



# CITY OF LODI

## COUNCIL COMMUNICATION

**AGENDA TITLE:** Discussion of Methodology for Calculation/Re-calculation of Development Impact Fees for Sunwest Plaza Shopping Center (Wal-Kart)

**MEETING DATE:** December 18, 1991

**PREPARED BY:** Public Works Director

**RECOMMENDED ACTION:** That the City Council approve the use of "neighborhood commercial" rates for street impact fees on the Sunwest Plaza Shopping Center and approve the inclusion of the excess widening on Highway 12 and the signal relocation at Highway 12 and Lower Sacramento Road as impact fee funded projects.

**BACKGROUND INFORMATION:** The new development impact mitigation fees became effective in November 1991, and with the exemptions granted to "projects in progress" and the lag in new residential development with the growth management plan, the initial projects paying the fees are those for which a public improvement fee agreement was signed as part of the annexation for the property. Unfortunately, these have been the most difficult to calculate as they involve commercial projects that do not clearly fit the standard fee categories.

The most significant problem involves the first phase of the new shopping center at the southwest corner of Kettleman Lane (Highway 12) and Lower Sacramento Road (Sunwest Plaza/Wal-Mart). The land has a general plan designation of "neighborhood commercial". The City's fee schedule shows a total mitigation fee of \$41,280 per acre for this type of project. However, the EIR for this project indicated traffic generation comparable to that of "general commercial" land which, if applied, would add an additional \$10,510 per acre. With this documentation, staff was prepared to add this fee to the project.

The developers objected to this, citing the published fee schedule, and also asked for downward adjustments based on the service demands of the Wal-Mart store that comprise the first phase of the project. The impact fee ordinance (Section 15.64.120) allows such adjustments to be made by the Public Works Director and provides an appeal process to the Council.

Given the confusion over the published fee schedule, staff feels it is reasonable that the fees for this project not exceed those shown on the schedule and asks for Council direction on this. To avoid future confusion, we are evaluating modifications to the schedule, probably by adding a "shopping center" category. We will bring this to the Council early next year. In the interim, we have added a note to the schedule as shown in Exhibit A. Also, the requested downward adjustments are in line with the ordinance and can be handled by staff.

APPROVED.

THOMAS A. PETERSON  
City Manager



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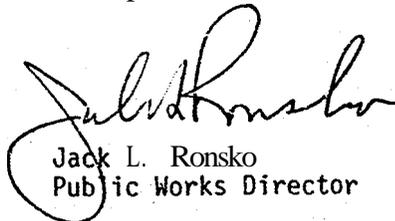
Along with the adjustments, the developers have also requested credits for various public improvements they are making as part of their project. Most of these are already authorized by City ordinance and include oversize water main and major crossing credits, master storm drains and portions of street widening on Lower Sacramento Road. These will be included in their public improvement agreement as fee credits. They have also requested some credit for excess widening on Highway 12 and the cost of the signal-relocation at Highway 12 and Lower Sacramento Road. Although this work was not included as a "project" in the impact fee program, the participation in the cost of widening is appropriate due to the excess width as defined in the new public improvement reimbursement ordinance. Similarly, the signal work was not included, however, with the City participation in the widening cost and the fact that the signal was installed by the State and the County, without utilizing the available R/W, staff feels a credit is appropriate. With Council approval staff will include this widening and signal work as a fee credit (approximately \$90,000). Note that all of these credits are funded from the various impact fee funds.

The total net impact fees for the Wal-Mart portion (12.5 acres, 120,000 SF building) including all the adjustments and credits discussed above, will be approximately \$350,000.

In summary, staff is requesting approval on the following::

- 1) Using the neighborhood commercial rate for street impact fees on this project.
- 2) Including the excess widening on Highway 12 and signal relocation work at the intersection of Lower Sacramento Road and Highway 12 in the list of impact fee projects. This will allow fee credits for this work done by the developers.

FUNDING: Impact fee funds.



Jack L. Ronsko  
Public Works Director

Prepared by Richard C. Prima, Jr., Assistant City Engineer

JLR/RCP/lm

Attachment

cc: City Attorney



**CITY OF LODI**  
PUBUC WORKS DEPARTMENT

**Fee and Service Charge Schedule**

**Development Impact Mitigation Fees**

RAE = Residential Acre Equivalent

Land Use Category	Total Fee per Acre	Water		Sewer		Storm Drainage		Streets	
		RAE	Fee/Acre	RAE	Fee/Acre	RAE	Fee/Acre	RAE	Fee/Acre
<b>Residential</b>									
Low Density	\$40,170	1.00	\$5,710	1.00	\$1,090	1.00	\$7,910	1.00	\$5,470
Medium Density	\$61,190	1.96	\$11,190	1.96	\$2,140	1.00	\$7,910	1.96	\$10,720
High Density	\$107,210	3.49	\$19,930	3.49	\$3,800	1.00	\$7,910	3.05	\$16,680
East Side Residential	\$42,160	1.00	\$6,710	1.00	\$1,090	1.00	\$7,910	1.00	\$5,470
Planned Low Density	\$40,170	1.00	\$5,710	1.00	\$1,090	1.00	\$7,910	1.00	\$5,470
Planned Med. Density	\$61,190	1.96	\$11,190	1.96	\$2,140	1.00	\$7,910	1.96	\$10,720
Planned High Density	\$107,210	3.49	\$19,930	3.49	\$3,800	1.00	\$7,910	3.05	\$16,680
<b>Commercial</b>									
Neighborhood (See Note 6)	\$41,280	0.64	\$3,650	0.94	\$1,020	1.33	\$10,520	1.90	\$10,390
General	\$49,470	0.64	\$3,650	0.94	\$1,020	1.33	\$10,520	3.82	\$20,900
Downtown	\$41,280	0.64	\$3,650	0.94	\$1,020	1.33	\$10,520	1.90	\$10,390
Office	\$54,720	0.64	\$3,650	0.94	\$1,020	1.33	\$10,520	3.27	\$17,890
<b>Industrial</b>									
tight	\$30,900	0.26	\$1,480	0.42	\$460	1.33	\$10,520	2.00	\$10,940
Heavy	\$29,820	0.28	\$1,480	0.42	\$460	1.33	\$10,520	1.27	\$6,950
<b>Police</b>									
		RAE	Fee/Acre			RAE	Fee/Acre		
<b>Residential</b>									
Low Density		1.00	\$1,110	1.00	\$520	1.00	\$11,980	1.00	\$6,380
Medium Density		1.77	\$1,960	1.96	\$1,020	1.43	\$17,130	1.43	\$9,120
High Density		4.72	\$5,240	4.32	\$2,250	2.80	\$33,540	2.80	\$17,860
East Side Residential		1.09	\$1,210	1.10	\$570	1.10	\$13,180	1.10	\$7,020
Planned Low Density		1.00	\$1,110	1.00	\$520	1.00	\$11,980	1.00	\$6,380
Planned Med. Density		1.77	\$1,960	1.96	\$1,020	1.43	\$17,130	1.43	\$9,120
Planned High Density		4.72	\$5,240	4.32	\$2,250	2.80	\$33,540	2.80	\$17,860
<b>Commercial</b>									
Neighborhood (See Note 6)		4.28	\$4,750	2.77	\$1,440	0.32	\$3,830	0.89	\$5,680
General		2.59	\$2,870	1.93	\$1,000	0.32	\$3,830	0.89	\$5,680
Downtown		4.28	\$4,750	2.77	\$1,440	0.32	\$3,830	0.89	\$5,680
Office		3.72	\$4,530	2.46	\$1,280	0.54	\$5,470	1.63	\$9,760
<b>Industrial</b>									
Light		0.30	\$330	0.64	\$330	0.23	\$2,760	0.64	\$4,080
Heavy		0.19	\$210	0.61	\$320	0.33	\$3,950	0.93	\$5,930

See Notes 4 & 6.

Reference: LMC Chapter 15.64 & Resolution 91-172

**Notes**

1. This schedule is a summary only; refer to the reference cited for details of applicability and interpretations.
2. LMC = Lodi Municipal Code; PWD = Public Works Department
3. Fees must be paid before work is scheduled or applicable map/permit issued.
4. Special area assessments or charges required by reimbursement agreements are not included in this summary.
5. Impact fees shall be adjusted accordingly on projects for which the proposed land use does not match the land use definitions in LMC Chapter 15.64 or for "projects in progress" that have paid previous impact mitigation fees.
6. For shopping centers, use General Commercial rates for streets. Other adjustments may apply for lower intensity projects.

Approved: Jack L. Ronako, Public Works Director      Date