

ORDINANCE NO. 665-2

**AN ORDINANCE OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF SHASTA
AMENDING ORDINANCE NO. 665 OF SHASTA COUNTY ENTITLED
"AN ORDINANCE OF THE BOARD OF SUPERVISORS OF THE COUNTY OF SHASTA
ADOPTING PUBLIC FACILITY FEES FOR ALL NEW DEVELOPMENT WITHIN THE
COUNTY OF SHASTA," TO ADD MINI-STORAGE AS A LAND USE TYPE TO
SECTION 6 AND TO THE TRAFFIC FEE CATEGORY OF EXHIBIT 1**

The Board of Supervisors of the County of Shasta ordains as follows:

Section 1. Findings: The Board of Supervisors ("Board") finds as follows:

- A. The purpose of this amendment to Ordinance No. 665 is to establish a traffic impact fee exclusively applicable to mini-storage development.
- B. Traffic impact fees collected for mini-storage development will be used to fund the improvements to the regional transportation system needed to serve new development as identified in Section 11 of the "Shasta County and City of Redding Public Facilities Impact Fee Study, March 5, 2008" (IFS).
- C. Since traffic generated by all land use types, including mini-storage development, results in similar impacts to the regional transportation system on a trip-for-trip basis, a reasonable relationship exists between the use of the fee revenue to address the traffic impacts identified and the imposition of such fees on mini-storage development. Mini-storage development generates significantly less traffic on a per 1,000-square foot basis than the nonresidential land use types identified in the IFS; therefore, it is reasonable to establish a retroactive traffic impact fee exclusively for mini-storage development.
- D. As is the case with all new development, mini-storage development generates traffic that impacts the regional transportation system as identified in the IFS. Since traffic generated by all land use types, including mini-storage development, results in similar impacts to the regional transportation system on a trip-for-trip basis, a reasonable relationship exists between the need for improvements to the regional transportation system and the type of development on which the fee is imposed.
- E. The IFS identifies the total revenue needed for planned improvements to accommodate growth, trip demand from growth for the period 2007-2030, and the cost per peak-hour trip. The traffic impact fee per 1,000 square feet of mini-storage development was calculated in accordance with the traffic generation rate for mini-warehouse development contained in "Trip Generation Manual, 10th Edition, Volume 2: Data, Part 1 (Land Uses 000-399), Institute of Transportation Engineers, September 2017," and the methodology utilized to establish the traffic impact fee schedule of the IFS and Ordinance No. 665.

Section 2. Section 6, Fee Determination, of Ordinance No. 665 is amended in its entirety to read as follows:

- A. The fee amount shall be based on the land use type associated with the development.
- B. The following are the land use types designated in the IFS and their definitions:
 - 1. *Single family*: Detached one-family dwelling units.
 - 2. *Multi-family*: All attached one-family dwellings such as duplexes and condominiums, plus mobile homes, apartments, and dormitories.
 - 3. *Commercial*: All commercial, retail, educational, and hotel/motel development.
 - 4. *Office*: All general, professional, and medical office development.
 - 5. *Industrial*: All manufacturing development.

The following land use type, not designated in the IFS, is included for the purpose of traffic impact fees only:

- 1. *Mini-storage*: “Mini-storage” means “mini-warehouse,” defined as follows in “Trip Generation Manual, 10th Edition, Volume 2: Data, Part 1 (Land Uses 000-399), Institute of Transportation Engineers, September 2017”: A building in which a number of storage units or vaults are rented for the storage of goods; each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.
- C. If a Development Permit is issued that would alter the amount of the development impact fee due for the development or require the payment of a new or additional development impact fee, any such previously paid fees shall be credited against the new total fee due, as determined by the Administrator, provided, however, that, in no event, shall the County refund fees previously paid because of a change in land use.

Section 3. Exhibit 1, Impact Fee Table, March 26, 2008, of Ordinance No. 665 is amended to add the following land use type and fee (base year 2007) to the Traffic fee category and the following note:

Mini-storage: \$206

Note: For all fee categories other than Traffic, mini-storage development shall be assessed as an Industrial land use type.

Section 4. Except as expressly amended by this ordinance, all of the provisions of Ordinance No. 665, and the attachments and references incorporated therein, and Ordinance No. 665-1, and the attachments and referenced incorporated therein, remain in full force and effect.

Section 5. This ordinance is consistent with the following excerpts from Section 7.4.2 of the Shasta County General Plan Circulation Element:

“Construction costs will be borne, in part, by new development.”

“Traffic impact fees are also collected with the issuance of building permits.”

Furthermore, this ordinance is consistent with Shasta County General Plan Circulation Element Policy C-11e:

“The County shall assess fees on new development to address the impact of additional development on the County’s transportation system.”

Section 6. This ordinance is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15061(b)(3) because it can be seen with certainty that there is no possibility that the adoption of the ordinance may have a significant effect on the environment.

Section 7. If any provision of this ordinance or its application to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of this ordinance that can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are severable.


Section 8. The adoption of this ordinance shall not in any manner affect any action or prosecution for violation of ordinances, which violations were committed prior to the effective date hereof, be construed as a waiver of any license, fee, or penalty required by or resulting from any such ordinance, or affect the validity of any bond (or cash deposit in lieu thereof) required to be posted, filed, or deposited pursuant to such ordinance.

Section 9. This ordinance shall be made operative retroactive to May 6, 2008. Any refunds for traffic impact fees previously paid for mini-storage development shall be made as provided in Government Code section 66001(e).

Section 10. This ordinance shall be in full force and effect sixty (60) days after its passage. The Clerk shall cause this ordinance to be published as required by law.

DULY PASSED AND ADOPTED this 25th day of August, 2020, by the Board of Supervisors of the County of Shasta by the following vote:

AYES: Supervisors Chimenti, Moty, Rickert, Morgan, and Baugh
NOES: None
ABSENT: None
ABSTAIN: None
RECUSE: None



MARY RICKERT, CHAIR
Board of Supervisors
County of Shasta
State of California

ATTEST:
MATTHEW P. PONTES
Clerk of the Board of Supervisors

By  _____
Deputy

Table 11.1.1: Trip Rate Adjustment Factor

	Primary Trips ¹	Diverted Trips ¹	Total Excluding Pass-by ¹	Average Trip Length ²	Adjustment Factor ³	ITE Category	PM Peak Hour Trips ⁴	Trip Demand Factor ⁵
Nonresidential Mini-storage	100%	0%	100%	9.0	1.30	Mini-Warehouse (151)	0.17	0.22

¹ Percent of total trips are trips with no midway stops, or "links." Diverted trips are linked trips whose distance adds at least one mile to the primary trip. Pass-by trips are links that do not add more than one mile to the total trip.

² In miles

³ The trip adjustment factor equals the percent of non-pass-by trips multiplied by the average trip length and divided by the systemwide average trip length of 6.9 miles.

⁴ Trips per 1,000 square feet. Trip rate is Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

⁵ The trip demand factor is the product of the trip adjustment factor and PM peak hour trips.

Sources: San Diego Association of Governments (SANDAG), Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, April 2002; Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017; MuniFinancial.

Table 11.7.1: Traffic Facilities Fee

Land Use	Cost Per Trip	Trip Demand Factor	Fee ¹	Admin. Charge (2%)	Total Fee
Nonresidential Mini-storage	\$918	0.22	\$202	\$4	\$206

¹ Fee per 1,000 square feet.

Sources: Tables 11.1.1 and 11.5; MuniFinancial.