

Police Development Fee Study

Prepared for:

City of Surprise, Arizona

November 27, 2006



Prepared by:

TischlerBise
Fiscal, Economic & Planning Consultants

Table of Contents

POLICE	3
METHODOLOGY	3
<i>Figure 1: Police Development Fee Methodology</i>	4
PROPORTIONATE SHARE FACTORS.....	4
<i>Figure 2: Police Proportionate Share Factors</i>	5
POLICE FACILITIES BUY-IN.....	5
<i>Figure 3: Police Facilities Buy-in Component</i>	5
POLICE VEHICLES	5
<i>Figure 4: Police Vehicles LOS Standards</i>	6
POLICE COMMUNICATIONS EQUIPMENT.....	6
<i>Figure 5: Planned Police Communications Projects</i>	7
DEVELOPMENT FEE STUDY.....	7
POLICE DEVELOPMENT FEE	7
<i>Figure 6: Police Development Fee Cost Summary</i>	8
<i>Figure 7: Police Development Fee Schedule</i>	9

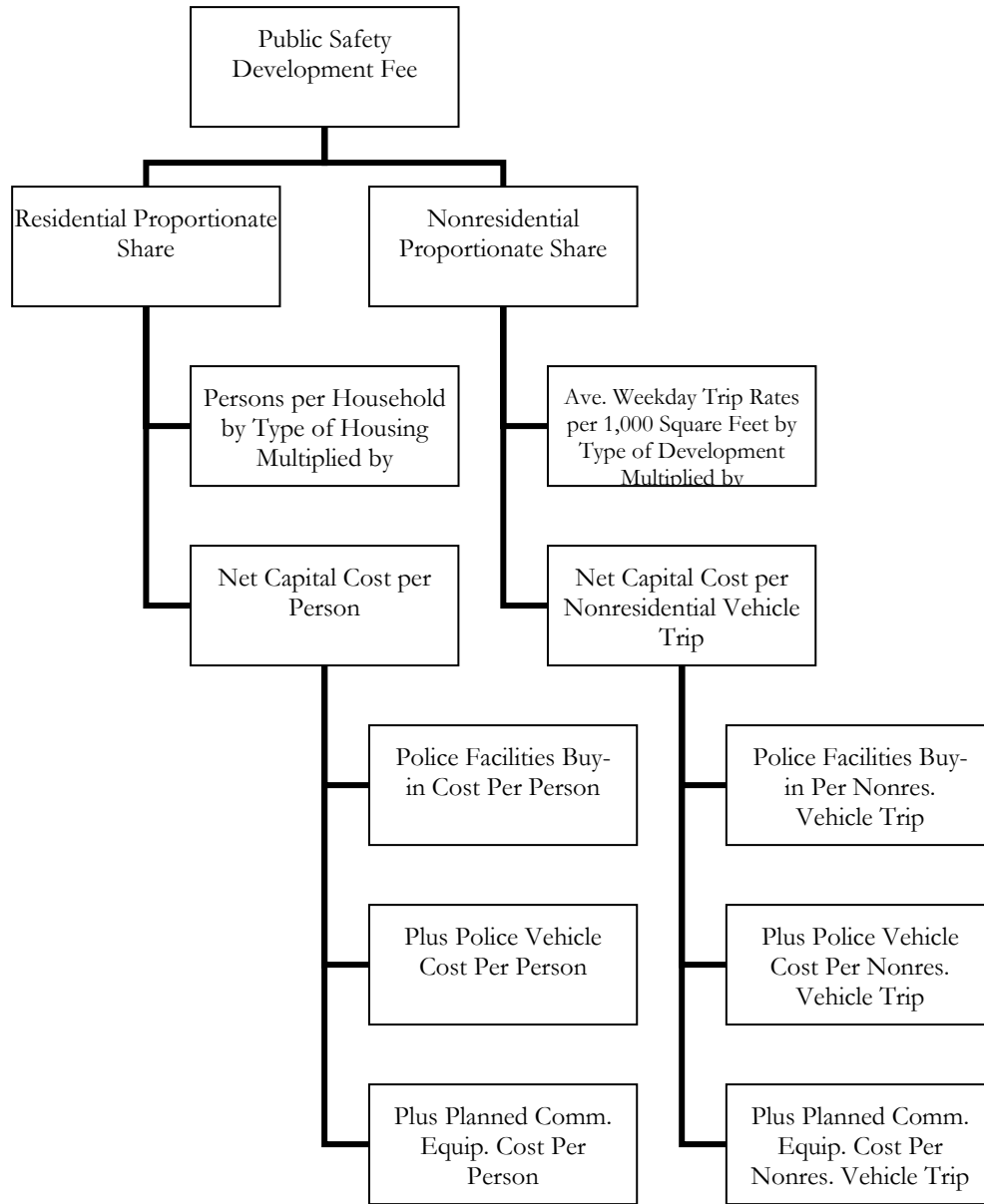
Police

METHODOLOGY

As shown in Figure 1, the Police Development Fee uses different demand indicators for residential and nonresidential development. Residential development fees are calculated on a per capita basis and then converted to an appropriate amount by type of housing based on household size. To calculate nonresidential development fees, nonresidential vehicle trips are the best demand indicator for police facilities as they are the best measure of the presence of people at nonresidential land uses. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial/warehouse developments. Office/institutional trip rates fall between the other two categories.

The Police Development Fee utilizes all three development fee methodologies. The buy-in methodology is used for facilities including the recently completed public safety building. The incremental expansion methodology is used for vehicles. The plan-based methodology is used for communications equipment

Figure 1: Police Development Fee Methodology



PROPORTIONATE SHARE FACTORS

Calls for service data provided by the Police Department are used to determine the relative demand for service from residential and nonresidential development. As shown in Figure 2, the proportionate share factor for residential development is 82%, with nonresidential development accounting for 18% of the demand for police infrastructure and assets. Road related calls are omitted because they cannot be allocated to residential or nonresidential development in that a person could be on their way home, or to work, or passing through the City. This should not be interpreted as implying that road-related calls for service have

no impact on the Police Department. Calls to unidentifiable land uses were also omitted from this analysis.

Figure 2: Police Proportionate Share Factors

	2004	
	Calls	%
Calls for Service to Residential Addresses	32,324	82%
Calls for Service to Nonresidential Addresses	7,095	18%
TOTAL	39,419	100%

Source: Surprise Police Department. Excludes traffic related offenses.

POLICE FACILITIES BUY-IN

Figure 3 lists the 56,197 square feet of police facilities. Taken as a whole, these facilities have approximately eight years of additional capacity. The buy-in methodology is used to calculate the level-of-service for these facilities when they are at capacity in FY2015.

The original cost of these facilities (\$17,663,526) is used to calculate this component of the Police Development Fee. To calculate the cost per demand unit, the original cost is first multiplied by the proportionate share factors for residential and nonresidential development. This figure is then divided by the corresponding demand units for FY2015. For residential development, the cost per person is calculated as follows: \$17,663,526 x .82 = \$14,484,091; \$14,484,091/184,729 persons in FY2015 = \$78.41 per person. This calculation is repeated to calculate the cost per nonresidential vehicle trip for nonresidential development.

Figure 3: Police Facilities Buy-in Component

	Square Feet*	Original Cost/SF*	Total
Police Share of New Public Safety Building	47,197	\$358	\$16,896,526
Sub-station	1,000	\$250	\$250,000
Evidence and Property Storage	8,000	\$65	\$517,000
TOTAL	56,197		\$17,663,526

* Surprise Facilities Management Division.

	Proportionate Share	FY2015 Demand Units	Cost per Demand Unit
Residential	82%	184,729 Peak Population	\$78.41
Nonresidential	18%	278,423 nonres vehicle trip	\$11.42

LOS Police Square Footage per Person 0.25
 LOS Police Square Footage per Nonres. Trip 0.01

POLICE VEHICLES

Figure 4 lists the Police Department’s current fleet of 109 vehicles. As new growth continues and requires additional police personnel, additional police vehicles will be needed.

The replacement cost of the fleet totals \$4,564,000. To calculate the cost per demand unit, the total cost is multiplied by the proportionate share factors for residential and nonresidential development, and then divided by the corresponding demand units. For residential development, the cost per person is calculated as follows: \$4,564,000 x .82 = \$3,742,480; \$3,742,480/115,340 persons = \$32.45 per person. This calculation is repeated to calculate the cost per nonresidential vehicle trip for nonresidential development.

Figure 4: Police Vehicles LOS Standards

	<i># of Units*</i>	<i>Cost/ Unit **</i>	<i>Total</i>
Administrative Vehicles	34	\$26,000	\$884,000
Regular Marked Patrol Vehicles	51	\$48,000	\$2,448,000
Marked Patrol SUV's	7	\$52,000	\$364,000
Motorcycles	6	\$21,000	\$126,000
DUI van	1	\$98,000	\$98,000
Command Post Vehicles	5	\$94,000	\$470,000
Animal Control	3	\$28,000	\$84,000
Unmarked Traffic Units	2	\$45,000	\$90,000
TOTAL	109		\$4,564,000

* Surprise Police Department.

** Surprise Fleet Management . Includes all additional pieces of equipment necessary to place the vehicle in service.

	Proportionate Share	FY2007 Demand Units	Cost per Demand Unit
Residential	82%	115,340 Peak Population	\$32.45
Nonresidential	18%	145,549 nonres vehicle trips	\$5.64

LOS Police Vehicles per 1,000 Persons 0.77
 LOS Police Vehicles per 1,000 Nonres. Trip 0.13

POLICE COMMUNICATIONS EQUIPMENT

Figure 5 lists the City’s planned communications project for the Police Department from the CIP. The project is a result of both new and existing residential development and is estimated to provide sufficient capacity through FY2025. Thus the total City population and number of nonresidential vehicle trips in FY2025 (which includes both new and existing development) is used to calculate the cost per person and nonresidential vehicle trip. New growth will pay for its share of this project via the Police Development Fee while existing growth’s share will have to be funded from non-development fee sources.

The planned project will cost \$36.12 per person and \$5.29 per nonresidential vehicle trip. For residential development, the cost per person is calculated as follows: \$12,000,000 x .82 = \$9,840,000; \$9,840,000/272,426 persons in FY2025= \$36.12 per person. This calculation is repeated to calculate the cost per nonresidential vehicle trip for nonresidential development.

Figure 5: Planned Police Communications Projects

AVERAGE APPROACH

Project	FY2007	FY2008	FY2009	FY2010	FY2011	TOTAL
City Owned Radio System	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$12,000,000
TOTAL	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$12,000,000

* City of Surprise, Capital Improvements Plan FY2007.

	%	Share of Cost
Residential Proportionate Share	82%	\$9,840,000
Nonresidential Proportionate Share	18%	\$2,160,000
Residential Demand Units FY2025 (population)		272,426
Nonresidential Demand Units FY2025 (nonresidential trips)		408,416
Cost Per Person		\$36.12
Cost Per Nonresidential Vehicle Trip		\$5.29

DEVELOPMENT FEE STUDY

The cost of preparing the Police Development Fee is also included in the fee calculations. The City should update its development fees every three years to ensure the methodologies, assumptions, and cost factors used in the calculations are still valid and accurate. As we do with many of our Arizona development fee clients, TischlerBise has included the cost of preparing the current Police Development Fee in the fee calculations in order to create a source of funding to conduct this regular update. This cost (\$9,200) is allocated to the projected increase in population and nonresidential vehicles trips over the next three years using the proportionate share factors from Figure 2 above. A three year period is used since this is the period of time at which the development fee methodology should be revisited. This results in a development fee study cost per demand unit of \$0.27 per person and \$0.04 per nonresidential vehicle trip.

POLICE DEVELOPMENT FEE

Figure 6 provides a summary of the level of service standards used to calculate development fees for police. Police Development Fees are calculated for both residential and nonresidential land uses. Developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in the Police Development Fee calculation schedule. Specific policies and procedures related to site-specific credits for system improvements are addressed in the ordinance that establishes the City’s fees. Project improvements normally required as part of the development approval process are not eligible for credits against development fees.

As shown in the bottom of Figure 6, the capital costs per demand unit are \$147.24 per person and \$22.39 per trip.

Figure 6: Police Development Fee Cost Summary

	<i>Standards:</i>	
<i>Persons Per Household</i>		
Single Family Detached	2.53	
Single Family Attached; Multi-family, 1-9 Units In Structure	2.36	
Multi-family, 10 Or More Units in Structure	1.87	
All Other Housing Types	2.24	
<i>Weekday Vehicle Trip Ends per 1,000 Sq Ft</i>		
Com / Shop Ctr 25,000 SF or less		110.32
Com / Shop Ctr 25,001-50,000 SF		86.56
Com / Shop Ctr 50,001-100,000 SF		67.91
Com / Shop Ctr 100,001-200,000 SF		53.28
Com / Shop Ctr over 200,000 SF		41.80
Office / Inst 10,000 SF or less		22.66
Office / Inst 10,001-25,000 SF		18.35
Office / Inst 25,001-50,000 SF		15.65
Office / Inst 50,001-100,000 SF		13.34
Office / Inst over 100,000 SF		11.37
Business Park		12.76
Light Industrial		6.97
Warehousing		4.96
Manufacturing		3.82
Hotel (per room)		5.63
<i>Trip Adjustment Factors</i>		
Com / Shop Ctr 25,000 SF or less		28%
Com / Shop Ctr 25,001-50,000 SF		31%
Com / Shop Ctr 50,001-100,000 SF		33%
Com / Shop Ctr 100,001-200,000 SF		36%
Com / Shop Ctr over 200,000 SF		39%
All Other Nonresidential Development		50%
<i>Cost Summary</i>		
	<u>Per Person</u>	<u>Per Trip</u>
Buy-in Police Facilities	\$78.41	\$11.42
Vehicles	\$32.45	\$5.64
Planned Communications System	\$36.12	\$5.29
Development Fee Study	\$0.27	\$0.04
Total Capital Cost	\$147.24	\$22.39

Figure 7 contains a schedule of the Police Development Fees. For residential land uses, persons per household (2.53 for a single family detached unit) are multiplied by the capital cost per person (\$147.24), for a development fee per unit of \$372 per unit. For nonresidential land uses, such as a commercial shopping center less than 25,000 square feet, the number of trips per 1,000 square feet (110.32) is multiplied by the corresponding trip adjustment factor (28% or .28) and then multiplied by the capital cost per nonresidential vehicle trip (\$22.39), for a fee of \$691 per 1,000 square feet.

Figure 7: Police Development Fee Schedule

Development Fees

<u>Residential</u>	<u>Per Housing Unit</u>
Single Family Detached	\$372
Single Family Attached; Multi-family, 1-9 Units In Structure	\$347
Multi-family, 10 Or More Units in Structure	\$275
All Other Housing Types	\$329
<u>Nonresidential</u>	<u>Per 1,000 Sq Ft</u>
Com / Shop Ctr 25,000 SF or less	\$691
Com / Shop Ctr 25,001-50,000 SF	\$600
Com / Shop Ctr 50,001-100,000 SF	\$501
Com / Shop Ctr 100,001-200,000 SF	\$429
Com / Shop Ctr over 200,000 SF	\$365
Office / Inst 10,000 SF or less	\$253
Office / Inst 10,001-25,000 SF	\$205
Office / Inst 25,001-50,000 SF	\$175
Office / Inst 50,001-100,000 SF	\$149
Office / Inst over 100,000 SF	\$127
Business Park	\$142
Light Industrial	\$78
Warehousing	\$55
Manufacturing	\$42
Hotel (per room)	\$63