

Red Bluff Daily News

City to review development impact fee fund

By CHERYL BRINKLEY-DN Staff Writer

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RED BLUFF The city will ask council members to approve a supplemental budget of \$7,000 from the development impact fee funds at a special meeting at 6:30 p.m. Wednesday at city hall.

A further payment to the consultant doing the development impact fee study will be needed since the city council wants to take a second look at the needs list previously provided.

Council members will also be asked to finalize the revised needs list and land use categories proposed for the assessment of transportation development impact fees.

A change in the needs list for commercial and industrial development impact fees could also change the fees previously approved for the single-family and multi-family units, said planning director Charlie Mullen at the Oct. 26 meeting.

"The city council considered and adopted the transportation capital improvement plan on June 7," said Red Bluff City Manager Susan Price in her staff report to the council.

Price said the TCIP is the transportation section of the needs list.

The proposed increases for commercial and industrial were not approved on Oct. 12 when the council approved increases on single-family and multi-family units. The council wanted further information on the transportation fee proposed to be more specific to the type of business being developed, according to Gary Antone, then director of public works.

"Some development is done by the developer, but not all," Price said Friday. "Some of the work is long-term so money is paid for the work the developer does not do and is put into an account for the city."

Price gave an example of the Wal-Mart Supercenter. The developer will pay for widening Mill Street and putting in a traffic light. What they won't be able to do, but will pay their share for, is widening South Main Street at the railroad overcrossing. That project is long-term and involves the city and Union Pacific, Price said.

Options for the transportation DIF to be presented by staff to the city council Wednesday are:

Straight percentage; the residential transportation component is 37 percent of the total DIF; this could be mirrored for the commercial and industrial developments.

A specific number of "equivalent dwelling units" could be assigned based on the zoning density of a particular site, such as 6 to 8 per acre.

Or, a specific number of "average daily traffic" could be assigned for commercial and industrial land use categories using the national Institute of Transportation Engineers manual.

Wednesday will be the third special meeting of the city council on development impact fees.

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