

Discussion of Methodology and Assumptions for Candia Road and Public Safety Impact Fees

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Town of Candia Planning Board

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Impact Fee Overview

- In accordance with the provisions of New Hampshire RSA 674:21 (V), an impact fee is ***a one-time charge to new development, which is intended to offset the proportional impact of that new development on the costs borne by local government to provide public capital facilities.***
- The Town of Candia has an Impact Fee Ordinance, which is incorporated as Section 16.03c of the Candia Zoning Ordinance.
 - In the Town of Candia's Impact Fee Ordinance, the Planning Board is authorized to implement Impact Fees.
 - The Town of Candia's Impact Fee Ordinance generally reflects the provisions of RSA 674:21 (V) for the assessment, administration, and collection of impact fees.



Impact Fee Overview

- SNHPC has been contracted by the Town of Candia to develop impact fee methodologies for two categories of impact fees:
 - Road Impact Fees
 - Public Safety (i.e. Police and Fire) Impact Fees
- The goal of tonight's discussion to review the methodology and assumptions to be used in developing these impact fees.
- Following this meeting, SNHPC will finalize the methodologies and calculations for each set of impact fees into reports that can be brought forward for a public hearing to consider adoption.



Road Impact Fee Update



Road Impact Fee Methodology

- Roads are different than the Town's other capital facilities. The Town of Candia's Road Impact Fee will be modeled after a methodology developed by Vanasse Hangen Brustlin, Inc. (VHB) known as the "Sample Roadway Impact Fee" procedure.
- The procedure uses average construction costs rather than the cost of specific roadway improvements, daily trips rather than peak hour trips, and average trip lengths rather than site-specific trip assignment.
- This methodology involves a six (6) step process which has been applied by various New Hampshire communities, including the Town of Hooksett and Town of Chester within the Southern New Hampshire Planning Commission region.



Road Impact Fee Methodology

- **Step 1:** Estimate the total daily vehicle trips generated by the particular use.
 - **Data Assumption:** The trip estimates will be based on the prevailing version of the Institute of Transportation Engineers (ITE) Trip Generation Manual, which is currently the 11th Edition.

Residential Uses	Trips/Day ¹
Single-Family Detached	9.43
Duplex	9.43
Multi-Family (3+ Units)	6.74
Manufactured Housing	7.12
Non-Residential Uses	Trips/1,000 SF/Day ¹
General Office	10.84
Single Tenant Office	13.07
General Light Industrial	4.87
Manufacturing	4.75
Warehousing	1.71
Retail Plaza (Less than 40,000 SF)	54.45
Fine Dining Restaurant	83.84
High Turnover Restaurant	107.20
Fast Food Restaurant (w/Drive-Thru)	467.48
Shopping Center (40,000-150,000 SF without Supermarket)	67.52
Shopping Center (More than 150,000 SF)	37.01
Supermarket	93.84
Gas Station/Convenience Store (With 2-8 Vehicle Fueling Positions)	624.2



Road Impact Fee Methodology

- **Step 2:** Divide the total daily vehicle trips by two to determine the one-way trips per day and avoid double counting. Otherwise, for instance, a person's trip from home to work would be counted as two trips when it is actually only one trip.
- **Step 3:** Apply an adjustment factor to the daily one-way vehicle trips to establish the number of new one-way vehicle trips per day. The trips generated by some non-residential land uses (e.g. retail) are not all new trips because a portion of the trips are drawn from the existing traffic stream.
 - **Data Assumption:** Retain the general retail (30%), restaurant (20-30%), shopping center (25%-30%), supermarket (25%), and gas station/convenience store (15%) adjustment factors detailed in the Town of Candia's previous Road Impact Fee.



Road Impact Fee Methodology

- **Step 4:** Multiply the number of new trips by the average trip length to obtain vehicle lane miles.
 - **Data Assumption:** The average trip length within the Town of Candia is assumed to be 3.85 miles based on previous analysis of the SNHPC regional Travel Demand Model.
- **Step 5:** Adjust the total vehicle lane miles to reflect the vehicle lane miles used on Class V (locally maintained) roads.
 - **Data Assumption:** For the Town of Candia, this adjustment reflects the fact that 59.8% of all maintained road mileage in the Town is locally maintained (as opposed to State maintained).



Road Impact Fee Methodology

- **Step 6:** Multiply the adjusted vehicle lane miles for each category by the estimated average cost to construct a lane-mile of roadway in the Town of Candia. This calculation yields the impact fee for each category.
 - **Data Assumption:** The cost to construct a two-lane roadway in the Town of Candia could be assumed in a variety of ways (the cost to construct a lane-mile of roadway would be half that amount):
 - **Option #1 –** Apply inflation to Candia’s previously assumed road construction cost of \$896,000/mile from the last Road Impact Fee. This would equate to approx. \$1,320,000 in today’s dollars.
 - **Option #2 –** Use actual cost or bid data for full depth reconstruction from recent projects in the Town of Candia, derived in consultation with the Road Agent.



Road Impact Fee Other Considerations

- Inflation is an important consideration with the Road Impact Fee, and the Town reserves the ability to make adjustments annually to account for prevailing construction cost inflation.
- A road impact fee may also be calculated for proposed land uses that are not specifically identified under a land use category in the Road Impact Fee Matrix. This can be done by estimating the number of new daily vehicle trips for the particular use and following the calculation procedure detailed in the report.



Public Safety Impact Fee Update



Public Safety Impact Fee

- **Step 1:** Compiling an inventory of public safety facilities in the Town of Candia.

Facility	Existing SF ¹
Candia Police Station	1,900
Rolling Stock	Existing Inventory
Patrol Vehicle	2
Command Vehicle	2
Detail Vehicle	1

Facility	Existing SF ¹
Candia Fire Station	6,160
Rolling Stock	Existing Inventory
Engine #1	1
Engine #2	1
Engine #3	1
Forestry Truck	1
Tanker	1
Utility Truck	1
Utility UTV	1
Ambulance #1	1
Ambulance #2	1



Public Safety Impact Fee

- **Step 1:** Compiling an inventory of public safety facilities in the Town of Candia.
 - **Data Assumptions:**
 - It is assumed that the existing police station can no longer meet the needs of the town and that a new 4,464 SF facility is needed to accommodate future growth as detailed in the CIP.
 - It is assumed that the existing fire station can no longer meet the needs of the town and that a renovation of the existing space with an addition of approx. 1,100 SF (20' x 55' bay) is needed to accommodate future growth as detailed in the CIP.



Public Safety Impact Fee

- **Step 2:** Defining historical and projected population and employment, and determining the Maximum Service Population of the public safety facilities.

	Historical Data ^{1,2}			Projection ^{3,4}	Maximum Service Population of Facilities	
Population	2000	2010	2020	2030	Est. Maximum Service Population for Police Facilities (Following Construction of New Station as Programmed in the 2024-2029 CIP)	Est. Maximum Service Population for Fire Facilities (Following Construction of Addition as Programmed in the 2024-2029 CIP)
Population	3,939	3,909	4,013	4,333	9,428	4,730
	Historical Data ^{1,2}			Projection ^{3,4}	Maximum Service Population of Facilities	
Employment	2000	2010	2020	2030	Est. Maximum Service Employment for Police Facilities (Following Construction of New Station as Programmed in the 2024-2029 CIP)	Est. Maximum Service Employment for Fire Facilities (Following Construction of Addition as Programmed in the 2024-2029 CIP)
Employment	N/A	679	789	866	1,854	930



Public Safety Impact Fee

- **Step 3:** Calculating the proportionate share factors for residential and non-residential demand for public safety facilities in the Town of Candia.
 - **Data Assumptions:** Typically, the proportionate share determination would draw upon any or all of the following metrics.
 - Calls for Service
 - Jobs to Population Ratio
 - In Candia, this is 83.6% Residential/16.4% Non-residential
 - Share of Assessed Valuation
 - Functional (“Daytime”) Population
 - In Candia, this is 82.4% Residential/17.6% Non-residential



Public Safety Impact Fee

- **Step 3:** Calculating the proportionate share factors for residential and non-residential demand for public safety facilities in the Town of Candia.

Town of Candia "Daytime" Population Analysis			
Town Population (Total) ¹	4,013		
Residential Proportionate Share Analysis	Population	Residential Demand (Hours/Day)	Residential Person Hours (Townwide/Day)
Residents Employed in Candia ²	120	14	1,680
Residents Employed Outside of Candia ²	2,395	14	33,530
Unemployed Residents ³	104	20	2,087
Residents Not Participating In Labor Force	1,394	20	27,873
Residential Person Hours (Subtotal)			65,170
Nonresidential Proportionate Share Analysis	Population	Nonresidential Demand (Hours/Day)	Nonresidential Person Hours (Townwide/Day)
Residents Employed in Candia ²	120	10	1,200
Unemployed Residents ³	104	4	417
Residents Not Participating In Labor Force	1,394	4	5,575
Nonresident Workers (Inflow Commuters) ²	669	10	6,690
Nonresidential Person Hours (Subtotal)			13,882
Total Residential + Nonresidential Person Hours			79,052
Residential Proportional Share			82.4%
Nonresidential Proportional Share			17.6%



Public Safety Impact Fee

- **Step 4:** Determining the total capital investment in public safety facilities in the Town of Candia.
 - **Data Assumptions:** This is a calculation of monetary value that will be based on a combination of the following data sources:
 - Replacement value of existing facilities (based on the valuation in the Town's insurance policy).
 - Cost of public facility improvements needed to accommodate future growth as detailed in the CIP.
 - Other data as may be needed from the Police and Fire Departments (e.g. rolling stock valuations).
 - The calculations will ultimately yield a total Cost/SF for stations and a total Cost/Unit for rolling stock.



Public Safety Impact Fee

- **Step 5:** Detailing the Town standards for public safety facilities based on the future service population and employment.
 - **Data Assumptions:** This is a calculation based on the proportionate share factors and future service population calculated in previous steps. The service standards are calculated as:
 - Station SF/Person (for Residential)
 - Station SF/Job (for Non-residential)
 - Rolling Stock/1,000 People (for Residential)
 - Rolling Stock/1,000 Jobs (for Non-residential)



Public Safety Impact Fee

- **Step 6:** Calculating the cost/unit for public safety facility needs attributable to new residential and non-residential development in the Town of Candia.
 - **Data Assumptions:** The costs calculated in Step 4 and the standards calculated in Step 5 are multiplied and summed to yield a total **Cost/Person** and **Cost/Job** for public safety capital needs.



Public Safety Impact Fee

- **Step 7:** Translating the unit costs for public safety facility needs into residential and non-residential public safety impact fees.
 - **Data Assumptions:**
 - The total Cost/Person calculated in Step 6 is multiplied by the estimated number of Persons/Dwelling Unit (based on Census data) to determine the residential public safety impact fee.
 - The total Cost/Job calculated in Step 6 is multiplied by the estimated number of Jobs/SF (based on U.S. Energy Information Administration data) to determine the non-residential public safety impact fee.



Next Steps



Next Steps

Data Needs:

- Finalize construction cost assumption for one-mile of roadway in Candia.
- Acquire current assessing database from the Town.
- Acquire call for service data from Police and Fire Departments.
- Acquire insurance valuation data from the Town.
- Acquire rolling stock valuation data from Police and Fire Departments (if necessary).

Schedule:

- Goal is to provide draft impact fee reports by June 19th.



Questions?