

Public Facilities Needs Assessment Report (Revised 6/23/06)

The following are revised findings to the Public Facility Needs Assessment portion of the attached Impact Fee Ordinance. Staff has developed this capital facilities needs assessment to quantify the impact fees for EMS, Fire, Streets, Law Enforcement, Parks/Open Space and General Facilities.

When developing impact fee calculations, Staff has made the assumption that new capital improvements that will be funded in part by impact fees would generally benefit both our current and future residents. For example, road improvements funded by impact fees would benefit most residents of the Village. Using this methodology, new growth will not pay for all the costs of capital improvements, only their fair share. This approach is seen as being understandable and easily revised year-to-year. The program will need to be reviewed each year to validate the capital improvement cost estimates.

Impact fees will be determined by square footage. Staff has calculated the number of pillows currently in the Village and have estimated the future buildout of both residential and commercial properties in the ensuing ten years. Research by staff shows that each commercial pillow equates to an average of 366 square feet with each residential pillow equaling 600 square feet. In cases where a new commercial development proposal does not include hotel or condominium rooms (restaurants, bars, etc.), Staff shall have the option of estimating impact fees based upon water usage where 50 gallons per day for commercial uses equates to 366 square feet or to use the square footage calculation for commercial uses.

Staff has researched the amount of pillows we currently have in the Village with the estimated square footage amounts below:

Current pillows in Central Business District and square footage equivalent -	1,329 (commercial)- 486,414 s.f. 710 (residential)- 426,000 s.f.
Current pillows in Kachina District and square footage equivalent	60 (commercial)- 21,960 s.f. <u>120 (residential)- 72,000 s.f.</u>
Total pillows and s.f. equivalent	2,219 1,006,374 s.f.

We also have growth projections for the next ten years and estimate the following:

	<u>Central Business District</u>	<u>Kachina District</u>	<u>Total S.F.</u>
1. Bavarian Lodge		45,384	45,384
2. Sangre de Cristo Lodge	95,000		95,000
3. Pattisons, Block 0 & 4 (Approximate 34 lots @ 3,600 sf per home)		122,400	122,400
4. 69 residential in-fill lots @ 3,600 sf per home	183,600 (51)	64,800 (18)	248,400
5. Amizette Area 15 res. lots @ 3,600 sf per home, remainder comm.	72,000		72,000
6. Comm. Infill	60,000		60,000
7. 16 commercial lots Avg. 1.3 acres x 30 pillows per acre		228,384	228,384
8. TSV, Inc.-condos 200 two-bed. condos	146,400	146,400	292,800
Total square footage per District	557,000	607,368	1,164,368

We are estimating that we will have approximately 1,164,368 additional square feet of development in the community by the end of 2016.

Total Central Business District square footage including existing- 1,469,414

Total Kachina District Square footage including existing- 701,328

Total Square Footage 2,170,742

I. Emergency Medical Services (EMS) Development Impact Fee

1. The Existing System

The Village currently has an all volunteer EMS staff that continues to be extremely challenged in meeting the demands of an increasing number of emergency calls with few resources to tap into. Many of these emergency calls are in remote areas difficult to access with transport of the sick or injured equally challenging. Although Village volunteers are deeply committed to emergency services, they lack many basic resources that should be afforded to their department. Annual budgets are barely enough to meet the growing demands of this department. Volunteers have spoken of the need to acquire an additional transport vehicle to assist rescues in challenging terrain. The Department also serves thousands of visitors to the Valley each year.

2. Demand Upon Infrastructure Created by the Development

As the Village increases in population and businesses:

- ◆ The current volunteer EMS Staff will find it increasingly difficult to meet the emergency medical service demands of a burgeoning population. As population increases there will be a subsequent increase in the amount of calls for the department to respond to. Volunteers will be asked to serve an ever-increasing population base and do so with minimum amounts of resources.
- ◆ The EMS Department will need an additional transport vehicle to serve development in the Kachina Area and throughout the Village. Ultimately, with increases in the population, more lives will be compromised with the shortage of paid staff and basic capital needs for the department.

3. Purpose of the Fee

The costs of extending the same level of service to the newly developed communities and businesses as is provided to the existing community, can be calculated, a fee imposed and collected, and used to expand the facilities necessary to extend that same level of services.

4. The Use of the Fee

The revenues raised from the properly calculated and supported EMS Impact Fees would be limited to paying for capital expenditures related to that growth. Examples of projects to which the fees could be applied are in section 7.

5. Relationship Between the Need for the Fee and the Type of Development Project

As the development occurs, the impact is generated with the impact fee collected as the development occurs. The collected fee would be put to use to acquire an additional transport vehicle. The need is based upon the recognition that additional developed parcels in the Village

will create more calls for the department for which to respond. Additionally, as land is developed in the southern part of the Village, better vehicles will be needed to transport the sick or injured.

6. Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Projects.

The fee will be based upon the size of the development according to square footage. No developer will be required to pay for all costs associated with any EMS improvements. All contributions will be in the form of a dollar amount representing their pro-rata fiscal contribution.

7. Resulting Impact Fee

Current

Transport Vehicle	\$35,000
Central Business District and Kachina District fee per square foot	$\\$35,000/2,340,696 = \\0.015 per s.f.

Proposed

Transport Vehicle	\$40,000
Central Business District and Kachina District fee per square foot	$\\$40,000/2,170,742 = \\0.018 per s.f.

II. Fire Department Development Impact Fee

1. The Existing System

The Village currently has an all volunteer Fire Department that continues to share similar challenges with the EMS Department in meeting the demands of increasing emergency calls. Many of these emergency calls are in remote areas difficult to access with the challenging, hilly terrain in and surrounding the Village. As development increases in the southern sections of the Village a 2,500 sf fire substation will be needed to serve the new residents in this area. There is also a lack of adequate fire fighting equipment such as a ladder truck for the Village.

2. Demand Upon Infrastructure Created by the Development

As the Village increases in population and businesses:

- ◆ The current volunteer Fire Department will find it increasingly difficult to meet the fire suppression demands of a burgeoning population with minimum amounts of resources. As population increases there will be a subsequent increase in the amount of calls for which the department responds.
- ◆ Increases in population will further exacerbate the Fire Department's ability to fight fires with the limited amount of equipment and personnel. New residents and businesses will look toward the Fire Department to give adequate fire suppression. To maintain the existing service levels in the Village, new growth will need to assist in the funding of new fire trucks and sub-stations. Ultimately, with increases in the population, more lives will be compromised with a shortage of paid staff and basic capital equipment needs for the department.

3. Purpose of the Fee

The costs of extending the same level of service to the newly developed communities and businesses as is provided to the existing community, can be calculated, a fee imposed and collected, and used to expand the facilities necessary to extend that same level of services.

4. The Use of the Fee

The revenues raised from the properly calculated and supported Fire Impact Fees would be limited to equipment costs related to that growth. Examples of projects to which the fees could be applied are in section 7.

5. Relationship Between the Need for the Fee and the Type of Development Project

As the development occurs, the impact is generated with the impact fee collected as the development occurs. The collected fee would be put to use to acquire new fire fighting equipment as well as constructing a new fire house. The need is based upon the recognition that

additional developed parcels in the Village will create more calls for the department for which to respond. Additionally, as land is developed in the southern part of the Village, better fire fighting equipment will be needed.

6. Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Projects.

The fee will be based upon the size of the development according to square footage. No developer will be required to pay for all costs associated with any Fire Department improvements. All contributions will be in the form of a dollar amount representing their pro-rata fiscal contribution.

7. Resulting Impact Fee

Current

New Fire Department Building- (two bays, 32 x 40, apartment)	\$200,000
Land Purchase 1/4 acre	\$100,000
Water Tender-tank truck	\$100,000
Ladder Truck (Used)	\$ 75,000
Kachina Sub-station	<u>\$128,000</u>
Total	\$603,000

**Central Business District and
Kachina District fee per square foot** **\$603,000/2,340,696= \$0.258 per s.f.**

Proposed

Public Safety Building (Fire, EMS, Police)	\$ 629,000
Water Tender-tank truck	\$ 302,000
Ladder Truck (Used)	\$ 75,000
Kachina Sub-station (2,500 sf building- land dedicated)	<u>\$ 250,000</u>
Total	\$1,256,000

**Central Business District and
Kachina District fee per square foot** **\$1,256,000/2,170,742= \$0.578 per s.f.**

III. Roadway/Pedestrian/Drainage Development Impact Fee

1. The Existing System

Most of the developed part of the Village was originally developed as summer cottages before the construction of the ski area. Design standards used were typical of summer cottage development in high steep terrain at that time. Little consideration was given to winter access.

Many of the streets are quite steep making travel difficult when the streets are snow or ice covered. The rights-of-way in the older parts of the development are narrow. This limits the storage of snow. Since Taos Ski Valley averages about 300 inches of snow annually, this lack of snow storage areas presents significant problems.

The street system varies substantially through the Village. In one of the older parts of the Village, streets are sometimes as steep as 20 percent, and the rights-of-way range from 20 feet wide to 30 feet wide. In Kachina Subdivision most rights-of-way are 40 to 50 feet wide. Although the streets are steep, they are generally less steep than those in older parts of the Village. However, all access to Kachina Subdivision during winter months is by Twining Road.

Because of its location in a high mountain valley, much of the terrain in the Village is quite steep. This limits improvements that could be undertaken under other conditions. For instance, there are a number of locations where streets intersect at acute angles or where there are very sharp curves. Many of these could be improved in gentle terrain; however, because the steep grades are made worse if the roadway is shortened, these improvements are more difficult in this terrain.

The existing street system is generally earth or gravel surface. There is some discussion on the merits of paving many of the streets within the community; although replacing and extending underground utilities precludes any paving projects. At present, the Village has a program to maintain their streets but is not geared to maintaining paved streets. An additional concern of the present street system is the lack of an adequate drainage system. The present system consists of ditches and culverts. However, the snow plowing operations during winter months have tended to fill the ditches and lower the street grades so that the ditches are not well defined. Water from snowmelt or summer rains frequently flow across the roads causing increased maintenance and nuisance.

Pedestrians are a significant part of the traffic problem, particularly in the area near the ski base. Both skiers and ski area employees frequently walk from nearby cabins or condos to the ski base or to businesses near the ski base. At present there is not much of a system of pedestrian walkways separate from the streets to afford safety and convenience for these pedestrians. The confusion and conflicts caused by uncontrolled pedestrian and vehicular traffic result in a dangerous situation. This danger is heightened when the area is snow covered or icy as it frequently is in winter.

2. Demand Upon Infrastructure Created by the Development

In addition to the current deficiencies found in the Village's transportation system, future traffic problems generated by increased residential and commercial growth in Taos Ski Valley will severely impact the Village's current roadway system. Because all the traffic into or out of the Village must use NM 150, the volumes on the streets at the north end of the Village are highest with this area seeing the greatest traffic impact as a result of growth in the southern section of the Village.

Specific areas where substantial traffic problems will be further exacerbated by new growth are the following:

- ◆Ernie Blake Road-Drainage and Improvements;
- ◆Twining Road;
- ◆The intersection of Phoenix Switchback and Twining Road;
- ◆Kachina Basin (Kachina District)
- ◆Lack of snow storage along Twining Road and in commercial core.

3. Purpose of the Fee

The costs of extending the same level of service to the newly developed communities and businesses as is provided to the existing community, can be calculated, a fee imposed and collected, and used to expand the facilities necessary to extend that same level of services.

4. The Use of the Fee

The revenues raised from the properly calculated and supported Roadway/Pedestrian/Drainage Impact Fees would be limited to capital improvements costs related to that growth. Examples of projects to which the fees could be applied are in section 7.

5. Relationship Between the Need for the Fee and the Type of Development Project

All new development contributes to cumulative traffic impacts, which are difficult to measure and mitigate on a project-by-project basis but will have significant and widespread cumulative traffic impacts on the Village's road system. As the development occurs, the impact is generated with the impact fee collected. The collected fee would be put to use to construct the projects listed below. The need is based upon the recognition that additional developed parcels in the Village will create impacts on Village's roadway system.

6. Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Projects.

The fee will be based upon the size of the development according to square footage. No developer will be required to pay for all costs associated with any Roadway/Pedestrian/Drainage improvements. All contributions will be in the form of a dollar amount representing their pro-rata fiscal contribution.

7. Resulting Impact Fee

Current

Central Business District Road Improvements

Project	Project Costs
Ernie Blake Road paving with curb and gutter, sidewalk	\$112,500
Twining Road Improvements ending Phoenix Switchback	\$243,516
Phoenix Switchback- Improve and Widen	\$215,000
Twining Road Widen Slope Reduction at Steeps	<u>\$125,000</u>
Total	\$696,016*

Central Business District and Kachina District fee per square foot $\$696,016/2,340,696 = \$0.2974 + 0.08 =$
\$0.377

(\$0.08 = capital equipment replacement costs for roads)

*Seeing as though the Village has been successful in acquiring grant monies and State funds for road improvements over the past several years, drainage and road improvement totals reflect an estimation of impact fees needed to partially fund the aforementioned improvement projects. Actual project costs are considerably greater.

Current

Kachina District Road Improvements

Project	Project Costs
Kachina Improvements	\$131,700**
Kachina District fee per square foot	131,700/806,820 = \$0.163 + \$0.377 = \$0.540

** Staff is proposing that road improvements in the Kachina area would mainly benefit and predominately be used by future residents and businesses in this neighborhood; therefore, fees should only be assessed to new development in this neighborhood that will pay for Kachina Road Improvements. New development in this area includes Pattison Block 0 and 4, Bavarian Lodge Expansion and development of 10 commercial lots.

Current

Capital Equipment

Loader with Blade	\$131,000
Bobcat	\$ 24,000
New Truck with Utility Boxes	<u>\$ 31,000</u>
Totals	\$186,000

\$186,000/2,340,696 = \$0.08 per s.f. for Central Business Core and Kachina District's Residents and Businesses.

Proposed

Central Business District Road Improvements

Project	Project Costs
Ernie Blake Road paving with curb and gutter, sidewalk	\$ 195,000
Twining Road Improvements ending at Phoenix Switchback	\$ 75,000
Phoenix Switchback- Improve and Widen	\$ 400,000
Twining Road Widen Slope Reduction at Steeps	\$ 225,000
Purchase of Land for Snow Storage	<u>\$ 325,000</u>
Total	\$1,220,000*
Central Business District and Kachina District fee per square foot	$\\$1,220,000/2,170,742 = \\$0.562 + 0.109 =$ \$0.671

(\$0.109 = capital equipment replacement costs for roads)

*Seeing as though the Village has been successful in acquiring grant monies and State funds for road improvements over the past several years, drainage and road improvement totals reflect an estimation of impact fees needed to partially fund the aforementioned improvement projects. Actual project costs are considerably greater.

Kachina District Road Improvements

Project	Project Costs
Kachina Improvements	\$75,000**
Kachina District fee per square foot	$75,000/701,328 = \\$0.106 + \\$0.671 =$ \$0.777

** Staff is proposing that road improvements in the Kachina area would mainly benefit and predominately be used by future residents and businesses in this neighborhood; therefore, fees should only be assessed to new development in this neighborhood that will pay for Kachina Road Improvements. New development in this area includes Pattison Block 0 and 4, Bavarian Lodge Expansion and development of 16 commercial lots.

Capital Equipment

Loader with Blade	\$175,000
Bobcat	\$ 32,000
New Truck with Utility Boxes	<u>\$ 31,000</u>
Totals	\$238,000

$\$238,000/2,170,742 = \0.109 per s.f. for Central Business Core and Kachina District's Residents and Businesses.

IV. Law Enforcement Development Impact Fee

1. The Existing System

The Village of Taos Ski Valley's Public Safety Office Office currently operates out of a 200 square foot modular building located next to the Village Offices.

2. Demand Upon Infrastructure Created by the Development

The addition of residential units and businesses increases the demand upon Law Enforcement by creating more direct calls for service, more areas requiring preventative patrol, and in general creating more opportunities for crime. Simply stated, more homes and businesses will mean more responses to burglaries, domestic disputes, noise complaints, shoplifting, and miscellaneous incidents that will occur in new homes and businesses.

If the law enforcement capabilities are not expanded, then the increasing number of calls for service will reduce the amount of "free" hours available for preventative patrol. The inability to expand the capabilities would drive the department into a reactionary mode.

3. Purpose of the Fee

Additional calls for service can be expected. Those costs can be translated to a fee, or an amount to offset the additional costs of the additional staffing. Those costs include equipping the additional officers with appropriate equipment.

4. The Use of the Fee

The revenues generated from the properly calculated and supported Law Enforcement Impact Fees would be limited to equipment costs related to that growth. Examples of projects to which the fees could be applied are in section 7.

5. Relationship Between the Need for the Fee and the Type of Development Project

It is not likely that a single family development will generate the need for the capital improvements. However, cumulatively, the calls generated from various developments will create the need for the improvements.

6. Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Projects.

The fee will be based upon the size of the development according to square footage. No developer will be required to pay for all costs associated with any law enforcement improvements. All contributions will be in the form of a dollar amount representing their pro-rata fiscal contribution.

7. Resulting Impact Fee

Current

Officer Equipment	\$ 5,500
Two New Vehicles	\$43,000
Computers include lap top for vehicle	\$ 3,500
Renovation of Village Offices for P.D.	<u>\$ 15,000</u>
Total	\$67,000

**Central Business District and
Kachina District fee per square foot** $\$67,000/2,340,696 = \0.028 per s.f.

Proposed

One New Vehicle	\$35,000
Computer lap top for vehicle	<u>\$ 3,500</u>
Total	\$38,500

**Central Business District and
Kachina District fee per square foot** $\$38,500/2,170,742 = \0.017 per s.f.

V. Parks and Recreation/Open Space Development Impact Fee

1. The Existing System

Because of the relatively recent incorporation of the Village, the Village has limited parks and open space areas in its current inventory. The Village does own the Hiker Parking Lot which serves as a trailhead for popular hiking trails.

2. Demand Upon Infrastructure Created by the Development

As the Village increases in population and businesses:

- ◆ Future residents will demand more active recreational activities that are currently not available in the Village. Some of these improvements will include the construction of a playground area as well as an integrated trail system. Additionally, members of the Parks and Recreation Committee have voiced a desire to improve the Hiker Parking Lot.

3. Purpose of the Fee

The costs of extending the same level of service to the newly developed communities and businesses as is provided to the existing community, can be calculated, a fee imposed and collected, and used to expand the facilities necessary to extend that same level of services.

4. The Use of the Fee

The revenues raised from the properly calculated and supported Parks and Recreation/Open Space Impact Fees would be limited to capital costs related to that growth. Examples of projects to which the fees could be applied are in section 7.

5. Relationship Between the Need for the Fee and the Type of Development Project

The need is based upon the recognition that additional developed parcels in the Village will create a need for more recreational amenities such as playground areas, trail systems and improvements to Hiker Parking Lot. The costs are distributed on an equal average basis based upon the amount of additional square footage for a new development.

6. Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Projects.

The fee will be based upon the size of the development according to square footage. No developer will be required to construct any portion of any general facility as a condition of development approval. All contributions will be in the form of a dollar amount representing their pro-rata fiscal contribution.

7. Resulting Impact Fee

Current

Improvements to Hiker Parking Lot	\$10,000
Playground Equipment	\$30,000
Trail Extensions	<u>\$50,000</u>
Total	\$90,000

$$\$90,000/2,340,696 = \$0.038 \text{ per s.f.}$$

Proposed

Improvements to Hiker Parking Lot	\$10,000
Playground Equipment	\$40,000
Trail Extensions	<u>\$50,000</u>
Total	\$100,000

$$\$100,000/2,170,742 = \$0.046 \text{ per s.f.}$$

VI. General Government Facilities and Equipment Development Impact Fee

1. The Existing System

The Village Office is at or near capacity for Administrative Staff with the Fire and EMS Departments also being severely limited as to the amount of functional space.

2. Demand Upon Infrastructure Created by the Development

As the Village increases in population and businesses:

- ◆ The Village Office will become overcrowded with a growing Staff, even if efforts are made to keep municipal workers to a minimum. The existing amount of office space for workers may suffice in the short-term, but will ultimately become insufficient for management needs. The Village will need to purchase land and construct new Village Offices before the buildout of the anticipated new growth within the coming years.
- ◆ The Village's existing computer network and software packages will become overwhelmed requiring additional memory and RAM.

3. Purpose of the Fee

The costs of extending the same level of service to the newly developed communities and businesses as is provided to the existing community, can be calculated, a fee imposed and collected, and used to expand the facilities necessary to extend that same level of services.

4. The Use of the Fee

The revenues raised from the properly calculated and supported General Facility and Equipment Impact Fees would be limited to capital costs related to that growth. Examples of projects to which the fees could be applied are in section 7.

5. Relationship Between the Need for the Fee and the Type of Development Project

The need is based upon the recognition that additional developed parcels in the Village will create a need for more building space, and computer/office equipment largely within the area of overhead space for administrative management, personnel, clerk, utility billing, etc. The costs are distributed on an equal average basis based upon the amount of square footage for a new development.

6. Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Projects.

The fee will be based upon the size of the development according to square footage. No developer will be required to construct any portion of any general facility as a condition of development approval. All contributions will be in the form of a dollar amount representing their pro-rata fiscal contribution.

7. Resulting Impact Fee

Current

New Computers/Office Equipment	\$ 48,018
Village Offices Construction (includes land purchase)	<u>\$1,570,118</u>
Total	\$1,618,135

$$\$1,618,135/2,340,696 = \$0.691 \text{ per s.f.}$$

Proposed

New Computers/Office Equipment	\$ 48,000
Land Purchase for Village Offices	\$ 250,000
Village Offices Design	\$ 50,000
Village Offices Construction	<u>\$1,500,000</u>
Total	\$1,848,000

$$\$1,848,000/2,170,742 = \$0.851 \text{ per s.f.}$$

Current Impact Fees

EMS- \$0.015 per sf

Fire- \$0.258 per sf

Roadway

CBD - \$0.377

Kachina- \$0.540 per sf

Law- \$0.028

Parks/Rec- \$0.038 per sf

General Gov.- \$0.691 per sf

Total Current Impact Fees

CBD- \$1.40 per sf

Kachina- \$1.57 per sf

Proposed Impact Fees

EMS- \$0.018 per sf

Fire- \$0.578 per sf

Roadway

CBD- \$0.671 per s.f

Kachina- \$0.777 per sf

Law- \$0.017 per sf

Parks/Rec- \$0.046 per sf

General Gov.- \$0.851 per sf

Total Proposed Impact Fees

CBD- \$2.18 per sf

Kachina- \$2.28 per sf

Current

Central Business District

(\$1.40 per sf)

Impact Fee for a residential home of 1,200 s.f.	\$1,680
Impact Fee for a residential home of 1,800 s.f.	\$2,520
Impact Fee for a residential home of 2,400 s.f.	\$3,360
Impact Fee for a residential home of 3,000 s.f.	\$4,200
Impact fee for a residential home of 3,600 s.f.	\$5,040
Impact fee for a residential home of 4,200 s.f.	\$5,880

Kachina District

(\$1.57 per sf)

Impact Fee for a residential home of 1,200 s.f.	\$1,884
Impact Fee for a residential home of 1,800 s.f.	\$2,826
Impact Fee for a residential home of 2,400 s.f.	\$3,768
Impact Fee for a residential home of 3,000 s.f.	\$4,710
Impact fee for a residential home of 3,600 s.f.	\$5,652
Impact fee for a residential home of 4,200 s.f.	\$6,694

Proposed

Central Business District

(\$2.18 per sf)

Impact Fee for a residential home of 1,200 s.f.	\$2,616
Impact Fee for a residential home of 1,800 s.f.	\$3,924
Impact Fee for a residential home of 2,400 s.f.	\$5,232
Impact Fee for a residential home of 3,000 s.f.	\$6,540
Impact fee for a residential home of 3,600 s.f.	\$7,848
Impact fee for a residential home of 4,200 s.f.	\$9,156

Kachina District

(\$2.28 per sf)

Impact Fee for a residential home of 1,200 s.f.	\$2,736
Impact Fee for a residential home of 1,800 s.f.	\$4,104
Impact Fee for a residential home of 2,400 s.f.	\$5,472
Impact Fee for a residential home of 3,000 s.f.	\$6,840
Impact fee for a residential home of 3,600 s.f.	\$8,208
Impact fee for a residential home of 4,200 s.f.	\$9,576