CANYON COUNTY BOARD OF COMMISSIONERS

RESOLUTION NO. 26-057

A RESOLUTION OF THE CANYON COUNTY BOARD OF COMMISSIONERS:

- **Making certain Findings;**
- **Approving the following Fire District Capital Improvement Plans:**

  ***Homedale Rural Fire Protection District Capital Improvement Plan and Development Impact Fee Study January 27, 2025*; and**

- **Directing the County Clerk; and**
- **Providing an Effective Date.**

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Canyon County:

Section 1: Findings

It is hereby found by the Board of County Commissioners of Canyon County (the "County Commissioners") that:

1.1 Homedale Rural Fire Protection District (the "Fire District") has a duty and responsibility to provide protection of property against fire and the preservation of life, and enforcement of any of the fire codes and other rules that are adopted by the state fire marshal; and

1.2 The Fire District's boundaries include area within the unincorporated area of Canyon County (the "County"), and the Fire District provides fire and emergency services within that area of the County that is within its boundaries; and

1.3 The County is experiencing and is affected by considerable growth and development within unincorporated area that lies within the Fire District; and

1.4 The *Idaho Development Impact Fee Act* (the "Act") codified at Chapter 82 of Title 67 Idaho Code provides for:

- the imposition, collection and expenditure of development impact fees in accordance with the provisions of the Act; and
- the promotion of orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the costs of new public facilities needed to serve new growth and development; and

- minimum standards for the adoption of development impact fee ordinances by governmental entities which are authorized to adopt ordinances; and

- The contents of a capital improvements plan and the process to be followed for the adoption of a capital improvements plan.

1.5 The County is a governmental entity, as defined in the Act at Idaho Code § 67-8203(14) and as provided at Idaho Code § 67-8202(5); and has ordinance authority to adopt a development impact fee ordinance whereas the Fire District does not have ordinance authority and cannot adopt a development impact fee ordinance; and

1.6 The Act provides at Idaho Code § 67-8204A, that the County, when affected by development, has the authority to enter into an intergovernmental agreement with the Fire District for the purpose of agreeing to collect and expend development impact fees for Fire District System Improvements; and

1.7 In anticipation and in consideration of the County Commissioners adopting the Ordinance, which is intended to provide for the collection and expenditure of development impact fees for the Fire District, the County Commissioners have established, pursuant to Idaho Code § 67-8205, a Development Impact Fee Advisory Committee; and

1.8 The Fire District has retained qualified professional in the field of public administration, to prepare an impact fee study and capital improvements plan in consultation with their Advisory Committee; and

1.9 The Advisory Committee has submitted to the County Commissioners the following Capital Improvement Plan, prepared in accordance with the requirements of Idaho Code § 67-8208 in consultation with the Advisory Committee as provided in Idaho Code §§ 67-8205 and 67-8206(2):

- [Homedale Rural Fire Protection District] *Capital Improvement Plan and Development Impact Fee Study January 27, 2025*, and

1.10 Prior to the adoption of the Capital Improvements Plan, the County Commissioners, in accordance with Idaho Code § 67-8206(3), have published notice and the Board of Commissioners of Canyon County held a public hearing; and

1.11 The Capital Improvements Plan contains all the necessary contents of a capital improvements plan as provided in the Act by Idaho Code § 67-8208; and

1.12 The County Commissioners has concluded all of its process for the adoption of the Capital Improvements Plan as required in the Act by Idaho Code §§ 67-8205 and 67-8206(3); and

1.13 The County Commissioners has determined that it is in the best interests of the residents, persons, and property within the affected area of the unincorporated area of Canyon County, and within the boundaries of the Fire District, that the above stated Capital

Improvements Plan be adopted and approved.

Section 2: Action of approval of Fire Districts' Capital Improvements Plans

2.1 The County Commissioners do hereby approve the following capital improvement plan:

1. [Homedale Rural Fire Protection District] *Capital Improvement Plan and Development Impact Fee Study January 27, 2025* A true and correct copy of which is attached hereto and marked Exhibit 1 and by this reference incorporated herein; and

Section 3: Direction to County Clerk

3.1 The County Clerk is hereby directed to retain this resolution in the official records of the County and to provide a certified copy of this resolution to the Fire District's Secretary.

Section 4: Effective Date.

4.1 This Resolution shall be in full force and effect after its passage and approval.

PASSED BY THE CANYON COUNTY BOARD OF COUNTY COMMISSIONERS this 8th day of April, 2026.

By: _____
Leslie Van Beek, *Commissioner*

By: Brad Holton
Brad Holton, *Commissioner*

By: _____
Zach Brooks, *Commissioner*

ATTEST: Jess Urresti

By: _____
Jess Urresti, *County Clerk*

…. Canyon County Board of Commissioners' Resolution No. 26-057

EXHIBIT 1

CAPITAL IMPROVEMENT PLAN

[Homedale Rural Fire Protection District] ***Capital Improvement Plan and Development Impact Fee Study January 27, 2025***

Capital Improvement Plan and Development Impact Fee Study

Submitted to:

Homedale Rural Fire Protection District

January 27, 2025

Prepared by:

TischlerBise
FISCAL | ECONOMIC | PLANNING

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Exhibit 1

Development Impact Fee Study
Homedale Rural Fire Protection District

Executive Summary

The Homedale Rural Fire Protection District ("Fire District") retained TischlerBise to prepare a Capital Improvement Plan and Development Impact Fee Study in order to meet the new demands generated by new development within the Fire District. This report presents the methodology and calculation used to generate current levels of service and updated maximum supportable impact fees. It is intended to serve as supporting documentation for establishing impact fees in the Fire District.

The purpose of this study is to demonstrate the Fire District's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the authorization (Idaho Code 67-8202(1-4)), it is the intent of the Fire District to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables

attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

Importantly, stated in [67-8204A], "Governmental entities . . . that are jointly affected by development are authorized to enter into intergovernmental agreements with each other or with . . . fire districts, ambulance districts . . . for the purpose of developing joint plans for capital improvements or for the purpose of agreeing to collect and expend development impact fees for system improvements, or both, provided that such agreement complies with any applicable state laws." Thus, the impact fees for the Homedale Rural Fire Protection District will be collected by the City of Homedale, Canyon County, and Owyhee County. To ensure that the Fire District captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the City and Counties to collect the impact fees on the District's behalf. Those revenues would be remitted to the Fire District periodically.

SUMMARY OF CAPITAL IMPROVEMENT PLANS AND DEVELOPMENT IMPACT FEES

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

Cost Recovery. The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

Incremental Expansion. The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

Maximum Supportable Development Impact Fees

Figure 3 provides a schedule of the maximum supportable development impact fees by type of land use for the Fire District. The fees represent the highest supportable amount for each type of applicable land use and represent new growth's fair share of the cost for capital facilities. The Fire Board may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The service unit for the Fire Impact Fee is an equivalent dwelling unit, or EDU. The functional population is based factors by residential and nonresidential land use type for fire services are converted into EDUs. The description of the functional population methodology, the calculation of the EDU factors, and the determination of existing and projected EDUs in each service area are presented below.

Figure 3. Summary of Maximum Supportable Development Impact Fee

Residential

Housing Type	Maximum Supportable Fee
Residential (per housing unit)	
Single Family	$1,349
Multifamily	$769

Nonresidential

Development Type	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)	
Retail	$1,362
Office	$985
Industrial	$472
Institutional	$971

The Idaho Development Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on ten-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

The development impact fee is based on the existing level of service provided for fire facilities. To serve projected growth at current levels of service, the following infrastructure is projected over the next ten years:

- 1,547 square feet of new station space
- 1.8 new apparatus units
- 14.5 new equipment units
- $590,000 growth-related costs

Below in Figure 5 is the ten-year capital improvement plan the Fire District is anticipating to accommodate future demand. In the plan are facility expansion and equipment that is consistent with the projected need to serve growth at the current level of service. The capital improvement plan is to be updated annually and will be revised to reflect any shift in demand, market, and costs.

Figure 5. Capital Improvement Plan

10-Year Growth-Related Capital Needs	Current Cost
Station Expansion: Office & Bunk House	$700,000
Station Expansion: Additional Bays	$500,000
Fire Engine & Brush Truck	$550,000
New Equipment (15 units)	$90,000
	$1,840,000

Funding Sources for Capital Improvements

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8209(2)). Currently, there are no dedicated revenues being collected by the Fire District to fund growth-related projects.

Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for facilities. Evidence is given in in the specific chapters of this report that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

Figure 6. Residential Functional Population per Housing Unit

Development Type	Unit	Persons per Household [1]	Percent of Day at Home	Functional Population/Unit
Single Family	dwelling	2.88	58%	1.68
Multifamily	dwelling	1.65	58%	0.96

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

NONRESIDENTIAL FUNCTIONAL POPULATION

The functional population methodology for nonresidential land uses is based on trip generation and employee density data. Functional population per 1,000 square feet is derived by dividing the total number of hours spent by employees and visitors during a weekday by 24 hours. Employees are estimated to spend eight hours per day at their place of employment and visitors are estimated to spend one hour per visit.

Using this formula and information on trip generation rates, vehicle occupancy rates, and employee density, nonresidential functional population estimates per 1,000 square feet of floor area is calculated in Figure 7.

Figure 7. Nonresidential Functional Population per 1,000 Square Feet

Development Type	Unit	Vehicle Trips/ Unit [1]	Persons/ Trip [2]	Employee/ Unit [1]	Visitors/ Unit [3]	Functional Population/Unit [4]
Retail	1,000 sq. ft.	14.06	1.82	2.12	23.46	1.69
Office	1,000 sq. ft.	5.42	1.18	3.26	3.14	1.22
Industrial	1,000 sq. ft.	2.44	1.18	1.57	1.31	0.58
Institutional	1,000 sq. ft.	5.39	1.67	2.86	6.14	1.21

[1] Source: Trip Generation, Institute of Transportation Engineers, 10th Edition (2017)

[2] Source: Summary of Travel Trends 2017 National Household Travel Survey, US Department of Transportation Federal Highway Administration, 2017

[3] The visitors per unit factor is found by multiplying vehicles trips and persons per trip then subtracting employees per unit.

[4] Functional population is found by multiplying the employee per unit by 8 hours and visitors for unit by 1 hour and then dividing the total by 24 hours.

EQUIVALENT DWELLING UNIT FACTORS

In each service area an equivalent dwelling unit (EDU) is set to the functional population of a single family unit. For example, in the District an EDU is set to a functional population of 1.68. This is compared to the functional population factors for the other development types to calculate its equivalent EDU. For example, a multifamily unit in the district has a functional population of 0.96, which results in 0.57 EDUs (0.96 functional population / 1.68 functional population per EDU = 0.57 EDUs).

FIRE PROTECTION LEVEL OF SERVICE AND COST ANALYSIS

As shown in Figure 10, Homedale Rural Fire Protection District has two stations, totaling 7,800 square feet. To determine the level of service, the floor area is divided by the base year demand factor (EDUs) then multiplied by 1,000. As a result, there are 3,314 square feet per 1,000 EDUs.

Based on the District's CIP, the average cost per square foot is $113. To find the capital cost per EDU, the level of service standard is applied to the average cost per square foot. This results in a capital cost of $375 per EDU (3,314 square feet per 1,000 EDUs x $113 per square foot = $375 per EDU, rounded).

Figure 10. Fire Station Level of Service and Cost Analysis

Fire Stations	Square Feet	Construction Cost
Fire Station	4,000	$453,119
Ambulance Station	3,800	$430,463
Total	**7,800**	**$883,583**

Level-of-Service Standards	**EDU**
Proportionate Share	100%
Share of Square Feet	7,800
2023 Equivalent Dwelling Unit (EDU)	2,354
Square Feet per 1,000 EDUs	3,314

Cost Analysis	**EDU**
Square Feet per 1,000 EDUs	3,314
Average Cost per Square Foot [1]	$113
Capital Cost per EDU	$375

[1] Source: Homedale Rural Fire Protection District Capital Improvement Plan

As shown in Figure 11, Homedale Rural Fire Protection District has nine vehicles to provided fire services. To determine the level of service, the fleet is divided by the base year demand factor (EDUs) then multiplied by 1,000. As a result, there are 3.82 vehicles per 1,000 EDUs.

Based on the District's expectation to replace the fleet, the average cost per vehicle is $184,000. To find the capital cost per EDU, the level of service standard is applied to the average cost. This results in a capital cost of $703 per EDU (3.82 vehicles per 1,000 EDUs x $184,000 per vehicle = $703 per EDU, rounded).

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, the Fire District is able to recover the cost of the study through the collection of future fees. An impact fee study must be completed every five years, so the study cost is compared to the five-year projected increase in equivalent dwelling units (EDUs). As a result, the cost per EDU is $85.

Figure 13. Share of the Development Impact Fee Study

Study Cost	Five-Year EDU Increase	Capital Cost per EDU
$19,720	233	$85

CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

To estimate the 10-year growth needs for fire facilities in Homedale Fire Protection District, the current level of service (3,314 square feet per 1,000 EDUs) is applied to the projected growth of EDUs in the district. The district is projected to increase by 467 EDUs over the next ten years. Listed in Figure 14, there will need to be a total of 1,547 square feet of additional fire station space in the district to accommodate the growth. By applying the average cost ($113 per square feet), the total expenditure for the growth is calculated (1,547 square feet x $113 = $175,243).

Similarly, the current level of service for apparatus (3.82 units per 1,000 EDUs) is applied to the projected growth of EDUs in the district. There will be a need for 1.8 new units to accommodate growth. By applying the average cost ($184,000 per unit), the total expenditure for the growth is calculated.

Lastly, the current level of service for equipment (31.01 units per 1,000 EDUs) is applied to the projected growth of EDUs in the district. There will be a need for 14.5 new units of equipment to accommodate growth. By applying the average cost ($6,000 per unit), the total expenditure for the growth is calculated. Overall, the combined projected need for growth is $593,443.

SUMMARY OF INPUT VARIABLES AND MAXIMUM SUPPORTABLE IMPACT FEES

Figure 15 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per EDU. The residential Fire Development Impact Fees are the product of equivalent dwelling unit by type multiplied by the total net capital cost per EDU. For example, the multifamily maximum impact fee is $769 per unit ($1,349 per EDU x 0.57 EDUs per housing unit = $769, rounded). The nonresidential fees are the product of equivalent dwelling unit by type multiplied by the total net capital cost per EDU.

The Fire Board may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 15. Summary of Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per EDU
Fire Stations	$375
Fire Apparatus	$703
Fire Equipment	$186
Impact Fee Study	$85
Gross Total	$1,349
Net Total	**$1,349**

Residential

Housing Type	EDUs per Housing Unit	Maximum Supportable Fee
Residential (per housing unit)		
Single Family	1.00	$1,349
Multifamily	0.57	$769

Nonresidential

Development Type	EDUs per 1,000 Sq. Ft.	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)		
Retail	1.01	$1,362
Office	0.73	$985
Industrial	0.35	$472
Institutional	0.72	$971

Proportionate Share Analysis

Development impact fees for Homedale Rural Fire Protection District are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the District in the provision of system improvements to serve new development. The District will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

1) The development impact fees for Homedale Rural Fire Protection District are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by the Fire District. Projects are included in the District's capital improvements plan and will be included in annual capital budgets.
2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, districtwide service area; results are shown in the cash flow analyses in this report. Existing and future development impact fee revenue will entirely fund growth-related improvements.
3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt.
5) The District will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvement Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the District. These procedures should be addressed in the development impact fee ordinance.
7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

Idaho's enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book *Trip Generation* (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, *Retail* includes shopping centers, banks, restaurants, and movie theaters.

Office: Establishments providing management, administrative, professional, or business services. By way of example, *Office* includes offices and business services.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, *Industrial* includes manufacturing plants, distribution facilities, warehousing facilities.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, *Institutional* includes schools, churches, daycare facilities, and health care facilities.

BASE YEAR HOUSING UNITS AND POPULATION

Base year population is derived from 2021 U.S Census Bureau data for the City of Homedale and Owyhee County sections of the District, PPHU factors, and Canyon County Parcel Data. Based off of this data, the base year population estimate for Homedale Rural Fire Protection District is 5,702. PPHU data shown in Figure 17 is used to convert this total population number to a total housing unit number, which is estimated to be 2,015 units. Then the housing unit mix percentage is applied to this total housing unit estimate to get a breakdown between single and multifamily units.

Figure 18. Base Year Housing Units and Population

Homedale Rural Fire Protection District	Base Year 2023
Population [1]	5,702
Housing Units [2]	
Single Family	1,932
Multifamily	83
Total Housing Units	2,015

[1] U.S Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise Analysis, Canyon County Parcel Data
[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

NEW RESIDENTIAL CONSTRUCTION TREND

To illustrate residential development trends in the District, Figure 19 lists the past five years of new construction in Homedale Rural Fire Protection District which includes sections of Canyon County, Owyhee County, and City of Homedale. As seen in Figure 19, over the past five years in the Homedale Rural Fire Protection District there has been a total of 220 housing units added with 165 being single family homes and 55 being multifamily homes. This leads to a five-year average of 44 housing units added annually.

Figure 19. Annual New Construction Estimates by Housing Type

Housing Type	2018	2019	2020	2021	2022	Total	5-Year Average
Single Family	32	41	35	33	24	165	33
Multifamily	3	3	5	39	5	55	11
Total	35	44	40	72	29	220	44

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Utilizing ESRI Business Analyst data, 2023 total employment in the district is estimated at 1,112 jobs. Listed in Figure 21, there are an estimated 465 retail jobs, 141 office jobs, 201 industrial jobs, and 305 institutional jobs located in the district.

To estimate the nonresidential floor area, employee density factors from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual (2021) are applied to job estimated. Figure 22 lists the land use type and density factors that are included in the analysis. Overall, there is 497,089 square feet estimated in the district. Retail and industrial development make up the majority of this with a combined 70 percent of the total floor area.

Figure 21. Base Year Employment and Nonresidential Floor Area

Employment Industries	Base Year Jobs [1]	Sq. Ft. per job [2]	Floor Area (sq. ft.)	Percent of Total
Retail	465	471	219,015	44%
Office	141	307	43,287	9%
Industrial	201	637	128,037	26%
Institutional	305	350	106,750	21%
Total	**1,112**		**497,089**	**100%**

[1] Source: ESRI Business Analyst

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

Figure 22. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

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

Figure 24. Employment and Nonresidential Floor Area Projections

Homedale Rural Fire Protection District	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	465	474	484	493	502	511	520	530	539	548	557	**92**
Office	141	144	147	149	152	155	158	161	163	166	169	**28**
Industrial	201	205	209	213	217	221	225	229	233	237	241	**40**
Institutional	305	311	317	323	329	335	341	347	353	360	366	**61**
Total	1,112	1,134	1,156	1,178	1,200	1,223	1,245	1,267	1,289	1,311	1,333	**221**
Nonresidential Floor Area (1,000 sq. ft) [2]												
Retail	219	223	228	232	236	241	245	249	254	258	263	**44**
Office	43	44	45	46	47	48	48	49	50	51	52	**9**
Industrial	128	131	133	136	138	141	143	146	148	151	153	**25**
Institutional	107	109	111	113	115	117	119	122	124	126	128	**21**
Total	497	507	517	527	537	546	556	566	576	586	596	**99**

[1] ESRI Business Analyst; TischlerBise analysis

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

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

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

However, an additional adjustment is necessary to capture District residents' work bound trips that are outside of the district. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 82 percent of Homedale CCD workers travel outside the district for work. In combination, these factors account for 13 percent of additional production trips (0.31 x 0.50 x 0.82 = 0.13). Shown in Figure 26, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (13 percent of production trips) for a total of 63 percent.

Figure 26. Residential Trip Adjustment Factor for Commuters

Employed Homedale Residents (2020)	1,917
Residents Working in Homedale (2020)	351
Residents Commuting Outside of Homedale for Work	1,566
Percent Commuting Out of Homedale	82%
Additional Production Trips	**13%**

Standard Trip Adjustment Factor	**50%**
Residential Trip Adjustment Factor	**63%**

Source: U.S. Census, OnTheMap Application, 2020

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of *Trip Generation*. To estimate the trip generation in the Homedale Rural Fire Protection District, the weekday trip end per 1,000 square feet factors listed in Figure 27 are used.

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Districtwide, residential land uses account for 11,714 vehicle trips and nonresidential land uses account for 4,201 vehicle trips in the base year (Figure 29).

Through 2033, it is projected that daily vehicle trips will increase by 3,112 trips with the majority of the growth being generated by single family (63 percent) and retail (20 percent) development which leads to a 20 percent increase in vehicle trips from the base year through 2033.

Figure 29. Homedale Rural Fire Protection District Vehicle Trip Projections

Homedale Rural Fire Protection District	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	11,476	11,674	11,870	12,066	12,262	12,458	12,654	12,850	13,046	13,242	13,438	**1,963**
Multifamily	238	269	300	332	363	395	426	458	489	521	552	**314**
Subtotal	11,714	11,943	12,170	12,398	12,625	12,853	13,080	13,308	13,535	13,763	13,990	**2,277**
Nonresidential Trips												
Retail	3,080	3,142	3,203	3,264	3,325	3,386	3,447	3,509	3,570	3,631	3,692	**612**
Office	235	239	244	249	253	258	263	267	272	277	281	**47**
Industrial	312	318	324	330	337	343	349	355	361	368	374	**62**
Institutional	575	586	598	609	621	632	643	655	666	678	689	**114**
Subtotal	4,201	4,285	4,369	4,452	4,536	4,619	4,702	4,786	4,869	4,953	5,036	**835**
Vehicle Trips												
Grand Total	15,915	16,228	16,539	16,850	17,161	17,472	17,783	18,094	18,404	18,715	19,026	**3,112**

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