

E. AB1600 Development Impact Fee Fund Transfers and Restructuring

Recommendation: To approve the restructuring of Assembly Bill (AB) 1600 Development Impact Fee (DIF) Funds for FY 2023/2024.



AB1600 Fee Justification Nexus Study

City of Cathedral City

Final - September 2023

Prepared For:



Prepared By:



**101 Progress #250
Irvine, CA 92618
(949) 655-3900**

This page intentionally left blank.

Table of Contents

Section 1	Executive Summary	1
	Introduction	1
	Nexus Study	2
	Administrative Fee.....	5
	Fee Adjustment Procedures.....	6
	Timing of Fee Payment	6
Section 2	Legal Context and Methodology	7
	Nexus Requirement Summary	7
	AB602	7
	Methodology.....	9
Section 3	Population and Land Use Assumptions	11
	Land Use Types	11
	Growth Forecasts	11
	Average Unit Sizes.....	13
Section 4	Park Facilities Fee	15
	Background	15
	Parkland	15
	Service Population	16
	Current Level of Service.....	16
	Planned Level of Service.....	17
	Fee Methodology.....	19
	Fee Summary.....	20
	Revenue Projections	20
	Nexus Requirement Summary	21
Section 5	Transportation Fee.....	23
	Background	23
	Service Population	25
	Cost Summary	25
	Fee Methodology.....	26
	Fee Summary.....	27
	Reduced Traffic Fee.....	28
	Revenue Projections	29
	Nexus Requirement Summary	29
Section 6	General Government Facilities Fee	31
	Background	31

	Current Level of Service.....	31
	Planned Level of Service.....	33
	Fee Methodology.....	33
	Fee Summary.....	34
	Revenue Projections	34
	Nexus Requirement Summary	35
Section 7	Fire Facilities Fee	38
	Background	38
	Current Level of Service.....	38
	Planned Level of Service.....	40
	Fee Methodology.....	40
	Fee Summary.....	40
	Revenue Projections	41
	Nexus Requirement Summary	42
Section 8	Police Facilities Fee	45
	Background	45
	Current Level of Service.....	45
	Planned Level of Service.....	47
	Fee Methodology.....	47
	Fee Summary.....	48
	Revenue Projections	48
	Nexus Requirement Summary	49
Section 9	Implementation and Administration	52
	Implementation.....	52
	Fee Program Administrative Requirements	52
	Fee Adjustment Procedures.....	53
	Timing of Fee Payment	53
	Credits and Reimbursement Policies	53
	Administrative Fee.....	54
	Programming Revenues with the CIP	54
	Fee Reporting	54
	Accessory Dwelling Units	55
	Specialized Development Projects.....	55
	Rebuild or Expansion Projects	55

Appendix A Capital Improvement Program.....	57
Appendix B Transportation Cost Details.....	59

Tables

Table 1-1: City of Cathedral City List of Development Impact Fees	4
Table 1-2: Summary of Proposed Development Impact Fees	5
Table 3-1: Existing Service Population	12
Table 3-2: Estimated Service Population at Buildout.....	12
Table 3-3: Persons per Household & Employment Density	13
Table 3-4: Residential Land Use Average Unit Size	14
Table 4-1: Park Facility Inventory List.....	16
Table 4-2: Future Park Facility Cost	19
Table 4-3: Park Facility Cost per Resident	20
Table 4-4: Park Facilities Fee Cost Summary	20
Table 4-5: Park Facilities Fee Estimated Revenue at Buildout.....	21
Table 5-1: Transportation Facilities – Planned Facilities	24
Table 5-2: Future Additional Trips.....	25
Table 5-3: Existing Trips	27
Table 5-4: Citywide Transportation Fee Summary	28
Table 5-5: Anticipated Citywide Transportation Fee Collection at Buildout	29
Table 6-1: General Government Facilities Inventory List.....	32
Table 6-2: General Government Facilities Existing Level of Service	33
Table 6-3: General Government Facilities Fee Summary.....	34
Table 6-4: General Government Fee Estimated Revenue at Buildout.....	35
Table 7-1: Fire Facilities Inventory List	39
Table 7-2: Fire Facilities Existing Level of Service	40
Table 7-3: Fire Facilities Fee Summary	41
Table 7-4: Anticipated Fire Facilities Estimated Revenue at Buildout.....	42
Table 8-1: Police Facilities Inventory List.....	46
Table 8-2: Police Facilities Existing Level of Service	47
Table 8-3: Police Facilities Fee Summary	48
Table 8-4: Anticipated Police Facilities Estimated Revenue at Buildout.....	49

Section 1 Executive Summary

Introduction

The City of Cathedral City (City) is a desert resort city located in Riverside County. The City is tucked between the City of Palm Springs and the City of Indio, in the northwest part of the Coachella Valley between the San Bernardino Mountains to the north, the San Jacinto Mountains to the south, and the San Geronimo Pass to the west. It is the second most populated city in the Coachella Valley.

The City was incorporated in 1981 after beginning as a housing development in 1925. The City began a downtown revitalization program in the late 1990s, which was completed by 2005. The program included a new city hall, movie theater complex, and new and remodeled stores and restaurant space. The City features lush country clubs, diverse shopping districts, and a variety of recurring community events for residents and visitors.

At the time of the 2020 U.S. Census, the city population was 51,493. As of January 1, 2022, the California Department of Finance (DOF) estimates that the city population is 51,840. As the resident population and non-resident employment in the City increase, there exists a correlating rise in the demand for public infrastructure and services to support the increased demand on the City. California's Assembly Bill 1600 (AB1600) adopted in 1987 and codified as California Government Code Section 66000 et. seq., allows the City to impose Development Impact Fees on new development within the City.

Development Impact Fees (DIFs) are a one-time charge on new development that is collected and used by the City to cover the cost of capital facilities, vehicles, and equipment that are required to serve new growth. In July 2021 the City adopted the updated July 1, 2019 Comprehensive General Plan (General Plan or 2040 General Plan) that forms the basis of the City's current development impact fee program. As stated in the General Plan, most of the City south of US Interstate-10 is already developed and the remaining vacant lands in this area are generally located east of Date Palm Drive and north of Dinah Shore Drive. In recent years, the City's limits have expanded to include lands north of US I-10 and have extended east to Bob Hope Drive, where large-scale master planned communities have already been approved for development. For purposes of this Nexus Study, the land north of US I-10 is defined as the North Area of the City. As noted in the General Plan, the City's Sphere-of-Influence extends eastward on the north side of US I-10 taking in the community of Thousand Palms, continuing eastward beyond Cook Street and including the Classic Club and the surrounding master planned community.

As highlighted in the General Plan, development in the City over the past decades has been focused along the East Palm Canyon Drive (Highway 111) corridor, and the northern areas of the City on the valley floor. The City is situated across a variety of geographic and geologic conditions,

including a mid-valley alluvial plain and limited mountain foothills, as well as the sandy desert floor. The Santa Rosa Mountains bound the City on the south and Edom Hill and the Indio Hills bound the City on the north.

The Nexus Study is based on the City limits and the full General Plan Buildout of the City. As stated in the land use chapter of the General Plan, the City's future is tied to the type and amount of new development it can accommodate at General Plan Buildout. Projecting future Buildout capacity requires consideration of several variables and is based on assumed densities (dwelling units per acre) and intensity factors that include allowed lot coverage and floor-to-area ratios (FAR), parking requirements, etc. While some of today's developed lands may change in use in the coming years, most of the assumed City buildout is on remaining vacant lands planned for residential and employment-generating uses.

The General Plan includes and encompasses the North City Specific Plan planning area, which provides residential densities of from 25 to 45 dwelling units per acre within a master-planned, mixed-use development context. These mixed-use designations have also been applied to lands south of US I-10 and provide the City an important tool to further mixed-use, high density residential development elsewhere in the community. For additional information addressing these and other related issues associated with community housing stock, please see the City's Housing Element.

The goal of the City is to develop a fee program that achieves the objectives laid out in the General Plan and associated master plans, balances fee levels with desired economic growth, and complies with the legal requirements of the Mitigation Fee Act (AB1600/Government Code Section 66000 et seq.) and Assembly Bill 602 (AB602).

Nexus Study

Purpose

As development occurs in the City, new backbone infrastructure and capital facilities are required to mitigate the increased demand created by new residents and workers. Revenues from DIFs fund the construction of new backbone infrastructure and capital facilities as well as the related administrative costs through the City's fee program. The fee program contains separate fee categories for each type of infrastructure and capital facilities. Incorporated in this Nexus Study (Nexus Study, Study or Report) are the following fees:

- Park Facilities
- Transportation
- General Government Facilities
- Fire Facilities
- Police Facilities

This Report is designed to satisfy the AB1600 Nexus requirements, AB602 requirements, and provide the necessary technical analysis to support the adoption of the updated fees. The fees will be effective 60 days after the City’s final action establishing and authorizing the collection of the fees.

Table 1-1 lists the fees the City currently collects and accounts for per the City’s Development Impact Fee Annual Report (“AB1600” Report) for Fiscal Year 2021-2022. The table below also shows which fees are included in the Nexus Study, which fees have been combined, and which fees are excluded.

As shown on **Table 1-1**, this Nexus Study excludes the Master Underground Plan (MUP) fee and the Art in Public Places Fee. The MUP fee was adopted in 1990 and given the significant changes to AB1600 requirements since 1990 and the new AB602 requirements, it is Harris’ recommendation that the MUP fee should be reevaluated with an undergrounding study or converted to an in-lieu fee. An in-lieu model is common for undergrounding fees and would require a municipal code update. The Art in Public Places Fee is currently an in-lieu fee for commercial and industrial projects equal to one percent of ninety percent of the total project valuation. Harris conducted an analysis of different methodologies for updating the Art in Public Places Fee, including adding an additional impact fee for art on residential development. After reviewing the options with City staff, it was determined that the Art in Public Places Fee would remain an in-lieu fee for non-residential development, which is consistent with numerous other jurisdictions for this type of fee.

Table 1-1: City of Cathedral City List of Development Impact Fees

Current Fees	Notes from Nexus Study?
Master Underground Plan	No change – Undergrounding study recommended or change to In-Lieu Fee
Fire and Police Facilities/Equipment	Included in Separate Fire Facilities Fee and Police Facilities Fee
Traffic Signalization	Included in Transportation Fee
City Yard Vehicle Storage	Included in General Government Facilities Fee
Police Community Center	Included in Police Facilities Fee
Public Safety Training Site	Included in Police Facilities Fee
Public Safety Facilities	Included in Separate Fire Facilities Fee and Police Facilities Fee
Road and Traffic Facilities	Included in Transportation Fee
Interchange and Bridges	Included in Transportation Fee
Bikeway Facilities	Included in Transportation Fee
Trail Facilities	Included in Transportation Fee
Park and Recreation Facilities	Included in Park Facilities Fee
Transit Development	No Change – not an AB1600 Fee
Art in Public Places	No change – not an AB1600 Fee

Results

Table 1-2 shows a summary of the proposed fees. Pursuant to AB602, residential development fees are now assessed on a per square foot basis and non-residential development fees are assessed on a per 1,000 square foot basis. Park Facilities Fees are not assessed on non-residential development. The Park Facilities Fee is discussed in more detail in Chapter 4.

Table 1-2: Summary of Proposed Development Impact Fees

Land Use ¹	General Government				
	Parks	Transportation	Facilities	Fire	Police
Residential (Fee per Square Foot)					
Single Family	\$3.30	\$0.63	\$1.23	\$0.68	\$0.47
Multi-Family	\$4.65	\$0.60	\$1.73	\$0.95	\$0.66
Non-Residential (Fee per 1,000 Square Feet)					
Commercial	N/A	\$2,106.62	\$579.18	\$319.36	\$220.05
Office	N/A	\$1,770.12	\$1,272.92	\$701.88	\$483.63
Industrial	N/A	\$268.44	\$127.29	\$70.18	\$48.36

Notes:

1 An administrative fee of 3.0% is included in the fees shown for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis. The administration fee is calculated on a fee by fee basis. Please refer to the individual fee calculation tables for a breakdown of the administration fee.

Administrative Fee

The City oversees the implementation and administration of the DIF Program, consistent with the requirements of the Mitigation Fee Act. A three percent (3%) Administrative Fee is added to fund the costs of the City's management and ongoing fee program administration, collection, and reporting, based on an analysis of the cost administrative cost necessary to support the DIF Program. This includes costs associated with City staff and consultant time, studies, and administration to support the program. Furthermore, AB602, adds additional administration and reporting cities are responsible for meeting. Industry standard ranges from three to six percent (3-6%) of the fee for the administrative component of a development fee program. The administrative functions include, but are not limited to, the following:

- Annual fee adjustments
- Annual fee reporting
- Additional fee reporting every five years
- Posting of nexus studies and fee schedules on the City's website
- Nexus study updates every eight years (an AB602 requirement)
- Master Plans necessary to support the Nexus study updates
- Staff and consultant time related to fee preparation, collection, tracking, and administration
- Staff and consultant time needed to track credits and reimbursements for improvements constructed in the fee program

In addition to the aforementioned administrative activities, the City is responsible for both (i) using fee revenues to plan for and construct required capital facilities and (ii) pursue other funding sources, as required, to bridge financial gaps between what is collected and the actual cost to construct needed facilities. A flat fee will impair the City's ability to abide by AB602's rigorous requirements.

Consistent with the Mitigation Fee Act, the Administrative Fee will be collected to fund the cost of the program administrative activities, such as administration, collection, and reporting. The costs to administer will vary each year. In addition to annual program reporting activities and additional fee reporting requirements every five years, AB602 requires the Nexus Study must be updated at least every eight years.

Fee Adjustment Procedures

The DIFs may be adjusted periodically to reflect revised facility requirements, receipt of funding from alternative sources (i.e., state or federal grants), revised facilities or costs, changes in demographics, changes in the average unit square footage, or changes in the land use plan. In addition, the fees may be adjusted annually using the Construction Cost Index (CCI) for the 20-City Average as reported by Engineering News Record (ENR) for a twelve-month period or a similar published index if the CCI Index is no longer available. City staff will calculate the annual adjustment utilizing the CCI Index. The adjusted fees will be summarized in a resolution to be approved by City Council following the required noticing as outlined by section 66016 of the California Government Code.

Timing of Fee Payment

Fees will be collected at the time the building permit for the project is issued. All residential projects will pay a fee based on the livable square footage of the residential unit(s). For high-density residential projects (defined in the General Plan as high-density residential development with multi-family dwellings, including apartments and condominiums), the fees will be due at the time of the building permit for each building. For high-density residential projects with communal space, the non-residential communal portion (i.e., clubhouse, maintenance facility, gym, etc.) will not be assessed impact fees as the impact is assumed to be captured in the residential fees. Areas that are accessible by the public (i.e., leasing office) will be charged impact fees according to use.

Section 2 Legal Context and Methodology

Nexus Requirement Summary

AB1600 was enacted by the State of California in 1987 creating the Mitigation Fee Act - Section 66000 et seq. of the Government Code. The Mitigation Fee Act requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project:

1. Identify the purpose of the fee.
2. Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified.
3. Determine how there is a reasonable relationship between the fees use and the type of development project on which the fee is imposed.
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.
5. Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The purpose of this report is to demonstrate that all fee components comply with the Mitigation Fee Act. The assumptions, methodologies, facility standards, costs, and cost allocation factors that were used to establish the nexus between the fees and the development on which the fees will be charged are summarized in subsequent sections of this Report.

AB602

AB602, which was enacted by the State of California in 2021, amended Sections 65940.1 and 66019 of, and added Section 66016.5 to the Government Code. AB602 requires that if a local agency conducts and adopts an impact fee nexus study after January 1, 2022, the local agency shall follow all of the following standards and practices:

1. Before the adoption of an associated development fee, an impact fee nexus study shall be adopted.
2. When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate.
3. A nexus study shall include information that supports the local agency's actions, as required by subdivision (a) of Section 66001 of the Government Code.
4. If a nexus study supports the increase of an existing fee, the local agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of fees collected under the original fee.

5. A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development. A local agency that imposes a fee proportionately to the square footage of the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development. A nexus study is not required to comply with the requirements to calculate a fee imposed on a housing development project proportionally to the square footage of the proposed units if the local agency makes the following findings:
 - An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.
 - An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
 - That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.
6. Large jurisdictions shall adopt a capital improvement plan as a part of the nexus study.
7. All studies shall be adopted at a public hearing with at least 30 days' notice, and the local agency shall notify any member of the public that requests notice of intent to begin an impact fee nexus study of the date of the hearing.
8. Studies shall be updated at least every eight years, from the period beginning on January 1, 2022.
9. The local agency may use the impact fee nexus study template developed by the Department of Housing and Community Development pursuant to Section 50466.5 of the Health and Safety Code.

The purpose of this Report is to demonstrate that all fee components comply with the Mitigation Fee Act and AB602. An analysis of level of service for each applicable fee component is summarized in subsequent sections of this report.

Capital Improvement Plan

AB602 states that large jurisdictions shall adopt a capital improvement plan (CIP) as part of the nexus study. This report includes the facilities to be adopted as the City's CIP for the DIF program in **Appendix A**.

Explanation of Level of Service and Fee Increase

AB602 requires that when applicable, the nexus study identifies the existing level of service for each public facility, identifies the proposed new level of service, and includes an explanation of why the new level of service is appropriate. This report relies on existing level of service standards developed in consultation with City staff and with reference to the existing capital facilities and

improvements in the City for all the fee programs documented herein apart from the Park Facilities Fee and Transportation Fee. Utilizing the existing level of service as the fee basis is appropriate for new development to pay their fair share. The transportation fee is a new combined fee program, the calculation presented herein for this fee program provides justification for an entirely new fee based on planned facilities required to serve existing and new development. New development will pay their allocated fair share of cost, rather than an increase over an existing amount. For the Park Facilities Fee, the existing level of service is identified and acknowledged that it falls below the City Standard. The City Standard is utilized for the Park Facilities Fee as it is an appropriate City Standard set by the General Plan and as the City has significant growth in the North area of the City, it is appropriate for new development to meet this City Standard. New development is expected to pay the fee that results in meeting the City Standard and will not be used to fund existing deficiencies. Furthermore, Government Code 66001 states, “A fee shall not include the costs attributable to existing deficiencies in public facilities, but may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan”. The Park Facilities Fee achieves an adopted level of service that is consistent with the City’s adopted General Plan. This approach, therefore, is consistent with the Mitigation Fee Act. AB602 requires that when applicable, the nexus study identifies the existing level of service for each public facility, identifies the proposed new level of service, and includes an explanation of why the new level of service is appropriate. This Nexus Study meets that requirement of the explanation of why the new level of service is appropriate based on the General Plan standard.

Methodology

Imposed fees require various findings to ensure that a reasonable relationship exists between the fee amount and the cost of the facility or portion of the facility attributable to the new development. Several methodologies are available to determine fee amounts. Choosing the appropriate methodology depends on the type of facility for which the fee is calculated and the availability of documentation to support the fee calculation. Following is a discussion of the methodologies available to calculate the separate fee components in this report.

Facility Standards Method

The facility standards method determines the facilities and associated costs required to accommodate growth based on adopted City standards. Depending on the fee analysis, the City may or may not currently have sufficient facilities to meet the adopted standard. If the City’s existing facilities are below the standards, then a deficiency exists. In this case, the portion of the cost of planned facilities associated with correcting the deficiency must be satisfied with funding sources other than Development Impact Fees (DIFs). AB1600 fees can only fund facilities needed to accommodate new development at the adopted standard.

Master Plan Method

The master plan method is based on a master facilities plan in situations where the needed facilities serve both existing and new development. This approach allocates existing and planned facilities across existing and new development to determine new development's fair share of the needed facility. This approach is used when it is not possible to differentiate the benefits of new facilities between existing and new development.

Planned Facilities Method

The planned facilities method calculates the standard based solely on the ratio of planned facilities to the increase in demand associated with new development. This method is appropriate when planned facilities are mostly for the benefit of new development, such as a wastewater trunk line extension to a previously undeveloped area. This method may also be used when there is excess capacity in existing facilities that can accommodate new development.

Existing Inventory Method

The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development. This method is often used when a long-range plan for new facilities is not available.

Section 3 Population and Land Use Assumptions

Land Use Types

To ensure a reasonable relationship between each fee and the type of development paying the fee, different land use types must be distinguished. The land use categories used in this analysis are defined below.

- **Single Family Residential (SFR):** Detached single-family dwelling units. Includes very low density, low density, and age-restricted units.
- **Multi-Family Residential (MFR):** Attached residential projects.
- **Accessory Dwelling Unit (ADU):** A second unit, attached or detached from a SFR.
- **Commercial:** All commercial, retail, educational, hotel/motel development, and mixed-use development.
- **Office:** All general, professional, and medical office development.
- **Industrial:** All manufacturing and warehouse development.

Some developments may include more than one land use type, such as an industrial warehouse with living quarters (a live-work designation) or a planned unit development with both single and multi-family uses. In these cases, the fees will be calculated separately for each land use type.

Growth Forecasts

Growth projections are used as indicators of demand and projected revenue to fund the infrastructure identified in Appendix A. The City's existing population and Buildout population projections are critical assumptions used throughout the fee sections that follow in this report. The following resources were used as part of this analysis:

- Estimates of total development through Buildout were based on the City's land use plan from the City's Comprehensive General Plan, adopted July 28, 2021.
- Population projections were based on the land use projections and the estimated persons per household taken from the US Census American Community Survey.
- Existing population estimates are from the 2021 California Department of Finance.
- Existing non-residential worker populations are based on non-residential data for the City of Cathedral City derived from the City's Comprehensive General Plan, adopted July 28, 2021, and employees per square feet assumption from the USGBC LEED BD+C: New Construction | v4 – Default Occupancy Counts..
- Worker projections are based on estimated buildout square footage and the employees per square feet assumption from the USGBC LEED BD+C: New Construction | v4 – Default Occupancy Counts.

Table 3-1 identifies the existing service population. Non-residential buildings are typically occupied less than dwelling units, so it is reasonable to assume that average per-worker demand for services is less than average per-resident demand. The 0.37-weighting factor for workers is based upon a 45-hour work week (40 hours of work plus 1 hour lunch break) relative to a resident's non-working time of 123 hours (168 hours per week less 45 work hours).

Table 3-1: Existing Service Population

Category	Total Persons	Weighting Factor ³	Service Population
Residents ¹	51,840	1.00	51,840
Workers ²	11,063	0.37	4,093
Total	62,903		55,933

Notes:

- 1 Based on State of California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, dated January 1st 2021.
- 2 Employment data for the City of Cathedral City derived from the adopted General Plan (July 2021).
- 3 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

California Department of Finance E-5 Population and Housing Estimates, City of Cathedral City Comprehensive General Plan (adopted July 28, 2021).

Table 3-2 shows the estimated service population at Buildout.

Table 3-2: Estimated Service Population at Buildout

Category	Future Persons (Buildout)	Total Persons at Buildout	Weighting Factor ³	Future Buildout Service Population	Service Population at Buildout
Residents ¹	85,130	136,970	1.00	85,130	136,970
Workers ²	73,007	84,070	0.37	27,013	31,106
Total	158,137	221,040		112,143	168,076

Notes:

- 1 Based on State of California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, dated January 1st 2021 combined with the buildout development derived from the City of Cathedral City Comprehensive General Plan adopted July 28, 2021.
- 2 Employment data for the City of Cathedral City derived from the United States Census Bureau On The Map Application combined with the buildout development derived from the City of Cathedral City Comprehensive General Plan adopted July 28, 2021.
- 3 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Occupant Density

Occupant densities ensure a reasonable relationship between the increase in service population and the amount of the fee. Developers pay the fee based on the square footage of additional housing units or building square feet of non-residential development, so the fee schedule must convert service population estimates to these measurements of project size. This conversion is done using the average occupant density factors by land use type shown in **Table 3-3**. The residential density factors were derived from the US Census American Community Survey while the non-residential densities were derived from the U.S. Green Building Council Default Occupancy Counts.

Table 3-3: Persons per Household & Employment Density

Density Assumptions		
Residential ¹		
Single Family	2.85	Residents per dwelling unit
Multi-Family	2.51	Residents per dwelling unit
Non-Residential ²		
Commercial	1.82	Employees per 1,000 square feet
Office	4.00	Employees per 1,000 square feet
Industrial	0.40	Employees per 1,000 square feet

Notes:

1 Extrapolated from American Community Survey 2020 5-Year Estimates: Table B25032 & B25033.

2 USGBC LEED BD+C: New Construction | v4 - Default Occupancy Counts.

Source:

U.S. Census Bureau, American Community Survey and the U.S. Green Building Council.

Average Unit Sizes

To meet AB602 requirement five (5), this Report calculated the average unit size for single family residential and multifamily units based on the estimated average size of planned new development within each land use category in the City. The average unit size is based on the livable square footage of the residential unit for all residential land uses. This Report derived the unit sizes from the Market Watch Quarterly New Home Report for Coachella Valley, dated December 2022 and the Desert Housing Report dated October 2022.

Basing the average unit size on livable square footage for all residential units is not only consistent with industry standard for fee calculations, it provides a strong nexus between the impact of the unit and the fee amount. A good example of this industry standard are school fees in California. In California school fees are based on assessable space, which means a quantity equal to the area (expressed in square feet) within the perimeter of a residential structure, not including the carport, walkway, garage, overhang, patio, enclosed patio, detached accessory structure or similar structure.

As stated previously, to accurately capture the impact of a residential project on capital facilities for high-density multi-family residential projects with communal spaces, the communal spaces

(i.e., clubhouse, maintenance facility, gym, etc.) will not be assessed impact fees as the impact is assumed to be captured in the residential fees. Areas that contain employees and are accessible by the public (i.e., leasing office) will be charged impact fees according to use. The non-residential area accessible by the public (i.e., leasing office) will be based on the useable size of that area. The usable square footage is the actual area of a space as measured within the demising exterior walls of that space. Including areas that contain employees that are accessible by the public captures the additional impact these new facilities will have on the backbone facilities in the City.

Table 3-4 summarizes the estimated average size of planned new development within each residential land use category utilized for this study.

Table 3-4: Residential Land Use Average Unit Size

Land Use	Unit Size (SF)
Single Family	2,000
Multi-Family	1,250

Notes:

1 Unit sizes derived from the Desert Housing Report dated 10/22 and Market Watch Quarterly New Home Report for Coachella Valley, dated December 2022.

The City will monitor the average size of housing units in the City based on new developments on an annual basis and if the size of units on average are significantly different than anticipated, the fees will be updated as part of the annual update for the fee adjustment to reflect this change in order to ensure the fee program collects the anticipated level of funding.

Section 4 Park Facilities Fee

Background

This section presents an analysis of the need for additional parks to accommodate new development in the City and the fees that are necessary in order to ensure that new development provides adequate funding to meet those needs. This Nexus Study updates the methodology of the existing Parks Fee and recommends updated fees.

Residential development in the City will pay the Park Facilities Fee at building permit issuance. The park cost was estimated based on the existing City adopted standard of three (3) acres of green space per 1,000 residents. The Park Facilities Fee is for park facility development cost only and does not include parkland acquisition costs. Parkland acquisition under the Quimby Act requires developers to either dedicate land to satisfy their parkland requirement or pay an in-lieu fee. The in-lieu fee is dependent upon appraised land cost and thus, the amount should be agreed upon between the City and the developer when the land dedication is triggered. The City has an existing Quimby in-lieu fee (also known as a Park In-Lieu Fee). As noted in the General Plan, Park In-Lieu Fees stem from the Quimby Act. Quimby provides for the dedication of land for parks, or in certain instances (i.e. a subdivision is small), a fee in-lieu of dedicating land is provided. It is important to note that for the Park In-Lieu Fee, infill projects are exempt, and the fee applies primarily to parkland and land improvements in new neighborhoods. For the Park Facilities Fee, which is a DIF, the fee applies only to new development and is only assessed for new capital costs related to the new development with a defined beneficiary relationship.

Parkland

AB1191, also known as the Quimby Act, was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act outlines the requirements for imposing fees for park purposes with a minimum of three (3) acres and a maximum of five (5) acres of green space per 1,000 residents. The Quimby Act allows the legislative body of a city or county, by ordinance, to require the dedication of land or impose a requirement of the payment of fees in-lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map. Currently the City imposes a Residential Quimby Parks Fee based on three (3) acres per 1,000 residents or the payment of an in-lieu fee. The formula is based on a dwelling unit factor, the parkland dedication requirement (currently three (3) acres per 1,000 residents) and the fair market value per acre (varies per development).

Service Population

The Park Facilities Fee is not applied to non-residential development because workers typically do not use park facilities.

Current Level of Service

Per the City's Comprehensive General Plan, the City has a total of 73.23 acres of developed parkland. **Table 4-1** lists the existing parkland available to current residents. Based on a population of approximately 51,840, there are 1.41 acres of existing parkland per 1,000 persons/residents as also shown in **Table 4-1**. Thus, the current parkland is less than the standard of 3 acres per 1,000 people on a citywide level.

Table 4-1: Park Facility Inventory List

Park Facility	Acreage ¹
Community Parks	
Dennis Keat Soccer Park	19.25
<i>Subtotal Community Parks</i>	<i>19.25</i>
Neighborhood Park	
Dream Homes Park	7.85
Century Park	7.02
Ocotillo Park	7.04
Panorama Park	12.57
Patriot Park	7.00
Second Street Park	4.41
<i>Subtotal Neighborhood Parks</i>	<i>45.89</i>
Mini Park	
Cathedral City Dog Park	1.29
Festival Lawn	2.04
Memorial Park	0.20
Town Square	2.06
<i>Subtotal Mini Parks</i>	<i>5.59</i>
Performance and Event Venue	
Community Amphitheater	2.50
<i>Subtotal Performance and Event Venues</i>	<i>2.50</i>
Total Park Acreage	73.23
Existing Service Population	51,840
Total Park Acreage per 1,000	1.41

Notes:

1 Park acreages derived from the City of Cathedral City 2040 General Plan, Adopted 2021.

Source:

City of Cathedral City 2040 General Plan.

Undeveloped Parkland

As identified in the 2040 General Plan, the City has continued to acquire parkland to further expand park and recreational services. The table below identifies acquired parkland that will be developed by the City as public parks in the future. The City is actively exploring partnerships with such entities as the Desert Health District and others. Such collaboration can extend the value and usefulness of City parks lands now and in the future.

LOCATION	ACREAGE
Next to the Salvation Army building on Landau	3.72 acres
In the Whitewater neighborhood	5.05 acres
Railroad track area north end of town	19.31 acres
Adjacent to Rancho Mirage	26.44 acres
Future Park adjacent to Dream Homes	7.85 acres
Western part of Cove	65.93 acres
Total	128.3 acres

As shown on the table above, the City currently owns approximately 128.3 acres of undeveloped parkland and is committed to developing the parkland in the future. The City recently developed the Community Amphitheater at the corner of Cathedral Canyon Drive and Avenida Lalo Guerrero, which is used as a music and theater venue, and for other cultural, entertainment, and recreational uses. The City also recently completed the Panorama Dog Park with plans to build another dog park within the Downtown area. The City has identified required funding sources. The City has shown an ongoing commitment of finding funding for parks through grants, general fund revenue, and other funding sources. Funding for parks is outlined as an action item in the City's 5 Year Strategic Plan and discussed in the City's recently adopted 2040 General Plan. The City currently owns enough parkland that, when developed, the City will meet or exceed the General Plan standard of (3) acres per 1,000 residents.

The City has been successful in securing grants for park facilities in the past. The City was awarded \$6.4 million in grant funding for the Ocotillo Park (\$5 million) and the Amphitheater (\$1.4 million) as well as \$8.498 million for the Dream Homes Park. The City has demonstrated a successful track record and commitment to pursuing grant funding for parks and will continue to aggressively target and pursue grants for parks. Furthermore, in the City's 5-year CIP the City has planned \$1.56 million of General Fund revenue to fund parks. The City will continue to identify funding sources and explore partnerships for joint-use facilities to develop the City's undeveloped parkland. Furthermore, the City has an existing fund balance for the Park and Recreation Facilities Fee of \$899,554 as of 06/30/2022 per the City's AB1600 annual report.

Planned Level of Service

The City has established a goal for parks at three (3) acres of parkland per 1,000 residents, per the Parks Master Plan and City General Plan. This analysis is based on the existing City standard of three (3) acres of parkland per 1,000 residents, where new development will contribute and develop three (3) acres of parkland per 1,000 residents. As new development cannot fund existing deficiencies, new development will not be required to bring the City's existing level of service to this standard Citywide, but new development will be required to meet the standard of three (3) acres of parkland per 1,000 residents with this fee. Applying the General Plan standard to new development is consistent with the Mitigation Fee Act, as outlined in Government Code Section 66001, "A fee shall not include the costs attributable to existing deficiencies in public facilities, but may include the costs attributable to the increased demand for public facilities reasonably related to the development project in order to (1) refurbish existing facilities to maintain the existing level of service or (2) achieve an adopted level of service that is consistent with the general plan".

The City General Plan and the Municipal Code (Section 9.106.040) have an adopted level of service of three (3) acres of parkland per 1,000 residents. As stated previously, the existing level of service is identified and acknowledged that it falls below the City Standard. In compliance with Government Code Section 66001, the City Standard is utilized for the Park Facilities Fee as it is a City Standard set by the adopted General Plan and as the City has significant growth in the North area of the City, it is appropriate for new development to meet this City Standard for the new residents to utilize parks. New development is expected to pay the fee that results in meeting the City Standard and will not be used to fund existing deficiencies. The City will use other funding sources, such as grants and General Fund revenue, to bring up the existing level of service to three (3) acres of parkland per 1,000 residents.

As outlined in the City's 2040 General Plan, in 2003, the Parks and Recreation Department was removed from City financial support due to budget constraints. The City continues to maintain a five-member citizen-based Parks and Community Events Commission to assess the community's recreational services and facilities, and to advise the City Council regarding funding, recreational programming, parks facilities and usage, and related issues. Currently, the City does not meet the adopted standard of (3) three acres of parkland per 1,000 residents. The General Plan states that the City will strive to meet the adopted park acreage standards, identify appropriate locations for future parks and related open space, evaluate funding options, and continue to develop parks and recreational facilities that best meet the needs of the community. It will continue to develop a complete network of bikeways and pedestrian pathways. The network should be linked to important activity nodes within the community to decrease the dependence on vehicles and promote physical activity. The General Plan has a goal of a City-wide system of parks, open space and other recreational amenities and programs that at a minimum satisfy Quimby Act standards

and another goal of a wide offering of facilities and programs supporting and encouraging physical activity, social interaction, and enhanced social cohesion in the community parks, recreation and open space areas. Furthermore, as outlined in the City’s April 2023 5 Year Strategic Plan, it identifies actions for park funding.

As described in more detail in Chapter 9 of this Nexus Study, the City may provide fee credits or reimbursements to developers who construct eligible facilities. Given that parkland must be dedicated at (3) acres per 1,000 residents, consistent with Quimby and the City’s municipal code, it would be inconsistent to then have a different standard for park facilities and adopting a lower standard for park amenitization could cause issues with fee credits and reimbursements. As demonstrated above, having a Park Facilities Fee based on the General Plan standard meets the requirements of the Mitigation Fee Act, but also maintains consistency with all adopted park policies and the City’s municipal code.

Fee Methodology

The Park Facilities Fee is based on the Facility Standards Method. This method determines the facilities and associated costs required to accommodate growth based on adopted City standards. Using this approach for parks, new development funds the expansion of facilities and construction of new facilities at the adopted General Plan standard for the City. **Table 4-2** calculates the total cost of future park improvements based on the General Plan standard of three (3) acres per 1,000 residents, anticipated service population growth, and the cost per acre of park development. Fee revenues may be used to construct park improvements and facilities on land dedicated by developers in accordance with the City’s Quimby Ordinance or though land purchased through the payment of the in-lieu Quimby Fee.

Table 4-2: Future Park Facility Cost

Description	Total	Unit
Future Park Improvements		
City of Cathedral City Park Acre per 1,000 Standard ¹	3.00	acres
City of Cathedral City Future Service Population	85,130	residents
Total Park Acreage Required to Serve New Development	255.39	acres
Cost per Acre for Park Improvements ²	\$ 750,000	cost/acre
Total Future Park Improvement Cost	\$ 191,542,500	Total Cost

Notes:

1 Park Acreage per 1,000 derived from the City of Cathedral City 2040 Plan, adopted in 2021.

2 Cost per Acre of Park Improvements provided by the City of Cathedral City on August 18, 2022.

Source:

City of Cathedral City 2040 General Plan and Cathedral City Parks & Recreation Department.

Table 4-3 identifies the park cost per capita by taking the future cost of park improvements and dividing by the future service population.

Table 4-3: Park Facility Cost per Resident

Description	Value
Future Facilities	
Future Park Improvements	\$ 191,542,500
<i>Subtotal Park Improvements ¹</i>	<i>\$ 191,542,500</i>
Future Service Population	85,130
Total Existing Level of Service per Capita	\$ 2,250

Notes:

1 Cost per Acre of Park Improvements provided by the City of Cathedral City on August 18, 2022.

Source:

City of Cathedral City 2040 General Plan.

Fee Summary

The Park Facilities Fee per unit is calculated by multiplying the cost per capita by the average number of residents per unit type (density). The fee per unit must then be converted to a fee per square foot by taking the total fee per unit and dividing by the estimated average unit size for each land use to arrive at the fee per square foot. The total fee includes a three percent (3%) administrative charge to fund fee program administrative costs, including but not limited to preparing annual reports, preparing fee updates, and other administrative tasks related to the fee program administration. These calculations are shown in **Table 4-4**.

Table 4-4: Park Facilities Fee Cost Summary

Land Use	Cost Per Capita	Density	Subtotal Fee (per unit)	Administration Fee (per unit)	Total Fee (per unit)	Average Unit Size (SF)	Fee/SF
Residential							
Single Family	\$ 2,250	2.85	\$ 6,412.50	\$ 192.38	\$ 6,604.88	2,000	\$ 3.30
Multi Family	\$ 2,250	2.51	\$ 5,647.50	\$ 169.43	\$ 5,816.93	1,250	\$ 4.65

Notes:

1 An administrative fee of 3.0% is included in the fees shown for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

Revenue Projections

Table 4-5 summarizes the anticipated Park Facilities Fee revenue. The revenue will be available to expand the City's Park facilities to meet the needs of new residents. Based on the population estimates in this Nexus Study and using the City General Plan standard of 3 acres per 1,000 residents, it is anticipated that approximately 255 additional acres of parks facilities are needed to meet the needs of the City at Buildout at a cost of approximately \$197 million.

Table 4-5: Park Facilities Fee Estimated Revenue at Buildout

Land Use	Proposed Fee (SF) ¹	Anticipated Growth (units)	Anticipated Growth (SF)	Anticipated Fee Collection at Buildout ²
Residential	<i>per SF</i>			
Single Family	\$3.30	8,266	16,531,000	\$54,552,300
Multi Family	\$4.65	24,531	30,663,915	\$142,587,204
Total				\$197,139,504

¹ Includes the administrative portion of the fee.

² Total fee revenue may differ slightly from cost attributable to fee program due to rounding.

Nexus Requirement Summary

The Park Facilities Fee component of the DIF program meets the Mitigation Fee Act Requirements, as described in this section.

Requirement 1: Identify the purpose of the fee.

The purpose of the Park Facilities Fee is to fund the park needs generated by new development in the City. Each new resident creates a demand for additional neighborhood parks, mini parks, and community parks. The City's adopted standard is to provide 3 acres of parkland for each 1,000 residents. In order to accommodate these needs, new park facilities will be built and/or existing park facilities will be expanded. **Table 4-3** calculates the parks cost per capita based on the City standard for parks and the estimated construction cost.

Requirement 2: Identify the use of the fee.

The Park Facilities Fee will be used to fund new park development in order to meet the City's General Plan and Park Master Plan standards discussed in this chapter. The anticipated fee revenue at Buildout is shown on **Table 4-5**.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The fee will be used to fund new neighborhood, mini and community parks that are necessary to serve the increased residents in the City. New residential development generates additional residents which increases the demand for park facilities. The Park Facilities Fee is calculated using the City's General Plan standard of three (3) acres of park per 1,000 residents. Residential development is responsible for paying its fair share to meet the City's standard. Non-residential uses do not pay the fee since they do not generate additional residents and workers have minimal impact on the City's park system.

Table 4-3 calculates the cost per capita and then allocates the cost to each development type based on the estimated persons per household. **Table 4-4** then calculates the cost per square foot for the residential units based on the estimated average unit size. By basing the fee on the size of the unit and the estimated number of new residents that is anticipated to be generated by the addition of that square footage, the fee is directly correlated to the increased need for new parks.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new residential development is anticipated to generate new residents. The addition of new residents creates the need for new neighborhood, mini and community parks to meet the City's General Plan park standard of three (3) acres per 1,000 residents. The fee is directly correlated to the number of new residents expected to be generated by each type of development. Non-residential development does not pay for parks as non-residential developments do not generate a significant demand for park facilities. Residential development pays its fair share based on the estimated persons the new unit is expected to generate.

Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

As new residential units are constructed, new park facilities are necessary to meet the City's General Plan standard of 3 acres of park per 1,000 residents. The Park Facilities Fee is calculated by taking the cost per acre of park development times three (3) acres of parks per 1,000 future residents to determine the cost per capita, as shown in **Table 4-3**. The cost per capita is then allocated to each residential land use based on the persons per household each unit is expected to generate, assessed an administrative fee of 3% and divided by the average unit size in square feet to determine the fee per square foot as shown in **Table 4-4**. Since the need for park land is based on the number of new residents, calculating the fee based on the number of persons each unit is expected to generate and converting to a fee per square feet, ensures that each new residential unit is paying only its fair share of the required facilities.

By determining the fee based on the estimated new residents that would be generated by new development, each new residential unit is paying only its fair share of the facilities required to meet the City's General Plan Standard. Non-residential land uses are not assessed a Park Facilities Fee as non-residential development will not generate an increase in park facility demand.

Section 5 Transportation Fee

Background

This section presents an analysis of the Citywide Transportation Fee. The proposed Citywide Transportation Fee covers the costs to mitigate the impacts of new development on the City's traffic facilities. The fees listed below are charged on new development within the City and cover transportation projects that were in part or fully attributable to new development when the projects were created:

- Traffic Signalization
- Road and Traffic Facilities
- Interchange and Bridges
- Bikeway Facilities
- Trail Facilities

The Citywide Transportation Fee proposes to merge the five fees above into one single fee based on the updated analysis presented in this chapter. The new Citywide Transportation Fee will establish a separate capital facilities fund to avoid any commingling of transportation fees with other revenues and funds. The Mitigation Fee Act requires that fees are expended solely for the purpose for which the fees were collected. To comply with the Mitigation Fee Act, the existing funds for the Traffic Signalization, Road and Traffic Facilities, Interchange and Bridges, Bikeway Facilities, and Trail Facilities will be transferred to the new Citywide Transportation Fee fund.

As shown on **Table 5-1**, the future street improvements and traffic signal facilities were developed by the City of Cathedral City Engineering Department based on facilities necessary to serve new development. Additional information is provided in **Appendix B**. The future bikeways and multi-modal facilities were derived from the City of Cathedral City Comprehensive General Plan.

Table 5-1: Transportation Facilities – Planned Facilities

Description	Value
Street Improvements / Traffic Signals¹	
Street Improvements	\$ 75,223,090.90
Traffic Signals	\$ 15,000,000.00
Subtotal Street Improvements / Traffic Signals	\$ 90,223,090.90
Mobility Improvements^{2,3}	
Class I	\$ 17,610,912.00
Class 2	\$ 1,318,680.00
Off Road Shared NEV/Bike	\$ 313,632.00
Subtotal Mobility Facilities	\$ 19,243,224.00
Trips	
Existing Trips	265,832
Future Additional Trips	582,607
Subtotal Trips	848,439
Trip Allocation	
<i>Existing Trips</i>	<i>31%</i>
<i>Future Additional Trips</i>	<i>69%</i>
Subtotal Trips	100%
Transportation Improvements Cost Allocation	
Existing Development Responsibility	\$ 34,297,853.37
Future Development Responsibility	\$ 75,168,461.53
Subtotal Improvement Costs	\$ 109,466,314.90
Total Transportation Fee per Future Trip	\$ 129.02

Notes:

- 1 Future street improvements and traffic signal facilities developed by the City of Cathedral City Engineering Department.
- 2 Future bikeways & multi-modal facilities derived from the City of Cathedral City Draft Comprehensive General Plan dated July 1, 2019 and 2040 General Plan, adopted 2021.
- 3 Cost estimates per mile provided by the City of Cathedral City on August 18, 2022.

Source:

City of Cathedral City Comprehensive General Plan and Cathedral City Active Transportation Plan and City of Cathedral City.

Service Population

Demand for services and the associated facilities for transportation are based on the additional trips that will be generated by new development through Buildout conditions. The Citywide Transportation Fee utilizes the land use trip generation assumptions presented in **Table 5-2** for the various residential and non-residential land uses based on the ITE Trip Generation Manual, 11.1 Edition.

Table 5-2: Future Additional Trips

Land Use	Future Units / Workers	ITE Trip Rate ¹	Trips Generated
Residential	<u>units</u>		
Single Family	8,266	9.43	77,943.67
Multi-Family ²	24,531	5.64	138,355.58
Subtotal Residential			216,299.25
Non-Residential	<u>workers</u>		
Commercial	20,908	8.71	182,111.28
Office	45,873	3.33	152,755.99
Industrial	6,226	5.05	31,440.38
Subtotal Non-Residential			366,307.66
Total Future Trips			582,606.91

Notes:

1 Institute of Transportation Engineers Common Daily Trip Generation Rates sourced from the ITE Trip Generation Manual, 11th Edition.

2 Multi-Family trip generation based on the average trips for attached 2-4 and attached 4+ units. ITE 11.1 Edition Daily Trip Generation Rate. ITE 11th Edition notes: All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:

Institute of Transportation Engineer's 11th Edition.

Cost Summary

The Citywide Transportation Fee will fund the expansion and construction of new transportation facilities necessary to serve new growth. **Table 5.1** calculates the fair share between existing and new development for new or expanded future facilities based on trips. These transportation facilities will be necessary to meet the demands of the growth of the City at Buildout. The transportation facilities listed in **Table 5-1** have total DIF eligible project costs estimated to be approximately \$109.5 million, with future development's responsibility approximately \$75.2 million. These improvements listed on **Table 5-1** are future improvements that have not yet been triggered nor are they required prior to development occurring. As new development occurs, there are additional trips associated with the new development, which correlates to a need for additional transportation improvements. The Nexus Study acknowledges that the existing development will benefit from these transportation improvements once they are constructed and therefore existing developments' fair share of the improvements (based trip generation rates) is allocated to existing development and is not spread to new development.

The City will review the potential funding sources for transportation projects to determine the appropriate funding mechanisms as transportation projects move forward as well as identify

funding sources through the CIP process and identify action plans in updates to the City's Strategic Plan. The \$34.3 million will not be funded by new development as existing development will have an impact on these facilities and therefore the City will fund this amount through funding sources such as the General Fund, grants, or other funding sources. It is important for new development to fund their fair share of their impact on transportation facilities. As new development will impact the existing transportation infrastructure, this is a conservative approach that does not burden new development with any existing deficiencies.

Fee Methodology

The Transportation Fee uses the Planned Facilities Method to calculate the fee. The Planned Facilities Method calculates the fee based on the planned facilities associated with new development. This method is appropriate when planned facilities are mostly for the benefit of new development, such as a road extension to a previously undeveloped area.

The Transportation Fee is calculated based on the cost per trip generated by new development. The total cost of the facilities attributed to new development identified in **Table 5-1** is spread over the anticipated number of trips that will be generated by future development (as shown in **Table 5-2**) to calculate the cost per trip.

To calculate the total number of new trips attributable to new development through Buildout, the growth projections, detailed in Chapter 3, are multiplied by the corresponding trip generation rates identified in **Table 5-2**. These trip generation rates for the land use types within this fee program are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11.1 Edition. The multi-family assumption is an average of the multi-family attached 2-4 rate and multifamily attached 4+ rate. The non-residential land use ITE rates are assessed per employee, so the rates are multiplied by future employees at Buildout in the City.

Residential trips were calculated by multiplying the anticipated growth in residential units by the corresponding single family and multi-family trip generation rates. Non-residential trips were calculated by multiplying the anticipated growth in employees by the corresponding trip generation rates for each of the land uses. The ITE Trip Generation Manual, 11th Edition notes all Retail and Services land uses (commercial) are entitled to a "pass-by" trip reduction between 40%-60%. This study assumes the average with a 50% trip reduction for commercial. Pass-by trips are a subset of trips traveling on a road that stops by a near-by commercial development. They are not new trips. **Table 5-2** shows the breakdown of the total trips attributed to new development through Buildout condition.

Table 5-3 calculates the total number of existing trips attributable to existing development. The existing land uses and employees, detailed within Chapter 3, are multiplied by the corresponding trip generation rates identified in **Table 5-3**. **Table 5-3** displays the ITE trip generation rates for

the land use types within this fee program. As stated previously, the multi-family assumption is an average of the multi-family attached 2-4 rate and multifamily attached 4+ rate. The non-residential land use ITE rates are assessed per employee, therefore these rates are multiplied by existing employees in the City. The existing trips are calculated to determine future developments responsibility as the total transportation cost is allocated between existing and future trips.

Table 5-3: Existing Trips

Land Use	Existing Units / Workers	ITE Trip Rate ¹	Trips Generated
Residential	<u>units</u>		
Single Family	20,659	9.43	194,814.37
Multi-Family	68	5.64	384.65
Subtotal Residential			195,199.02
Non-Residential	<u>workers</u>		
Commercial	5,998	8.71	52,239.14
Office	4,179	3.33	13,914.45
Industrial	887	5.05	4,479.17
Subtotal Non-Residential			70,632.77
Total Existing Trips			265,831.78

Notes:

1 Institute of Transportation Engineers Common Daily Trip Generation Rates sourced from the ITE Trip Generation Manual, 11th Edition.

2 Multi-Family trip generation based on the average trips for attached 2-4 and attached 4+ units. ITE 11.1 Edition Daily Trip Generation Rate. ITE 11th Edition notes: All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:

Institute of Transportation Engineer's 11th Edition.

The cost per trip is calculated by taking the total cost of the DIF eligible transportation facilities, calculating the existing trips and future additional trips, dividing the total cost between existing development and future development's responsibility based on trips, and then dividing the future development responsibility cost by the trips generated by new development. This calculation is shown in **Table 5-1**.

Fee Summary

The Citywide Transportation Fee for new development is calculated by multiplying the cost per trip identified in **Table 5-1** by trip generation rate for each land use. The total fee includes a three percent (3%) administrative charge to fund fee program administrative costs, including but not limited to preparing annual reports, preparing fee updates, and other administrative tasks related to the fee program administration. The residential fee per unit is converted to a fee per square foot by dividing the fee per unit by the unit size estimated in **Table 3-4: Residential Land Use Average Unit Size**. **Table 5-4** shows the proposed new Citywide Transportation Fees for new development.

Table 5-4: Citywide Transportation Fee Summary

Land Use	Cost per Trip	Trips	Employees per 1,000 SF	Improvement Fee	Administration Fee	Total Fee	Average Unit Size (SF)	Fee/SF
Residential				(per Unit)	(per Unit)	(per Unit)		
Single Family	\$ 129.02	9.43	-	\$ 1,216.67	\$ 36.50	\$ 1,253.17	2,000	\$ 0.63
Multi Family	\$ 129.02	5.64	-	\$ 727.68	\$ 21.83	\$ 749.51	1,250	\$ 0.60
Non-Residential				(per 1,000 SF)	(per 1,000 SF)	(per 1,000 SF)		
Commercial	\$ 129.02	8.71	1.82	\$ 2,045.26	\$ 61.36	\$ 2,106.62		
Office	\$ 129.02	3.33	4.00	\$ 1,718.56	\$ 51.56	\$ 1,770.12		
Industrial	\$ 129.02	5.05	0.40	\$ 260.62	\$ 7.82	\$ 268.44		

Notes:

1 An administrative fee of 3.0% is included in the fees shown for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

Source:

Institute of Transportation Engineer's 11th Edition.

Reduced Traffic Fee

Residential developments near transit stations generate fewer trips than traditional land use configurations that rely on vehicles as the primary mode of transportation. According to various transportation studies, measurable trip reductions result for projects that are near transit stations and where there are a diversity of land uses that promote connectivity and walkability. To account for the reduced trip rates generated by projects meeting the above characteristics, an additional trip adjustment factor is applied to new residential land uses meeting the following criteria:

1. The housing development is located within one-half mile of a transit station and there is direct access between the project and the transit station along a barrier-free walkable pathway not exceeding one-half mile in length.
2. Convenience retail uses, including a store that sells food, are located within one-half mile of the housing development.
3. The housing development provides either the minimum number of parking spaces required by the local ordinance, or for residential units, no more than one onsite parking space for zero to two bedroom units, and two onsite parking spaces for three or more bedroom units, whichever is less.

For purposes of this reduction, the definition of transit station shall be defined by California Government Code Section 65460.1, "Transit station" means a rail or light-rail station, ferry terminal, bus hub, or bus transfer station. Also, a "housing development" shall be defined by California Government Code Section 66005.1, which is a development project with common ownership and financing consisting of residential use or mixed use where not less than 50 percent of the floorspace is for residential use.

Commercial trips often coincide with other trips (i.e., Person A stops by the store on their way home from work, Person B stops by a restaurant after grocery shopping, etc.) This "pass-by" trip

reduction amount is factored into the Commercial trip generation estimates (**Table 5-2**) as well as the fee for commercial land use in **Table 5-4**.

Revenue Projections

Table 5-5 summarizes the anticipated Citywide Transportation Fee revenue collected at Buildout. The revenue will be used to fund the transportation facilities show on **Table 5-1**.

Table 5-5: Anticipated Citywide Transportation Fee Collection at Buildout

Land Use	Anticipated			Anticipated Fee Collection at Buildout ²
	Proposed Fee ¹	Growth (units)	Anticipated Growth	
Residential	<i>per SF</i>		<i>SF</i>	
Single Family	\$0.63	8,266	16,531,000	\$10,358,077
Multi Family	\$0.60	24,531	30,663,915	\$18,386,329
Non-Residential	<i>per 1000 SF</i>		<i>1,000 SF</i>	
Commercial	\$2,106.62	n/a	11,488	\$24,201,011
Office	\$1,770.12	n/a	11,468	\$20,300,033
Industrial	\$268.44	n/a	15,565	\$4,178,146
Total				\$77,423,596

¹ Includes the administrative portion of the fee.

² Total fee revenue may differ slightly from cost attributable to fee program due to rounding.

Nexus Requirement Summary

The proposed Citywide Transportation Fee meets the Mitigation Fee Act Requirements, as described in this section.

Requirement 1: Identify the purpose of the fee.

The purpose of the Citywide Transportation Fee is to fund planned transportation facilities included in **Table 5-1** to serve future development. In order to accommodate this need, new facilities must be built and/or existing facilities expanded.

Requirement 2: Identify the use of the fee.

The fee will be used to fund the planned transportation facilities identified in **Table 5-1** and detailed in **Appendix B**, that are necessary to serve increased transportation demand. The improvements were identified through the current City General Plan Update, City identified projects, and additional City discussions, as the facilities that are required to mitigate the impact of new development in the City.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The Citywide Transportation Fees will be used to fund the new transportation facilities and improvements that are necessary to serve the increase in transportation demand due to new development. The cost of the transportation improvements is spread to each land use based on the number of trips generated by each land use. This correlation to trips ensures that each new development pays their fair share of the transportation costs.

The cost per trip calculations is shown in **Table 5-1**. The fee calculation is shown in **Table 5-4**.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new residential and non-residential development within the City will generate additional trips that incrementally adds to the need for new traffic infrastructure and facilities to serve the increased residents and businesses within the City and ensure that traffic facilities can accommodate the increased demand. These facilities are identified in the current City General Plan Update and through City discussions. Each new residential and non-residential development pays an impact fee based on the additional trips that is expected to be generated by the new development. To accommodate these additional trips, new transportation improvements will be needed city-wide. Utilizing trips generated by each development ensures that each type of development pays their fair share of the required new transportation facilities. This calculation is shown in **Table 5-4**.

Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The transportation facilities that are necessary for the new development are summarized in the planned improvements presented in **Table 5-1**. Each land use pays their fair share of costs based on the number of trips generated by that land use as shown in **Table 5-2**. Existing development is netted out from the analysis based on existing trips (calculated on **Table 5-3**), to ensure that future land uses only pays their fair share of the traffic improvements, as calculated in **Table 5-1**. The cost per trip is then spread to each land use based on the ITE Trip Generation Rates. This calculation is shown in **Table 5-4**. Utilizing trips ensures that each development pays their fair share of the cost.

Section 6 General Government Facilities Fee

Background

This section presents an analysis of the need for general government facilities to accommodate new development in the City and the fees that are necessary in order to ensure that new development provides adequate funding to meet this increased need. The City does not currently have a General Government Facilities Fee and this Nexus Study presents the methodology to establish the fee. The City does have a City Yard Vehicle Storage Fee that will be combined with this new General Government Facilities Fee.

The General Government Facilities Fee will fund structures, vehicles, and equipment related to government facilities, such as City Hall, Library, and Public Works facilities that are needed to serve the future service population of the City.

The Civic Center is located at 68700 Avenida Lalo Guererro and contains approximately 65,000 square feet. It houses the Police Department (included in a separate chapter) and city staff and administrative offices, including the Mayor's office and City Council chambers. Per discussions with City Staff, there is room to expand at the current location. Per the General Plan, the City's corporate yard is located at 68385 Kieley Road, near Cathedral Canyon Drive. The facility includes two masonry buildings with a total of approximately 8,500 square feet. One building serves as a vehicle maintenance garage/workshop, and the other includes staff offices for the Public Works Department and warehousing space. The remainder of the site consists of an asphalt parking lot, which accommodates staff and City-owned vehicles. City staff has indicated that additional parking space is needed and that the corporate yard may be expanded in the future. Furthermore, as the City grows, especially North of I-10, additional general government facilities may be needed, such as library facilities.

Current Level of Service

The current level of service is based on the value of the General Government Facilities as shown below in **Table 6-1**. The value for the police station and jail is included in the Police Facilities Fee and not the General Government Facilities Fee. The table also shows the City's current general government inventory of vehicles and equipment.

To determine the current level of service, the value of the existing general government facilities is divided by the existing service population to derive the existing level of service cost per capita/worker. The cost per capita for non-residential land uses is weighted using the factors shown in **Table 3-1** to calculate the cost per worker. This calculation is shown in **Table 6-2**.

.

Table 6-1: General Government Facilities Inventory List

Description	Address	Quantity	UOM	Value ^{1,2}
General Government Facilities				
Maintenance & Operations	68385 Kieley Road	5,184	SF	\$ 1,088,179
Maintenance & Operations - Land	687-073-046	1.12	AC	\$ 487,872
Library	33520 Date Palm Drive	20,245	SF	\$ 8,177,754
Library - Land ³	673-030-016	2.60	AC	\$ 1,132,560
Civic Center / City Hall ⁴	68-700 Avenida Lalo Guerrero	36,430	SF	\$ 14,900,238
Civic Center / City Hall - Land ⁴	687-471-006	2.03	AC	\$ 884,970
City Hall Parking Structure	68-594 Avenida Lalo Guerrero	230,808	SF	\$ 15,942,266
City Hall Parking Structure - Land	687-471-008	3.18	AC	\$ 1,385,208
City Hall - Bell Tower	68-700 Avenida Lalo Guerrero	264	SF	\$ 921,894
City Hall - Bell Tower - Land	687-471-006	0.00	AC	\$ -
Public Works Building	68-526 Avenida Lalo Guerrero	7,000	SF	\$ 333,025
Public Works Building - Land	687-171-007	0.00	AC	\$ -
<i>Subtotal General Government Facilities</i>				\$ 45,253,966
Vehicles & Equipment ⁵				
Mobile - Contractor's Equipment				\$ 289,583
2018 Chevy Silverado 3500 HD				\$ 75,000
2018 Chevy Silverado 3500 HD				\$ 75,000
2014 Ford F-150 Truck				\$ 55,000
2014 Ford F-150 Truck				\$ 55,000
2014 Ford F-150 Truck				\$ 55,000
2016 Chevy Silverado 2500 HD				\$ 55,000
2016 Chevy Silverado 2500 HD				\$ 55,000
2016 GMC Sierra				\$ 55,000
2016 GMC Sierra				\$ 55,000
2018 Ford F-150				\$ 55,000
2019 Chevy Tahoe				\$ 65,000
2019 Chevy Tahoe				\$ 65,000
2018 Chevy Malibu				\$ 55,000
2018 Chevy Malibu				\$ 55,000
2018 Chevy Malibu				\$ 55,000
2018 Chevy Malibu				\$ 55,000
2018 Chevy Malibu				\$ 55,000
2020 Ford Ranger-STVR				\$ 55,000
2020 Ford Ranger-STVR				\$ 55,000
2017 DS63 2 Flex 1 Insert Feeder				\$ 8,481
Mail Machine				\$ 5,914
HP Page Wide XL 4100 Printer & Scanner				\$ 20,646
Volanti Multi-Touch Display				\$ 11,199
Volanti Multi-Touch Display				\$ 11,199
<i>Subtotal Vehicles & Equipment</i>				\$ 1,452,022
Total Government Facilities				\$ 46,705,988

Notes:

- 1 Building values derived from the Cathedral City Statement of Values dated March 29, 2022 provided by Cathedral City Staff on May 11, 2022. Rounded to nearest dollar.
- 2 Land values derived from the Cathedral City Statement of Values dated March 29, 2022 provided by Cathedral City Staff on May 11, 2022. Rounded to nearest dollar.
- 3 APN 673-030-016 is listed in the County Assessor's Database as 7.890 Acres. However, the Library shares the parcel with Patriot Park and only utilizes 2.60 acres of the Parcel.
- 4 Cost allocation between General Government Facilities and Police based on the square footage of each use. General Government Facilities utilizes 36,430 SF of the 68,140 SF Building
- 5 Vehicle & equipment values derived from the Cathedral City Listing of Vehicles provided on March 23, 2023 and Listing of Non-Mobile Equipment List provided on March 29, 2023 by Cathedral City Staff. Excludes vehicles past their useful life.

Source:

City of Cathedral City Statement of Values and Listing of Vehicles.

Table 6-2: General Government Facilities Existing Level of Service

Description	Value
Existing Facilities ¹	
General Government Facilities	\$ 45,253,966
Vehicles & Equipment	\$ 1,452,022
Subtotal General Government Facilities	\$ 46,705,988
Existing Service Population ²	55,933
Total Existing Level of Service per Resident	\$ 835.03
Total Existing Level of Service per Worker	\$ 308.96

Notes:

1 Existing Facilities values derived from the Cathedral City "Statement of Values" and "Listing of Vehicles" provided by Cathedral City Staff on May 11, 2022 and March 23, 2023.

2 Existing Service population comprises of the 51,840 Residents and 9,934 Workers (workers weighted at 0.37 based on a 45 hour work week).

Source:

City of Cathedral City Statement of Values and Listing of Vehicles.

Planned Level of Service

The City's general facilities serve both residents and businesses. Demand for services and associated facilities, is based on the City's service population including residents and workers. The City plans to maintain the current level of service per resident and worker, as shown on **Table 6-2**, with appropriate participation from new development. Per AB 602, when applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate. This Nexus Study identifies the existing level of service per resident and worker and based on the Nexus Study analysis and discussions with City staff, it has been deemed appropriate to maintain the existing level of service. As described below, this ensures that no facility deficiencies are spread to future development.

Fee Methodology

The General Government Facilities Fee is based on the Existing Inventory Method. This method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development.

Fee Summary

The General Government Facilities Fee is distributed across the various land uses by multiplying the cost per capita/worker by the average number of residents/workers per unit type (density) as identified in **Table 3-3** (e.g. for single family residential the density assumption is 2.85 residents per unit). For each residential land use, the fee per unit is then converted to a fee per square foot by dividing the cost per unit by the estimated average unit size for each land use. For non-residential land use categories, density is shown on a workers per 1,000 square feet basis and the fee is then calculated on the same basis. The total fee includes a three percent (3%) administrative charge to fund fee program administrative costs, including but not limited to preparing annual reports, preparing fee updates, and other administrative tasks related to the fee program administration. These calculations are shown in **Table 6-3**.

Table 6-3: General Government Facilities Fee Summary

Land Use	Cost Per Resident / Worker	Density	Subtotal Fee	Administration Fee	Total Fee	Average Unit Size (SF)	Fee/SF
Residential			(per Unit)	(per Unit)	(per Unit)		
Single Family	\$ 835.03	2.85	\$ 2,379.84	\$ 71.40	\$ 2,451.24	2,000	\$ 1.23
Multi Family	\$ 835.03	2.51	\$ 2,095.93	\$ 62.88	\$ 2,158.81	1,250	\$ 1.73
Non-Residential ²			(per 1,000 SF)	(per 1,000 SF)	(per 1,000 SF)		
Commercial	\$ 308.96	1.82	\$ 562.31	\$ 16.87	\$ 579.18		
Office	\$ 308.96	4.00	\$ 1,235.84	\$ 37.08	\$ 1,272.92		
Industrial	\$ 308.96	0.40	\$ 123.58	\$ 3.71	\$ 127.29		

Notes:

- 1 An administrative fee of 3.0% is included in the fees shown for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.
- 2 Non-residential density based upon USGBC LEED BD+C: New Construction | v4 - Default Occupancy Counts.

Revenue Projections

Table 6-4 summarizes the anticipated General Government Facilities Fee revenue that will be utilized to fund the construction and/or expansion of general government facilities that will serve new development. The General Government Facilities Fee will be used to fund the cost of expansions or new construction at the current City Hall for General Government Facilities, related to the growth of the City. It is anticipated that the current City Hall may be able to accommodate a minor expansion, additional City Hall facilities may be built, or a new City Hall building will eventually be built to serve the demand of future growth. Additional library and public works facilities in the North area of the City may be funded by General Government Facilities Fee revenues as the City's service population increases.

Table 6-4: General Government Fee Estimated Revenue at Buildout

Land Use	Proposed Fee ¹	Anticipated Growth (units)	Anticipated Growth	Anticipated Fee Collection at Buildout ²
Residential	<i>per SF</i>		<i>SF</i>	
Single Family	\$1.23	8,266	16,531,000	\$20,333,130
Multi Family	\$1.73	24,531	30,663,915	\$53,048,573
Non-Residential	<i>per 1,000 SF</i>		<i>1,000 SF</i>	
Commercial	\$579.18	n/a	11,488	\$6,653,664
Office	\$1,272.92	n/a	11,468	\$14,598,060
Industrial	\$127.29	n/a	15,565	\$1,981,211
Total				\$96,614,638

¹ Includes the administrative portion of the fee.

² Total fee revenue may differ slightly from cost attributable to fee program due to rounding.

Nexus Requirement Summary

The General Government Facilities Fee component of this DIF Study meets the Mitigation Fee Act Requirements, as described in this section.

Requirement 1: Identify the purpose of the fee.

The purpose of the General Government Facilities Fee is to fund the General Government Facilities needs generated by new development in the City, such as new or expanded facilities at City Hall or new facilities in the North area of the City. Each new resident and worker create a demand for additional general government facilities. In order to accommodate these needs, new general government facilities will be built and/or existing facilities will be expanded.

Requirement 2: Identify the use of the fee.

The General Government Facilities Fee will be used to fund new general government facilities in order to maintain the City's existing level of service. The anticipated fee revenue at Buildout is shown on **Table 6-4**, which will be used to fund new or expanded facilities at City Hall and new general government facilities, especially in the North area of the City, such as library facilities and additional corporation yard facilities. The capital improvement projects are identified in Appendix A.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The fee will be used to fund new general government facilities that are necessary to serve the increased residents and workers in the City. New development generates additional residents and workers which increases the demand for general government facilities. The existing inventory

method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the construction of new facilities or the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development.

Table 6-1 identifies the existing general government facilities and **Table 6-2** calculates the existing cost per capita/worker. Workers are weighted less than residents to reflect lower per capita service demand. Non-residential buildings are typically occupied less than dwelling units, so it is reasonable to assume that average per-worker demand for services is less than average per-resident demand. The 0.37-weighting factor for workers is based upon a 45-hour work week (40 hours of work plus 1 hour lunch break) relative to a resident's non-working time of 123 hours (168 hours per week less 45 work hours).

The cost per capita/worker is then allocated to each development type based on the estimated persons per household and employees per 1,000 square feet. **Table 6-3** calculates the cost per square foot for the residential units based on the estimated average unit size and cost per 1,000 square feet for non-residential. Calculating the fees based on the new residents or employees projected ensures a reasonable relationship between the fees use and the type of development planned to be built.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development is anticipated to generate new residents and workers. The addition of new residents and workers creates the need for new or expanded general government facilities to maintain the City's existing level of service. The General Government Facilities Fee is based on the number of applicable workers and/or residents each new development is expected to generate, thus ensuring that the need for the facilities is directly related to a particular development's impact. New workers generate a smaller demand than a resident, thus one worker is considered, on average, as equivalent to 0.37 that of a resident. The fee for each unit type is calculated in **Table 6-3**.

Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

As new development is constructed, new or expanded general government facilities are needed to meet the City's existing level of service for government facilities. The fee is based on the Existing Inventory Method.

The existing level of service is calculated by taking the total general government facilities cost and dividing it by the existing service population to derive the existing level of service cost per

capita/worker as shown in **Table 6-2**. The fee for each land use is then calculated by multiplying the cost per capita/worker by the number of new resident equivalents that each land use will generate and converting to a fee per square foot for residential and a fee per 1,000 square foot for non-residential as shown in **Table 6-3**. Since the need for the facilities directly correlates to the addition of new residents and workers, determining the fee based on the projected equivalent residents for each land use ensures that new development pays for their fair share of the required future facilities.

Section 7 Fire Facilities Fee

Background

This section presents an analysis of the City's Fire Facilities Fee. The Fire Facilities Fee provides funding for fire facilities, equipment, and vehicles as a result of increased demand for fire services arising from new development. Currently the City has a Public Safety Fee that includes police and fire services. This Nexus Study proposes a separate fee for police and fire. The Fire Facilities Fee will include the fire portion of the City's current Fire and Police Facilities/Equipment Fee and Public Safety Facilities Fee.

Currently the Cathedral City Fire Department staffs three firehouses with five to six firefighters and ambulance operators, as well as an administrative office with the fire chief, deputy fire chief, three battalion chiefs, a fire inspector and two administrative support staff.

Current Level of Service

Table 7-1 shows the City's current fire inventory of fire stations, vehicles and equipment that serve the City. **Table 7-2** calculates the existing level of service per resident/worker.

Table 7-1: Fire Facilities Inventory List

Description	Address	Quantity	UOM	Value ¹
Fire Facilities				
Fire Station #1 - 411	68-950 Buddy Rogers Avenue	9,200	SF	\$ 9,893,428.00
Fire Station #1 - 411 - Land ²	687-180-009 & 687-180-011	2.78	AC	\$ 1,210,968.00
Fire Station #2 - 412	32100 Desert Vista Rd.	11,018	SF	\$ 4,148,662.00
Fire Station #2 - 412 - Land ²	680-282-034	1.33	AC	\$ 579,348.00
Fire Station #3 - 413	27610 Landau Blvd.	14,000	SF	\$ 3,064,777.00
Fire Station #3 - 413 - Land ²	675-500-006	1.46	AC	\$ 635,976.00
<i>Subtotal Fire Facilities</i>				\$ 19,533,159.00
Vehicles & Equipment ³				
2013 Ford Leader Ambulance				\$ 220,000.00
2016 E-450 Marque Ambulance				\$ 220,000.00
2016 Marque Ambulance				\$ 220,000.00
2002 La France Telesquirt Fire Truck				\$ 750,000.00
2009 Pierce Fire Truck				\$ 750,000.00
2013 Pierce Type 1 Pumper				\$ 750,000.00
Pierce Quantum Pumper Fire Truck				\$ 800,000.00
2014 Pierce Quantum 75' Fire Engine				\$ 800,000.00
2020 Chevy Suburban				\$ 115,000.00
2014 Ford Taurus				\$ 50,000.00
2020 Ford F-250				\$ 65,000.00
2022 Chevy Tahoe				\$ 65,000.00
2021 Medix F-450 Ambulance				\$ 220,000.00
2021 Medix F-450 Ambulance				\$ 220,000.00
Ambulance Cot				\$ 13,483.30
X Series Zoll Monitors (7)				\$ 213,223.65
Zoll Auto Pulse Resuscitation System (3)				\$ 29,937.67
Extrication Unit (Jaws of Life Tool)				\$ 39,435.49
Antennas & Control Station				\$ 12,204.00
Extractor Units				\$ 45,676.31
Stryker Power-Pro XT Ambulance Cot				\$ 20,033.38
Fire Station 412 Alerting System				\$ 119,839.04
Fire Station 413 Alerting System				\$ 123,148.77
Breathing Apparatus Scott Air Packs (45)				\$ 358,737.86
<i>Subtotal Vehicles & Equipment</i>				\$ 6,220,719.47
Total Fire Facilities				\$ 25,753,878.47

Notes:

- 1 Building values derived from the Cathedral City Statement of Values dated March 29, 2022 provided by Cathedral City Staff on May 11, 2022.
- 2 Land values derived from the Cathedral City Statement of Values dated March 29, 2022 provided by Cathedral City Staff on May 11, 2022.
- 3 Vehicle & equipment values derived from the Cathedral City Listing of Vehicles provided on March 23, 2023 and Listing of Non-Mobile Equipment List provided on March 29, 2023 by Cathedral City Staff and updated based on input from City staff. Excludes vehicles past their useful life.

Source:

City of Cathedral City Statement of Values and Listing of Vehicles.

The total fire facilities value is divided by the existing service population to establish the existing level of service per resident/worker as shown in **Table 7-2**.

Table 7-2: Fire Facilities Existing Level of Service

Description	Value
Existing Facilities	
Fire Facilities ¹	\$ 19,533,159.00
Vehicles & Equipment ²	\$ 6,220,719.47
<i>Subtotal Fire Facilities</i>	<i>\$ 25,753,878.47</i>
Existing Service Population³	55,933
Total Existing Level of Service per Resident	\$ 460.44
Total Existing Level of Service per Worker	\$ 170.36

Notes:

- 1 Building values derived from the Cathedral City Statement of Values dated March 29, 2022 provided by Cathedral City Staff on May 11, 2022.
- 2 Vehicle & equipment values derived from the Cathedral City Listing of Vehicles provided by Cathedral City Staff on March 23, 2023.
- 3 Existing Service population comprises of the 51,840 Residents and 9,934 Workers (workers weighted at 0.37 based on a 45 hour work week).

Source:

City of Cathedral City Statement of Values and Listing of Vehicles.

Planned Level of Service

The City plans to maintain the current level of service, as shown in **Table 7-2**, with appropriate participation from new development. Per AB 602, when applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate. This Nexus Study identifies the existing level of service per resident and worker and based on the Nexus Study analysis and discussions with City staff, it has been deemed appropriate to maintain the existing level of service. As described below, this ensures that no facility deficiencies are spread to future development.

Fee Methodology

The Fire Facilities Fee is calculated using the Existing Inventory Methodology. This method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development. This method is often used when a long-range plan for new facilities is not available.

Fee Summary

The Fire Facility Fee per unit is calculated by multiplying the cost per capita by the average number of resident equivalents per unit type (density). The cost per capita for non-residential land uses is weighted using the factors shown in **Table 3-1**. For residential uses, the fee per unit must then be

converted to a fee per square foot for each unit type by dividing by the average size of each unit. The total fee includes a three percent (3%) administrative charge to fund fee program administrative costs, including but not limited to preparing annual reports, preparing fee updates, and other administrative tasks related to the fee program administration. **Table 7-3** summarizes these calculations.

Table 7-3: Fire Facilities Fee Summary

Land Use	Cost Per Resident / Worker	Density	Subtotal Fee	Administration Fee	Total Fee	Average Unit Size (SF)	Fee/SF
Residential			(per Unit)	(per Unit)	(per Unit)		
Single Family	\$ 460.44	2.85	\$ 1,312.25	\$ 39.37	\$ 1,351.62	2,000	\$ 0.68
Multi Family	\$ 460.44	2.51	\$ 1,155.70	\$ 34.67	\$ 1,190.37	1,250	\$ 0.95
Non-Residential ²			(per 1,000 SF)	(per 1,000 SF)	(per 1,000 SF)		
Commercial	\$ 170.36	1.82	\$ 310.06	\$ 9.30	\$ 319.36		
Office	\$ 170.36	4.00	\$ 681.44	\$ 20.44	\$ 701.88		
Industrial	\$ 170.36	0.40	\$ 68.14	\$ 2.04	\$ 70.18		

Notes:

1 An administrative fee of 3.0% is included in the fees shown for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

2 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

City of Cathedral City Statement of Values and Listing of Vehicles.

Revenue Projections

Table 7-4 summarizes the anticipated Fire Facilities Fees. The revenue will be applied to future fire stations and fire equipment to meet the needs of new development. According to discussions with the fire chief, the current fire stations are at full capacity and could not accommodate any additional expansion to meet additional demand. At full Buildout, an additional two fire stations will be needed. The two additional fire stations will also require fire apparatuses, ambulances, and other equipment. The City already plans to build an additional fire station at Date Palm Drive and Varner Road when required by population and business growth. To accommodate these stations and additional engine companies, the chief stated that a training facility would be needed at Buildout. Currently, the City has an agreement to utilize the CalFire Training Facility in Thousand Palms to meet firefighters training requirements. With the construction of an additional fire station and the hiring of additional firefighters, the continued use of the CalFire Training Facility will no longer be viable due to the competition for training time with other agencies. As a result, as the City grows, the City plans to construct a dedicated fire training facility that ensures that the required training for all the City's firefighters can be maintained.

Table 7-4: Anticipated Fire Facilities Estimated Revenue at Buildout

Land Use	Anticipated			Anticipated Fee Collection at Buildout ²
	Proposed Fee ¹	Growth (units)	Anticipated Growth	
Residential	<i>per SF</i>		<i>SF</i>	
Single Family	\$0.68	8,266	16,531,000	\$11,171,815
Multi Family	\$0.95	24,531	30,663,915	\$29,201,123
Non-Residential	<i>per 1000 SF</i>		<i>1000 SF</i>	
Commercial	\$319.36	n/a	11,488	\$3,668,832
Office	\$701.88	n/a	11,468	\$8,049,278
Industrial	\$70.18	n/a	15,565	\$1,092,320
Total				\$53,183,368

¹ Includes the administrative portion of the fee.

² Total fee revenue may differ slightly from cost attributable to fee program due to rounding.

Nexus Requirement Summary

The Fire Facilities Fee component of this DIF Study meets the Mitigation Fee Act Requirements, as described in this section.

Requirement 1: Identify the purpose of the fee.

The purpose of the Fire Facilities Fee is to fund new development's fair-share portion of new fire facilities, such as new fire stations and training facilities, vehicles and fire equipment required for the additional fire personnel that are necessary to mitigate the impacts of new development. Each new resident and worker creates a demand for additional fire facilities. In order to accommodate these needs, new fire facilities will be built and/or existing facilities will be expanded per capita/worker.

Requirement 2: Identify the use of the fee.

The Fire Facilities Fee will be used to fund new development's fair-share portion of the fire facilities, new fire stations, training facilities, vehicles and fire equipment required to serve new development in order to maintain the City's existing level of service. The anticipated fee revenue at Buildout is shown on **Table 7-4**.

The capital improvement projects are identified in **Appendix A**.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The fee will be used to fund new fire facilities that are necessary to serve the increased residents and workers in the City. New development generates additional residents and workers which increases the demand for fire facilities. The Existing Inventory Method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development.

Table 7-1 identifies the existing fire facilities and **Table 7-2** calculates the existing cost per capita/worker. Workers are weighted less than residents to reflect lower per capita service demand. Non-residential buildings are typically occupied less than dwelling units, so it is reasonable to assume that average per-worker demand for services is less than average per-resident demand. The 0.37-weighting factor for workers is based upon a 45-hour work week (40 hours of work plus 1 hour lunch break) relative to a resident's non-working time of 123 hours (168 hours per week less 45 work hours).

The cost per capita/worker is then allocated to each development type based on the estimated persons per household and employees per 1,000 square feet. **Table 7-3** calculates the cost per square foot for the residential units based on the estimated average unit size and cost per 1,000 square feet for non-residential. Calculating the fees based on the new residents or employees generated ensures a reasonable relationship between the fees use and the type of development project.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development is anticipated to generate new residents and workers. The addition of new residents and workers creates the need for new fire facilities to maintain the City's existing level of service. The Fire Facilities Fee is based on the number of applicable workers and/or residents each new development is expected to generate, thus ensuring that the need for the facilities is directly related to a particular development's impact. New workers generate a smaller demand than a resident, thus one worker is considered, on average, as equivalent to 0.37 that of a resident. The fee for each unit type is calculated in **Table 7-3**.

Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

As new development is constructed, additional fire facilities are needed to meet the City's existing level of service. The fee is based on the existing inventory method.

The existing level of service is calculated by taking the total fire facilities value and dividing it by the existing service population to derive the existing level of service cost per capita/worker as shown in **Table 7-2**. The fee for each land use is then calculated by multiplying the cost per capita/worker by the projected number of new resident equivalents that each land use will generate, and converting to a fee per square foot for residential and a fee per 1,000 square foot for non-residential land uses as shown in **Table 7-3**. Since the need for the facilities directly correlates to the addition of new residents and workers, determining the fee based on the equivalent residents each land use is expected to generate ensures that each new development pays for their fair share of the required future facilities.

Section 8 Police Facilities Fee

Background

This section presents an analysis of the City's Police Facilities Fee. The Police Facilities Fee provides funding for police facilities, equipment, and vehicles as a result of increased demand for police services arising from new development. Currently the City has a Public Safety Fee that includes police and fire services. This Nexus Study proposes a separate fee for police and fire. The Police Facilities Fee will include the police portion of the City's current Fire and Police Facilities/Equipment Fee, Public Safety Facilities Fee, Police Community Center Fee, and Police Safety Training Site Fee.

The current police headquarters and jail is located within the City Hall building in the City.

Current Level of Service

Table 8-1 shows the City's current police inventory of police facilities, vehicles and equipment. The current value is divided by the existing service population to establish the existing level of service per capita. **Table 8-2** calculates the existing level of service per resident/worker.

Table 8-1: Police Facilities Inventory List

Description	Quantity	UOM	Value ^{1,2}
Police Facilities			
Police HQ / Jail ³	31,710	SF	\$ 12,969,710.64
Police HQ / Jail - Land ³	1.77	AC	\$ 770,310.08
<i>Subtotal Police Facilities</i>			<i>\$ 13,740,020.72</i>
Vehicles & Equipment ⁴			
1999 Ford E-450 Mobile Command Post			\$ 100,000.00
2015 Honda Motorcycle			\$ 39,700.00
2016 Ford Escape			\$ 48,000.00
2016 Ford Taurus			\$ 65,000.00
2016 Ford Taurus			\$ 65,000.00
2017 Ford C-Max			\$ 48,000.00
2017 Ford Explorer			\$ 65,000.00
2017 Ford Explorer			\$ 65,000.00
2017 Ford Explorer			\$ 65,000.00
2017 Ford Explorer			\$ 65,000.00
2017 Ford Explorer			\$ 65,000.00
2017 Ford Explorer			\$ 65,000.00
2017 Ford Explorer			\$ 65,000.00
2017 Ford Explorer			\$ 65,000.00
2017 Ford Fusion			\$ 40,000.00
2017 Ford Fusion			\$ 40,000.00
2017 Ford Fusion			\$ 40,000.00
2017 Ford Fusion			\$ 40,000.00
2017 Ford Fusion			\$ 40,000.00
2018 Ford F-150			\$ 55,000.00
2018 Honda Accord			\$ 51,202.00
2020 Ford F-150			\$ 55,000.00
2020 Ford Fusion			\$ 65,000.00
2020 Ford Police Interceptor Utility			\$ 65,000.00
2020 Ford Police Interceptor Utility			\$ 65,000.00
2020 Ford Police Interceptor Utility			\$ 65,000.00
2020 Ford Police Interceptor Utility			\$ 65,000.00
2020 Ford Police Interceptor Utility			\$ 65,000.00
2020 Ford Police Interceptor Utility			\$ 65,000.00
2020 Ford Police Interceptor Utility			\$ 65,000.00
2020 Ford Police Interceptor Utility			\$ 65,000.00
2021 Ford Explorer			\$ 65,000.00
2021 Ford F-150			\$ 65,000.00
2021 Ford Police Interceptor Utility			\$ 65,000.00
2021 Ford Police Interceptor Utility			\$ 65,000.00
2021 Ford Police Interceptor Utility			\$ 65,000.00
License Plate Reader - Hardware & Software			\$ 14,706.00
License Plate Reader - Hardware & Software			\$ 14,706.00
Mini-Caliber Swat Robot			\$ 55,709.25
Security Lines US HD Cameras (2)			\$ 10,945.00
Motorola Handheld Radios (100)			\$ 865,514.52
Motorola Mobile Radios (90)			\$ 766,675.86
Watchguard In-Car Cameras (8)			\$ 54,996.50
<i>Subtotal Vehicles & Equipment</i>			<i>\$ 4,005,155.13</i>
Total Police Facilities			\$ 17,745,175.85

Notes:

- Building & Land values derived from the Cathedral City Statement of Values dated March 29, 2022 provided by Cathedral City Staff on May 11, 2022.
- Cost allocation between General Government Facilities and Police based on the square footage of each use. Police Facilities utilize 31,710 SF of the 68,140 SF Building.
- Vehicle & equipment values derived from the Cathedral City Listing of Vehicles & Art provided on March 23, 2023 and Listing of Non-Mobile Equipment List provided on March 29, 2023 by Cathedral City Staff and additional input from City staff. Excludes vehicles past their useful life.

Source:

City of Cathedral City Statement of Values and Listing of Vehicles.

The total police facilities value is divided by the existing service population to establish the existing level of service per resident/worker as shown in **Table 8-2**.

Table 8-2: Police Facilities Existing Level of Service

Description	Value
Existing Facilities	
Police Facilities ¹	\$ 13,740,020.72
Vehicles & Equipment ²	\$ 4,005,155.13
<i>Subtotal Police Facilities</i>	<i>\$ 17,745,175.85</i>
Existing Service Population³	55,933
Total Existing Level of Service per Resident	\$ 317.26
Total Existing Level of Service per Worker	\$ 117.38

Notes:

- 1 Building values derived from the Cathedral City Statement of Values dated March 29, 2022 provided by Cathedral City Staff on May 11, 2022.
- 2 Vehicle & equipment values derived from the Cathedral City Listing of Vehicles provided by Cathedral City Staff on March 23, 2023.
- 3 Existing Service population comprises of the 51,840 Residents and 9,934 Workers (workers weighted at 0.37 based on a 45 hour work week).

Source:

City of Cathedral City Statement of Values and Listing of Vehicles.

Planned Level of Service

The City plans to maintain the current level of service, as shown on **Table 8-1**, with appropriate participation from new development. Per AB 602, when applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate. This Nexus Study identifies the existing level of service per resident and worker and based on the Nexus Study analysis and discussions with City staff, it has been deemed appropriate to maintain the existing level of service. As described below, this ensures that no facility deficiencies are spread to future development.

Fee Methodology

The Police Facilities Fee is calculated using the Existing Inventory Methodology. The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development. This method is often used when a long-range plan for new facilities is not available.

Fee Summary

The Police Facility Fee per unit is calculated by multiplying the cost per resident/worker by the average number of resident/worker equivalents per unit type (density). The cost per capita for non-residential land uses is weighted using the factors shown in **Table 3-1**. For residential uses, the fee per unit must be converted to a fee per square foot for each unit type by dividing by the average size of each unit. The total fee includes a three percent (3%) administrative charge to fund fee program administrative costs, including but not limited to preparing annual reports, preparing fee updates, and other administrative tasks related to the fee program administration. **Table 8-3** summarizes these calculations.

Table 8-3: Police Facilities Fee Summary

Land Use	Cost Per Resident / Worker	Density	Subtotal Fee	Administration Fee ¹	Total Fee	Average Unit Size (SF)	Fee/SF
Residential			(per Unit)	(per Unit)	(per Unit)		
Single Family	\$ 317.26	2.85	\$ 904.18	\$ 27.13	\$ 931.31	2,000	\$ 0.47
Multi Family	\$ 317.26	2.51	\$ 796.31	\$ 23.89	\$ 820.20	1,250	\$ 0.66
Non-Residential²			(per 1,000 SF)	(per 1,000 SF)	(per 1,000 SF)		
Commercial	\$ 117.38	1.82	\$ 213.64	\$ 6.41	\$ 220.05		
Office	\$ 117.38	4.00	\$ 469.54	\$ 14.09	\$ 483.63		
Industrial	\$ 117.38	0.40	\$ 46.95	\$ 1.41	\$ 48.36		

Notes:

1 An administrative fee of 3.0% is included in the fees shown for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

2 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

City of Cathedral City Statement of Values and Listing of Vehicles.

Revenue Projections

Using City of Tracy's \$15,213,000 cost estimate for an 8,800 SF Police Substation and other cities' comparable cost estimates, a new 31,700 square foot North City Cathedral City Police Department substation, in today's dollars, is estimated to cost \$54 million. This substation would need to be operational before Buildout. Revenues collected through development impact fees will not fully fund the required facilities. **Table 8-4** shows the approximate Police Facilities Fee revenues collected at Buildout.

Table 8-4 summarizes the anticipated Police Facilities Fee revenues collected at Buildout. To ensure that the police department can meet the needs of the growing City community, the police department will eventually need to build additional police facilities. The following list provides examples of future police facilities that may be constructed as the City grows in order to maintain existing levels of service. This list is not all inclusive and may be modified as facility requirements change:

- A North City station (approximately 31,700 square feet)
- Six-lane indoor shooting range (currently, the City has an agreement to utilize a private gun range. CCPD usage is (i) subject to competition from general public training usage and (ii) at risk of termination in the event the range permanently closes)
- Locker room
- 20'x 20' Property evidence room
- Covered and secured evidence area used for processing several vehicles and bulk evidence
- Secured parking for employee and marked vehicles
- Gym
- Lunch room
- Training center with storage space for training mats

Using City of Tracy's \$15,213,000 cost estimate for an 8,800 SF Police Substation and other cities' comparable cost estimates, a new 31,700 square foot North City Cathedral City Police Department substation, in today's dollars, is estimated to cost \$54 million. This substation would need to be operational before Buildout. Revenues collected through development impact fees will not fully fund the required facilities. **Table 8-4** shows the approximate Police Facilities Fee revenues collected at Buildout.

Table 8-4: Anticipated Police Facilities Estimated Revenue at Buildout

Land Use	Anticipated			Anticipated Fee Collection at Buildout ²
	Proposed Fee ¹	Growth (units)	Anticipated Growth	
Residential	<i>per SF</i>		<i>SF</i>	
Single Family	\$0.47	8,266	16,531,000	\$7,697,743
Multi Family	\$0.66	24,531	30,663,915	\$20,120,434
Non-Residential	<i>per 1000 SF</i>		<i>1000 SF</i>	
Commercial	\$220.05	n/a	11,488	\$2,527,951
Office	\$483.63	n/a	11,468	\$5,546,350
Industrial	\$48.36	n/a	15,565	\$752,701
Total				\$36,645,180

¹ Includes the administrative portion of the fee.

² Total fee revenue may differ slightly from cost attributable to fee program due to rounding.

Nexus Requirement Summary

The Police Facilities Fee component of this DIF Study meets the Mitigation Fee Act Requirements, as described in this section.

Requirement 1: Identify the purpose of the fee.

The purpose of the Police Facilities Fee is to fund new development's fair-share portion of new police facilities, such as new police sub-stations, vehicles and police equipment required for the additional police personnel that are necessary to mitigate the impacts of new development. Each new resident and worker creates a demand for additional police facilities. In order to accommodate these needs, new police facilities will be built and/or existing facilities will be expanded per capita/worker.

Requirement 2: Identify the use of the fee.

The Police Facilities Fee will be used to fund new development's fair-share portion of the police facilities, new police sub-stations, vehicles and police equipment required to serve new development in order to maintain the City's existing level of service. The anticipated fee revenue at Buildout is shown on **Using City** of Tracy's \$15,213,000 cost estimate for an 8,800 SF Police Substation and other cities' comparable cost estimates, a new 31,700 square foot North City Cathedral City Police Department substation, in today's dollars, is estimated to cost \$54 million. This substation would need to be operational before Buildout. Revenues collected through development impact fees will not fully fund the required facilities. **Table 8-4** shows the approximate Police Facilities Fee revenues collected at Buildout.

Table 8-4. The capital improvement projects are identified in Appendix A.

Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

The fee will be used to fund new police facilities that are necessary to serve the increased residents and workers in the City. New development generates additional residents and workers which increases the demand for police facilities. The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development.

Table 8-1 identifies the existing police facilities and **Table 8-2** calculates the existing cost per resident/worker. Workers are weighted less than residents to reflect lower per capita service demand. Non-residential buildings are typically occupied less intensively than dwelling units, so it is reasonable to assume that average per-worker demand for services is less than average per-resident demand. The 0.37-weighting factor for workers is based upon a 45-hour work week (40 hours of work plus 1 hour lunch break) relative to a resident's non-working time of 123 hours (168 hours per week less 45 work hours).

The cost per capita/worker is then allocated to each development type based on the estimated persons per household and employees per 1,000 square feet. **Table 8-3** calculates the cost per square foot for the residential units based on the estimated average unit size and cost per 1,000 square feet for non-residential. Calculating the fees based on the new residents or employees generated ensures a reasonable relationship between the fees use and the type of development project.

Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development is anticipated to generate new residents and workers. The addition of new residents and workers creates the need for new police facilities to maintain the City's existing level of service. The Police Facilities Fee is based on the number of applicable workers and/or residents each new development is expected to generate, thus ensuring that the need for the facilities is directly related to a particular development's impact. New workers generate a smaller demand than a resident, thus one worker is considered, on average, as equivalent to 0.37 that of a resident. The fee for each unit type is calculated in **Table 8-3**.

Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

As new development is constructed, additional police facilities are needed to meet the City's existing level of service. The fee is based on the existing inventory method.

The existing level of service is calculated by taking the total police facilities value and dividing it by the existing service population to derive the existing level of service cost per resident/worker as shown in **Table 8-2**. The fee for each land use is then calculated by multiplying the cost per resident/worker by the number of new resident equivalents that each land use will generate and converted to a fee per square foot for residential and fee per 1,000 square foot for non-residential land uses as shown in **Table 8-3**. Since the need for the facilities directly correlates to the addition of new residents and workers, spreading the fee based on the equivalent residents each land use is expected to generate ensures that each new development only pays for their fair share of the required facilities.

Section 9 Implementation and Administration

Implementation

According to the California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting with at least 30 days' notice. In addition, notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, shall be mailed at least 14 days prior to the meeting to any interested party who files a written request with the local agency for mailed notice of the meeting on new or increased fees or service charges. Any written request for mailed notices shall be valid for one year from the date on which it is filed unless a renewal request is filed. At least ten days prior to this meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting and a general explanation of the matter are to be published in accordance with Section 6062a of the Government Code, which states that publication of notice shall occur for ten days in a newspaper regularly published once a week or more. The new or increased fees shall be effective no earlier than 60 days following the final action on the adoption or increase of the fees.

Fee Program Administrative Requirements

The Government Code requires the City to report every year and every fifth year certain financial information regarding the fees. The City must make available within 180 days after the last day of each fiscal year the following information from the prior fiscal year:

1. A brief description of the type of fee in the account or fund.
2. The amount of the fee.
3. The beginning and ending balance in the account or fund.
4. The amount of the fee collected and the interest earned.
5. An identification of each public improvement for which fees were expended and the amount of expenditures.
6. An identification of an approximate date by which time construction on the improvement will commence if it is determined that sufficient funds exist to complete the project.
7. A description of each interfund transfer or loan made from the account and when it will be repaid.
8. Identification of any refunds made once it is determined that sufficient monies have been collected to fund all fee related projects.

The City must make this information available for public review and must also present it at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public.

For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee account, regardless of whether those funds are committed or uncommitted:

1. Identify the purpose to which the fee is to be put.
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
3. Identify all sources and amounts of funding anticipated to complete financing any incomplete improvements.
4. Designate the approximate dates on which funding in item (3) above is expected to be deposited into the fee account.

As with the annual disclosure, the five-year report must be made public within 180 days after the end of the City's fiscal year and must be reviewed at the next regularly scheduled public meeting.

Fee Adjustment Procedures

The DIFs may be adjusted periodically to reflect revised facility requirements, receipt of funding from alternative sources (i.e., state, or federal grants), revised facilities or costs, changes in demographics, changes in the average unit square footage, or changes in the land use plan. In addition, in July of each calendar year, the fees will be adjusted using the Construction Cost Index (CCI) for the Los Angeles Region as reported by Engineering News Record (ENR) for the twelve-month period ending in May or a similar published index if the CCI Index is no longer available. For example, the adjustment for July 2024 will be determined by taking the percentage change of the Los Angeles construction cost index from May 2023 to May 2024. City staff will calculate the annual adjustment utilizing the CCI Index. The adjusted fees will be summarized in a resolution to be approved by City Council following the required noticing as outlined by section 66016 of the California Government Code.

Timing of Fee Payment

Fees will be collected at the time the building permit for the project is issued. All residential projects will pay a fee based on the livable square footage of the residential unit(s). For high-density residential projects, the fee will be due at the time of the building permit for each building. For high-density residential projects, the non-residential communal portion (i.e., clubhouse, maintenance facility, gym, etc.) will not be assessed impact fees as the impact is assumed to be captured in the residential fees. Area that are accessible by the public (i.e., leasing office) will be charged impact fees according to use.

Credits and Reimbursement Policies

The City may provide fee credits or reimbursements to developers who dedicate land or construct eligible facilities. Fee credits or reimbursements may be provided up to the cost of the

improvement, as shown in this study, subject to periodic inflation adjustments, or the actual cost paid by the developer, whichever is lower. For construction cost overruns, only that amount shown in the study, subject to periodic inflation adjustments, would be credited or reimbursed. The City will evaluate the appropriate fee credit or reimbursement based on the value of the dedication or improvement. Credits or reimbursements may be repaid based on the priority of the capital improvements, as determined by the City. The City will determine fee credits and reimbursements on a case-by-case basis and possibly through the use of a development agreement.

Administrative Fee

An administrative fee of three (3) percent is included as part of each of the fees and may be used for costs for legal, accounting, and other administrative support and development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis. Additionally, the administrative fee may be used to fund the impact fee nexus study updated that must be updated at a minimum every eight (8) years pursuant to AB602. Please refer to the individual fee calculation tables for a breakdown of the administration fee.

Programming Revenues with the CIP

The City should maintain its CIP to adequately plan for future infrastructure needs. The CIP should commit all projected fee revenues and fund balances to specific projects that are necessary to serve growth as described in this report. The use of the CIP provides documentation necessary for the City to hold funds in a project account for longer than five years if necessary to collect sufficient funds to complete a project. In addition, the CIP is required per AB602. This report outlines the projects that are to be funded with the fee program and forms the basis of the CIP, as shown in **Appendix A**.

Fee Reporting

Assembly Bill No. 1483, which became effective January 1, 2020, requires that public agencies make the following information available on their website. The following information must be provided:

1. A current schedule of fees, exactions, and affordability requirements imposed by the city, county, or special district, including any dependent special districts, of the city or county applicable to a proposed housing development project, which shall be presented in a manner that clearly identifies the fees, exactions, and affordability requirements that apply to each parcel.
2. All zoning ordinances and development standards, which shall specify the zoning, design, and development standards that apply to each parcel.
3. The list of information required to be compiled pursuant to Section 65940.
4. The current and five previous annual fee reports or the current and five previous annual financial reports, which were required pursuant to subdivision.

5. An archive of impact fee nexus studies, cost of service studies, or equivalent, conducted by the city, county, or special district on or after January 1, 2018.

Any updates to the above information must be available within 30 days.

Accessory Dwelling Units

An accessory dwelling unit (ADU) is a second unit that is attached or detached from a single-family home. In accordance with Assembly Bill No. 881 approved on October 9, 2019, fees will not be charged for an ADU that is less than 750 square feet. For an ADU that is 750 square feet or larger, the ADU will be charged proportionately in relation to the square footage of the primary dwelling unit. Since the residential fees are now being charged on a square footage basis, ADU fees will be calculated by multiplying the Single-Family Residential fee by the ADU's square footage.

Specialized Development Projects

The fees in this Report may not apply to specialized development projects such as golf courses, cemeteries, sports stadium, or other specialized land uses. For specialized development projects the City will review the development's impacts to determine the applicable fees. The fee rates presented in this Report may be reduced, exempted, or waived under certain circumstances as determined by the City. Any exemption or reduction in fees will be based on the City's independent analysis and review of the subject property. In addition, for reuse, density increasing, or rezone projects, the developer shall only be responsible for paying fees for the intensification of the development. In cases of disaster, impact fees will not be charged on the rebuilding of the structures that were affected by the disaster to the extent that the overall size and use of the new structure is similar to the structure destroyed by the disaster. The City will review the development's increased impacts to determine the applicable fees.

Some developments may include more than one land use type. In these cases, the fee is calculated separately for each land use. The City has the discretion to impose the fees based on the specific aspects of a proposed development regardless of zoning. The fee imposed should be based on the land use type that most closely represents the impacts of the development.

Rebuild or Expansion Projects

For reuse, expansions, density increasing, or rezone projects, the developer shall only be responsible for paying fees for the intensification or expansion. For example, if a homeowner wishes to build an addition to their home that is 100 square feet, the homeowner would be responsible for paying fees for the 100 square foot addition. The City will review the new development's impacts to determine the applicable fees on a case by case basis.

In cases of rebuilding a structure after a demolition, impact fees will not be assessed on the rebuild to the extent that the overall size and use of the new structure is similar to the structure prior to demolition. Similarly, in cases of disaster, impact fees will not be charged on the rebuilding of the structures that were affected by the disaster to the extent that the overall size and use of the new structure is the same as the structure destroyed by the disaster. Impact fees for the new structure will be calculated based on the new rebuilt structure and the fees paid for the previous structure, and the difference between these fees will be assessed. No refunds will be made for rebuilds that have a lower impact fee than the previous structure.

Appendix A: Capital Improvement Plan

Table A-1: Capital Improvement Plan

Item	Total Project Cost	Other Funding Sources/ Amount Expended	DIF Project Cost
Park Improvements			
Park Facilities (Assumes 255.39 acres) ¹	\$191,542,500	n/a	\$191,542,500
<i>Subtotal Park Improvement Costs</i>	<i>\$191,542,500</i>	<i>\$0</i>	<i>\$191,542,500</i>
General Government Facilities			
City Hall (Expansion and new facilities)	\$59,380,900	\$0	\$59,380,900
Library Expansion or New Facilities	\$34,501,500	\$0	\$34,501,500
<i>Subtotal General Government Facilities Costs</i>	<i>\$93,882,400</i>	<i>\$0</i>	<i>\$93,882,400</i>
Fire Facilities			
North Area Fire Station #1	\$9,800,000	\$0	\$9,800,000
North Area Fire Station #1 Apparatuses	\$2,000,000	\$0	\$2,000,000
North Area Fire Station #1 Land	\$871,200	\$0	\$871,200
North Area Fire Station #2	\$9,800,000	\$0	\$9,800,000
North Area Fire Station #2 Apparatuses	\$2,000,000	\$0	\$2,000,000
North Area Fire Station #2 Land	\$871,200	\$0	\$871,200
Fire Training Facility	\$15,000,000	\$0	\$15,000,000
<i>Subtotal Fire Facilities Costs</i>	<i>\$40,342,400</i>	<i>\$0</i>	<i>\$40,342,400</i>
Police Facilities			
North City Police Station	\$54,801,375	\$0	\$54,801,375
<i>Subtotal Police Facilities Costs</i>	<i>\$54,801,375</i>	<i>\$0</i>	<i>\$54,801,375</i>
Roads and Intersections			
Date Palm Drive (Vista Chino to Gerald Ford Drive)	\$7,577,838	\$2,374,279	\$5,203,559
Dinah Shore Drive (Whispering Palms to Pumley Road)	\$1,743,769	\$546,355	\$1,197,413
East Palm Canyon Drive (West City Limits to East Buddy Rodgers)	\$3,833,332	\$1,201,055	\$2,632,277
Perez Road (Campbell Street to Date Palm Drive)	\$1,349,069	\$422,689	\$926,380
Ramon Road (Landua Blvd to Da Vall Drive)	\$4,111,915	\$1,288,340	\$2,823,575
Varner Road (Palm Drive to Bob Hope)	\$24,889,298	\$7,798,285	\$17,091,013
Vista Chino (City Limits to Date Palm Drive/End)	\$3,681,251	\$1,153,405	\$2,527,846
Valley Center Road (Palm Drive to Bob Hope)	\$28,036,619	\$8,784,400	\$19,252,220
Date Palm Drive / Varner Road	\$1,800,000	\$563,974	\$1,236,026
Date Palm Drive / Valley Center Road	\$1,800,000	\$563,974	\$1,236,026
Date Palm Drive / Tachevah Drive	\$1,800,000	\$563,974	\$1,236,026
Varner Road / Edom Hill Road	\$1,200,000	\$375,983	\$824,017
Varner Road / Mountain View Road	\$1,200,000	\$375,983	\$824,017
Landau Blvd / Tachevah Drive	\$1,200,000	\$375,983	\$824,017
Cathedral Canyon Drive / 33rd Avenue	\$1,200,000	\$375,983	\$824,017
Dinah Shore / Whispering Palms Trail	\$1,200,000	\$375,983	\$824,017
East Palm Canyon / Margot Murphy Way	\$1,800,000	\$563,974	\$1,236,026
East Palm Canyon / Cree Road	\$1,800,000	\$563,974	\$1,236,026
<i>Subtotal Roads and Intersections Costs</i>	<i>\$90,223,091</i>	<i>\$28,268,590</i>	<i>\$61,954,501</i>
Bikeways & Multi-Modal Facilities			
Off Street (CV Link) (Date Palm Dr to Palm Springs Motors/Motel 6)	\$646,272	\$202,489	\$443,783
Ramon Road (Landau Blvd to DaVall)	\$1,910,304	\$598,534	\$1,311,770
Valley Center Boulevard (Palm Drive to Varner/Bob Hope)	\$6,966,432	\$2,182,714	\$4,783,718
Varner Rd (Palm Drive to Bob Hope Drive)	\$7,289,568	\$2,283,959	\$5,005,609
Bob Hope Dr/Rio Del Sol (20th Avenue to I-10)	\$798,336	\$250,134	\$548,202
East Palm Canyon Drive (Golf Club to Buddy Rogers Avenue)	\$176,616	\$55,337	\$121,279
Date Palm Drive (Varner Road to East Palm Canyon Drive)	\$459,360	\$143,926	\$315,434
Perez Road (East Palm Canyon to Kyle Road (East))	\$26,136	\$8,189	\$17,947
Gerald Ford Drive (Date Palm to Da Vall)	\$78,408	\$24,567	\$53,841
Da Vall Drive (Varner Road to Dinah Shore Drive)	\$256,608	\$80,400	\$176,208
Santoro Drive (McCallum Way to Ramon Road)	\$39,600	\$12,407	\$27,193
Tachevah Drive (Santoro to Vista Chino)	\$18,216	\$5,707	\$12,509
Vista Chino (Date Palm to Da Vall)	\$95,040	\$29,778	\$65,262
Palm Drive (Varner Road to I-10)	\$72,072	\$22,582	\$49,490
Landau Boulevard (Valley Center Boulevard to Vista Chino)	\$96,624	\$30,274	\$66,350
Off Road (Perez Road to Civic Center North)	\$11,880	\$3,722	\$8,158
Off Street (CV Link) (Wash/Cat Canyon Golf Club to Date Palm Drive)	\$102,960	\$32,259	\$70,701
Off Road (CV Link) (Dinah Shore to Cat Canyon Golf Club)	\$40,392	\$12,656	\$27,736
Landau Boulevard (Vista Chino to 30th Avenue)	\$158,400	\$49,630	\$108,770
<i>Subtotal Bikeways & Multi-Modal Facilities Costs</i>	<i>\$19,084,824</i>	<i>\$5,979,634</i>	<i>\$13,105,190</i>
Total Capital Improvement Projects	\$489,876,590	\$34,248,223.67	\$455,628,366.23

Notes:

1 The specific location of Park improvements will be dictated by the individual developments and cannot be determined at this time. It is anticipated that Parks will be provided within residential development projects.

Appendix B: Transportation Cost Details

Table B-1: Street and Traffic Signals

Street / Traffic Signals	Beginning Location	End Location	Total Cost
Street Improvements			
Date Palm Drive	Vista Chino	Gerald Ford Drive	\$ 7,577,837.88
Dinah Shore Drive	Whispering Palms	Pumley Road	\$ 1,743,768.63
East Palm Canyon Drive	West City Limits	East Buddy Rogers	\$ 3,833,332.38
Perez Road	Campbell Street	Date Palm Drive	\$ 1,349,068.75
Ramon Road	Landua Blvd	Da Vall Drive	\$ 4,111,915.25
Varner Road	Palm Drive	Bob Hope	\$ 24,889,298.00
Vista Chino	City Limits	Date Palm Drive/End	\$ 3,681,250.63
Valley Center Road	Palm Drive	Bob Hope	\$ 28,036,619.40
<i>Subtotal Street Improvements</i>			<i>\$ 75,223,090.90</i>
Traffic Signals			
Date Palm Drive / Varner Road	Date Palm Drive	Varner Road	\$ 1,800,000.00
Date Palm Drive / Valley Center Road	Date Palm Drive	Valley Center Road	\$ 1,800,000.00
Date Palm Drive / Tachevah Drive	Date Palm Drive	Tachevah Drive	\$ 1,800,000.00
Varner Road / Edom Hill Road	Varner Road	Edom Hill Road	\$ 1,200,000.00
Varner Road / Mountain View Road	Varner Road	Mountain View Road	\$ 1,200,000.00
Landau Blvd / Tachevah Drive	Landau Blvd	Tachevah Drive	\$ 1,200,000.00
Cathedral Canyon Drive / 33rd Avenue	Cathedral Canyon Drive	33rd Avenue	\$ 1,200,000.00
Dinah Shore / Whispering Palms Trail	Dinah Shore	Whispering Palms Trail	\$ 1,200,000.00
East Palm Canyon / Margot Murphy Way	East Palm Canyon	Margot Murphy Way	\$ 1,800,000.00
East Palm Canyon / Cree Road	East Palm Canyon	Cree Road	\$ 1,800,000.00
<i>Subtotal Traffic Signals</i>			<i>\$ 15,000,000.00</i>
Total Street Improvements & Traffic Signal Facilities			\$ 90,223,090.90

Notes:

1 Future street improvements and traffic signal facilities developed by the City of Cathedral City Engineering Department.

Source:

City of Cathedral City.

Table B-2: Future Bikeways and Multi-Modal Facilities

Street/Path	Segment	Classification	Length (mi.)	Total Cost
Class I				
Off Street (CV Link)	Date Palm Dr to Palm Springs Motors/Motel 6	Class I Future	0.68	\$ 646,272.00
Ramon Road	Landau Blvd to DaVall	Class I Future	2.01	\$ 1,910,304.00
Valley Center Boulevard	Palm Drive to Varner/Bob Hope	Class I Future	7.33	\$ 6,966,432.00
Varner Rd	Palm Drive to Bob Hope Drive	Class I Future	7.67	\$ 7,289,568.00
Bob Hope Dr/Rio Del Sol	20th Avenue to I-10	Class I Future	0.84	\$ 798,336.00
<i>Subtotal Class I</i>			<i>18.53</i>	<i>\$ 17,610,912.00</i>
Class 2				
East Palm Canyon Drive	Golf Club to Buddy Rogers Avenue	Class II Future	2.23	\$ 176,616.00
Date Palm Drive	Varner Road to East Palm Canyon Drive	Class II Future	5.80	\$ 459,360.00
Perez Road	East Palm Canyon to Kyle Road (East)	Class II Future	0.33	\$ 26,136.00
Gerald Ford Drive	Date Palm to Da Vall	Class II Future	0.99	\$ 78,408.00
Da Vall Drive	Varner Road to Dinah Shore Drive	Class II Future	3.24	\$ 256,608.00
Santoro Drive	McCallum Way to Ramon Road	Class II Future	0.50	\$ 39,600.00
Tachevah Drive	Santoro to Vista Chino	Class II Future	0.23	\$ 18,216.00
Vista Chino	Date Palm to Da Vall	Class II Future	1.20	\$ 95,040.00
Palm Drive	Varner Road to I-10	Class II Future	0.91	\$ 72,072.00
Landau Boulevard	Valley Center Boulevard to Vista Chino	Class II Future	1.22	\$ 96,624.00
<i>Subtotal Class II</i>			<i>16.65</i>	<i>\$ 1,318,680.00</i>
Off Road Shared NEV/Bike				
Off Road	Perez Road to Civic Center North	Off Road Shared NEV/Bike	0.15	\$ 11,880.00
Off Street (CV Link)	Wash/Cat Canyon Golf Club to Date Palm Drive	Off Road Shared NEV/Bike	1.30	\$ 102,960.00
Off Road (CV Link)	Dinah Shore to Cat Canyon Golf Club	Off Road Shared NEV/Bike	0.51	\$ 40,392.00
Landau Boulevard	Vista Chino to 30th Avenue	Off Road Shared NEV/Bike	2.00	\$ 158,400.00
<i>Subtotal Off Road Shared NEV/Bike</i>			<i>3.96</i>	<i>\$ 313,632.00</i>
Total Future Bikeways & Multi-Modal Facilities			39.14	\$ 19,243,224.00

Notes:

1 Future bikeways & multi-modal facilities derived from the City of Cathedral City Comprehensive General Plan dated July 1, 2019.

2 Cost estimates per mile provided by the City of Cathedral City on August 18, 2022.

CURRENT DIF IMPACT FEE PROJECT LIST - As of 12/31/2023

OLD DIF NAME	NEW FUND NAME	NEW FUND-PROJECT	PROJECT NAME	PROJECT COMMITMENT DATE	PROJECT START DATE	FUTURE AB 1600 COMMITMENTS	OTHER FUNDING SOURCES	OTHER SOURCES AMOUNT	TOTAL COMMITMENTS	CURRENT BALANCE AVAILABLE
Park & Recreation Facilities	Park Facilities	271 -Various	Park Improvement and Maintenance Plan	FY 2020-2021	Not Yet Scheduled	\$ 547,652	Unknown	\$ 1,443,000	\$ 1,990,652	\$ 775,747
Park & Recreation Facilities	Park Facilities	271 -N/A	Festival Park	FY 2014-2015	Not Yet Scheduled	102,666	Unknown	3,200,000	3,302,666	
Park & Recreation Facilities	Park Facilities	271 -N/A	Community Center and Pool	2006 DIF Study	Not Yet Scheduled	14,938,749	Unknown	30,628,550	45,567,299	
Park & Recreation Facilities	Park Facilities	271 -C07016	Downtown Dog Park	2006 DIF Study	FY2023-2024	375,797	General Fund	13,340	389,137	
Park & Recreation Facilities	Park Facilities	271 -N/A	Cove Park	FY 2017-2018	Not Yet Scheduled	750,000	N/A	-	750,000	
Traffic Signalization*	Transportation	272 -N/A	Signal at Cathedral Canyon and Paseo Real	FY 2010-2011	Not Yet Scheduled	75,000	N/A	-	75,000	360,733
Traffic Signalization*	Transportation	272 -N/A	Signalization at Date Palm Drive (I-10 to Varner)	2006 DIF Study	Not Yet Scheduled	586,789	N/A	-	586,789	
Road & Traffic Facilities	Transportation	272 -N/A	Road Construction (north of I-10)	2006 DIF Study	Not Yet Scheduled	11,913,743	N/A	-	11,913,743	
Road & Traffic Facilities	Transportation	272 -N/A	Traffic Signals (north of I-10)	2006 DIF Study	Not Yet Scheduled	1,200,000	N/A	-	1,200,000	
Interchange & Bridges	Transportation	272 -C08899	Vista Chino Bridge	2006 DIF Study	FY 2017-2018	131,879	Capital Improvement	194,882	326,761	
Bikeway Facilities	Transportation	272 -N/A	Bikeways - Varner Road (north of I-10)	2006 DIF Study	Not Yet Scheduled	69,352	N/A	-	69,352	
Bikeway Facilities	Transportation	272 -C08751	Bikeways - Date Palm Drive (north of I-10)	2006 DIF Study	Not Yet Scheduled	53,348	Grant Funding	895,200	948,548	
Trail Facilities	Transportation	272 -N/A	City-Wide Trails	2006 DIF Study	Not Yet Scheduled	504,268	N/A	-	504,268	
City Yard Vehicle Storage	General Government Facilities	273 -N/A	Vehicle Storage Facility	2006 DIF Study	Not Yet Scheduled	1,181,532	Unknown	2,019,325	3,200,857	194,973
Fire/Police Facilities/Equipment	Fire Facilities	274 -N/A	Fire Station	FY 2012-2013	Not Yet Scheduled	3,066,533	Unknown	5,433,467	8,500,000	190,187
Police Community Center	Police Facilities	275 -N/A	Police Community Center	2006 DIF Study	Not Yet Scheduled	265,845	Unknown	454,348	720,193	265,247
Public Safety Training Site	Police Facilities	275 -N/A	Public Safety Training Site	2006 DIF Study	Not Yet Scheduled	221,537	Unknown	378,624	600,161	
Public Safety Facilities	Police Facilities	275 -N/A	Public Safety Building (north of I-10)	2006 DIF Study	Not Yet Scheduled	2,133,905	N/A	-	2,133,905	
Public Safety Facilities	Police Facilities	275 -N/A	Marked Vehicles (north of I-10)	2006 DIF Study	Not Yet Scheduled	298,747	N/A	-	298,747	
Transit Development	Transit Development	229 -C08873	Bus Turnouts	FY 1990-1991	FY 2010-2011	231,540	N/A	-	231,540	34,424
Master Underground	Master Underground	232 -C08874	Utility Undergrounding	FY 1989-1990	FY 2021-2022	2,690,473	Measure A	690,227	3,380,700	2,232,489
Total						\$ 38,417,342		\$ 44,660,736	\$ 83,078,078	

* Projects related to new development, both in progress and planned. Not formally adopted until new development is completed.