

# **CITY OF PATTERSON**



## **Commercial & Industrial Development Incentive Guidelines**

## COMMERCIAL/INDUSTRIAL DEVELOPMENT INCENTIVE GUIDELINES

### GOALS

- A. To increase jobs locally.
- B. To increase the sales tax base locally.
- C. To preserve and improve the historic downtown and other in-fill areas.
- D. To be friendly to new and existing businesses.
- E. To increase the property tax base.

### General Guidelines

- A. Development incentive proposals shall be considered carefully and consistently by the City Management Staff, especially the Public Works Director, Planning Director, and City Manager, using these guidelines as the major yardstick for decisions.
- B. Reductions or deferments under this incentive program shall be applied evenly and fairly to all proposals by utilizing these guidelines.
- C. The City Council should agree to consistently back the decisions of the City Management Staff for this incentive program, as long as the guidelines are followed.
- D. The Commercial/Industrial Development Incentive Guidelines shall apply for a period of 5 years, at which time they shall be reviewed for renewal or revision.
- E. The Commercial/Industrial Development Incentive Guidelines do not apply to any future Redevelopment Agency or any future industrial park planned developments.
- F. That at some point, the financial relief (impact fee waivers) provided as an incentive under the program shall be reimbursed to the respective impact fee accounts by the revenue increase produced by the incentive program.

### DEFINITIONS

<u>Fee Waiver/Reduction:</u>	A relinquishment or decrease in the amount of a specified impact charge, utilized as an incentive.
<u>Deferred Fee:</u>	An impact charge where the collection of the charge has been postponed for a certain time period.
<u>Historic Downtown Core:</u>	The area bounded by I Street to the north, Fifth Street to the west, E Street to the south, and Second Street (State Highway 33) to the east.
<u>In-fill Areas:</u>	Areas of existing development where inclusive, rehabilitative, or expansive development may occur or be encouraged. For the purposes of these guidelines the following areas are considered in-fill areas:

- A. The historic downtown core area.
- B. The existing commercial designated areas along Second Street (State Highway 33).
- C. The existing industrial designated areas along First Street and the railroad tracks.

**FEE ELIGIBLE FOR CONSIDERATION UNDER THIS PROGRAM**

The following fees are eligible for deferment, reduction or waiver based on the criteria established under these guidelines:

- A. Street Improvement Impact Fee
- B. Drainage Fee
- C. Sewer Connection Fee
- D. Water Connection Fee

**FEE DEFERMENT POLICY**

Fees, as listed above, shall be deferred for a period of ~~5 years~~ for all commercial and industrial development qualifying under this program. The deferred fee amounts shall require securement by bonding. (This incentive may be reconsidered based on health and safety impacts as determined by the City Management Staff).

**FEE REDUCTIONS/WAIVERS**

Fee reductions and waivers shall be granted based on the following criteria:

**In-fill Development Within the Historic Downtown Core Area**

- |                                       |   |
|---------------------------------------|---|
| <u>Street Improvement Impact Fee:</u> | - Reduction of 80%<br>- May be reduced an additional 20% based on actual impact to the infrastructure as determined by City Management Staff. |
| <u>Drainage Fee:</u>                  | - Reduction of 80%<br>- May be reduced an additional 20% based on actual impact to the infrastructure as determined by City Management Staff. |
| <u>Sewer Connection Fee:</u>          | - Reduction of 75%<br>- May be reduced an additional 25% based on actual impact to the infrastructure as determined by City Management Staff. |

Water Connection Fee:

- Reduction of 75 %
- May be reduced an additional 25 % based on actual impact to the infrastructure as determined by City Management Staff.

**Other In-fill Development**

Street Improvement Impact Fee:

- Reduction of 60 %
- May be reduced an additional 30 % based on actual impact to the infrastructure as determined by City Management Staff.

Drainage Fee:

- Reduction of 60 %
- May be reduced an additional 30 % based on actual impact to the infrastructure as determined by City Management Staff.

Sewer Connection Fee:

- Reduction of 60 %
- May be reduced an additional 30 % based on actual impact to the infrastructure as determined by City Management Staff.

Water Connection Fee:

- Reduction of 60 %
- May be reduced an additional 30 % based on actual impact to the infrastructure as determined by City Management Staff.

**Other Commercial/Industrial Development**

- A. The reduction or deferment of the above mentioned fees may be considered on a case by case basis. Any reductions/deferments must be based on the significance (economic enhancing, employment enhancing, etc.) of the development.





Fee reductions/waivers shall be no more than the actual impact fee required.






### ZONING MAP

#### LEGEND


##### RESIDENTIAL

-  LR LOW DENSITY RESIDENTIAL
-  DR DOWNTOWN RESIDENTIAL
-  MR MEDIUM DENSITY RESIDENTIAL
-  HR HIGH DENSITY RESIDENTIAL



##### COMMERCIAL / OFFICE

-  DC DOWNTOWN CORE
-  GC GENERAL COMMERCIAL
-  MPO MEDICAL / PROFESSIONAL OFF


##### INDUSTRIAL


-  LI LIGHT INDUSTRIAL
-  HI HEAVY INDUSTRIAL

##### OTHER

-  POP PUBLIC / QUASI-PUBLIC
-  PR PARKS / RECREATION


----- CITY LIMITS

 Historic Downtown Core

 Other in-fill Areas



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