next Steps

Fire

- Plan-Based Approach for Fire Station Expansion
- Incremental Expansion for Apparatus and Equipment
- Residential & nonresidential development
  - Functional population used to portion demand
  - Demand factors = population and nonresidential vehicle trips
- Fire facilities, apparatus, equipment, and share of impact fee study
  - State Statute allows for capital with 10-year useful life to be funded with impact fees

Fire

- Plan-Based Approach for Fire Station Expansion



What are the departments capital plans?

What share of those plans are considered to be for future demand?

What is the demand on facilities by the development type?

Fire

- Hailey Functional Population

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			Nonresidential Subtotal	52,628
			Nonresidential Share =>	**24%**
			TOTAL	217,304

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics

* Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates

Fire

- Fire Station Plan-Based Approach
- New station is compared to 2035 demand to find future LOS
- LOS x Cost per Sq. Ft. = Cost per Person

City of Hailey Fire Department	Total Square Feet	Construction Cost	Cost per Sq. Ft.
Fire Station Expansion	14,000	$14,000,000	$1,000

Residential Share	Residential Square Feet	2035 Peak Population	2035 Sq. Ft. per Person	Capital Cost per Person
76%	10,640	14,243	0.747	**$747**

Nonresidential Share	Nonresidential Square Feet	2035 Nonres. Vehicle Trips	2035 Sq. Ft. per Veh Trip	Capital Cost per Veh Trip
24%	3,360	27,337	0.123	**$123**

Fire

- Fire Apparatus LOS & Cost Analysis

Vehicles	Units	Current Cost per Unit	Total Value
Engine	5	$1,000,000	$5,000,000
Squad Vehicles	2	$65,000	$130,000
Chief Vehicles	2	$65,000	$130,000
Total	**9**		**$5,260,000**

Level-of-Service Standards	**Residential**	**Nonres**
Proportionate Share	76%	24%
Share of Vehicles	6.8	2.2
2025 Population/Nonres. Vehicle Trips	11,424	24,613
Vehicles per 1,000 Persons/Vehicle Trips	**0.599**	**0.088**

Cost Analysis	**Residential**	**Nonres**
Vehicles per 1,000 Persons/Vehicle Trips	0.599	0.088
Average Cost per Unit	$584,000	$584,000
Capital Cost per Person/Vehicle Trip	**$350**	**$51**

Fire

- Fire Equipment LOS & Cost Analysis

Equipment Type [1]	Units	Current Cost per Unit	Total Value
SCBA	32	$15,000	$480,000
Turnout Gear	20	$20,000	$400,000
Heart Monitor	1	$25,000	$25,000
Total	**53**		**$905,000**

Level-of-Service Standards	**Residential**	**Nonres**
Proportionate Share	76%	24%
Share of Equipment	40	13
2025 Population/Nonres. Vehicle Trips	11,424	24,613
Units per 1,000 Persons/Vehicle Trips	**3.526**	**0.517**

Cost Analysis	**Residential**	**Nonres**
Units per 1,000 Persons/Vehicle Trips	3.526	0.517
Average Cost per Unit	$17,000	$17,000
Capital Cost per Person/Vehicle Trip	**$60**	**$9**

[1] Useful life of 10+ years

Fire

- Share of impact fee study can be captured by fee

Share of Study Cost	Residential Share	Nonresidential Share
$12,250	76%	24%

Residential Growth Share	Five-Year Population Increase	Capital Cost per Person
$9,310	1,177	$8

Nonresidential Growth Share	Five-Year Veh. Trip Increase	Capital Cost per Trip
$2,940	1,362	$2

Fire

- Fire 10-Year Growth-Related Need

Facility Type	10-Year Need	10-Year Cost
Station Space	2,441 square feet	$2,441,000
Fire Apparatus	2 units	$1,168,000
Fire Equimpent	11 units	$193,800
	Total	**$3,802,800**

- Fire Capital Improvement Plan

Hailey Fire Department CIP	Year	Total Cost	10-Year Proj. Impact Fee	Other Funding	Units	Growth Related
Facilities						
Fire Station #1 Expansion	2028	$14,000,000	$2,441,000	$11,559,000	14,000 square feet	17%
Fire Station #2 in Annexed Area*	2032	$2,400,000	$2,400,000	$0	2,400 square feet	100%
Apparatus & Vehicles						
Wildland Unit Type 3	2028	$700,000	$700,000	$0	1 unit	100%
Additional Fire/Rescue Unit	2035	$468,000	$468,000	$0	1 unit	100%
Equipment						
Additional Equipment for New Hires	2025-2035	$193,800	$193,800	$0	11 units	100%
Impact Fee Studies						
5-Year Annual Updates	2030, 2035	$24,500	$24,500	$0	2 studies	100%
	Total	**$3.8-$15.4 million**	**$3,827,300**			

*Project is contingent on Station #1 expansion not occurring

Fire

- Credit for existing impact fee fund balance

Hailey Fire Department Impact Fee Balance	
Existing Impact Fee Fund Balance	$80,993
10-Year Growth-Related CIP	$3,827,300
Fund Balance Portion of CIP	**2.1%**

Fire

- DRAFT Maximum Supportable Impact Fee

Fee Component	Cost per Person	Cost per Nonres Veh Trip
Fire Stations	$747	$123
Fire Apparatus	$350	$51
Fire Equipment	$60	$9
Impact Fee Study	$8	$2
Gross Total	**$1,165**	**$185**
Credit for Fund Balance (2.1%)	**($25)**	**($4)**
Net Total	**$1,140**	**$181**

Development Type	Persons per Household	Maximum Supportable Fee	Current Fee	Change
Residential (per housing unit by square feet)				
600 or less	0.89	**$1,015**	$155	$860
601 to 1,000	1.28	**$1,459**	$209	$1,250
1,001 to 1,400	1.83	**$2,086**	$264	$1,822
1,401 to 1,800	2.22	**$2,531**	$318	$2,213
1,801 to 2,200	2.52	**$2,873**	$373	$2,500
2,201 to 2,600	2.77	**$3,158**	$428	$2,730
2,601 to 3,000	2.98	**$3,397**	$482	$2,915
3,001 or more	3.16	**$3,602**	$537	$3,065

Development Type	Avg. Daily Veh. Trip	Maximum Supportable Fee	Current Fee	Change
Nonresidential (per 1,000 square feet)				
Commercial	8.88	**$1,607**	$358	$1,249
Office and Other Services	5.42	**$981**	$455	$526
Industrial	1.69	**$306**	$243	$63
Institutional	7.04	**$1,274**	$96	$1,178

Development Type	Peak Seasonal Visitors	Maximum Supportable Fee
Lodging (per room)	1.90	**$2,166**

Note: At peak season, there is assumed to be an average of two persons per room and a citywide occupancy rate of 95 percent.

Fire

- Revenues from the draft maximum fees

Infrastructure Costs for Fire Facilities

	Total Cost	Growth Cost
Fire Stations	$14,000,000	$2,441,000
Fire Apparatus	$1,168,000	$1,168,000
Fire Equipment	$193,800	$193,800
Impact Fee Study	$24,500	$24,500
Total Expenditures	**$15,386,300**	**$3,827,300**

Projected Revenue	**$3,490,000**
Projected Expenditures	**$15,386,000**
Non-Impact Fee Funding	**$11,896,000**

Projected Development Impact Fee Revenue

		Single Family $3,397 per unit	Multifamily $2,531 per unit	Retail $1,607 per KSF	Office $981 per KSF	Industrial $306 per KSF	Institutional $1,274 per KSF	Lodging $2,166 per Room
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF	Rooms
Base	2025	2,720	1,534	722	484	570	2,078	224
1	2026	2,746	1,579	730	488	645	2,086	228
2	2027	2,775	1,628	738	492	721	2,094	232
3	2028	2,805	1,682	746	495	796	796	237
4	2029	2,839	1,739	754	499	871	871	242
5	2030	2,875	1,801	762	503	946	946	247
6	2031	2,913	1,867	770	507	1,021	1,021	253
7	2032	2,953	1,938	778	511	1,096	1,096	259
8	2033	2,997	2,012	786	515	1,172	1,172	265
9	2034	3,042	2,091	794	519	1,247	2,146	272
10	2035	3,090	2,174	802	523	1,322	2,154	279
Ten-Year Increase		370	640	80	40	752	75	55
Projected Revenue		$1,256,890	$1,619,840	$128,672	$39,152	$230,014	$95,942	$119,130

Fire

- Fire impact fee comps

Jurisdiction	Single Family per Unit*	Retail per 1,000 Sq. Ft.
City of Hailey - Draft Maximum	$3,158	$1,607
City of Boise*	$2,497	$2,074
Star Fire District	$2,152	$839
Eagle Fire District	$2,111	$2,779
City of Ketchum	$2,092	$454
Parma Fire District	$1,984	$4,126
Kuna Fire District	$1,792	$788
Marsing Fire District	$1,500	$1,485
Middleton Fire District	$1,481	$780
Homedale Fire District	$1,349	$1,362
Nampa Fire District	$1,267	$2,311
City of Twin Falls	$1,076	$540
Whitney Fire District	$1,058	$1,121
City of Meridian*	$995	$1,290
North Ada Fire District	$879	$1,238
City of Caldwell	$744	$370
City of Hailey - Current	$428	$358

*Boise and Meridian charge by square footage of the home, using 2,500 sq ft homes for comparison

Hailey Impact Fee Study Update

- Demographics & Growth
- Fire
- Police
- Next Steps

Hailey Impact Fee Study Update

- Next Steps:
  - Land use assumption input from DIFAC
  - Initial comments for Police and Fire analysis
  - Preparing fee results and CIP for Parks and Circulation
  - Review Parks and Circulation with DIFAC
  - Incorporate comments into report

Discussion

TischlerBise
FISCAL | ECONOMIC | PLANNING

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MEMORANDUM

TO: Robyn Davis, City of Hailey

FROM: Colin McAweeney, TischlerBise

DATE: May 13, 2025

RE: **DRAFT** Demographic Data and Development Projections for Impact Fee Study

As part of our Work Scope, TischlerBise has prepared documentation on demographic data and development projections that will be used in the Hailey Impact Fee Study. The data estimates and projections are used in the study's calculations and to illustrate the possible future pace of service demands on the City's infrastructure. The demographic assumptions are used in the impact fee calculations to determine current and future levels of service.

This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections
- Persons per household by size of dwelling unit

Note: calculations throughout this technical memo are based on an analysis conducted using Excel software. Results are discussed in the memo using one-and two-digit places (in most cases), which represent rounded figures. However, the analysis itself uses figures carried to their ultimate decimal places; therefore, the sums and products generated in the analysis may not equal the sum or product if the reader replicates the calculation with the factors shown in the report (due to the rounding of figures shown, not in the analysis).

POPULATION AND HOUSING CHARACTERISTICS

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

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Hailey and the surrounding area are home to a large number of second/vacation homes and host many visitors throughout the year. Thus, TischlerBise recommends that fees for residential development in Hailey be imposed according to persons per household.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the impact fee study: (1) Single Family [detached and attached] and (2) Multifamily. Each housing type has different characteristics which results in a different demand on City facilities and services. Figure 1 shows the US Census American Community Survey 2023 5-Year estimates data for Hailey.

Figure 1. Persons per Household

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	6,481	2,959	2.19	2,600	2.49	72%
Multifamily [2]	2,809	1,148	2.45	1,002	2.80	28%
Total	9,290	4,107	2.26	3,602	2.58	

[1] Includes attached and detached single family homes
[2] Includes all other types
Source: U.S. Census Bureau, 2023 American Community Survey 5-year etimates

However, US Census American Community Survey data combines detached and attached single family units while the characteristics of those two housing types are different in Hailey. It has been recommended to calculate the PPHH for single family detached units and combine single family attached units with the other housing types. To do this, a further analysis was done with survey results from the US Census Public Use Microdata (PUM) database. Shown in Figure 2, single family detached households average 2.47 persons and all other housing averages 2.79 persons. These factors are used to project population growth from new housing construction.

Figure 2. Persons per Household – Single Family Detached vs All Other Housing

Housing Type	Persons [2]	Households [2]*	Persons per Household
Single Family Detached	5,900	2,388	**2.47**
All Other Housing [1]	3,390	1,214	**2.79**
Total	9,290	3,602	**2.58**

[1] Including townhomes and multifamily units
[2] TischlerBise analysis of U.S. Census Bureau 2023 ACS 5-year estimates and 2023 PUMS data
*Households represent only occupied housing units

The following report defines All Other Housing as single family attached, townhomes, condos, apartments, and ADUs.

Additionally, population estimates in Figure 1 and Figure 2 are to calculate PPHH factors. The base year (2025) population and housing units are estimated with another, more recent data source.

RESIDENTIAL CONSTRUCTION TREND

To illustrate residential development trends in the city, Figure 3 lists the past five years of new housing construction. Over that time, there has been a total of 575 housing units constructed in the city. Additionally, there has been some growth of ADUs (accessory dwelling units) in the city which are included in the All Other Housing building permit numbers. These are smaller sized dwellings which are more similar to an apartment and other multifamily housing types. Also, based on the seasonal and tourism nature of the area, development of ADUs and tiny homes are included in the residential projections.

The trend indicates an average of 37 single family detached homes and 78 other housing units. However, total construction peaked in 2022 with significant multifamily development and the trend has slowed from the peak. By removing the peak from the five-year trend there is an annual average of 37 single family detached homes and 64 other housing units. In this case, to account for unique spurts of growth, TischlerBise recommends using the annual average without the peak to inform the next ten years of housing construction.

Figure 3. Annual New Construction by Housing Type

Housing Type	2020	2021	2022	2023	2024	Total	5-Year Average	Average w/o Peak
Single Family Detached	41	46	37	33	29	186	**37**	**37**
All Other Housing [1]	104	77	133	62	13	389	**78**	**64**
Total	145	123	170	95	42	575	**115**	**101**

[1] All other housing types including townhomes and ADUs

To further demonstrate the development potential within the city, Figure 4 lists two notable annexation and development projects in Hailey. Combined there is a potential for 120 single family detached units and 500 other housing units (townhomes, apartments, condos).

Figure 4. New Construction Development Pipeline

Development Project	Single Family Detached	All Other Housing
South Annexation - Flying Hat Ranch East	120	480
North Annexation	-	20
Total Units	**120**	**500**

BASE YEAR HOUSING UNITS AND POPULATION

Shown in Figure 5, current water utility account data is used to determine the total number of housing units in Hailey. An estimate of existing ADUs (70) are included to find an estimated 4,254 housing units. Based on U.S. Census data approximately 64 percent of housing in Hailey is single family detached (2,720 units) and 36 percent of housing are all other types (1,534 units).

Figure 5. Base Year Housing Units

Housing Type	Base Year Total Units [1]	Percent of Total
Single Family Detached	2,720	64%
All Other Housing	1,534	36%
Total Housing Units	**4,254**	**100%**

Source: TischlerBise analysis of Hailey water utility account records and 2023 U.S Census Bureau ACS data

Furthermore, the nature of the influx of seasonal population in Hailey necessitates three types of populations to be included in the impact fee study: permanent residents, seasonal residents, and overnight visitors.

As mentioned, the city is a destination for vacationers and because of the presence of temporary residents and visitors, city services have been sized to accommodate the additional demand. The seasonal population includes residents who have second homes in the city and the seasonal labor influx during peak tourism months.

Based on US Census American Community Survey 2023 5-Year estimates data for Hailey nearly 90 percent of housing in the city is occupied by permanent residents. By applying the PPHH factors by housing type the permanent population is estimated in Figure 6. As a result, there is an estimated 9,639 full-time residents in Hailey.

Figure 6. Permanent Housing and Population

Housing Type	Permanent Housing Units	PPHH	Permanent Population
Single Family Detached	2,390	2.47	5,903
All Other Housing	1,339	2.79	3,736
Total	**3,729**		**9,639**

Source: TischlerBise analysis of Hailey water utility account records and 2023 U.S Census Bureau ACS data

The seasonal population includes residents of second and vacation homes who do not reside in Hailey year-round. During peak season it is assumed that all housing units are occupied, thus, the seasonal housing estimate is the difference between total units and permanent housing units. The seasonal

population is found by applying the PPHH factors to the seasonal housing. Shown in Figure 7, there is an estimated 525 seasonal housing units and an estimated seasonal population of 1,359 residents in 2025.

Figure 7. Seasonal Housing and Population

Housing Type	Seasonal Housing Units	PPHH	Seasonal Population
Single Family Detached	330	2.47	815
All Other Housing	195	2.79	544
Total	**525**		**1,359**

Source: TischlerBise analysis of Hailey water utility account records and 2023 U.S Census Bureau ACS data

The visitor population includes overnight visitors at lodging locations. From a survey done by TischlerBise, there are four lodging properties within city limits that total 224 rooms. Based on general lodging assumptions (two occupants and 95 percent occupied during peak season), a total of 224 overnight-visitors are estimated in the city shown in Figure 8.

Figure 8. Lodging Rooms and Peak Visitors

Property	Rooms
Mountain Valley Lodge	64
Fairfield Marriott	74
Wood River Inn & Suites	57
Airport Inn	29
Total	**224**

Total Lodging Rooms	224
Assumed Ave Occupancy	2
Assumed Occupancy Rate	95%
Total Overnight-Visitors	**426**

Source: TischlerBise survey of lodging property and general peak season lodging factors

The information above is summarized in Figure 9. By combining the permanent residents (9,639), seasonal residents (1,359, and overnight-visitors (426) the peak population is calculated. As a result, in the base year there is an estimated 11,424 peak time population in Hailey.

Figure 9. Base Year Housing and Population

City of Hailey	Base Year 2025
Permanent Hsg Population [1]	9,639
Seasonal Hsg Population [2]	1,359
Overnight-Visitors [3]	426
Total Peak Population	11,424
Housing Units [4]	
Single Family Detached	2,720
All Other Housing	1,534
Total Housing Units	4,254

[1] TischlerBise analysis of occupied housing units and PPHH factors
[2] TischlerBise analysis of vacant/seasonal housing units and PPHH factors
[3] TischlerBise survey of available lodging rooms
[4] Source: TischlerBise analysis of U.S. Census Bureau data; Hailey water service account data

HOUSING UNIT AND POPULATION PROJECTIONS

To project residential growth, the past housing construction trends are assumed to continue through the next ten years. Thus, the five-year annual average without the peak year are included in the projections to estimate housing growth in Hailey. This results in 370 single family detached units and 640 all other housing units over the next ten years. However, it is assumed that housing development will follow the proposed annexations (Figure 4) and infrastructure in those areas which is planned to occur in the next several years. In this case, housing construction ramps up over the next ten years, illustrated in the annual percent increase in Figure 10.

Permanent and seasonal population growth is estimated based on housing development and PPHH by housing type. Overnight visitors are expected to grow at the same rate as the permanent and seasonal population. Based on the housing development, peak population is estimated to grow by 2,819 residents or 24.7 percent. The 2035 permanent population estimate of 12,013 is consistent with the medium growth scenario in the Housing Needs Analysis which was determined with the population growth rate between 2011-2021. Additionally, the buildout of the two large annexations mentioned above account for 60 percent of the projected housing development.

Figure 10. Residential Development Projections

City of Hailey	Base Year 2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total Increase
Permanent Hsg Pop [1]	9,639	9,806	9,989	10,187	10,401	10,631	10,876	11,137	11,413	11,705	12,013	**2,374**
Seasonal Hsg Pop [1]	1,359	1,383	1,409	1,437	1,468	1,501	1,536	1,573	1,613	1,655	1,699	**340**
Overnight-Visitors [2]	426	433	441	450	459	469	480	492	504	517	531	**105**
Total Peak Population	11,424	11,622	11,839	12,074	12,328	12,601	12,892	13,202	13,530	13,877	14,243	**2,819**
Percent Increase		*1.7%*	*1.9%*	*2.0%*	*2.1%*	*2.2%*	*2.3%*	*2.4%*	*2.5%*	*2.6%*	*2.6%*	**24.7%**
Housing Units [3]												
Single Family Detached	2,720	2,746	2,775	2,805	2,839	2,875	2,913	2,953	2,997	3,042	3,090	**370**
All Other Housing [4]	1,534	1,579	1,628	1,682	1,739	1,801	1,867	1,938	2,012	2,091	2,174	**640**
Total Housing Units	4,254	4,325	4,403	4,487	4,578	4,676	4,780	4,891	5,009	5,133	5,264	**1,010**

[1] Population projected based on housing growth and persons per household factors.
[2] Visitor growth is assumed to grow at the same rate as permanent and seasonal population.
[3] Housing projections are based on 5-year building permit trend without peak year and an assumed ramp up of housing development as annexations occur and buildout.
[4] Includes ADUs which are considered to be occupied during peak season

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. The past ten years of employment growth in Hailey and Blaine County are illustrated in Figure 11. There has been a consistent trend of approximately 38 percent of countywide employment being within Hailey. The Sun Valley Economic Development annual profile provided job estimates through 2023. To estimate the 2024 Hailey employment, the countywide estimate is combined with the 38 percent trend resulting in an estimate of 5,547 jobs. Furthermore, between 2014 and 2024 there has been an annual job growth rate of 2.7 percent.

Figure 11. Employment Trend Hailey vs Blaine County

Employment	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Hailey Jobs	4,232	4,458	4,426	4,630	4,557	4,514	4,231	4,448	5,169	5,416	5,547
Blaine County Jobs	11,530	12,020	11,942	12,543	13,135	13,009	12,284	13,109	13,773	14,325	14,672
Hailey % of County	**37%**	**37%**	**37%**	**37%**	**35%**	**35%**	**34%**	**34%**	**38%**	**38%**	**38%**

City of Hailey	2014-2024
Annual Job Growth	2.7%

Source: Sun Valley Economic Development 2023 Annual Economic Profiles; 2024 QCEW Estimate

The annual growth rate is applied to the 2024 job estimate to calculate a 2025 estimate, 5,699 jobs. From ESRI Business Analyst data, total employment can be broken down by industry sectors. As a result, there are 1,532 retail jobs (27 percent), 1,575 office jobs (28 percent), 660 industrial jobs (12 percent), and 1,932 institutional jobs (34 percent) in Hailey. Institutional sectors include healthcare and education.

The square feet per employee factors from the Institute of Transportation Engineers (Figure 13) are combined with the job estimates to calculate residential floor area. As a result, there are approximately 3.8 million square feet of commercial floor area in Hailey.

Figure 12. Base Year Employment and Nonresidential Floor Area

City of Hailey	Base Year Jobs [1]	Percent of Total	Sq. Ft. per Job [2]	Floor Area (sq. ft.)	Percent of Total
Retail	1,532	27%	471	721,572	19%
Office	1,575	28%	307	483,525	13%
Industrial	660	12%	864	570,240	15%
Institutional	1,932	34%	1,076	2,078,484	54%
Total	**5,699**			**3,853,821**	**100%**

[1] Source: Sun Valley Economic Development 2023 Annual Economic Profiles; 2024 QCEW Estimate; ESRI Business Analyst
[2] Source: *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021)

Figure 13. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Emp Per Dmd Unit	Sq Ft Per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	130	Industrial Park	1,000 Sq Ft	1.16	864
Institutional	520	Elementary School	1,000 Sq Ft	0.93	1,076

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

EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS

Job and nonresidential floor area projections for the next ten years are provided in Figure 15. The increase in employment by industry is applied to the 124 average annual job growth in Hailey in Figure 14. These annual rates are assumed to continue for the next ten years.

Figure 14. Annual Job Increase Trend

Industry	% of Total Job Increase	Annual Job Increase
Retail	13.3%	17
Office	10.4%	13
Industrial	70.4%	87
Institutional	5.9%	7
Total	**100%**	**124**

Source: Sun Valley Economic Development 2023 Annual Economic Profiles; US Census OnTheMap

Over the next ten years there is a projected increase of 1,240 jobs, a 22 percent increase from the base year. Industrial development accounts for the greatest share of the increase, consistent with recent development discussions in Hailey. Job growth is converted into nonresidential floor area using the ITE square feet per employee averages shown in Figure 13. As a result, nearly a million square feet are assumed.

Figure 15. Employment and Nonresidential Floor Area Projections

Industry	Base Year 2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total Increase
Jobs [1]												
Retail	1,532	1,549	1,566	1,583	1,600	1,617	1,634	1,651	1,668	1,685	1,702	**170**
Office	1,575	1,588	1,601	1,614	1,627	1,640	1,653	1,666	1,679	1,692	1,705	**130**
Industrial	660	747	834	921	1,008	1,095	1,182	1,269	1,356	1,443	1,530	**870**
Institutional	1,932	1,939	1,946	1,953	1,960	1,967	1,974	1,981	1,988	1,995	2,002	**70**
Total	5,699	5,823	5,947	6,071	6,195	6,319	6,443	6,567	6,691	6,815	6,939	**1,240**
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	722	730	738	746	754	762	770	778	786	794	802	**80**
Office	484	488	492	495	499	503	507	511	515	519	523	**40**
Industrial	570	645	721	796	871	946	1,021	1,096	1,172	1,247	1,322	**752**
Institutional	2,078	2,086	2,094	2,101	2,109	2,116	2,124	2,131	2,139	2,146	2,154	**75**
Total	3,854	3,949	4,043	4,138	4,233	4,327	4,422	4,517	4,611	4,706	4,801	**947**

[1] Source: Sun Valley Economic Development 2023 Annual Economic Profiles; 2024 QCEW Estimate; TischlerBise
[2] Source: Institute of Transportation Engineers, *Trip Generation* , 2021

FUNCTIONAL POPULATION

Both residential and nonresidential developments increase the demand on City services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, a functional population approach is used. The functional population approach allocates the cost of the facilities to residential and nonresidential development based on the activity of residents and workers in the city through the 24 hours in a day.

Residents that do not work are assigned 20 hours per day to residential development and 4 hours per day to nonresidential development (annualized averages). Residents that work in Hailey are assigned 14 hours to residential development and 10 hours to nonresidential development. Residents that work outside the city are assigned 14 hours to residential development, the remaining hours in the day are assumed to be spent outside of the city working. Inflow commuters are assigned 10 hours to nonresidential development. Based on the most recent functional population data (2022), residential development accounts for 76 percent of the functional population, while nonresidential development accounts for 24 percent.

Figure 16. Hailey Functional Population

City of Hailey (2022)				
Residential			*Demand*	*Person*
Population*	9,116		*Hours/Day*	*Hours*
Residents Not Working	4,705		20	94,100
Employed Residents	4,411			
Employed in Hailey		1,324	16	21,184
Employed outside Hailey		3,087	16	49,392
			Residential Subtotal	164,676
			Residential Share =>	**76%**
Nonresidential				
Non-working Residents	4,705		4	18,820
Jobs Located in Hailey	4,226			
Residents Employed in Hailey		2,902	8	23,216
Non-Resident Workers (inflow commuters)		1,324	8	10,592
			Nonresidential Subtotal	52,628
			Nonresidential Share =>	**24%**
			TOTAL	217,304

Source: U.S. Census Bureau, OnTheMap 6.1.1 Application and LEHD Origin-Destination Employment Statistics.
* Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family detached and all other housing units in Hailey. In Figure 17, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 7.59 trip ends and a multifamily unit is estimated to generate 5.23 trip ends on an average weekday.

Figure 17. Customized Residential Trip End Rates by Housing Type

Housing Type	Persons in Households [1]	Trip Ends [2]	Households [1]	Local Trip Ends per Unit	National Trip Ends per Unit [3]
Single Family Detached	6,481	18,116	2,388	**7.59**	9.43
All Other Housing	2,809	6,352	1,214	**5.23**	4.54
Total	**9,290**	**24,467**	**3,602**	**6.79**	

[1] TischlerBise analysis of U.S. Census Bureau 2023 ACS 5-year estimates and 2023 PUMS data
[2] Vehicle trips ends based on persons using formulas from ITE *Trip Generation* . For single-family housing (ITE 210), the fitted curve equation is EXP(0.89*LN(persons)+1.72) [ITE 2017]. To approximate the average population of the ITE studies, persons were divided by 12 and the equation result multiplied by 12. For multi-family housing (ITE 221), the fitted curve equation is (2.29*persons)-81.02 [ITE 2017].
[3] *Trip Generation* , Institute of Transportation Engineers, 11th Edition (2021)

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

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

However, an additional adjustment is necessary to capture city residents' work bound trips that are outside of the city. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 70 percent of Hailey workers travel outside the city for work. In combination, these factors account for 8 percent of additional production trips (0.36 x 0.50 x 0.70 = 0.13). Shown in Figure 18, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (13 percent of production trips) for a total of 63 percent.

Figure 18. Residential Trip Adjustment Factor for Commuters

Trip Adjustment Factor for Commuters	
Employed Hailey Residents (2022)	4,411
Residents Working in Hailey (2022)	1,324
Residents Commuting outside of Hailey for Work	3,087
Percent Commuting out of Hailey	**70%**

Additional Production Trips	13%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	**63%**

Source: U.S. Census, OnTheMap Application, 2022; National Household Travel Survey, 2022

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of *Trip Generation*. To estimate the trip generation, the weekday trip end per 1,000 square feet factors listed in Figure 19 are used.

Figure 19. Institute of Transportation Engineers Nonresidential Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends Per Dmd Unit	Wkdy Trip Ends Per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	130	Industrial Park	1,000 Sq Ft	3.37	2.91
Institutional	520	Elementary School	1,000 Sq Ft	19.52	21.00

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

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

In Figure 20, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor are listed for each land use.

Figure 20. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family Detached	210	7.59	63%	4.78
All Other Housing	220	5.23	63%	3.29
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	24%	8.88
Office	710	10.84	50%	5.42
Industrial	130	3.37	50%	1.69
Institutional	530	14.07	50%	7.04

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

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Citywide, residential land uses accounts for 18,061 vehicle trips and nonresidential land uses accounts for 24,613 vehicle trips in the base year (Figure 21).

Through 2035, it is projected that daily vehicle trips will increase by 6,602 trips with the majority of the growth being generated by housing development (59 percent).

Figure 21. Vehicle Trip Projections

City of Hailey	Base Year 2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Total Increase
Residential Trips												
Single Family Detached	13,006	13,131	13,267	13,415	13,574	13,745	13,928	14,122	14,328	14,546	14,775	**1,769**
All Other Housing	5,054	5,203	5,365	5,541	5,731	5,935	6,153	6,385	6,630	6,890	7,163	**2,109**
Subtotal	18,061	18,333	18,632	18,956	19,305	19,680	20,081	20,507	20,959	21,436	21,939	**3,878**
Nonresidential Trips												
Retail	6,409	6,480	6,552	6,623	6,694	6,765	6,836	6,907	6,978	7,049	7,121	**711**
Office	2,621	2,642	2,664	2,686	2,707	2,729	2,750	2,772	2,794	2,815	2,837	**216**
Industrial	961	1,088	1,214	1,341	1,467	1,594	1,721	1,847	1,974	2,101	2,227	**1,267**
Institutional	14,622	14,675	14,728	14,781	14,834	14,887	14,940	14,993	15,046	15,099	15,152	**530**
Subtotal	24,613	24,885	25,158	25,430	25,703	25,975	26,247	26,520	26,792	27,064	27,337	**2,724**
Vehicle Trips												
Grand Total	42,674	43,219	43,790	44,386	45,008	45,655	46,328	47,027	47,751	48,500	49,275	**6,602**

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

DEMAND FACTORS BY HOUSING UNIT SIZE

As an alternative to simply using national average trip generation rates for residential development, published by the Institute of Transportation Engineers (ITE), TischlerBise derived custom trip rates using local demographic data.

HAILEY CONTROL TOTALS

Trip generation rates are also dependent upon the average number of vehicles available per dwelling. Key independent variables needed for the analysis include household size and vehicles available. Based on U.S. Census Bureau ACS data, the average household in Hailey is 2.58 persons.

Figure 22. Persons per Household

Housing Type	Persons [2]	Households [2]*	Persons per Household
Single Family Detached	5,900	2,388	**2.47**
All Other Housing [1]	3,390	1,214	**2.79**
Total	9,290	3,602	**2.58**

[1] Including townhomes and multifamily units
[2] TischlerBise analysis of U.S. Census Bureau 2023 ACS 5-year estimates and 2023 PUMS data
*Households represent only occupied housing units

DEMAND INDICATORS BY DWELLING SIZE

Impact fees must be proportionate to the demand for infrastructure. Because averages per household, for both persons and vehicle trip ends, have a strong, positive correlation to the number of bedrooms, TischlerBise recommends residential fee schedules that increase by unit 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 Hailey included in Public Use Microdata Areas (PUMA) 1000.

Cells shaded yellow below are survey results for PUMA 1000. Unadjusted persons per household (2.61), derived from PUMS data for the PUMA listed above, are adjusted downward to match the control totals for Hailey (2.58), as shown above in Figure 24. Adjusted persons per household totals are shaded in gray.

Figure 23. Persons by Bedroom Range

Bedroom Range	Persons [1]	Households [1]	Housing Mix	Unadjusted PPHH	Adjusted PPHH [2]
0-1	224	137	6%	1.64	**1.61**
2	1,151	545	23%	2.11	**2.08**
3	2,993	1,126	48%	2.66	**2.62**
4	1,305	401	17%	3.25	**3.21**
5+	412	118	5%	3.49	**3.44**
Total	6,085	2,327	100%	2.61	**2.58**

[1] American Community Survey, Public Use Microdata Sample for Idaho PUMA 1000 (2023 5-Year unweighted data).
[2] Adjusted multipliers are scaled to make the average PUMS values match control totals for Idaho based on 2023 American Community Survey 5-Year Estimates.

PERSONS BY DWELLING SIZE

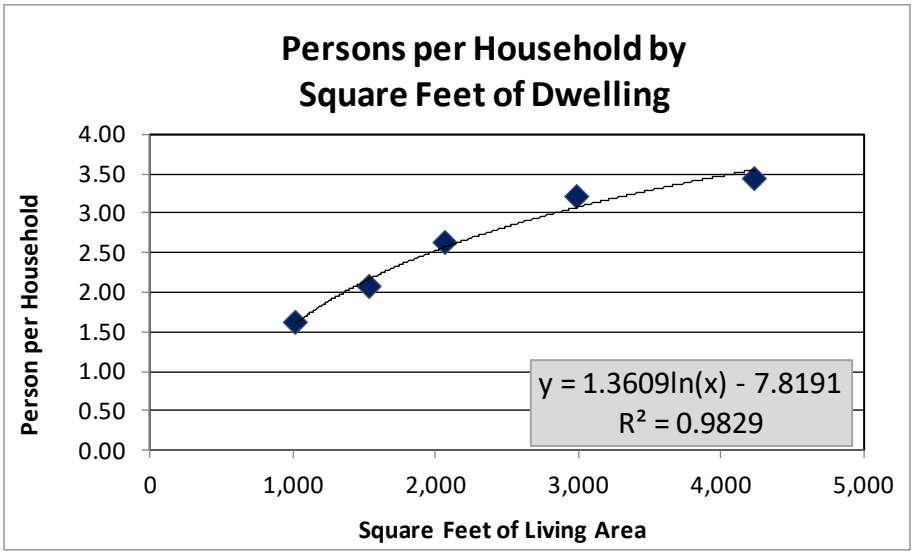
Average floor area and number of persons by bedroom range are plotted in Figure 25 with a logarithmic trend line derived from 2023 square footage estimates from by the U.S. Census Bureau. Dwellings with one bedroom or less average 1,021 square feet of floor area—based on multifamily dwellings constructed in West Census Region. Two-bedroom dwellings average 1,532 square feet, three-bedroom dwellings average 2,070 square feet, four-bedroom dwellings average 2,986 square feet, and dwellings with five or more bedrooms average 4,235 square feet—based on single family dwellings constructed in the Mountain Census Region. Using the trend line formula shown in the chart, TischlerBise derived the estimated average number of persons, by dwelling size, for the size groupings in the existing fee schedule.

As shown in the upper-right corner of the table below, the smallest floor area range (Less than 601 square feet) has an estimated average of 0.89 persons per dwelling. The largest floor area range (3,001 square feet or more) has an estimated average of 3.16 persons per dwelling.

Figure 24. Persons per Household by Dwelling Size

Actual Averages per Household			Fitted-Curve Values	
Bedrooms	Square Feet	Persons	Sq Ft Range	Persons
0-1	1,021	1.61	Under 601	0.89
2	1,532	2.08	601 to 1,000	1.28
3	2,070	2.62	1,001 to 1,400	1.83
4	2,986	3.21	1,401 to 1,800	2.22
5+	4,235	3.44	1,801 to 2,200	2.52
			2,201 to 2,600	2.77
			2,601 to 3,000	2.98
			3,001 or More	3.16

Average persons per household derived from 2023 ACS PUMS data (PUMA 1000) that includes Hailey. Unit size for 0-1 bedroom is from the 2023 U.S. Census Bureau average for all multifamily units constructed in the Census West region. Unit size for all other bedrooms is from the 2023 U.S. Census Bureau average for single family units constructed in the Census Mountain division.



TRIP GENERATION BY DWELLING SIZE

Rather than rely on one methodology, the recommended trip generation rates shown at the bottom of Figure 26, shaded gray, are an average of trip rates based on persons and vehicles available for all types of housing units. In Hailey, the average household is expected to yield 9.93 average weekday vehicle trip ends (AWVTE), compared to the average of 8.06 trip ends per household if national averages were used.

Figure 25. Average Weekday Vehicle Trip Ends by Bedroom Range

Bedroom Range	Persons [1]	Households [1]	Housing Mix	Unadjusted PPHH	Adjusted PPHH [2]
0-1	224	137	6%	1.64	**1.61**
2	1,151	545	23%	2.11	**2.08**
3	2,993	1,126	48%	2.66	**2.62**
4	1,305	401	17%	3.25	**3.21**
5+	412	118	5%	3.49	**3.44**
Total	6,085	2,327	100%	2.61	**2.58**

National Averages According to ITE

ITE Code	AWVTE per Person	AWVTE per HH	Housing Mix	Persons per Household
210 SFD	2.65	9.43	72%	3.56
221 Apt	3.31	4.54	28%	1.37
Weighted Avg	2.83	8.06	100%	2.95

Recommended AWVTE per Household

Bedroom Range	AWVTE per HH Based on Persons [3]
0-1	**4.56**
2	**5.89**
3	**7.41**
4	**9.08**
5+	**9.74**
Average	**7.30**

1. American Community Survey, Public Use Microdata Sample for Idaho PUMA 1000 (2023 5-Year unweighted data).
2. Adjusted multipliers are scaled to make the average PUMS values match control totals for Idaho based on 2023 American Community Survey 5-Year Estimates.
3. Adjusted persons per household multiplied by national weighted average trip rate per person.

VEHICLE TRIP ENDS BY DWELLING SIZE

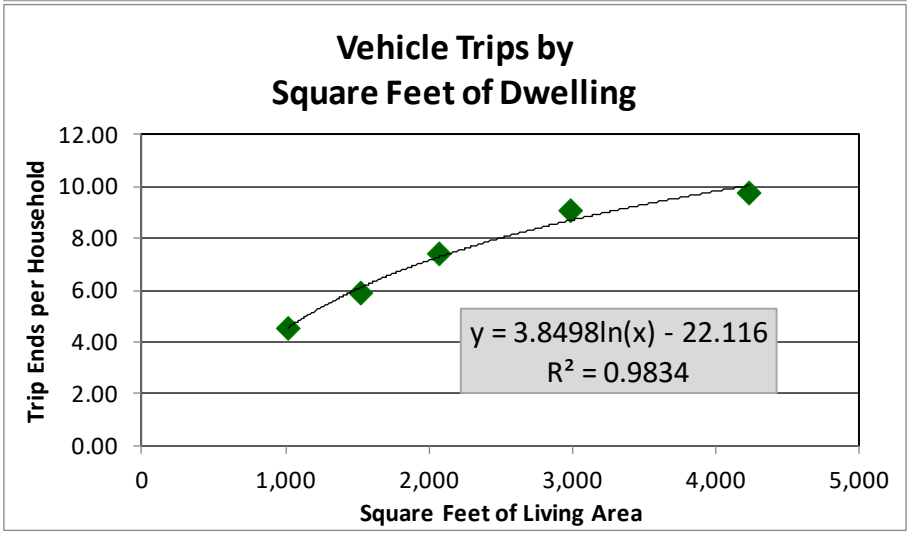
To derive AWVTE by dwelling size, TischlerBise matched trip generation rates and average floor area, by bedroom range, as shown in Figure 27, with a logarithmic trend line derived from 2023 square footage estimates provided by the U.S. Census Bureau. Dwellings with one bedroom or less average 1,021 square feet of floor area—based on multifamily dwellings constructed in West Census Region. Two-bedroom dwellings average 1,532 square feet, three-bedroom dwellings average 2,070 square feet, four-bedroom dwellings average 2,986 square feet, and dwellings with five or more bedrooms average 4,235 square feet—based on single family dwellings constructed in the Mountain Census Region. Using the trend line formula shown in the chart, TischlerBise derived the estimated average number of persons, by dwelling size, for the size groupings in the existing fee schedule.

As shown in the upper-right corner of the table below, the smallest floor area range (less than 601 square feet) generates an estimated average of 2.51 trip ends per dwelling. The largest floor area range (3,001 square feet or more) generates an estimated average of 8.96 trip ends per dwelling.

Figure 26. Vehicle Trip Ends per Household by Dwelling Size

Actual Averages per Household			Fitted-Curve Values	
Bedrooms	Square Feet	Trip Ends	Sq Ft Range	Trip Ends
0-1	1,021	4.56	Under 601	2.51
2	1,532	5.89	601 to 1,000	3.62
3	2,070	7.41	1,001 to 1,400	5.18
4	2,986	9.08	1,401 to 1,800	6.29
5+	4,235	9.74	1,801 to 2,200	7.15
			2,201 to 2,600	7.85
			2,601 to 3,000	8.44
			3,001 or More	8.96

Vehicle trips by dwelling size are derived from 2023 ACS PUMS data (PUMA 1000) that includes Hailey. Unit size for 0-1 bedroom is from the 2023 U.S. Census Bureau average for all multifamily units constructed in the Census West region. Unit size for all other bedrooms is from the 2023 U.S. Census Bureau average for single family units constructed in the Census Mountain division.



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