Report for

Village of Ashville, Ohio

Impact Fee Methodology and Costing Report

Prepared by:

STRAND ASSOCIATES, INC.®
425 West Nationwide Boulevard, Suite 100
Columbus, OH 43215
www.strand.com

December 2022

STRAND ASSOCIATES®

TABLE OF CONTENTS

TABLE OF CONTENTS Continued

TABLES

TABLE OF CONTENTS Continued

FIGURES

APPENDICES

INTRODUCTION

Since 1990, the Village of Ashville, Ohio (Village) has been one of the fastest growing areas in Pickaway County. With its direct connection to the popular commercial route in US-23, as well as its proximity to Rickenbacker International Airport and surrounding warehouse infrastructure, the Village will be a prime location for growth to continue over the next decade.

The Village began planning for this growth by entering into a partnership known as the North Gate Alliance, consisting of the Village of South Bloomfield, Harrison Township, and Pickaway County. This partnership was codified as part of the Cooperative Economic Development Agreement (CEDA) and, together, a joint planning document was created in 2013 known as the *Strategic Land Use Plan.* This joint planning document served to provide a baseline by which the surrounding communities would collaborate on regional planning, as well as layout the future annexation plans for each as growth continued throughout the region.

As part of this plan, the Village developed a future annexation boundary, which would see its limits increase from approximately 2.23 square miles to 14.16 square miles. Within this annexation boundary are many acres of available land for development, both for residential and nonresidential uses.

THE NEED FOR IMPACT FEE ASSESSMENT

With full-build out of future developments depicted in the *2013 Strategic Land Use Plan*, the Village would see a large growth of its population and vehicular traffic. This growth would cause the existing roadway network to exceed its capacity at several locations and would start to diminish the general standard of service provided by government, police, and fire facilities. Using existing capital funds to improve this situation would unfairly use current taxpayer funds to address an issue that does not stem from existing deficiencies.

The assessment of impact fees allows the community to shift the financing of necessary improvements caused by development from the general taxpayer to the developer responsible. However, these improvements will also provide a benefit to the assessed developer, in ways such as increased roadway network capacity, increased police and fire support, and general government access to services. The usage of impact fees may also help to prevent the need for general property tax increases in the future.

SUMMARY

This Report provides the costing and methodology of each of the following Impact Fee categories:

- Transportation
- Parks and Recreation
- Police
- Fire
- General Government

It is important to note that impact fees are one-time payments paid by developers to the Village to accommodate the impact of the proposed developments. These fees cannot be used to pay for salaries, training, administrative, or annual operation costs. Instead, they must be applied to one-time capital improvements or purchases that are necessary because of the impact from these new developments.

The impact fees established within this report use a 10-year design horizon (2032). As time passes, it may become necessary to revise and update established impact fees. An annual review of the impact fees and current construction costs are recommended to allow the Village to plan accordingly for any future revisions.

SECTION 1
EXISTING VILLAGE INFORMATION

1.01 NORTH GATE ALLIANCE–STRATEGIC LAND USE PLAN

In 2013, the Village of Ashville (Village), Village of South Bloomfield, Harrison Township, and Pickaway County developed the *"Strategic Land Use Plan"* as part of their Cooperative Economic Development Agreement (CEDA). This joint planning document served to provide a baseline by which the surrounding communities would collaborate on regional planning, as well as layout the future annexation plans for each as growth continued throughout the region. The CEDA document has been used in conjunction with the analysis within this report to establish the boundaries of each community in accordance with their planning areas.

Figure 1.01-1 demonstrates the Village's current boundary, as well as its future annexation area as population and commercial growth continue to occur in the area.

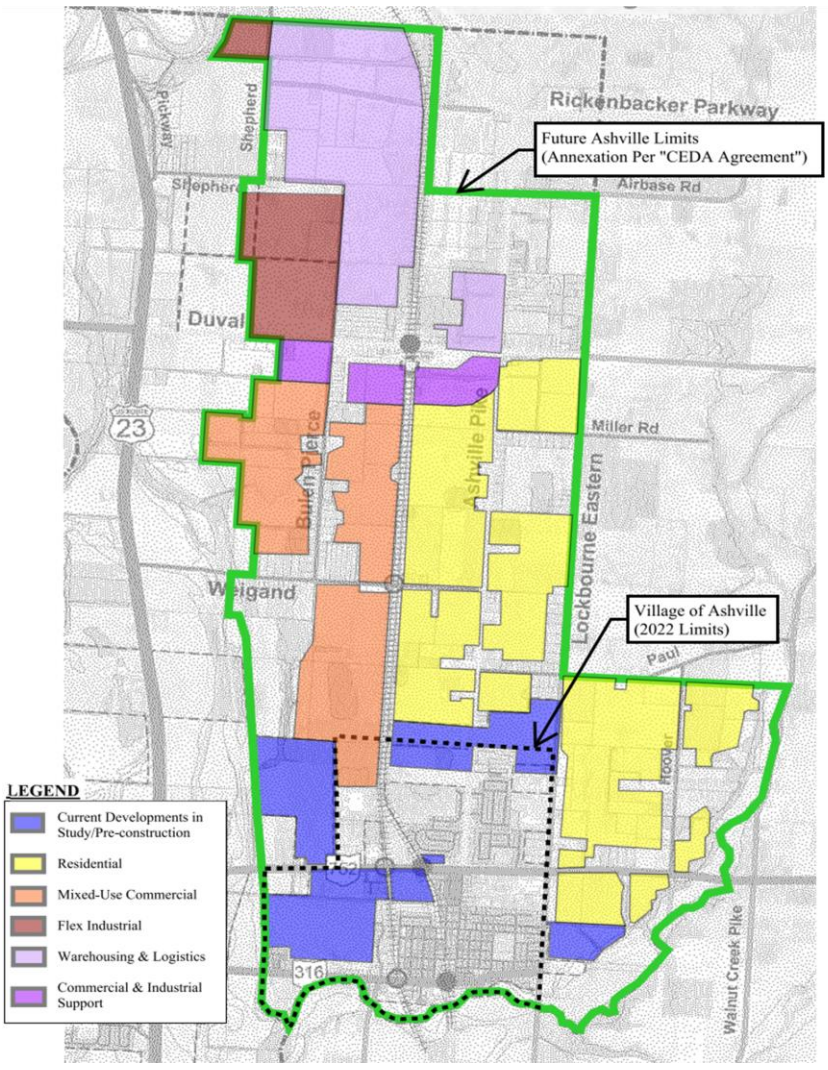

Figure 1.01-1 Current and Future Development Land Use Plan

With this annexation plan, the Village would see its limits increase from approximately 2.23 square miles to 14.16 square miles. Within this growth area are many acres of available land for development, for both residential and nonresidential uses. The planning zones shown in Figure 1.01-1 adhere to those developed in the 2013 *Strategic Land Use Plan,* with some minor updates to the region located between United States (US) 23 and the existing railroad tracks. This area was previously planned for additional low-density residential, but recent trends in the area have caused the Village of Ashville to instead plan for a Mixed-Use Commercial throughout that area. Furthermore, areas that were previously shown as planned developments (that have since been constructed) have been removed from Figure 1.01-1 and instead shown as existing conditions (all areas shown in gray scale). This will allow the impact fee analysis within this report to focus only on those developments still to come.

Table 1.01-1 provides a breakdown of the metrics used in the analysis, as well as relevant descriptions of what each zone could potentially consist of Institute of Transportation Engineers (ITE) land-use codes are also provided in parentheses to be used in the Transportation Impact Fee analysis.

Planned Development Zone	Site Coverage (%)	Development Intensity	Land Use Descriptions
Low-Density Residential	40	3 D.U./1 AC	Single-Family Detached Housing (210)–100 percent
Mixed-Use Commercial	35	10,000 SF/AC	Manufacturing (140)–20 percent Warehouse (150)–35 percent Office Park (750)–25 percent Shopping Center (820)–18 percent Fast-Food Restaurant with Drive-Through (934)–2 percent
Flex Industrial	30	12,500 SF/AC	Industrial Park (130)–100 percent
Warehousing and Logistics	25	15,000 SF/AC	General Light Industrial (110)–15 percent Warehouse (150)–65 percent General Office Building (710)–20 percent
Commercial and Industrial Support	30	5,000 SF/AC	General Light Industrial (110)–40 percent Manufacturing (140)–30 percent Office Park (750)–25 percent Fast-Food Restaurant with Drive-Through (934)–5 percent

AC=acres
D.U.=dwelling unit
SF=square feet floor area

Table 1.01-1 Future Development Land Use Data

1.02 CURRENT VILLAGE DEMOGRAPHICS

As of the 2020 United States Census (2020 Census), the Village has a population of 4,615 residents. The annual resident growth rate that the Village has observed over the last 10 years is approximately 1.0 percent each year. A summary of important demographic data points can also be viewed in the following:

- The current labor force (according to the 2020 Census), or those actively working, is 65.4 percent with an unemployment rate of 2.1 percent
- Of the labor force, 90.5 percent commutes out of the Village for work
- There are currently 1,627 D.U. within the Village limits, with an occupancy rate of 96.7 percent
- The average residency per D.U. is 3.0 for the Village

With the developments already occurring within the Village limits, as well as the projected developments within the future annexation zone, the Village is anticipating the significant population and traffic growth throughout its future boundaries. The Village has direct connection to a popular commercial route in US 23 and potential for improved connections to the existing Rickenbacker International Airport and its surrounding warehouse infrastructure. This will make the Village a desirable location for commercial development that, in turn, will lead to a much higher amount of residential development to support the new jobs brought to the area.

1.03 IMPACT FEE REQUIREMENTS AND METHODOLOGY

It is important to note that impact fees are one-time payments paid by developers to the Village to accommodate their impact. These fees cannot be used to pay for salaries, training, administrative, or annual operation costs. Instead, they must be applied to one-time capital improvements that are necessary due to the impact from these new developments.

These fees should meet two legal tests laid out by the Ohio Supreme Court: rational nexus and rough proportionality, as described in the following.

1. Rational Nexus–The proposed developments can be shown to cause direct need for additional capital facilities, independent of the existing conditions.

2. Rough Proportionality–The expenditure of the collected impact fee funds must provide a benefit to these same developments.

All recommended impact fees developed within this report adhere to these tests by evaluating the impact from developments and determining their impact on the current operations of the Village departments and infrastructure. Additionally, the collection and use of these fees will provide a proportional benefit to developments, by maintaining acceptable metrics of fire, police, and government services that existing residents and commercial developments use, as well as increasing the traffic capacity of the overall roadway network throughout the Village.

The following sections of this report shall provide the methodology and costing of the following impact fees:

- Transportation Impact Fee (Section 2)
- Parks and Recreation Impact Fee (Section 3)
- Police Impact Fee (Section 4)
- Fire Impact Fee (Section 5)
- General Government Impact Fee (Section 6)

SECTION 2
DEVELOPMENT OF TRANSPORTATION IMPACT FEE

2.01 EVALUATION OF EXISTING AND FUTURE TRAFFIC CONDITIONS

Before developing impact fees associated with new developments, the existing operational conditions of the roadway network must first be evaluated. This allows for the establishment of a baseline condition to compare future impacts against, and appropriately assess development impacts.

To do this, an existing conditions traffic model was created using Synchro11. Existing traffic count information was provided by the Village for several locations and additional traffic counts were performed at eight additional intersections.

Table 2.01-1 shows the full list of the traffic count locations, as well as their data sources.

Intersection	Data Source
OH-316 and Miller Avenue	Traffic Volume Forecast DHL Facility–April 2022
OH-316 and Jefferson Avenue	September 2022 Traffic Counts
OH-316 and Long Street	September 2022 Traffic Counts
OH-316 and Viking Way and Lockbourne Eastern Road	September 2022 Traffic Counts
OH-752 and Long Street	September 2022 Traffic Counts
OH-752 and Viking Way and Lockbourne Eastern Road	September 2022 Traffic Counts
Ashville Pike and St. Paul Road	Ashville Residential Developments TIS–March 2022
Walnut Creek Pike and St Paul Road	September 2022 Traffic Counts
Weigand Road and Bulen Pierce Road	September 2022 Traffic Counts
Weigand Road and Ashville Pike	MORPC Traffic Model
Walnut Creek Pike and Duvall Road	September 2022 Traffic Counts
Ashville Pike and Duvall Road	MORPC Traffic Model

MORPC=Mid-Ohio Regional Planning Commission

Table 2.01-1 Traffic Count Intersections

From the traffic counts collected, AM and PM peak-hour turning movements were determined, as well as the peak-hour factor and percentage of heavy truck traffic (further details of this information is shown in Appendix B). These parameters were input into the Synchro11 traffic model to determine the existing Level of Service (LOS) and operational conditions of each intersection. Synchro11 output data is provided in Appendix C.

In accordance with Ohio Department of Transportation (ODOT) standards, the acceptable LOS for an intersection is LOS D or better in the design forecast year. LOS is determined using the following methods:

1. For side-street stop-controlled intersections, the highest delay for any yielding movement (calculated using the Highway Capacity Manual [HCM] technology) is used to report the overall intersection operations. This is because the average intersection delay for unsignalized intersections tends to be skewed, as through movements on the free-flowing mainline receive zero delay and would otherwise be factored into and lower the overall average delay.

2. For all-way stop-controlled and signalized intersections, the overall intersection operations are reported using HCM methodology, weighting each movement based on its volume compared to the total intersection volume to calculate an average delay.

Table 2.01-2 shows the standard LOS thresholds.

LOS	Unsignalized Intersection (average delay, seconds)	Signalized Intersection (average delay, seconds)
A	<10	<10
B	10 to 15	10 to 20
C	>15 to 25	>20 to 35
D	>25 to 35	>35 to 55
E	>35 to 50	>55 to 80
F	>50	>80

Table 2.01-2 LOS Thresholds

A traffic forecast horizon of 10 years was used to evaluate the anticipated traffic growth, without development considered from 2022 to 2032. Review of the existing traffic information indicates an anticipated growth rate of 2.0 percent annually for traffic within the Village.

Table 2.01-3 shows the existing and future LOS condition for both the AM and PM peak-hour scenarios.

Intersection	LOS (2022)		LOS (2032)		Improvement Necessary?
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
OH-316 and Jefferson Avenue	A	B	A	B	No
OH-316 and Long Street	B	B	B	B	No
OH-316 and Viking Way/Lockbourne Eastern Road	B	B	B	B	No
OH-752 and Long Street	B	C	C	C	No
OH-752 and Viking Way/Lockbourne Eastern Road	B	B	B	B	No
Ashville Pike and St Paul Road	B	B	C	C	No
Lockbourne Eastern Road and St. Paul Road	A	A	A	B	No
Hoover Road and St Paul Road	A	A	A	A	No
Ashville Pike and St Paul Road	B	B	C	C	No
Weigand Road and Bulen Pierce Road	A	A	A	A	No
Weigand Road and Ashville Pike	B	C	B	C	No
Lockbourne Eastern Road and Duvall Road	A	A	A	A	No
Ashville Pike and Duvall Road	D	C	**F**	D	Yes
Bulen Pierce Road and Duvall Road	A	A	A	A	No

Table 2.01-3 Operational Conditions of Existing Roadway (No Developments)

The only intersection within the Village annexation boundary that shows degradation in the future, no-development condition is the intersection of Ashville Pike and Duvall Road. It should be noted that this intersection improvement is currently being designed with the Pickaway County Transportation Improvement District and should be constructed before majority of the development occurs over the next 10 years. Therefore, the cost associated with improving this intersection will not be factored into the final Transportation Impact Fee.

The remaining intersections and roadway corridors all appear to be well equipped to provide the necessary capacity for existing and future traffic growth without development considered. Therefore, no other improvements need to be completed prior to assessing improvement costs to future developments.

2.02 FUTURE TRAFFIC CONDITIONS BEFORE DEVELOPMENT

Using the planned developments defined in Section 1 of this Report, the vehicle trips can be generated for these future conditions. Development trip generations were calculated using the *ITE Trip Generation Handbook, 11th Edition*, and were based upon their gross square footage for the building footprints.

To further refine these trip generations, vehicle pass-by rates were also determined. Pass-by trips are those that are made by vehicles already expected to be within the roadway network, such as stopping at a store on the way home from work. These rates were obtained from the *ITE Trip Generation Handbook, 11th Edition.*

Table 2.02-1 provides a breakdown of this trip generation exercise.

ITE Land Use Codes	ITE Land Use Description	Total Size	Total Daily Vehicle Trips	Vehicle Pass-By %	Adjusted Daily Vehicle Trips
110	General Light Industrial	646,772 SF	2,509	0.0	2,509
130	Industrial Park	1,505,452 SF	3,846	0.0	3,846
140	Manufacturing	775,141 SF	2,609	0.0	2,609
150	Warehousing	3,477,600 SF	5,540	0.0	5,540
156	High-Cube Parcel Hub Warehouse	5,911,360 SF	24,830	0.0	24,830
210	Single-Family Detached Housing	3,027 D.U.	23,959	0.0	23,959
220	Multifamily Housing (Low-Rise)	589 D.U.	4,263	0.0	4,263
710	General Office Building	701,400 SF	7,020	0.0	7,020
750	Office Park	931,201 SF	9,745	0.0	9,745
820	Shopping Center	616,140 SF	20,702	34.0	13,663
934	Fast-Food Restaurant with Drive-Through	83,550 SF	39,348	50.0	19,674
		Total	**144,371**	-	**117,658**

Table 2.02-1 Future Development Trip Generation

The total number of adjusted daily vehicle trips (117,658) will be used when determining the overall transportation impact fee on a cost per trip basis. The next step was to evaluate the peak-hour condition to determine necessary improvements to the overall roadway network.

Because there are much higher traffic volumes observed during the PM peak-hour than the AM peak-hour, the PM peak-hour was the design condition for evaluation of necessary improvements. Table 2.02-2 provides the PM peak-hour vehicle trips that are generated from the developments.

ITE Land Use Codes	ITE Land Use Description	Total Size	PM Peak Hour (Adjusted for Pass-by)	
			IN	OUT
110	General Light Industrial	646,772 SF	17	117
130	Industrial Park	1,505,452 SF	126	476
140	Manufacturing	775,141 SF	161	358
150	Warehousing	3,477,600 SF	120	325
156	High-Cube Parcel Hub Warehouse	5,911,360 SF	1,569	777
210	Single-Family Detached Housing	3,027 d.u	1,786	1,050
220	Multifamily Housing (Low-Rise)	589 d.u.	205	122
710	General Office Building	701,400 SF	117	620
750	Office Park	931,201 SF	69	927
820	Shopping Center	616,140 SF	877	950
934	Fast-Food Restaurant with Drive-Through	83,550 SF	771	658
		Total	**5,818**	**6,380**

Table 2.02-2 Development Peak–Hour Trip Generation

The PM peak-hour trips were added into the Synchro11 model, with the trips being added throughout based upon their proportional sizes and locations as shown in Figure 1.01-1 and tabulated in Table 1.01-1. A further breakdown of these trip distributions is shown in Appendix C.

With the development traffic distributed throughout the PM peak-hour traffic model, an analysis of the future conditions with development was completed. Using the methodology previously described in Section 2.01, LOS was determined at all relevant intersections. For those intersections that fell below a LOS D, improvements will be necessary, and that cost will be attributed to the developments through the use of impact fees.

Intersection	LOS (2022) PM Peak Hour	LOS (2032) PM Peak Hour	Improvement Necessary?
OH-316 and Jefferson Avenue	B	B	No
OH-316 and Long Street	B	B	No
OH-316 and Viking Way and Lockbourne Eastern Road	**F**	**F**	**Yes**
OH-752 and Long Street	**F**	**F**	**Yes**
OH-752 and Viking Way and Lockbourne Eastern Road	**F**	**F**	**Yes**
Ashville Pike and St Paul Road	**F**	**F**	**Yes**
Lockbourne Eastern Road and St Paul Road	**F**	**F**	**Yes**
Hoover Road and St Paul Road	B	B	No
Ashville Pike and St Paul Road	**E**	**F**	**Yes**
Weigand Road and Bulen Pierce Road	**F**	**F**	**Yes**
Weigand Road and Ashville Pike	**F**	**F**	**Yes**
Lockbourne Eastern Road and Duvall Road	D	D	No
Ashville Pike and Duvall Road	**F**	**F**	**Yes(*)**
Bulen Pierce Road and Duvall Road	D	**F**	**Yes**

*Intersection is already planned to be improved by Pickaway TID

Table 2.02-3 Operational Conditions of Existing Roadway (With Developments)

Table 2.02-3 shows that build-out of developable land within the Village annexation boundary, in accordance with Table 1.01-1, will cause the existing roadway network to fail to provide acceptable capacity. Furthermore, the introduction of a much higher number of large tractor-trailer style vehicles associated with commercial and industrial development necessitates the need to improve several corridors.

2.03 PROPOSED IMPROVEMENTS TO ADDRESS OPERATIONAL FAILURES

With the operational failures identified, the next step was to determine the necessary improvements to the overall roadway network and intersections. Building on the previously developed Synchro11 models with development traffic distributed throughout, iterative adjustments were made until acceptable LOS was achieved at these failure locations.

Improvements considered included evaluation of traffic signal upgrades, installation of new traffic signals, conversion to roundabout control intersections, and addition of exclusive turning lanes. Furthermore, the addition of through lanes were considered for areas where commercial and industrial development may cause a need for roadway traffic capacity expansions.

Two main throughfares were identified for a mix of residential and commercial/industrial traffic: Ashville Pike and Lockbourne Eastern Road. The Village has stated it would like these corridors to continue to serve residential development connections with adequate street lighting, sidewalks, and shared-use path trails. These costs have been included along both corridors, as they mainly provide access into and out of the proposed residential developments, but also provide additional access to the Rickenbacker facility north of the Village.

Figure 2.03-1 provides a visual reference for the anticipated improvements throughout.

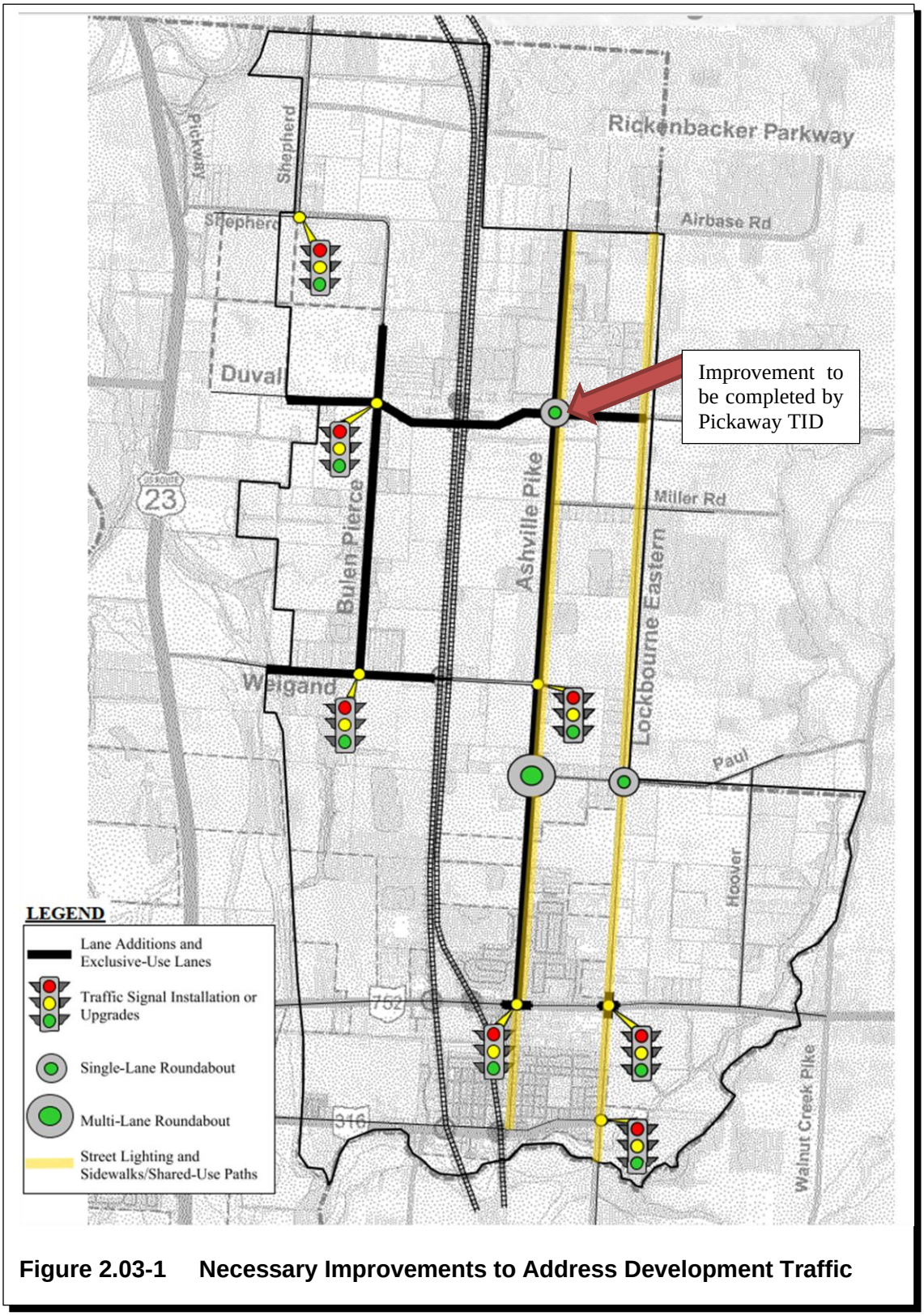

Figure 2.03-1 Necessary Improvements to Address Development Traffic

With necessary improvements identified, an opinion of probable construction cost (OPCC) developed for planning-level revie. The use of ODOT bid tabulations and its corresponding "Cost Estimator" program were used to determine planning-level OPCC for these improvements. A further breakdown of the OPCCs is located in Appendix G. Because of the many differences in traffic signal and roundabout projects, the planning levels costs for these were acquired from recent bid estimates within the last several years and averaged to a planning level metric. Table 2.03-1 provides a breakdown of these costs.

Improvement Type	Unit Cost	Quantity	Extension
Traffic Signal	$300,000 per each	7	$2,100,000
Single-lane Roundabout	$2,000,000 per each	1	$2,000,000
Multi-lane Roundabout	$3,000,000 per each	1	$3,000,000
Pavement Widening and Exclusive-Use Lanes	$125 per LF	53,600	$6,700,000
Street Lighting	$105 per LF	54,830	$7,402,050
Sidewalks and Shared-Use Paths	$90 per LF	54,830	$4,934,700
		Total Estimated OPCC	**$26,136,750**

LF=linear feet

Table 2.03-1 Planning Level Construction Estimates

The $26,136,750 OPCC presented in Table 2.03-1 is only for costs associated with improvements required due to development traffic. As previously stated, the planned upgrade at the Duvall Road and Ashville Pike intersection by the Pickaway TID has been removed from this summation as it will be paid for separately.

2.04 TRANSPORTATION IMPACT FEE CALCULATIONS

Using the estimated overall construction cost, an impact fee per trip end can be generated. Using the trip generation data shown previously in Table 2.02-1, the total daily trips (adjusted for pass-by rates) for all developments is 117,658 trip ends. With the total estimated construction cost of $26,136,750, the cost per trip end is determined by the following:

$$\$26,136,750 \div 117,658 \text{ trip ends} = \{\$222.14 \text{ Per Trip End}\}$$

Next, the trips per unit were determined for each of the land use codes. This is shown in Table 2.04-1 in the following:

ITE Land Use Codes	ITE Land Uses Description	Total Size	Adjusted Daily Vehicle Trips	Trip Per Unit
110	General Light Industrial	646,772 SF	2,509	0.00388 trips per SF
130	Industrial Park	1,505,452 SF	3,846	0.00255 trips per SF
140	Manufacturing	775,141 SF	2,609	0.00337 trips per SF
150	Warehousing	3,477,600 SF	5,540	0.00159 trips per SF
156	High-Cube Parcel Hub Warehouse	5,911,360 SF	24,830	0.00420 trips per SF
210	Single-Family Detached Housing	3,027 D.U.	23,959	7.91510 trips per D.U.
220	Multi-Family Housing (Low-Rise)	589 D.U.	4,263	7.23770 trips per D.U.
710	General Office Building	701,400 SF	7,020	0.01000 trips per SF
750	Office Park	931,201 SF	9,745	0.01046 trips per SF
820	Shopping Center	616,140 SF	13,663	0.02218 trips per SF
934	Fast-Food Restaurant with Drive-Thru	83,550 SF	19,674	0.23550 trips per SF

Table 2.04-1 Calculated ITE Trips Per Unit

Table 2.04-1 demonstrates the overall average trips per unit, calculated for each of the ITE Land Use Codes used. Using the information from Table 2.04-1, an impact fee assessment schedule was derived and provide in Table 2.04-2 in the following:

Residential	
Single-Family Detached Housing	$1,758.27 per D.U.
Multi-Family Housing (Low-rise and Apartments)	$1,607.79 per D.U.
Nonresidential	
Retail and Restaurants	$4.65 per SF
Commercial and Office Space	$2.79 per SF
Limited Industrial and Warehousing	$0.73 per SF
Manufacturing	$0.66 per SF

Table 2.04-2 Transportation Impact Fee Schedule

The Fee Schedule provided in Table 2.04-2 is in line with the planned development zones presented in Figure 1.0-1 and Table 1.01-1 of this Report. Nonresidential categories were created based upon the Village-provided potential language for the Village's potential future Impact Fee Ordinance. This resulted in organizing the different ITE land-use codes into combined categories, which is captured in Table 2.04-2. More detailed breakdowns of the conversion of the impact fees into these categories are located within Appendix H.

SECTION 3
DEVELOPMENT OF PARKS AND RECREATION IMPACT FEE

3.01 BASIS OF PARKS AND RECREATION FUTURE PLANNING

The Parks and Recreation Impact Fee will address the need for parkland, park improvements, and vehicles and equipment that are necessary because of population growth from development. Only residential developments, such as single and multifamily, low-rise housing will be assessed a Parks and Recreation impact fee. This is because of their usage being primarily designed for residents of the Village.

The Village currently provides approximately 2.3 acres of parkland per 1,000 residents with the current population (2020 Census). Although this metric was deemed acceptable in the *2013 Strategic Land Use Plan* (from resident participation and input in surveys), this was well before the prospect of large commercial and industrial development throughout the region. To offset this large commercial sprawl that is planned throughout the annexation boundary, an updated metric for parkland space needs to be used, as discussed with the Village.

By looking into the history of similar communities that started with small, Village-like populations through the 1990s, a planning metric can be obtained. Two similar communities in the Central Ohio region that have seen their populations and commercial use growth over the span of 30 years were the cities of Hilliard and Grove City in Ohio, both suburbs to the City of Columbus. Both also have the same metric for parkland space needs of 8.4 acres per 1,000 residents.

Planning to provide 8.4 acres for every 1,000 new residents will be the basis of how the Parks and Recreation impact fee is designed. According to 2020 Census data, the average number of residents per single family dwelling unit is currently 3.0 people per D.U. Additionally, the current industry standard for multifamily, low-rise housing is an industry standard of 2.0 people per D.U.

These metrics will be used in the final calculation of the Parks and Recreation impact fee, discussed in Section 3.

3.02 INVENTORY OF EXISTING PARKLAND AND EQUIPMENT

There are currently only three designated parks within the Village, and no parks throughout the future annexation boundary. These parks, with their land replacement values assessed by the Pickaway County Auditor, have been provided in Table 3.02-1.

Park Name	Parcel ID	Acreage	Appraised Value
Ashville Community Park	D1300200001500	10.00	$471,380.00
Ashville Centennial Park	D1300110002300	0.03	$74,330.00
Ashville West Side Park	D1300100001900	0.57	$40,210.00
		10.60	**$585,920.00**

Table 3.02-1 Existing Parks and Replacement Cost

In addition to land costs attributed to Recreation and Parks, the insured replacement values of all current park amenities, equipment, and vehicles were inventoried. The full insurance valuations can be seen in Appendix D. Only items that could be seen as one-time costs when new parkland is developed were included for the assessment of an impact fee. Table 3.02-2 provides this additional inventory valuation.

Item Description	2022 Replacement Value
Uniforms	$247.73
Miscellaneous	$20,000.00
Playground	$14,312.00
Club House	$112,269.00
Restroom Building	$82,140.00
Gazebo	$7,950.00
Basketball Courts	$44,527.00
Big Dog MP Lawn Mower (2)	$17,100.00
2016 Bobcat 3400	$13,485.00
	$312,030.73

Table 3.02-2 Existing Parkland Amenities, Equipment, and Vehicles

The total cost of all existing Parkland-related items is $897,950.73, translating to a cost of approximately $84,712.33 per acre of existing Parkland. This metric will be usd for the future expansion of parkland associated with development growth.

3.03 FUTURE PARKS AND RECREATION DEPARTMENT BUILDING

As the Village population grows, the requirements of the government structure will also begin to expand. In Ohio, a community will begin to adhere to city requirements when its population exceeds 5,000 permanent residents. As such, the construction of additional housing in single-family and multifamily units is expected to force the Village to begin this transition sometime within the next 10 years.

Currently, the primary government facility is the Municipal Building located at 200 East Station Street. With a building footprint of approximately 5,490 SF, approximately 785 SF is provided per individual office employee. From discussions with Village administration, the plan will be to transition Parks and Recreation responsibility from the Street Department to this brand-new facility and department. An estimated, three office staff will be planned for this new facility, including a Director of Parks and Recreation.

Table 3.03-1 provides a breakdown of planning costs associated with this new facility.

New Facilities	Cost per SF	Proposed Building Footprint (SF)	Proposed Construction Cost
Parks and Recreation Department Building	$590.00	2,353	$1,388,185.71
Parking Lot	$5.50	7,059	$38,822.14
		TOTAL CONSTRUCTION ESTIMATE	**$1,427,007.86**

Table 3.03-1 New Parks and Recreation Department Building

The $590 per SF costing metric provided in Table 3.01-1 was arrived at by evaluating current 2022 construction cost standards (as compiled by LevelSet, a construction software company) for government administration facilities. The total construction costs will be included in the final Parks and Recreation impact fee assessment, as the population growth that necessitates this building can be directly tied to future residential developments.

3.04 PARKS AND RECREATION IMPACT FEE CALCULATIONS

With approximately 3,027 single-family D.U.s and 589 multifamily, low-rise D.U.s planned for future development, the current population of 4,615 is expected to grow to an estimated 14,535 by 2032. As discussed previously in Section 3.01, the plan will be to provide 8.4 acres of parkland and amenities for every 1,000 new residents. Because the population impact of single-family D.U.s are projected to be higher than multifamily, low-rise D.U.s, a proportional share cost assessment was also completed. This will distribute costs proportionately amongst the future residential development types based on their projected impact.

Table 3.04-1 provides a breakdown of these costs by residential development type.

Development Type	Proposed No. of D.U.	Residents (1,000 Residents)[1]	Required Parkland (AC)[2]	Proportional Parkland Cost	Proportional Cost of New Parks and Recreation Building	TOTAL
Single-Family Detached Housing	3,027	9.08	76.28	$6,463,110.10	$1,270,036.99	$7,733,147.10
Multi-family Housing (Low-Rise)	589	1.18	9.90	$838,403.67	$156,970.86	$995,374.53

[1]3 residents per single-family, 2 residents per multi-family
[1]8.4 acres per 1,000 residents

Table 3.04-1 Parks and Recreation Proportional Cost Assessments

With the costs assessed proportionally amongst the residential development types, the Recreation and Parks Impact Fee can then be assessed to a cost per dwelling unit. Table 3.04-2 provides the recommended Parks and Recreation Impact Fee per development type.

Residential	
Single-Family Detached Housing	$2,554.72 per D.U.
Multi-Family Housing (Low-rise and Apartments)	$1,689.94 per D.U.
Nonresidential	
Retail and Restaurants	Not Assessed
Commercial and Office Space	Not Assessed
Limited Industrial and Warehousing	Not Assessed
Manufacturing	Not Assessed

Table 3.04-2 Parks and Recreation Impact Fee Schedule

This fee assessment will allow for the expansion of the Parks and Recreation department because of population growth, as well as provide the Village's desired level of parkland and amenities per 1,000 new residents. As previously discussed, and shown in Table 3.04-2, this fee will only be assessed to residential developments. More detailed breakdowns of the conversion of the impact fees into these categories are located within Appendix H.

SECTION 4
DEVELOPMENT OF POLICE IMPACT FEE

4.01 BASIS OF POLICE FACILITIES FUTURE PLANNING

The Village police staff consists of ten full-time officers (including the chief of police) that serves the current Village population of 4,615. This translates to 2.2 permanent officers for every 1,000 residents. According to the United States Department of Justice report (Uniform Crime Report, Crime in the United Staes) released in the fall of 2020, the average rate of full-time officers in the Midwest was also 2.2 permanent officers for every 1,000 residents (referenced in Appendix E). This means the Village is currently meeting industry standards for police staffing and this metric should continue to be used for future planning.

The Police Impact Fee will use different demand indicators when evaluating impacts from residential versus nonresidential developments. Residential impacts will be evaluated on a per capita basis and converted into the different dwelling units considered. Nonresidential impacts will be evaluated using their overall generated vehicle trips, as the demand for police services at nonresidential developments is generated by not only the employees, but also shoppers, visitors, and guests. This is accounted for in the ITE trip generation rates established in Section 2 of this report. Furthermore, a functional population analysis will be performed to y assess a proportionate cost based on the calculated demand for residential versus nonresidential properties.

4.02 EXISTING POLICE FACILITIES

The current Village Police Building is located at 91 West Main Street. This property houses the ten full-time officers and is equipped with a detached garage for the storage of vehicles and equipment. Discussions with Village staff indicate this facility is nearing its capacity and a new facility will likely be necessary as the police staff grows with the projected population growth from development.

Table 4.02-1 provides a summary of this facility with its current insured replacement cost.

Facility Name	Replacement Value	Building Footprint (SF)	SF Per Police Staff
Ashville Police Department	$352,366	2,934	293

Table 4.02-1 Existing Police Building and Garage

The total replacement value for both the Police building and garage is $352,366.00. This value should be counted as a “credit” when assessing the costs of a new facility, as it is a current monetary asset to the Village. The current 293 SF of floorspace provided per officer will be used for conceptually sizing a new building footprint.

4.03 INVENTORY OF EXISTING POLICE EQUIPMENT AND VEHICLES

In addition to the facility costs associated with the current police department, the insured replacement values of all current police equipment and vehicles were inventoried. The full insurance valuations can be seen in Appendix D. Only items that could be seen as one-time costs associated with the need for new officers were included to complete the assessment of an impact fee. Tables 4.03-1 and 4.03-2 provides these additional inventory valuations.

Category	2022 Replacement Costs
Uniforms	$31,057.10
Supplies	$20,543.22
Other	$17,000.00
Equipment inside Cars	$32,542.00
TOTAL	$101,142.32
Cost Per Police Staff	**$10,114.23**

Table 4.03-1 Existing Police Equipment Valuations

As observed in Table 4.03-1, an estimated cost of $10,114.23 per police officer was calculated from the current one-time equipment valuations. This metric will be used when assessing costs to developments when considering additional need for police officers.

Vehicles	Cost
2015 Ford Explorer	$25,534.00
2004 Ford Victoria	$22,000.00
2009 Ford Crown	$21,182.00
2010 Ford Crown	$29,335.00
2002 GMC Yukon Denali	$13,000.00
2011 Ford Crown	$21,944.00
2011 Ford Crown	$22,115.00
2016 Ford Explorer	$25,505.00
2018 Ford Interceptor	$27,404.00
2020 Ford Explorer	$32,319.00
Total Vehicle Replacement Cost	$240,338.00
Average Replacement Cost Per Vehicle	**$24,033.80**

Table 4.03-2 Existing Police Vehicle Valuations

As observed in Table 4.03-2, an estimated replacement cost of $24,033.80 per police vehicle was calculated from the one-time purchase valuations. This data also demonstrates that for every one police officer, there is one police vehicle. Both metrics will be used when assessing costs to developments when considering the additional need for police officers.

4.04 FUTURE POLICE DEPARTMENT BUILDING

As the Village population grows, there will be a need for additional police officers. Using the metric established in Section 4.01, the future number of full-time police officers can be determined for the projected 2032 population of 14,535, as established in Section 2 of this report.

Table 4.04-1 provides this summary.

	No. of Residents	No. of Police Staff	Police Per 1,000 Residents
Current Population	4,615	10	2.2
2032 Population	14,535	32	2.2

Table 4.04-1 Future Police Staff Needs

Table 4.04-1 demonstrates that an additional 22 police officers will be necessary to handle the full development build-out of the Village annexation boundary. The current police department building does not have the capacity to handle this amount of full-time police officers and new vehicles. As such, a future police department building has been conceptually sized using the floor space metric established in Section 4.02.

Table 4.04-2 provides the proposed construction estimate to provide a building that can support a total of 32 full-time police officers by 2032.

New Facility	Cost per SF	Proposed Footprint (SF)	Proposed Construction Estimate
Ashville Police Building and Garage	$580.00	9,382	$5,441,590.04
Existing Police Building (Credit)			**-$352,366.00**
Total Construction Estimate			**$5,089,224.04**

Table 4.04-2 Future Police Department Building

The $580 per SF costing metric provided in Table 4.04-2 was arrived at by evaluating current 2022 construction cost standards for police facilities (as compiled by LevelSet, a construction software company). The total construction cost will be included in the final Police impact fee assessment, in a proportionate demand approach.

4.05 DETERMINING PROPORTIONATE SHARE DEMAND (POLICE)

As previously mentioned, the impact fee for Police uses a functional population concept to allocate costs, proportionally, amongst the residential and nonresidential developments. This analysis accounts for time spent at residence, time spent commuting, and general traffic flow throughout the Village annexation boundary. Because of the projected number of jobs being provided from the new nonresidential developments, there is also some in-migration of nonresident workers to the area that willt be accounted for.

Table 4.05-1 provides the results of this analysis.

Residential	**No. of People**	**Police Demand Hours per Day**	**Person Hours**	
Projected Village Population	14,535	-	-	
Working Population	9,306	-	-	
Nonworking Population	5,229	24	125,496	
Residents Working in the Village	6,633	16	106,128	
Residents Commuting out of the Village	2,673	16	42,768	
Total Person Hours (Residential)			**274,392**	**80 percent Proportional Share**
Nonresidential	**No. of People**	**Police Demand Hours per Day**	**Person Hours**	
Residents Working in the Village	6,633	8	53,064	
Nonresidents Commuting Into the Village	4,098	8	32,784	
Total Person Hours (Nonresidential)			**85,848**	**20 percent Proportional Share**
Total Person Hours			**360,240**	

Table 4.05-1 Determination of Proportional Police Demands

According to the functional population analysis, residential developments will account for 80 percent of the demand for police facilities and assets, while the remaining 20 percent will be from nonresidential developments. Residential demand will be evaluated using a per capita approach, while nonresidential demand will be evaluated using a vehicle trip generation method.

These proportional share metrics will be used in the final development of the police impact fee.

4.06 POLICE IMPACT FEE CALCULATIONS

To bring the total police staff to 32 full-time police officers, an additional 22 police officers will be necessary. Utilizing the metrics established in Section 4.03, it will cost approximately $34,148.03 per officer to fully equip and provide police vehicle. This equates to a total $751,256.66. With the estimated cost for constructing a new police facility of $5,441,590.04, this brings the total cost to $6,192,846.70. However, the credit of $352,366.00 must also be applied, resulting in total costs assessed to developers as $5,839,695.34

Table 4.06-1 provides a breakdown of how these costs are shared, proportionally, amongst the development types, based on their projected demand.

Development Type	Proportionate Share (%)	Total Cost	Proportional Costs	Demand Units	Cost/Demand Unit
Residential	80	$5,839,695.34	$4,135,317.16	3,027 D.U. (Single-family)	$1,366.14
			$536,439.12	589 D.U. (Multi-family, low rise)	$910.76
Nonresidential	20		$1,167,939.07	89,436 Nonresidential vehicle trips	$13.06

Table 4.06-1 Police Proportional Cost Assessments

With the costs assessed proportionally amongst the residential and nonresidential developments, the Police Impact Fee can then be assessed to a cost per dwelling unit for residential, and a cost per square footage for nonresidential. Table 4.06-2 provides the recommended Police Impact Fee per development type.

Residential	
Single-Family Detached Housing	$1,366.14 per D.U.
Multi-Family Housing (Low-rise and Apartments)	$910.76 per D.U.
Nonresidential	
Retail and Restaurants	$0.27 per SF
Commercial and Office Space	$0.16 per SF
Limited Industrial and Warehousing	$0.04 per SF
Manufacturing	$0.04 per SF

Table 4.06-2 Police Impact Fee Schedule

This fee assessment will allow for the growth the Police Department because of population and commercial expansion, as well as continue to provide an acceptable level of police staffing for current and future residents. More detailed breakdowns of the conversion of the impact fees into these categories are located within Appendix H.

SECTION 5
DEVELOPMENT OF FIRE IMPACT FEE

5.01 BASIS OF FIRE FACILITIES FUTURE PLANNING

The Harrison Township Fire Department currently provides fire protection and emergency response services to the Village, as well as the remainder of Harrison Township, which includes the future annexation boundary. In addition, this Fire Department also provides 100 percent coverage to Walnut Township, as well as large parts of Jackson, Madison, and Muhlenberg Townships. In total, the fire department services approximately 127 square miles of area, providing mutual aid to all surrounding Fire and EMS agencies. There are currently 16 full-time firefighting staff employed by the Harrison Township Fire Department, with an additional 16 listed as part-time and reserves.

Because this fire department is shared throughout the area and not solely dedicated to the Village, it will be important to only consider growth within the Village annexation boundary when assessing Fire impact Fees. This is due in part to the potential for future fire levies that would assess properties within Harrison Township a separate fee to handle its own background, nondevelopment growth throughout the area. To do this, the existing population of the entire fire protection and EMS coverage area must be determined to establish acceptable levels of firefighting staffing.

The current 2022 population throughout the entire coverage area of the Harrison Township Fire Department was determined to be approximately 13,350 residents. That translates to 1.2 permanent firefighters for every 1,000 residents within their coverage area. According to the National Fire Protection Association (NFPA), the median rate provided for similarly sized populations was 1.3 permanent firefighters for every 1,000 residents (referenced in Appendix F). Because the current established metric used throughout the Village is within 0.1 of the median, it will continue to be the planning metric for all future fire protection needs.

The Fire Impact Fee will use different demand indicators when evaluating impacts from residential versus non-residential developments. Residential impacts will be evaluated on a per capita basis and converted into the different dwelling units considered. Nonresidential impacts will be evaluated using their overall generated vehicle trips, as the demand for fire services at nonresidential land is generated by not only the employees, but also shoppers, visitors, and guests. This is accounted for in the ITE trip generation rates established in Section 2 of this report. Furthermore, documentation of the average proportional demands of residential versus nonresidential fire services will be used in the final calculation of a fee.

5.02 INVENTORY OF EXISTING FIRE FACILITIES

The Harrison Township Fire Station is currently located at 3625 State Route 752 in the Village limits. This property houses the 16 full-time firefighting staff, as well as provides additional office space for part-time and reserve staff. The fire station garage has six bays that are used by their current pumper trucks and ambulances. The location of this fire station is ideal for further protection within the Village's annexation boundary and will likely remain at its current location as development continues. It is likely that expansion will be necessary to continue to provide a similar level of fire services within the Village annexation boundary and the remaining coverage area.

Table 5.02-1 provides a summary of the existing facility.

Facility Name	Building Footprint (SF)	SF Per Staff	SF Per Vehicle
Harrison Township Fire Department Office	6,680	209	-
Harrison Township Fire Department Garage	7,660	-	1,277

Table 5.02-1 Existing Fire Station and Office Space

The current 209 SF of floorspace provided per staff, as the well as the 1,277 SF of garage space per vehicle, will both be used for conceptually sizing expansions to this current fire station.

5.03 INVENTORY OF EXISTING FIRE EQUIPMENT AND VEHICLES

Discussions with the current fire chief have provided an inventory of how the department equips its firefighting staff. Each firefighter, full-time and part-time or reserve, are provided one set of personal protection equipment (PPE). Full-time firefighters are provided an additional set of PPE for a total of two per full-time staff. The estimated cost is approximately $3,000 per PPE set, consisting of helmet, coat, pants, boots, hood, and gloves.

The fire chief, all fire captains, and Public Information Office (PIO) have their own assigned radios, totaling five. All other firefighters share radios at the following planned rate:

- One radio for every three full-time firefighters
- One radio for every six part-time firefighters

These portable radios are estimated to cost approximately $4,000 per radio.

This breakdown is shown in Table 5.03-1.

Equipment	Cost
Harris XL-200 portable radio (13)	$52,000.00
Fire Fighting PPE (48)	$144,000.00
Total	$196,000.00
Cost Per Fire Staff	**$6,125.00**

Table 5.03-1 Existing Fire Department Equipment Valuations

The fire department currently has enough portable radios to accommodate 12 additional full-time firefighters or 24 additional part-time firefighters. However, this would leave the fire department without

reserve inventory should any become damaged. Therefore, these extra reserve radios have not been considered when estimating future needs. There are no current reserve PPE sets.

The estimated cost of $6,125.00 per firefighter was calculated from the one-time equipment purchases that would be necessary to stock a new firefighter. This metric will be used when assessing costs to developments when considering additional need for firefighters.

In addition to the fire equipment, an inventory of fire department vehicles was also provided by the fire chief. This included their insured replacement costs as well. Tables 5.03-2, 5.03-3, 5.03-4, and 5.03-5 provide these inventories, on a vehicle-type basis.

Fire Truck	Cost
2020 Rosenbauer Pumper	$575,000.00
2017 Spartan Pumper	$478,659.00
Total Vehicle Replacement Cost	**$1,053,659.00**
Average Replacement Cost Per Vehicle	**$526,829.50**

Table 5.03-2 Existing Fire Truck Valuations

Ambulance	Cost
2020 Horton Ambulance	$164,904.00
2017 Horton Ambulance	$198,939.00
2013 Horton Ambulance	$65,915.00
Total Vehicle Replacement Cost	**$429,758.00**
Average Replacement Cost Per Vehicle	**$143,252.67**

Table 5.03-3 Existing Ambulances Valuations

Vehicles	Cost
2008 Ford F350	$24,647.00
2020 Ford F150	$27,128.00
2010 Ford F150	$22,391.00
2020 Chevrolet Tahoe SUV	$60,000.00
Total Vehicle Replacement Cost	**$134,166.00**
Average Replacement Cost Per Vehicle	**$33,541.50**

Table 5.03-4 Existing Vehicle Valuations

Miscellaneous Vehicles	Cost
2021 Rescue Boat	$28,000.00
Utility Terrain Vehicle	$10,000.00
Total Vehicle Replacement Cost	**$38,000.00**
Average Replacement Cost Per Vehicle	**$19,000.00**

Table 5.03-5 Existing Miscellaneous Vehicle Valuations

As observed within Tables 5.03-2 through 5.03-5, the fire department currently has a large amount of fire protection and emergency medical services vehicles to service its entire coverage area. The average replacement costs established throughout shall be utilized when assessing costs to developments.

5.04 FUTURE FIRE DEPARTMENT BUILDING EXPANSIONS

As the Village population grows, there will be a need for additional firefighting staff. As previously mentioned, the current fire station is in an ideal location for response time within the annexation boundary and it is not recommended to propose a separate new fire station. Instead, expansion of the existing fire station will be necessary, as well as the expansion of the current firefighting staff.

Using the metrics established in Section 5.01, the future number of full-time firefighters and part-time firefighters can be determined for the projected population throughout the entire Harrison Township Fire Department coverage area.

Table 5.04-1 provides this quick summary.

	No. of Residents	No. of Firefighters Full-time Staff	No. of Firefighters Part-time Staff	Firefighters per 1,000 Residents
Full Coverage Area (2022 Population)	13,350	16	16	1.2
Full Coverage Area (2032 Population)	*23,270	28	28	1.2

*Growth of Village annexation limits only

Table 5.04-1 Future Firefighter Staffing Needs

Table 5.04-1 shows that an additional 12 full-time and 12 part-time firefighters will be necessary to handle the full development build-out of the Village annexation boundary, while providing similar fire protection coverage.

From discussions with the current fire chief, it should be noted that the following vehicles will be necessary for future expansion as well, to maintain the protection service currently provided:

- one additional pumper fire truck
- two additional Ambulances
- three additional Vehicles
- one miscellaneous Vehicle

Facility Name	Additional Space Needed (SF)	Cost Per SF	Proposed Construction Estimate
Harrison Township Fire Department Office	4,978	$250	$1,244,567.50
Harrison Township Fire Department Garage	3,830	$500	$1,915,000.00

Table 5.04-2 Future Fire Station Expansions

Using the 209 SF of floorspace provided per staff, as the well as the 1,277 SF of garage space per vehicle (fire trucks and ambulances only) metrics, proposed construction estimates were developed to assess expanding the current fire station. Table 5.04-2 provides this breakdown.

The $250 per SF and $500 per SF costing metrics provided in Table 5.04-2 were arrived at by evaluating current 2022 construction cost standards for fire station facilities (as compiled by LevelSet, a construction software company). The total construction cost of these expansions will be included in the final Fire impact fee assessment, in a proportionate demand approach.

5.05 DETERMINING PROPORTIONATE SHARE DEMAND (FIRE)

Like the functional population analysis concept used for the Police impact fee, the Fire impact fee will also allocate costs proportionally amongst the residential and non-residential developments. However, existing data will instead be used from the NFPA, as cataloged fire data is not something currently available for Harrison Township.

According to data collected over a 5-year period (2015 to 2019), an annual average of 491,298 fires were reported to local fire departments for all property types. Of these 491,298 fires, 377,399 were classified as residential property fires. This translates to a proportional share of the total fire responses calls to the following:

- 77 percent residential fire protection calls
- 23 percent nonresidential fire protection calls

These proportional demands will be used for the final Fire impact fee calculations when assessing residential versus nonresidential properties.

5.06 FIRE IMPACT FEE CALCULATIONS

To bring the total firefighting staff to 28 full-time and 28 part-time firefighters, an additional 12 full-time and 12 part-time firefighters will be necessary. Using the metrics of outfitting new firefighters established in Table 5.03-1, it will cost approximately $6,125.00 per firefighter. This

equates to $147,000.00. Including all other building, equipment, and vehicle costs, the total estimated cost of $4,238,595.83 was determined

Table 5.06-1 provides a breakdown of how these costs are shared, proportionally, amongst the development types, based on their projected demand.

Development Type	Proportionate Share (%)	Total Costs	Proportional Costs	Demand Units	Cost/Demand Unit
Residential	77	$4,238,595.83	$2,888,959.00	3,027 D.U. (Single-family)	$954.40
			$374,759.79	589 D.U. (Multi-family, low rise)	$636.26
Nonresidential	23		$974,877.04	89,436 Nonresidential vehicle trips	$10.90

Table 5.06-1 Fire Proportional Cost Assessments

With the costs assessed proportionally amongst the residential and nonresidential developments, the Fire Impact Fee can then be assessed to a cost per D.U for residential, and a cost per square footage for nonresidential. Table 5.06-2 provides the recommended Fire Impact Fee per development type.

Residential	
Single-Family Detached Housing	$954.40 per D.U.
Multi-Family Housing (Low-rise and Apartments)	$636.26 per D.U.
Nonresidential	
Retail and Restaurants	$0.23 per SF
Commercial and Office Space	$0.14 per SF
Limited Industrial and Warehousing	$0.04 per SF
Manufacturing	$0.03 per SF

Table 5.06-2 Fire Impact Fee Schedule

This fee assessment will allow for the expansion of the Fire Department because of population and commercial expansion, as well as continue to provide an acceptable level of fire protection services to not only the Village annexation boundary, but also maintain these services to its entire coverage area. More detailed breakdowns of the impact fees into these categories are located within Appendix H.

SECTION 6
DEVELOPMENT OF GENERAL GOVERNMENT IMPACT FEE

6.01 BASIS OF GOVERNMENT FACILITIES FUTURE PLANNING

The Village's municipal building staff currently consists of seven full-time employees, consisting of the following positions:

- Village Administrator
- Assistant Executive (Planning and Zoning)
- Tax Administrator
- Fiscal Officer
- Court Clerk
- Utility Clerk
- Communication Specialist

These positions currently serve the Village population of 4,615 and will do so for the foreseeable future. However, as the Village population and its future annexation boundary grows, the classification of the community will become that of a city under Ohio law. With this comes additional government departments that will be necessary to service the new population throughout. As such, there will be a need for a new government facility to provide the additional office spaces.

The following list provides the proposed government positions once the Village becomes a city:

- Village Administrator (City Administrator)
- Assistant Executive Administrator
- Tax Administrator
- Fiscal Officer
- Court Clerk
- Utility Clerk
- City Attorney
- Director of Public Safety
- Director of Public Service
- Director of Public Utilities
- Director of Planning and Zoning
- Mayor
- Communication Specialist (Community Outreach)

As shown previously, it is recommended that the future government facility be conceptually sized to provide office space for the 13 planned positions of future city government. This will be discussed further throughout Section 6.

The General Government Impact Fee will use different demand indicators when evaluating impacts from residential versus nonresidential developments. Residential impacts shall be evaluated on a per capita basis and converted into the different dwelling units considered. Nonresidential impacts shall be evaluated on a per job basis, as government services for these types of developments shall be allotted to employees of that development. Furthermore, a functional population analysis will be performed to assess a proportionate cost based on the calculated demand for residential versus nonresidential properties.

6.02 EXISTING GOVERNMENT FACILITIES

The current Village of Ashville municipal building is located at 200 East Station Street. This property houses the seven full-time government employees described in Section 6.01. An additional off-site storage garage is located at 160 East Long Street and provides storage space for Village vehicles, equipment, and streets services.

Table 6.02-1 provides a summary of these facilities, as well as their current insured replacement costs.

Facility Name	Replacement Value	Building Footprint (SF)	SF Per Staff	SF Per Population
Ashville Municipal Building	$727,650.00	5,490	784	-
Street Department Garage	$191,753.00	3,035	-	0.66

Table 6.02-1 Existing Government Building and Garage

The total replacement value for the Village's Municipal Building is $727,650.00. This value should be counted as a "credit" when assessing the costs of constructing a new facility, as it is a current monetary asset to the Village. The Street Department Garage will likely remain, and an additional garage or expansion will be necessary. The current 784 SF per government employee for the municipal building and 0.66 SF per resident for the street car garage will be used for conceptually sizing the new government facilities.

6.03 INVENTORY OF EXISTING GOVERNMENT EQUIPMENT AND VEHICLES

In addition to the facility costs associated with the current Government Building, the insured replacement values of all current government equipment and vehicles was also inventoried. The full insurance valuations can be seen in Appendix D. Only items that could be seen as one-time costs associated with the need for additional government staffing were included in the assessment of an impact fee. Tables 6.03-1 and 6.03-2 provides these additional inventory valuations.

Category	2022 Replacement Cost
Obrien JA 700 Sewer Jet	$22,780.00
Ingersol Air	$16,271.00
30 kW Generator	$32,542.00
8.5-foot Western Snow Plow	$3,796.00
Swenson Spreader	$3,254.00
Plow, Lights and Miscellaneous Equipment	$4,339.00
7.5-foot Western Snow Plow	$3,796.00
99 JD 4500 W/Bushhog	$14,645.00
Trash Pump/Sewer Cleaner	$1,628.00
Laser Beam Level	$2,712.00
4-inch Trash Pump	$4,339.00
Graco Line Lazer	$4,883.00
Equipment for 09 Ford CV	$11,705.00
Leaf Vacuum and Attachments	$25,301.00
Plow Spreader Bed	$34,738.00
Backhoe w/extension	$114,876.00
TOTAL	$301,605.00
Total Jobs and Population	4,897
Cost Per Jobs and Population	$61.59

Table 6.03-1 Existing Government Equipment Valuations

The existing government equipment valuations in Table 6.03-01 were divided amongst the summation of current population and jobs, as this is a more appropriate metric for determining need for these services. This is due to the need of this equipment being tied to the needs of the community and not the employees. This will allow for the same budget that was used previously for the government service area to be able to be projected and assessed to future population and job growth.

The $61.59 per Job and Population metric will be used when assessing equipment costs to developments when considering the need for General Government growth.

Vehicles	Cost
Ford Explorer	$10,687
Ford Interceptor	$19,709
Ford	$13,108
2019 Ford	$13,108
2019 Ford Explorer	$22,267
1998 Chevy	$29,500
Chevy 3/4 Ton 4x4	$22,500
Chevy 1 Ton w/bed	$23,814
Chevrolet Impala	$15,695
GMC	$20,000
Chevy Cargo Van	$13,045
GMC 3500 Bucket	$10,000
Ford F550	$39,050
Ford F350 Super Duty	$20,000
GMC Sierra	$20,000
Ford Super Duty F250	$28,493
Ford Super Duty F250	$28,493
Total Vehicle Replacement Cost	$349,469
Cost Per Jobs and Population	$71.36

Table 6.03-2 Existing Government Vehicle Valuations

The existing government vehicle valuations in Table 6.03-02 were also divided amongst the summation of current population and jobs, as this is a better metric for determining need for these services. This is due to the need of this vehicles being tied to the needs of the community and not the employees. This will ensure that the same budget that was used previously for the government service area will be able to be projected and assessed to future population and job growth.

The $71.36 per Job and Population metric will be used when assessing vehicular costs to developments when considering the need for General Government growth.

6.04 FUTURE GENERAL GOVERNMENT FACILITIES

As previously discussed in Section 6.01, as the Village becomes a City under Ohio law, additional department of governments will be required, increasing the overall staff need. It was established in Section 6.01 those 13 full-time positions will be necessary to accommodate the full development build-out of the Village annexation boundary.

Table 6.04-1 provides the proposed construction estimate to accomodate a total of 13 full-time government employees by 2032.

New Facility	Cost Per SF	Proposed Footprint (SF)	Proposed Construction Estimate
New City Building	$590.00	10,196	$6,015,471.43
City Garage Addition	$50.00	6,524	$326,200.00
Existing Municipal Building (Credit)			**-$727,650.00**
Total Construction Estimate			**$5,614,021.43**

Table 6.04-1 Future General Government Facilities

The $590 per SF costing metric provided in Table 6.04-1 was arrived at by evaluating current 2022 construction cost standards for “government administration facilities” (as compiled by LevelSet, a construction software company). The $50 per SF costing metric for the City Garage Addition was arrived at by determining the current cost per SF of the existing garage ($191,753 replacement cost divided by 3,800 SF). The total construction cost will be included in the final general government impact fee assessment, in a proportionate demand approach.

6.05 DETERMINING PROPORTIONATE SHARE DEMAND (GENERAL GOVERNMENT)

As previously mentioned, the impact fee for general government uses a functional population concept to allocate costs, proportionally, amongst the residential and nonresidential developments. However, this analysis is slightly different to the functional analysis completed for the Police and Fire Impact Fees.

To determine the proportionate demand share for residential versus non-residential developments, a comparison of the 2032 population and projected development jobs was completed. Residential developments will have a proportionate share of the General Government impact fee based upon their population impact, while nonresidential developments will have their proportionate share based upon number of jobs.

Table 6.05-1 provides this breakdown in the following.

Development Type	2032 Population	2032 Jobs	2032 Population and Jobs	Proportionate Share (%)
Residential	14,535	-	25,266	58
Nonresidential	-	10,731		42

Table 6.05-1 Determination of Proportional General Government Demands

These proportional share metrics will be used in the final development of the General Government Impact Fee.

6.06 GENERAL GOVERNMENT IMPACT FEE CALCULATIONS

The current population (2022) of the Village is 4,615. By 2032, the Village will have become a city and is projected to have a population of 14,535 from the full development build-out of its annexation boundary. To provide this new population with adequate service, the previously calculated metrics from Tables 6.03-1 and 6.03-2 will be used to determine additional costs.

Table 6.06-1 provides a breakdown of how all costs are shared, proportionally, amongst the development types, based on their projected demand.

Development Type	Proportionate Share (%)	Total Costs	Proportional Costs	Demand Units	Cost and Demand Unit
Residential	58	$8,322,154.23	$4,260,929.13	3,027 D.U. (Single-family)	$1,407.64
			$526,631.69	589 D.U. (Multi-family, low rise)	$894.11
Nonresidential	42		$3,534,593.41	89,436 Nonresidential vehicle trips	$39.52

Table 6.06-1 General Government Proportional Cost Assessments

With the costs assessed proportionally amongst the residential and nonresidential developments, the general Government Impact Fee can then be assessed to a cost per dwelling unit for residential, and a cost per square footage for nonresidential. Table 6.06-2 provides the recommended General Government Impact Fee per development type.

Residential	
Single-Family Detached Housing	$1,407.64 per D.U.
Multi-Family Housing (Low-rise and Apartments)	$894.11 per D.U.
Non-Residential	
Retail & Restaurants	$0.83 per SF
Commercial and Office Space	$0.50 per SF
Limited Industrial and Warehousing	$0.13 per SF
Manufacturing	$0.12 per SF

Table 6.06-2 General Government Impact Fee Schedule

This fee assessment will allow for the construction of a new government facility to handle the requirements of the Village becoming a City.

More detailed breakdowns of the conversion of the impact fees into these categories are located within Appendix H.

SECTION 7
IMPLEMENTATION AND ADMINISTRATION OF IMPACT FEES

7.01 BASIS OF IMPACT FEES

The Impact Fees established within this report should not be used to pay for salaries, training, general repairs, or administrative costs. Additionally, a fee cannot be imposed upon a developer to address any existing deficiencies before its development. The impact fees established herein must be used to address deficiencies brought on by these future developments.

All costs in the impact fee calculations are given in current dollars with no assumed inflation rate over time, as this is the current acceptable standard set forth by the Ohio Supreme Court (Home Builders Associates versus Beavercreek). Necessary cost adjustments can be made as part of the recommended annual evaluation of implemented impact fees, with updates to the fees within based upon cost trends at that time.

7.02 INITIAL CREATION AND ADMINISTRATION OF IMPACT FEE ORDINANCES

It is important that the Village of Ashville start the implementation process for impact fees by first developing and passing local ordinances. Provisions within these ordinances should be carefully drafted to withstand potential court challenges during the lifetime of the ordinance. Funds collected from the implementation of impact fees must be segregated from any general Village or City funds and used solely for the purposes for which the impact fees were established within. Interest earned on monies collected within this impact fee fund should also be credited to the overall fund.

If a developer constructs any system improvement contained within this report as part of its own development, it will be necessary to either reimburse the developer or provide a credit against the applicable impact fees. This is to not charge the developer multiple times for their impacts. It is recommended that the Village/ or City require the developer to provide sufficient documentation of all actual costs incurred for system improvements they may oversee.

7.03 DEVELOPER RESPONSIBILITIES

It should be noted that all impact fees calculated within are based upon impacts to overall systems and does not alleviate the developer's responsibility to determine what additional amenities or access points are necessary for their site. This includes such things as traffic control directly into or out of the site, utility needs, and specialized police or fire presence. Separate Traffic Impact Studies will still be necessary for the individual developers to obtain Village approval.

7.04 SUMMARY OF IMPACT FEES CALCULATED WITHIN

Table 7.04-1 provides a tabulated summary of the impact fees calculated within for each of the different types of development.

Residential (per D.U.)	Transportation	Parks and Recreation	Police	Fire	General Government	Total
Single-family Detached Housing	$1,758.27	$2,554.72	$1,366.14	$954.40	$1,407.64	$8,041.17
Multifamily Housing (low-rise)	$1,607.79	$1,689.94	$910.76	$636.26	$894.11	$5,738.87
Nonresidential (per square foot)	**Transportation**	**Parks and Recreation**	**Police**	**Fire**	**General Government**	**TOTAL**
Retail Restaurants	$4.65	N/A	$0.27	$0.23	$0.83	$5.98
Commercial and Office Space	$2.79	N/A	$0.16	$0.14	$0.50	$3.59
Limited Industrial and Warehousing	$0.73	N/A	$0.04	$0.04	$0.13	$0.94
Manufacturing	$0.66	N/A	$0.04	$0.03	$0.12	$0.85

Table 7.04-1 Overall Impact Fee Schedule