

PROVIDENCE CITY COUNCIL
NOTICE OF PUBLIC HEARING

Project: Impact Fees and Facility Plan for Streets
Applicant: Providence City
Hearing Description: Providence intends to amend Providence City Code Title 9 Chapter 1A Impact Fees by amending the impact fee enactment for roadway facilities and adopting a Transportation Impact Facilities Plan; and approving a resolution adjusting the impact fee schedule.
Hearing Date: September 25, 2018
Hearing Time: 6:15 PM
Hearing Location: Providence City Office Building, 164 North Gateway Drive, Providence UT

Prior to making a decision to amend the impact fee enactment for roadway facilities and adopt a Transportation Impact Fee Facilities Plan, and adjusting the impact fee for roadway facilities, the City Council is holding a public hearing. The purpose of the public hearing is to provide an opportunity for anyone interested to comment before action is taken. The City Council invites you to attend the hearing in order to offer your comments.

If you are disabled and/or need assistance to attend the public hearing, please call 752-9441 before 5:00 p.m. on the day of the meeting.

Thank you,


Skarlet Bankhead
City Recorder

Newspaper Publication Date(s): September 15, 2018

Posting Date:

Posted on www.providencacity.com and the Utah Public Notice Website

Ordinance No. 2018-009

AN ORDINANCE ADOPTING AN IMPACT FACILITIES PLAN FOR ROADWAY FACILITIES, ADOPTING AN IMPACT FEE ANALYSIS FOR ROADWAY FACILITIES, AND AMENDING PROVIDENCE CITY CODE TITLE 9 CHAPTER 1A IMPACT FEES.

WHEREAS UCA § 10-3-702 states "The governing body may pass any ordinance to regulate, require, prohibit, govern, control or supervise any activity, business, conduct or condition authorized by this act or any other provision of law. . ." and

WHEREAS Providence City desires to provide for the health, safety, and welfare, and promote the prosperity, peace and good order, comfort, convenience, and aesthetics of each municipality and its present and future inhabitants and businesses, to protect the tax base, to secure economy in governmental expenditures, to foster the state's agricultural and other industries, to protect both urban and nonurban development, to protect and ensure access to sunlight for solar energy devices, to provide fundamental fairness in land use regulation, and to protect property values in areas that may be considered sensitive, including but not limited to fire danger, slope, soil content.

WHEREAS Providence City has been experiencing significant growth and development, which creates a demand for adequate roadway facilities, which are reasonably related and necessary to service anticipated future growth; and

WHEREAS Providence City is authorized to enact impact fees for public facilities in accordance with the provisions of Utah Code Title 11 Chapter 36A Impact Fees Act, (Act); and

WHEREAS on June 16, 2016 and September 7, 2018, Providence City provided Notice of Intent to Prepare an Impact Fee Facilities Plan and Notice of Preparation of an Impact Fee Analysis in accordance with the Act; and

WHEREAS a Transportation Impact Fee Facilities Plan (TIFFP), dated February 14, 2018 was prepared by CRS Engineers; and

WHEREAS a Transportation Impact Fee Analysis (TIFA), dated September 2018, was prepared by Zions Public Finance, Inc.; and

WHEREAS copies of the TIFFP and TIFA have been available for public inspection on the Providence City website and at the Cache County Library, 15 North Main, Providence for at least 10 days before the day on which the public hearing was held;

WHEREAS Providence City staff have prepared the amendment to Providence City Code Title 9 Chapter 1A Impact Fees; and

WHEREAS Providence City property noticed a public hearing to amend the impact fee enactment for roadway facilities and adopt a Transportation Impact Fee Facilities Plan, and

1 adjusting the impact fee for roadway facilities; and

2
3 WHEREAS on September 25, 2018 the Providence City Council held a public hearing to provide
4 an opportunity for anyone interested to comment before Council action is taken;

5
6 WHEREAS after consideration and review of the relevant factors, the Providence City Council has
7 determined that it is in the best interests of the health, safety, and general welfare of the
8 current and future residents of Providence City to adopt this ordinance, the Transportation
9 Impact Fee Facilities Plan (TIFFP), dated February 14, 2018, prepared by CRS Engineers; and the
10 Transportation Impact Fee Analysis (TIFA), dated September 2018, prepared by Zions Public
11 Finance, Inc.; and the amendments to Providence City Code Title 9 Chapter 1A.

12
13 NOW THEREFORE, be it ordained by the Providence City Council the following

- 14 • The Transportation Impact Fee Facilities Plan (TIFFP), dated February 14, 2018, prepared
15 by CRS Engineers
- 16 • The Transportation Impact Fee Analysis (TIFA), dated September 2018, prepared by
17 Zions Public Finance, Inc.
- 18 • The following amendments to Providence City Code Title 9 Chapter 1A:

19
20 CHAPTER 1A
21 BUILDING CODE AND PERMIT REQUIREMENTS
22 **ARTICLE A. IMPACT FEES**

23
24 SECTION:

- 25 9-1A-1: Reports Adopted
- 26 9-1A-2: Fees Imposed
- 27 9-1A-3: Service Areas
- 28 9-1A-4: Time of Collection
- 29 9-1A-5: Adjustment of Fees
- 30 9-1A-6: Accounting, Expenditure and Refund
- 31 9-1A-7: Administrative Challenges and Appeals Procedure
- 32 9-1A-8: Roadway Facilities Impact Fee

33
34
35 9-1A-1: **REPORTS ADOPTED:** The City Council hereby approves and adopts the reports
36 from the USU Center for Rural Economic Development, entitled "Providence City
37 Impact Fee Analysis, July 1, 1997" and the analysis reflected therein for each of the
38 impact fees in question. (Ord. 97-OM013, 7-29-1997)

39
40 9-1A-2: **FEES IMPOSED:** Impact fees are hereby imposed as a condition of the issuance
41 of a building permit by the City for any development activity which creates additional
42 demand and need for public facilities for the culinary water system, the wastewater
43 (sewer) system, parks and ~~roads~~ roadway facilities, as set forth in the current impact fee
44 schedule as adopted by resolution, which is attached to the Ordinance codified herein.
45 (Ord. 97-OM013, 7-29-1997; 1998 Code)

1
2 9-1A-3: **SERVICE AREAS:** The entire area of the City and any areas outside the City
3 serviced by such systems are hereby designated and established as one service area
4 with respect to the culinary water system, the wastewater (sewer) system, parks and
5 roads. (Ord. 97-OM013, 7-29-1997)
6

7 9-1A-4: **TIME OF COLLECTION:** Unless otherwise provided by the City Council, impact
8 fees shall be paid to the City prior to the issuance of a building permit by the City. (Ord.
9 97-OM013, 7-29-1997)
10

11 9-1A-5: **ADJUSTMENT OF FEES:**

- 12 A. Considerations: The City may adjust the impact fees imposed pursuant to this
13 Article ~~Chapter~~ as necessary in order to:
- 14 1. Respond to unusual circumstances in specific cases;
 - 15 2. Ensure that the impact fees are imposed fairly;
 - 16 3. Permit the adjustment of the amount of the fee based upon studies and
17 data submitted by an applicant or developer, as approved by the City
18 Council; and
 - 19 4. Allow a credit against impact fees, as approved by the City Council, for
20 dedication of land for improvement to or new construction of any
21 system improvements by the applicant or developer if the facilities are
22 identified in the City's facilities or other reasonable plans and are
23 required by the City as a condition of approving the development
24 activity. No credits shall be given for project improvements as defined
25 by the Utah Impact Fees Act.
26
- 27 B. ~~Planning and Zoning Commission~~ **City Council:** The ~~Planning And Zoning~~
28 ~~Commission~~ **City Council** shall have the authority to make such adjustments
29 based upon information submitted by an applicant or developer and any
30 recommendations from other appropriate City officials or employees, including
31 the City Engineer.
32
- 33 C. Policies Adopted: The City may adopt policies consistent with this Article
34 ~~Chapter~~ and any resolutions passed by the City Council to assist in the
35 implementation, administration and interpretation of this Article ~~Chapter~~
36 related to municipal impact fees.
37
- 38 D. Appeal: If the applicant, developer, person or entity is not satisfied with
39 ~~Planning and Zoning Commission's decision~~ **City Council**, an appeal may be
40 made to the ~~City Council~~ **Appeal Authority** under the procedures set forth in
41 Section 9-1A-7 of this Article ~~Chapter~~. (Ord. 97-OM013, 7-29-1997)
42

43 9-1A-6: **ACCOUNTING, EXPENDITURE AND REFUND:** The City shall account for, expend
44 and refund impact fees collected pursuant to this Article ~~Chapter~~ in accordance with
45 the provisions of the Utah Impact Fees Act. (Ord. 97-OM013, 7-29-1997)

1
2 **9-1A-7: ADMINISTRATIVE CHALLENGES AND APPEALS PROCEDURE:**
3

- 4 A. Request for Information: Any person or entity required to pay an impact fee
5 imposed by the City who believes the fee does not meet the requirements of
6 law may file a written request for information with the City as provided by law.
7
- 8 B. Analysis Provided by Appellant: Within two (2) weeks of the receipt of the
9 request information, the City shall provide the person or entity with the written
10 analysis required by the Act and with any other relevant information relating to
11 the impact fee.
12
- 13 C. Written Appeal; Hearing: Within thirty (30) days after paying an impact fee, any
14 person or entity who has paid the fee and wishes to challenge the fee shall file a
15 written appeal with the City Recorder, setting forth in detail all factual and legal
16 grounds in support of the appeal and challenge to the impact fee, and which is
17 relied upon by the appealing party with respect to the fees challenged. Upon
18 receipt of the written appeal, the City Recorder shall forward the appeal,
19 together with any recommendations from the City Engineer to the ~~City Council~~
20 **Appeal Authority** and shall schedule a public hearing before the ~~City Council~~
21 **Appeal Authority** on the appeal for the purpose of receiving input from all
22 interested persons. The ~~City Council~~ **Appeal Authority** shall thereafter render its
23 decision on the appeal no later than thirty (30) days after the date the appeal
24 was filed with the City Recorder. Any person or entity who has failed to comply
25 with the administrative remedies established by this Section may not file or join
26 an action challenging the validity of any impact fee.
27
- 28 D. District Court Appeal:
29 1. Time Limit: Any person or entity who was a party to an appeal under
30 this Section who is adversely affected by the decision of the ~~City Council~~
31 **Appeal Authority** may petition the District Court for a review of the
32 impact decision within ninety (90) days of a decision upholding an
33 impact fee by the City Council or within one hundred twenty (120) days
34 after the date the challenge to the impact fee was filed, whichever is
35 earlier. The petition for review of the decision shall be filed in the First
36 District Court for Cache County.
37 2. Transmit Record of Proceedings: In the event a petition is filed with the
38 District Court, the City shall transmit to the reviewing court the record
39 of its proceedings, including its minutes, findings, orders and if available,
40 a true and correct transcript of its proceedings.
41 3. Transcript: If the proceeding was tape recorded, a transcript of that
42 tape recording is a true and correct transcript for the purposes of
43 subsection D2 of this Section.
44 4. Record; Court Review Limited: If there is a record:
45 a. The District Court's review is limited to the record provided by

- the City; and
- b. The District Court may not accept or consider any evidence outside the City's record, unless that evidence was offered to the City and the court determines that it was improperly excluded by the City.
5. Inadequate Record: If there is an inadequate record, the court may call witnesses and take evidence.
6. Affirmative Decision: The District Court shall affirm the decision of the City Council if the decision is supported by substantial evidence in the record.
7. Attorney Fees: The judge may award reasonable attorney fees and costs to the prevailing party in an action brought under this subsection. (Ord. 97-OM013, 7-29-1997)

9-1A-8: ROADWAY FACILITIES IMPACT FEE:

- A. Impact Fee Facilities Plan and Analysis Adopted. On September 25, 2018, Providence City Council adopted Ordinance 2018-009, adopting the Transportation Impact Fee Facilities Plan (TIFFP), dated February 14, 2018, prepared by CRS Engineers, and the Transportation Impact Fee Analysis (TIFA), dated September 2018, prepared by Zions Public Finance, Inc.
- B. Intent: This Section is intended to implement an impact fee for qualifying roadway facilities consistent with the Providence City General Plan and associated Transportation Maps.
- C. Purpose: The purpose of this Section is to assure that new development bears a proportionate share of the cost of capital expenditures necessary to provide a transportation system consistent with the Transportation element of the Providence City General Plan.
- D. Level of Service (LOS): The TIFFP referenced in 9-1A-8.A. determined the existing LOS for most of the City's roadway facilities is LOS C or better. The TIFFP identifies required system improvements to maintain the existing LOS.
- E. Proportionate Share Analysis: The TIFA referenced in 9-1A-8.A. includes the proportionate share analysis for roadway facilities identified in the TIFFP. The TIFA estimates the proportionate share of the costs for existing capacity that will be recouped; and the costs of the impacts on the system improvements that are reasonably related to the new development activity.
- F. Impact Fee Charged. The roadway facilities impact fee shall be charged per development type as listed in IFPA Table 10: Summary of Maximum Impact Fees. The maximum fee listed in IFPA Table 10: Summary of Maximum Impact Fees for each development type shall be collected in accordance with 9-1A-4 of this Chapter.

1 • This ordinance shall become effective 90 days after final passage and posting.
2
3 Ordinance adopted by vote of the Providence City Council this 25 day of September 2018.
4
5 Council Vote:
6 Allen, Kirk (☐) Yes (☐) No (☐) Excused (☐) Abstained (☐) Absent
7 Eck, Kristina (☐) Yes (☐) No (☐) Excused (☐) Abstained (☐) Absent
8 Fresz, Brent (☐) Yes (☐) No (☐) Excused (☐) Abstained (☐) Absent
9 Giles, Dennis (☐) Yes (☐) No (☐) Excused (☐) Abstained (☐) Absent
10 Sneddon, Roy (☐) Yes (☐) No (☐) Excused (☐) Abstained (☐) Absent

11
12 Signed by Mayor John Drew this day of September 2018.
13

14 Providence City
15
16

17 _____
18 John Drew, Mayor
19

20 Attest:
21 _____

22 Skarlet Bankhead, Recorder
23

Providence City Corporation

Transportation Impact Fee Facilities Plan



Publication Date: February 14, 2018



Prepared by

CRS ENGINEERS
Answers to Infrastructure®

2 North Main, Suite 8
Providence, Utah 84332 - (435) 374-4670

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1.0 EXECUTIVE SUMMARY

The impact fee facilities plan (IFFP) based on the improvements proposed in the City's Transportation Master Plan and the City's Traffic Model Report. These reports identify the improvements that will need to be made to the transportation system as the City approaches built out conditions.

The purpose of an IFFP is to identify the portion of the improvement costs that are placed upon the City by future development. This IFFP provides a technical basis for assessing updated impact fees throughout the City based on current landuse and population projections.

LEVEL OF SERVICE

Level of Service (LOS) defines the minimum standard to which the transportation system will be built. The IFFP identifies the existing LOS and establishes the proposed LOS for future infrastructure. The existing LOS for most Providence City is LOS C or better. LOS C is described in the Highway Capacity Manual (HCM) as "stable operations". The following table has been used to determine the LOS for roadways in Providence based on peak hour traffic volumes per lane of traffic.

Table 1-1: Roadway Capacity LOS Standards						
Speed (mph)	Roadway Capacity (cars/hour/lane)					
	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
20	220	350	520	700	900	901+
25	270	470	670	880	1,150	1,151+
30	320	550	800	1,075	1,375	1,376+
35	370	620	900	1,220	1,590	1,591+
40	440	700	1,040	1,400	1,820	1,821+

REQUIRED SYSTEM IMPROVEMENTS

In order to maintain LOS C on Providence's roadways, the City has planned the following improvements to be completed over the next 10 years. Table 1-2 shows projected traffic volumes for each roadway as well as the percent of total traffic projected by 2060.

TABLE 1-2: TRAFFIC VOLUME PROJECTIONS FOR 10-YEAR PROJECTS						
Road Name	Peak Hour Volume (2017)	Peak Hour Volume (2027)	Peak Hour Volume (2060)	Percent 2017 Volume	Percent 2027 Volume	Percent 2060 Volume
Spring Creek Parkway (West)	69	200	374	18.5%	35.0%	46.5%
Spring Creek Parkway (East)	19	169	332	5.7%	45.2%	49.1%
100 South	200	305	473	42.3%	22.2%	35.5%

Additionally, cost estimates were calculated for each project. Costs were divided between existing and future users. To meet the requirements of state law, Table 1-3 summarizes the cost associated with existing users and future users. Future users were separated further to account for growth in the 10-year planning window of this report and capacity for growth beyond 10-years.

TABLE 1-3: PROVIDENCE CITY CAPITAL IMPROVEMENT COSTS					
Project Description	Roadway Length (ft)	Percent Existing	Percent 10-Year	Percent Beyond 10 Years	Total Cost
Extend Spring Creek Pkwy from approximately 150 W to 100 W	380	\$49,297.05	\$93,592.95	\$124,314.30	\$267,204.30
Extend Spring Creek Pkwy across Spring Creek	200	\$16,656.59	\$131,499.43	\$142,896.05	\$291,052.08
Extend 100 S from approximately 400 W to 200 W	1,350	\$256,373.53	\$134,596.10	\$215,353.77	\$606,323.40
Totals		\$322,327.18	\$359,688.49	\$482,564.12	\$1,164,579.78

2.0 INTRODUCTION

Providence City has retained CRS Engineers to prepare an impact fee facility plan (IFFP) for roadway projects in Providence City. CRS developed a model to identify potential roadway deficiencies in the City and worked with City staff to identify priority projects needed in the next 5-10 years. The objective of the IFFP is to identify demands placed upon City facilities by future development and evaluate how these demands will be met by the City. The IFFP is also intended to outline the improvements which may be funded through impact fees.

Much of the analysis used in this IFFP come from the City's "Transportation Master Plan" and a recent "Traffic Model Report" completed by CRS Engineers. The City's transportation master plan can be found on the City's website and was last updated in February 2018.

Requirements for the preparation of an IFFP are outlined in Title 11, Chapter 36 of the Utah code (the Impact Fees Act). Under these requirements, an IFFP shall accomplish the following for each facility:

1. Identify the existing level of service
2. Establish a proposed level of service
3. Identify excess capacity to accommodate future growth
4. Identify demands placed upon existing public facilities by new development
5. Identify the means by which demands from new development will be met
6. Consider the following additional issues
 - a. Revenue sources to finance required system improvements
 - b. Necessity of improvements to maintain the proposed level of service
 - c. Need for facilities relative to planned locations of schools

This report has been prepared and organized to address each of these requirements.

3.0 EXISTING LEVEL OF SERVICE

Level of service (LOS) is defined in the Impact Fees Act as “the defined performance standard or unit of demand for each capital component of a public facility within a service area”. This section discusses the level of service being currently provided to existing users.

PERFORMANCE STANDARD

Each road in Providence City’s transportation network is classified based on its function. Providence City has identified the following four roadway types; Residential, Residential G.P., Commercial, and Major. These roadway cross sections are defined in the City’s “Standard Construction Drawings”. Most of Providence City roads are residential, which are considered “project improvements”. “Project improvements” are typically local roads serving a single development and are generally completed at the developer’s expense. In addition to “project improvements, the City has many roads that provide continuous routes through the City that will be referred to as “system improvements”. These roadways are generally more expensive than “project improvements” and typically serve multiple developments.

Traffic demand is measured by the volume of traffic that accesses a roadway. The maximum volume that a roadway can accommodate is its traffic capacity. The Highway Capacity Manual 2010 uses a combination of density, speed, and flow rate to determine level of service (LOS). The following table was developed based on a figure from the Highway Capacity Manual 2010 and will be used to determine the LOS for roadways in Providence. Capacities shown are based on a single lane of travel. For example, a roadway with a LOS C and a speed limit of 35 mph will have a capacity of 900 vehicles per hour per lane of traffic.

Table 3-1: Roadway Capacity LOS Standards						
Speed (mph)	Roadway Capacity (cars/hour/lane)					
	LOS A	LOS B	LOS C	LOS D	LOS E	LOS F
20	220	350	520	700	900	901+
25	270	470	670	880	1,150	1,151+
30	320	550	800	1,075	1,375	1,376+
35	370	620	900	1,220	1,590	1,591+
40	440	700	1,040	1,400	1,820	1,821+

DETERMINATION OF EXISTING LOS

CRS Engineers worked with Providence City to identify roadway segments in the City that were to be studied. Traffic counts were taken along segments of these roadways and a traffic model was developed. The speed limit was gathered for each section and the LOS was identified from the City’s traffic model. Traffic volumes vary based on direction, but to be conservative, roadways have been evaluated based on the lane of traffic having the highest volume. Table 3-2 presents the results of the traffic model along with the calculated LOS for different roadway segments in the City.

TABLE 3-2: EXISTING Roadway Capacity LOS

Road Name	Segment	Speed Limit (mph)	Peak Hour Volume (pc/hr/ln)	LOS
Gateway Drive	Golf Course Road to Spring Creek Parkway	30	575	C
Gateway Drive	100 North to Spring Creek Parkway	30	721	C
Gateway Drive	100 South to 100 North	30	73	A
Gateway Drive	300 South to 100 South	25	90	A
Gateway Drive	450 South to 300 South	25	82	A
200 West	100 South to 100 North	30	250	A
200 West	300 South to 100 South	30	269	A
200 West	450 South to 300 South	30	224	A
100 West	Providence City Limits to Spring Creek Parkway	30	230	A
100 West	Spring Creek Parkway to 280 North	30	218	A
100 West	280 North to 100 North	30	212	A
100 West	100 South to 100 North	25	36	A
300 East	Providence City Limits to Spring Creek Parkway	25	140	A
300 East	Spring Creek Parkway to 100 North	25	140	A
Spring Creek Parkway	Golf Course Road to Bluff Street	25	165	A
Spring Creek Parkway	100 West to 100 East	25	79	A
280 North	Bluff Street and 100 West	25	118	A
100 North	Highway 165 to Gateway Drive	30	816	D
100 North	Gateway Drive to 200 West	30	619	C
100 North	200 West to 100 West	25	414	B
100 North	100 West to 300 East	25	311	B
100 South	200 West to 400 West	25	22	A
100 South	200 West to 100 West	25	27	A
300 South	Highway 165 to 485 West	30	217	A
300 South	485 West to 200 West	30	239	A
300 South	200 West to 100 West	30	238	A
Center Street	350 East to Fox Ridge Drive	25	119	A

As can be seen in Table 3-2, most of the roads in Providence operate at LOS C or better. Therefore, the City's existing LOS is C. It should be noted that Westbound traffic on 100 North between Gateway Drive and Highway 165 is barely deficient today. This is the main entrance to the City, and is expected to have one of the highest volumes in the City.

4.0 PROPOSED LEVEL OF SERVICE

The proposed level of service is the performance standard used to evaluate system needs in the future. The Impact Fee Act indicates that the proposed level of service may:

1. Diminish or equal the existing level of service; or
2. Exceed the existing level of service if, independent of the use of impact fees, the City implements and maintains the means to increase the level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

DETERMINATION OF PROPOSED LOS

Providence City's intent regarding the proposed LOS is to maintain all roads at LOS C. This will be accomplished by making incremental improvements to the existing system as the demands within the system grow. With the level of development that the City anticipates this is an economical goal that will allow the City to grow, and provide adequate service to current and future residents.

5.0 EXCESS CAPACITY TO ACCOMMODATE FUTURE GROWTH

Projected future growth will be met through a combination of available excess capacity in existing facilities and construction of additional capacity in new facilities.

EXISTING TRAFFIC DEMAND AND EXCESS CAPACITY CALCULATIONS

Traffic in Providence City flows mostly Eastward or Westward, depending on the time of day. Traffic counts were taken along each roadway to identify the existing volume. Table 5-1 shows studied roadways in Providence City with the associated speed limit, existing volume, roadway capacity, and existing excess capacity. The speed limit, capacity, and volume of each roadway will vary for each segment of the roadway. Table 5-1 shows the highest volumes and the smallest excess capacity that was identified on any segment of the roadway.

TABLE 5-1: EXISTING INFRASTRUCTURE				
Road Name	Miles per Hour	Peak Hour Cars per Lane		
	Speed Limit	LOS C Capacity	Traffic Count (2017)	Excess Capacity
Gateway Drive	30	800	721	79
200 West	30	800	269	531
100 West	30	800	230	570
300 East	25	670	140	530
Spring Creek Parkway	25	670	165	505
280 North	25	670	118	552
100 North	30	800	816	0
100 South	25	670	27	643
300 South	30	800	239	561
Center Street	25	670	119	551

The City looks to utilize LOS C capacity versus existing traffic demands "excess capacity" to determine roadway improvements as outlined in the City's Master Plan and Traffic Model Report. It is important to remember that excess capacity can only be used in areas where there are traffic demands.

6.0 DEMANDS OF NEW DEVELOPMENT

The planning period used for this IFFP was 10-years. Table 6-1 lists the population projections for the City. The Census Bureau's Population Estimates were used for the 2016 population. The Governor's Office of Management and Budget projections were then used to project population into the future.

Table 6-1: Population Projections	
Year	Providence City Population Projection
2017	7,467
2027	9,964
2060	18,177

CONVERSION OF GROWTH AND DEVELOPMENT TO GROSS ACRES

The city has planned for growth according to different zoning types as outlined in the City's zoning maps. CRS worked with City staff to determine areas of the City that are most likely to develop in the next 10-Years. Table 6-2 shows the amount of land that is developed today along with future projections.

Table 6-2: Developed Land Projections	
Type	Gross Acreage
Existing Developed Area (Acres)	1455.4
Projected 10-Year Developed Area (Acres)	277.1
Beyond 10-Year Developed Area (Acres)	911.9
Total	2644.4

Table 6-2 shows that approximately 277 acres are proposed to be developed over the next 10 years. A combination of historic traffic patterns, average traffic demand for various land uses, and population projections were used to estimate future traffic volumes as outlined in the City's Traffic Model Report.

7.0 MEANS BY WHICH DEMANDS FROM NEW DEVELOPMENT WILL BE MET

To satisfy the requirements of state law, demand placed upon system facilities by future development was projected using the process outlined below.

1. **Existing Capacity**—The capacities of the existing facilities were evaluated using the City's traffic model.
2. **Existing Deficiencies**—Existing deficiencies were identified by comparing defined level of service against existing capacity.
3. **Future Demand**—The demand that future development will place on the system was estimated based on development projections as discussed in Section 6.0.
4. **Future Deficiencies**—Future deficiencies in the transportation network were identified based on the defined level of service.
5. **Recommended Improvements**—Needed transportation improvements were identified to resolve the future deficiencies.

TRANSPORTATION PLAN

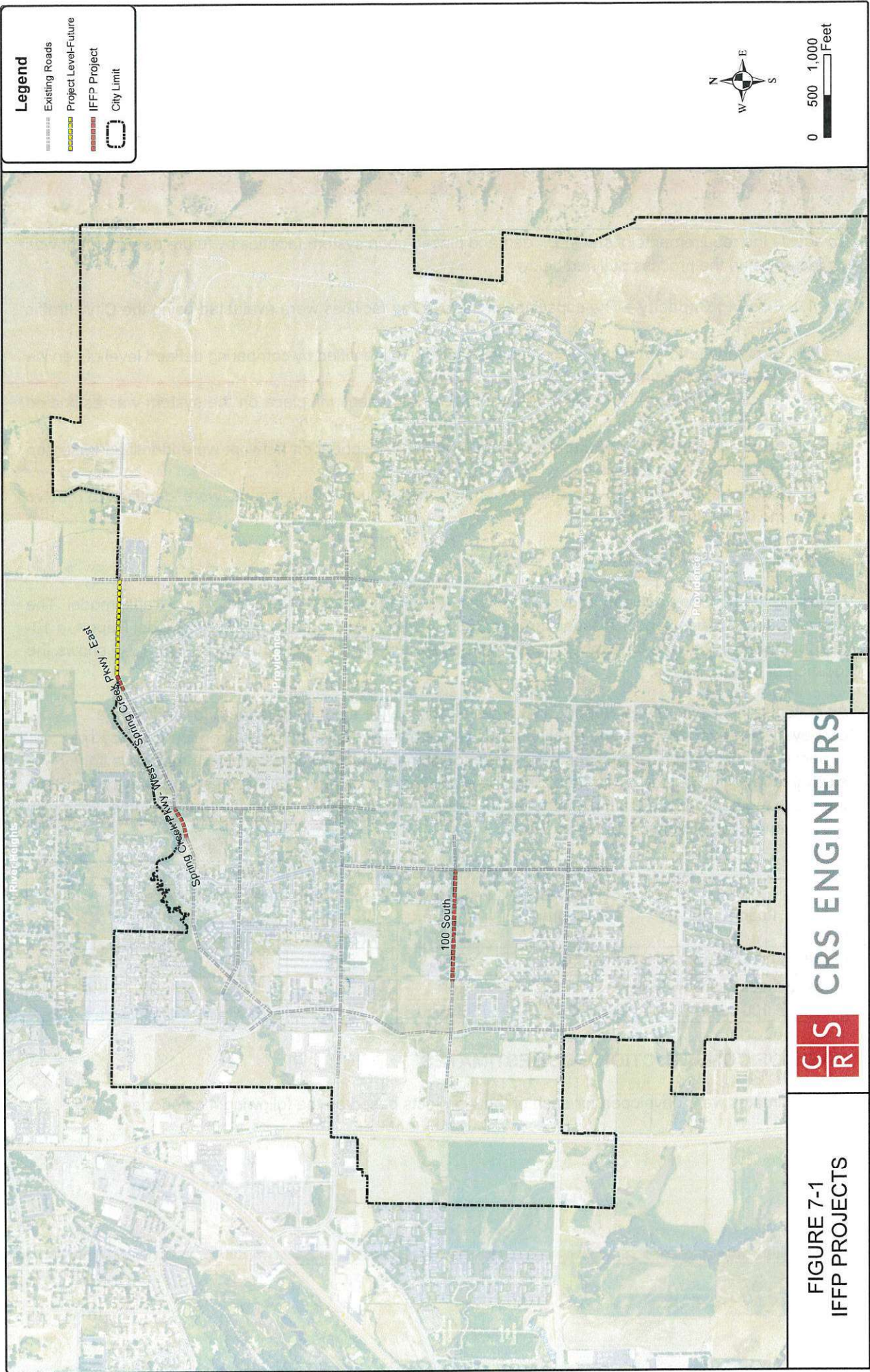
Following the methods outlined above, Providence City had CRS Engineers develop a traffic model. The traffic model identifies capacity issues through 2060. As described in the City's Traffic Model Report, a 10-year plan was developed to resolve capacity issues expected in the next 10-years. Figure 7-1 shows the location of these projects.

As stated in the Traffic Model Report, all 3 projects will provide a continuous route for traffic to be conveyed. However, there are no existing roads where traffic counts could be taken for the 3 roadway projects. For this reason, projections were made to estimate traffic volumes on these roadways if they existed today. This was done in order to compare existing versus future use of these roadways based on the same methods outlined in the Traffic model report. Table 7-1 summarizes the traffic volume along with the percent of total traffic projected by 2060.

TABLE 7-1: TRAFFIC VOLUME PROJECTIONS FOR 10-YEAR PROJECTS						
Road Name	Peak Hour Volume (2017)	Peak Hour Volume (2027)	Peak Hour Volume (2060)	Percent 2017 Volume	Percent 2027 Volume	Percent 2060 Volume
Spring Creek Parkway (West)	69	200	374	18.4%	35.1%	46.5%
Spring Creek Parkway (East)	19	169	332	5.7%	45.2%	49.1%
100 South	200	305	473	42.3%	22.2%	35.5%

BASIS OF CONSTRUCTION COST ESTIMATES

Cost Estimates were developed for each of the 4 projects based on the following 4 categories.



System Costs

System Costs reflect the cost of proposed infrastructure which is necessary due to development. These projects will be constructed by the City to serve multiple developments. The City will collect impact fees in order to cover these costs.

Existing Deficiencies

Existing Deficiencies are the costs to improve or repair existing infrastructure that is substandard. These improvements will be constructed or paid for by the City. Impact fees will not be used to fund these projects.

Project Costs

No project costs were included in this report.

State or Federal Funds

No State or Federal funds were identified in this process and have not been considered further. However, if the City identifies this type of funding opportunities in the future, the City should reevaluate the impact fee accordingly.

Cost estimates included in this report are based on the standard road sections as outlined in the City's standards. Using the functional classifications, costs were estimated for each project based on costs accrued on similar roadway projects completed by CRS. A summary of the projects and their costs is provided below for projects that are projected to be completed in the next 10-years. For an itemized estimate, see Appendix A.

TABLE 7-1: PROVIDENCE CITY CAPITAL IMPROVEMENT COSTS					
Project Description	Roadway Length (ft)	Percent Existing	Percent 10-Year	Percent Beyond 10 Years	Total Cost
Extend Spring Creek Pkwy from approximately 150 W to 100 W	380	\$49,297.05	\$93,592.95	\$124,314.30	\$267,204.30
Extend Spring Creek Pkwy across Spring Creek	200	\$16,656.59	\$131,499.43	\$142,896.05	\$291,052.08
Extend 100 S from approximately 400 W to 200 W	1,350	\$256,373.53	\$134,596.10	\$215,353.77	\$606,323.40
Totals		\$322,327.18	\$359,688.49	\$482,564.12	\$1,164,579.78

8.0 FUNDING PLANS AND REVENUE SOURCES

MANNER OF FINANCING (11-36A-302.2)

The City may use a combination of the following revenue sources to fund the projects identified in this IFFP.

Federal and State Grants and Donations

Impact fees are not allowed to be used to reimburse costs funded by federal grants or other funds that the City has received but is not required to repay. There are no known grant or other donations that the City is planning to use for any portion of the projects identified in this report.

Bonds

None of the costs contained in this IFFP include the cost of bonding. The cost of bonding required to finance impact fee eligible improvements identified in the IFFP may be added to the calculation of the impact fee. This will be considered in the impact fee analysis.

Interfund Loans

Because infrastructure must generally be built ahead of growth, there often arises situations in which projects must be funded ahead of expected impact fee revenues. In some cases, the solution to this issue will be bonding. In others, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project and will be reimbursed later as impact fees are received. Consideration of potential interfund loans will be included in the impact fee analysis and should also be considered in subsequent accounting of impact fee expenditures.

Impact Fees

It is recommended that impact fees be used to fund growth-related capital projects as they help to maintain the proposed level of service and prevent existing users from subsidizing the capital needs for new growth. Based on this IFFP, an impact fee analysis will be able to calculate a fair and legal fee that new growth should pay to fund the portion of the existing and new facilities that will benefit new development.

Developer Dedications and Exactions

Developer exactions are not the same as grants. Developer exactions may be considered in the inventory of current and future transportation infrastructure. If a developer constructs facility or dedicates land within the development, the value of the dedication is credited against that particular developer's impact fee liability.

If the value of the dedication/exaction is less than the development's impact fee liability, the developer will owe the balance of the liability to the City. If the value of the improvements dedicated is worth more than the development's impact fee liability, the City will reimburse the difference to the developer from impact fee revenues collected from other developments.

It should be emphasized that the concept of impact fee credits pertains to system level improvements only. For project level improvements (i.e. projects not identified in the IFFP), developers will be responsible for the construction of the improvements without credit against the impact fee.

No developer dedications are expected for transportation infrastructure.

NECESSITY OF IMPROVEMENTS TO MAINTAIN LEVEL OF SERVICE (11-36A-302.3)

Per State statute, impact fees cannot be used to correct deficiencies in the system and must be necessary to maintain the proposed level of service established for all users. Only those projects or portions of projects that are required to maintain the proposed level of service for future growth have been included in this IFFP. This will result in an equitable fee as future users will not be expected to fund any portion of the projects that will benefit existing residents.

SCHOOL RELATED INFRASTRUCTURE (11-36A-302.4)

As part of the noticing and data collection process for this plan, information was gathered regarding future school district and charter school development. Where the City is aware of the planned location of a school, required public facilities to serve the school have been included in the impact fee analysis.

NOTICING AND ADOPTION REQUIREMENTS (11-36A-502)

The Impact Fees Act requires that entities must publish a notice of intent to prepare or modify any IFFP. If an entity prepares an independent IFFP rather than include a capital facilities element in the general plan, the actual IFFP must be adopted by enactment. Before the IFFP can be adopted, a notice of the public hearing must be published in a local newspaper at least 10 days before the actual hearing. A copy of the proposed IFFP must be made available in each public library within the City during the 10-day noticing period for public review and inspection. Utah Code requires that the city must post a copy of the ordinance in at least three places. These places may include the City offices and the public libraries within the City's jurisdiction. Following the 10-day noticing period, a public hearing will be held, after which the city may adopt, amend and adopt, or reject the proposed IFFP.

9.0 IMPACT FEE CERTIFICATION

This report has been prepared in accordance with Utah Code Title 11 Chapter 36a (the "Impact Fees Act"), which prescribes the laws pertaining to Utah municipal capital facilities plans and impact fee analyses. The accuracy of this report relies upon the planning, engineering, and other source data, which was provided by the City and their designees.

In accordance with Utah Code Annotated, 11-36a-306(1), CRS Engineers makes the following certification:

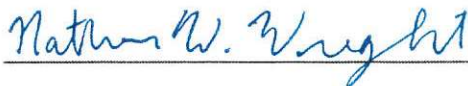
I certify that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
 - a. Allowed under the Impact Fees Act; and
 - b. Actually incurred; or
 - c. Projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. Does not include:
 - a. Costs of operation and maintenance of public facilities;
 - b. Cost of qualifying public facilities that will raise the level of service for the facilities, through impact fee, above the level of service that is supported by existing residents;
 - c. An expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and
3. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following caveats:

1. All the recommendations for implementations of the IFFP made in the IFFP or in the impact fee analysis are followed in their entirety by the City.
2. If all or a portion of the IFFP or impact fee analysis is modified or amended this certification is no longer valid.
3. All information provided in this preparation of this IFFP is assumed to be correct, complete and accurate. This includes information provided by the City and outside sources.

Dated: February 14, 2018



Nathan W. Wright, P.E.

APPENDIX A
PROVIDENCE CITY TRANSPORTATION IFFP PROJECTS
ESTIMATE OF PROBABLE COSTS



CRS ENGINEERS

ENGINEER'S OPINION OF PROBABLE COST

PROJECT NAME: Spring Creek Parkway - West Crossing DATE: 02-02-2018

PROJECT DESCRIPTION: Impact Fee Facilities Plan

CLIENT: Providence City

CLIENT PROJ. NO.: CRS PROJ. NO.: 17004.12

ITEM #	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE INSTALLED (2018 Dollars)	TOTAL
1	Mobilization	Lump Sum	LS	\$10,000.00	\$10,000.00
2	Saw Cut Asphalt & Removal	135	LF	\$4.50	\$607.50
3	Roadway Excavation	Lump Sum	LS	\$15,000.00	\$15,000.00
4	Granular Borrow	4500	CY	\$13.00	\$58,500.00
5	Road Base	255	CY	\$28.00	\$7,140.00
6	30" Concrete Culvert	150	LF	\$50.00	\$7,500.00
6	Concrete Curb & Gutter	700	LF	\$22.00	\$15,400.00
7	Concrete Sidewalk, 4" Thick	670	LF	\$22.00	\$14,740.00
8	ADA Accessible Ramps	2	Ea.	\$2,500.00	\$5,000.00
9	Adjust Utility Structure to Finish Grade	7	Ea.	\$1,600.00	\$11,200.00
10	Hot Mix Asphalt, 6" Thick	13,700	SF	\$2.20	\$30,140.00
11	Rip Rap	Lump Sum	LS	\$15,000.00	\$15,000.00
12	Clearing & Grubbing	Lump Sum	LS	\$3,000.00	\$3,000.00
13	SWPPP	Lump Sum	LS	\$5,000.00	\$5,000.00
14	Fencing	350	LF	\$12.00	\$4,200.00
15	10% Contingency	Lump Sum	LS	\$20,242.75	\$20,242.75
16	Engineering Design	Lump Sum	LS	\$26,720.43	\$26,720.43
17	Construction Management	Lump Sum	LS	\$17,813.62	\$17,813.62
* Right-of-way Acquisition Not Included					
				TOTAL (2018 Dollars)	\$267,204.30

CRS ENGINEERS, INC.

2 North Main, Providence, UT 84332

CRS

CRS ENGINEERS

ENGINEER'S OPINION OF PROBABLE COST

PROJECT NAME: Spring Creek Parkway - East Crossing

DATE: 02-02-2018

PROJECT DESCRIPTION: Impact Fee Facilities Plan

CLIENT: Providence City

CLIENT PROJ. NO.:		CRS PROJ. NO.: 17004.12			
ITEM #	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE INSTALLED (2018 Dollars)	TOTAL
1	Mobilization	Lump Sum	LS	\$10,000.00	\$10,000.00
2	Saw Cut Asphalt & Removal	40	LF	\$4.50	\$180.00
3	Roadway Excavation	Lump Sum	LS	\$10,000.00	\$10,000.00
4	Granular Borrow	1800	CY	\$13.00	\$23,400.00
5	Road Base	160	CY	\$28.00	\$4,480.00
6	Box Culvert	85	LF	\$900.00	\$76,500.00
6	Wing Walls	115	LF	\$120.00	\$13,800.00
7	Concrete Curb & Gutter	400	LF	\$22.00	\$8,800.00
8	Concrete Sidewalk, 4" Thick	412	LF	\$22.00	\$9,064.00
9	Adjust Utility Structure to Finish Grade	2	Ea.	\$1,600.00	\$3,200.00
10	Hot Mix Asphalt, 3" Thick	8,600	SF	\$2.20	\$18,920.00
11	Handrail	Lump Sum	LS	\$10,000.00	\$10,000.00
12	Clearing & Grubbing	Lump Sum	LS	\$5,000.00	\$5,000.00
13	Storm Drain & Catch Basins	Lump Sum	LS	\$5,000.00	\$5,000.00
14	8" Water Main	203	LF	\$50.00	\$10,150.00
15	Water Valves & Appertenances	Lump Sum	LS	\$7,000.00	\$7,000.00
16	SWPPP	Lump Sum	LS	\$5,000.00	\$5,000.00
17	10% Contingency	Lump Sum	LS	\$22,049.40	\$22,049.40
18	Engineering Design	Lump Sum	LS	\$29,105.21	\$29,105.21
19	Construction Management	Lump Sum	LS	\$19,403.47	\$19,403.47
	* Right-of-way Acquisition Not Included				
				Total (2018 Dollars)	\$291,052.08

CRS ENGINEERS, INC.

2 North Main, Providence, UT 84332



CRS ENGINEERS

ENGINEER'S OPINION OF PROBABLE COST

PROJECT NAME: 100 South Street

DATE: 02-02-2018

PROJECT DESCRIPTION: Impact Fee Facilities Plan

CLIENT: Providence City

CLIENT PROJ. NO.:

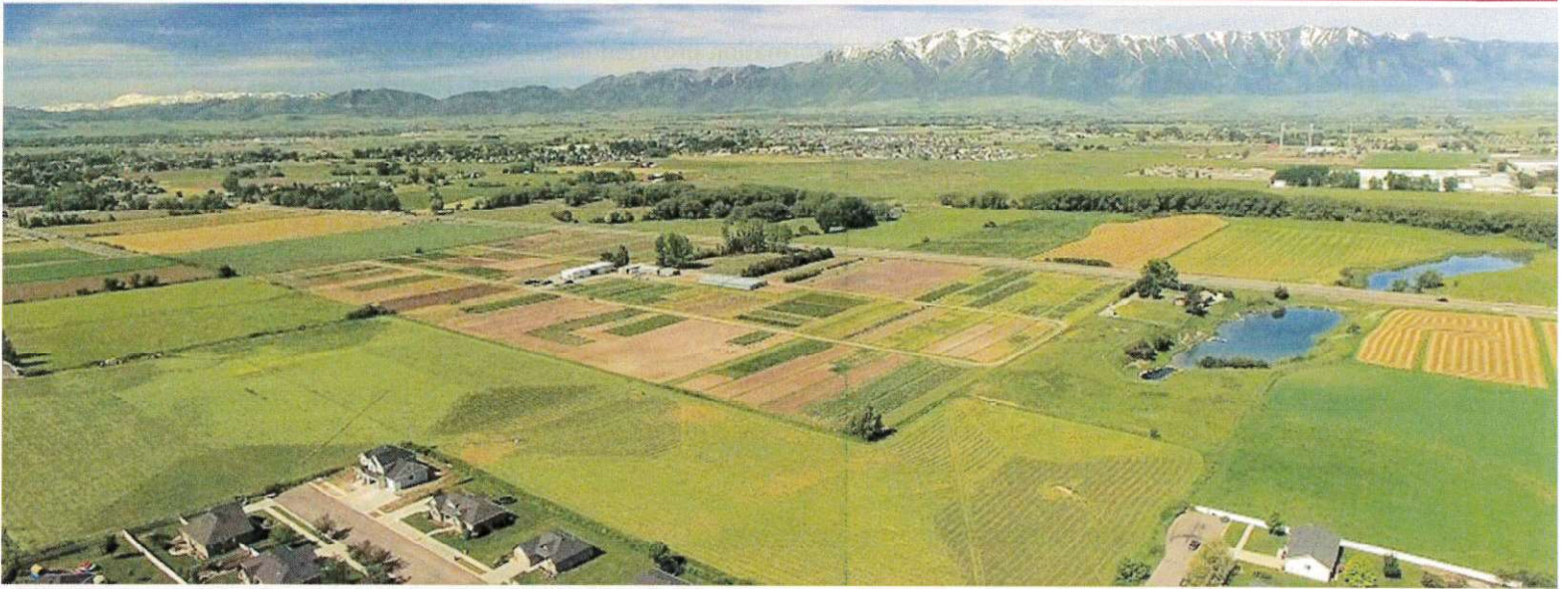
CRS PROJ. NO.: 17004.12

ITEM #	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE INSTALLED (2018 Dollars)	TOTAL
1	Mobilization	Lump Sum	LS	\$10,000.00	\$10,000.00
2	Saw Cut Asphalt & Removal	420	LF	\$4.50	\$1,890.00
3	Roadway Excavation	Lump Sum	LS	\$12,000.00	\$12,000.00
4	Granular Borrow	2250	CY	\$13.00	\$29,250.00
5	Road Base	907.5	CY	\$28.00	\$25,410.00
6	Concrete Curb & Gutter	2700	LF	\$22.00	\$59,400.00
7	5' Concrete Sidewalk, 4" Thick	2700	LF	\$22.00	\$59,400.00
8	Driveway Repair	12	Ea.	\$2,500.00	\$30,000.00
9	ADA Accessible Ramps	2	Ea.	\$2,500.00	\$5,000.00
10	Adjust Utility Structure to Finish Grade	6	Ea.	\$500.00	\$3,000.00
11	Hot Mix Asphalt, 6" Thick	49,950	SF	\$2.20	\$109,890.00
12	Clearing & Grubbing	Lump Sum	LS	\$6,000.00	\$6,000.00
13	Irrigation & Storm Drains	1500	LF	\$35.00	\$52,500.00
14	Irrigation & Storm Drain Boxes/Manholes	6	Ea.	\$1,200.00	\$7,200.00
15	Landscape Repair	Lump Sum	LS	\$15,000.00	\$15,000.00
16	SWPPP	Lump Sum	LS	\$5,000.00	\$5,000.00
17	Fencing	1730	LF	\$12.00	\$20,760.00
18	10% Contingency	Lump Sum	LS	\$45,270.00	\$45,270.00
19	Engineering Design	Lump Sum	LS	\$58,556.40	\$58,556.40
20	Construction Management	Lump Sum	LS	\$49,797.00	\$49,797.00
* Right-of-way Acquisition Not Included				Total (2018 Dollars)	\$606,323.40

CRS ENGINEERS, INC.

2 North Main, Providence, UT 84332

ZIONS PUBLIC FINANCE, INC.



Providence City Transportation Impact Fees DRAFT



Submitted by
Zions Public Finance, Inc.
September 2018

Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the City's Transportation Impact Fee Facilities Plan ("IFFP") dated February 14, 2018, prepared by CRS Engineers. The IFFP identifies only City-owned roadways as eligible for impact fees and does not include any County or State roads in the calculation of impact fees.

Projected Growth. The IFFP projects that the number of vehicular trips generated by new development in Providence ("City") is projected to grow by an estimated 930 PM peak hour trips between 2018 and 2028 – from 3,042 PM peak hour trips in 2018 to 3,972 trips in 2028. This growth will require the expansion of existing roads or development of new roads to maintain the existing levels of service.

Service Levels. The IFFP states that the current and acceptable level of service is LOS C for roadway segments (p. 2). The IFFP does not propose to increase the existing LOS for roadway segments, but simply to maintain the existing service level.

Service Areas. The City includes one roadway service area.

System Improvements. In terms of streets, only improvements to "collector" streets and "arterials" are considered "system improvements" and are eligible to be funded with impact fees. Local streets are considered "project improvements" and are not included in the calculation of impact fees.

Excess Capacity. The City's IFFP does not identify any roads that are classified as system improvements that have excess capacity.

New Construction. The City's IFFP identifies a total of three projects that are needed to address existing deficiencies or which are necessitated by new development. The total estimated cost of these projects is \$1,164,579.78. Those projects, or portions of projects, that are needed to address existing deficiencies are not impact fee eligible and are not included in the calculation of the Roadway Impact Fee.

TABLE 1: NEW IMPROVEMENTS AND COST

Improvements	Roadway Length (ft)	% Existing	% 10-Year	% Beyond 10 Years	Total
Extend Spring Creek Parkway from approximately 150 W to 100 W	380	\$49,297.05	\$93,592.95	\$124,314.30	\$267,204.30
Extend Spring Creek Parkway across Spring Creek	200	\$16,656.59	\$131,499.43	\$142,896.05	\$291,052.07
Extend 100 South from approximately 400 W to 200 W	1,350	\$256,373.53	\$134,596.10	\$215,353.77	\$606,323.40
TOTAL		\$322,327.17	\$359,688.48	\$482,564.12	\$1,164,579.77

Proportionate Share Analysis. A summary of the proportionate share analysis is as follows:

TABLE 2: PROPORTIONATE SHARE ANALYSIS – COST PER PM PEAK HOUR TRIP

Summary of Cost per Trip	Amount
New Construction Cost	\$386.76
Consultant Costs	\$24.31
Impact Fee Fund Balance Credit	(\$43.40)
Cost per PM Peak Hour Trip	\$367.67

The PM peak hour trip cost is \$367.67.

The City has no outstanding debt obligations and therefore no credits need to be made against the cost per trip.

The cost per PM peak hour trip is then applied to the number of average PM peak hour trips in various land use categories, as identified by the Institute of Transportation Engineers (ITE). Note that several categories, based on ITE standards, have some reductions for pass-by trips. In other words, some trips are part of a longer trip. For example, leaving home to go to work, but stopping to buy doughnuts on the way to work.

The City may choose to combine many of the categories listed by ITE to avoid large differences in fees charged to developments of different types. The following table shows groupings commonly used by cities and the maximum fee that may be charged for these categories.

TABLE 3: PROPORTIONATE SHARE ANALYSIS – COST PER UNIT

ITE Code	ITE Land Use	Unit	ITE Trip Rate	Pass-Thru	Maximum Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	0.85		\$312.52
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.73		\$268.40
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	0.26		\$95.59
152	Warehouse / Distribution Center	1000 Sq. Feet Gross Floor Area	0.12		\$44.12
210	Single-Family Detached Housing	Dwelling Unit	1.00		\$367.67
220	Multi-Family / Apartment (Greater than 4 units)	Dwelling Unit	0.62		\$227.96
230	Multi-Family / Condo. Townhouse	Dwelling Unit	0.52		\$191.19
240	Mobile Home / RV Park	Occupied Dwelling Unit	0.59		\$216.93
254	Assisted Living Center	Bed	0.22		\$80.89
310	Hotel	Room	0.60		\$220.60
444	Movie Theater < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80		\$1,397.15
445	Movie Theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91		\$1,805.27
492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.53		\$1,297.88
520	Elementary School	1000 Sq. Feet Gross Floor Area	1.21		\$444.88
522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	1.19		\$437.53
530	High School	1000 Sq. Feet Gross Floor Area	0.97		\$356.64
534	Private School (K-8)	Students	0.60		\$220.60
560	Church	1000 Sq. Feet Gross Floor Area	0.55		\$202.22
565	Day Care Center	1000 Sq. Feet Gross Floor Area	12.34		\$4,537.08
590	Library	1000 Sq. Feet Gross Floor Area	7.30		\$2,684.01
610	Hospital	1000 Sq. Feet Gross Floor Area	0.93		\$341.94
710	General Office Building	1000 Sq. Feet Gross Floor Area	1.49		\$547.83
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.57		\$1,312.59

ITE Code	ITE Land Use	Unit	ITE Trip Rate	Pass-Thru	Maximum Fee
770	Business Park	1000 Sq. Feet Gross Floor Area	1.26		\$463.27
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	4.49		\$1,650.85
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94		\$2,551.65
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.71	34%	\$900.28
826	Specialty Retail Center	1000 Sq. Feet Gross Leasable Area	2.71		\$996.39
841	Automobile Sales	1000 Sq. Feet Gross Floor Area	5.98		\$2,198.68
848	Tire Store	1000 Sq. Feet Gross Floor Area	4.15	28%	\$1,098.60
850	Supermarket	1000 Sq. Feet Gross Floor Area	9.48	36%	\$2,230.74
851	Convenience Market	1000 Sq. Feet Gross Floor Area	52.41	61%	\$7,515.18
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	24.30	47%	\$4,735.25
918	Hair Salon	1000 Sq. Feet Gross Floor Area	1.45		\$533.12
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	9.85	44%	\$2,028.08
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	26.15	43%	\$5,480.34
934	Restaurant with Drive Through Window	1000 Sq. Feet Gross Floor Area	32.65	50%	\$6,002.25
942	Auto Care Center	1000 Sq. Feet Gross Leasable Area	3.11		\$1,143.46
944	Gasoline/Service Station	Fueling Position	13.87	42%	\$2,957.78
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Leasable Area	97.47	56%	\$15,768.29
947	Self Service Car Wash	Wash Stall	5.54		\$2,036.90
948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12		\$5,191.53

If additional categories are desired, the City can use the ITE Trip Generation Manual, 10th ed., and multiply the total PM peak hour trips by any reduction for pass-by trips, by the total cost per PM peak hour trip (\$367.67).

Utah Code Legal Requirements

Utah law requires that communities prepare an Impact Fee Analysis (IFA) before enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFA. This IFA follows all legal requirements as outlined below. The City has retained Zions Public Finance Inc., a wholly-owned subsidiary of ZB, N.A. to prepare this Impact Fee Analysis in accordance with legal requirements.

Notice of Intent to Prepare Impact Fee Analysis

A local political subdivision must provide written notice of its intent to prepare an IFA before preparing the Plan (Utah Code §11-36a-503). This notice must be posted on the Utah Public Notice website. The City has complied with this noticing requirement.

Preparation of Impact Fee Analysis

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee analysis. (Utah Code 11-36a-304).

Section 11-36a-304 of the Utah Code outlines the requirements of an impact fee analysis as follows:

- (1) An impact fee analysis shall:

- (a) identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;
 - (b) identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility;
 - (c) demonstrate how the anticipated impacts described in Subsections (1)(a) and (b) are reasonably related to the anticipated development activity;
 - (d) estimate the proportionate share of:
 - (i) the costs for existing capacity that will be recouped; and
 - (ii) the costs of impacts on system improvements that are reasonably related to the new development activity; and
 - (e) identify how the impact fee was calculated.
- (2) In analyzing whether or not the proportionate share of the costs of public facilities are reasonably related to the new development activity, the local political subdivision or private entity, as the case may be, shall identify, if applicable:
- (a) the cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;
 - (b) the cost of system improvements for each public facility;
 - (c) other than impact fees, the manner of financing for each public facility, such as user charges, special assessments, bonded indebtedness, general taxes, or federal grants;
 - (d) the relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by such means as user charges, special assessments, or payment from the proceeds of general taxes;
 - (e) the relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;
 - (f) the extent to which the development activity is entitled to a credit against impact fees because the development activity will dedicate system improvements or public facilities that will offset the demand for system improvements, inside or outside the proposed development;
 - (g) extraordinary costs, if any, in servicing the newly-developed properties; and
 - (h) the time-price differential inherent in fair comparisons of amounts paid at different times.

Certification of Impact Fee Analysis

Utah Code states that an Impact Fee Analysis shall include a written certification from the person or entity that prepares the Impact Fee Analysis. This certification is included at the conclusion of this analysis.

Anticipated Impact on or Consumption of Any Existing Capacity of a Public Facility by the Anticipated Development Activity

Utah Code 11-36a-304(1)(a)

Projected Growth in PM Peak Hour Trips

PM peak hour trips are projected to grow by 930 trips by 2028.

TABLE 4: PM PEAK HOUR TRIP GROWTH

Description	PM Peak Hour Trips
PM Peak Hour Trips 2018	3,042
PM Peak Hour Trips 2028	3,972
PM Peak Hour Trip Growth, 2018-2028	930

Consumption of Existing Capacity

The IFFP does not identify any existing excess capacity.

Identify the Anticipated Impact on System Improvements Required by the Anticipated Development Activity to Maintain the Established Level of Service for Each Public Facility and Demonstrate How the Anticipated Impacts are Reasonably Related to the New Development Activity

Utah Code 11-36a-304(1)(b)(c)

New Construction

Based on information provided in the Transportation Impact Fee Facilities Plan, the City needs to plan for the construction of three new systemwide roadway projects, at a total cost of \$1,164,579.77. Of this total amount, \$359,688.48 is attributable to new development that will occur over the next 10 years.

TABLE 5: NEW IMPROVEMENTS AND COST

Improvements	Roadway Length (ft)	% Existing	% 10-Year	% Beyond 10 Years	Total
Extend Spring Creek Parkway from approximately 150 W to 100 W	380	\$49,297.05	\$93,592.95	\$124,314.30	\$267,204.30
Extend Spring Creek Parkway across Spring Creek	200	\$16,656.59	\$131,499.43	\$142,896.05	\$291,052.07
Extend 100 South from approximately 400 W to 200 W	1,350	\$256,373.53	\$134,596.10	\$215,353.77	\$606,323.40
TOTAL		\$322,327.17	\$359,688.48	\$482,564.12	\$1,164,579.77

The total cost of \$359,688.48 that is attributable to new development over the next 10 years must be shared proportionately between the additional PM peak hour trips projected in that time period. PM peak hour trip demand City-wide is projected to grow from 3,042 trips in 2018 to 3,972 trips in 2028 – an increase of 930 trips over the 10-year period. The increased volume and capacity impacts should be viewed as part of an overall system of roads.

Estimate the Proportionate Share of (i) the Costs for Existing Capacity That Will Be Recouped; and (ii) The Costs of Impacts on System Improvements That Are Reasonably Related to the New Development Activity; and Identify How the Impact Fee was Calculated

Utah Code 11-36a-304(1)(d)(e)

New Construction Cost Calculation

In order to maintain its LOS C, the City will need to construct additional facilities, as identified previously in this analysis and in the IFFP. Only those projects necessitated by new development have been included in the calculation of impact fees.

New construction costs are calculated as follows:

TABLE 6: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTION COSTS

New Construction	Amount
New Construction Cost, 2018-2028	\$359,688.48
PM Peak Hour Trip Growth, 2018-2028	930
Cost per PM Peak Hour Trip	\$386.76

Other Cost Calculations

Utah law allows for the cost of developing the Impact Fee Facility Plan and Impact Fee Analysis to be included in the calculation of impact fees. These costs are then shared proportionately among the additional trips generated between 2018 and 2028.

TABLE 7: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consulting Costs	Amount
CRS Engineers	\$16,106.00
ZPFI	\$6,500
PM Peak Hour Trip Growth, 2018-2028	930
Cost per PM Peak Hour Trip	\$24.31

Credits must be made for any funds remaining in the City's Transportation Impact Fee account, as these funds can be used to offset the costs associated with new growth and development in the City. As of August 2018, the City has a fund balance of \$40,359.27.

TABLE 8: PROPORTIONATE SHARE CALCULATION – IMPACT FEE FUND BALANCE CREDITS

Impact Fee Credits – Fund Balance	Amount
Fund Balance	\$40,359.27
PM Peak Hour Trip Growth, 2018-2028	930
Cost per PM Peak Hour Trip	(\$43.40)

Summary of Cost per Trip

TABLE 9: SUMMARY OF GROSS IMPACT FEE

Summary of Cost per PM Peak Hour Trip	Amount
New Construction Cost	\$386.76
Consultant Costs	\$24.31
Impact Fee Fund Balance Credit	(\$43.40)
Cost per PM Peak Hour Trip	\$367.67

Credits for Outstanding Debt

The City does not have any bonds outstanding for roadway improvements. Therefore, no credit needs to be made against the cost per trip.

Impact Fee Calculations

The cost per PM peak hour trip is multiplied by the number of PM peak hour trips per day, per development type, as developed by the Institute of Transportation Engineers (ITE), 10th edition. An additional consideration is that of primary and pass-by trips. Allowance for pass-by trips has also been considered as part of this analysis, as shown in the table below.

TABLE 10: SUMMARY OF MAXIMUM IMPACT FEES

ITE Code	ITE Land Use	Unit	ITE Trip Rate	Pass-Thru	Maximum Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	0.85		\$312.52
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.73		\$268.40
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	0.26		\$95.59
152	Warehouse / Distribution Center	1000 Sq. Feet Gross Floor Area	0.12		\$44.12
210	Single-Family Detached Housing	Dwelling Unit	1.00		\$367.67
220	Multi-Family / Apartment (Greater than 4 units)	Dwelling Unit	0.62		\$227.96
230	Multi-Family / Condo. Townhouse	Dwelling Unit	0.52		\$191.19
240	Mobile Home / RV Park	Occupied Dwelling Unit	0.59		\$216.93
254	Assisted Living Center	Bed	0.22		\$80.89
310	Hotel	Room	0.60		\$220.60
444	Movie Theater < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80		\$1,397.15
445	Movie Theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91		\$1,805.27
492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.53		\$1,297.88
520	Elementary School	1000 Sq. Feet Gross Floor Area	1.21		\$444.88
522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	1.19		\$437.53
530	High School	1000 Sq. Feet Gross Floor Area	0.97		\$356.64
534	Private School (K-8)	Students	0.60		\$220.60
560	Church	1000 Sq. Feet Gross Floor Area	0.55		\$202.22
565	Day Care Center	1000 Sq. Feet Gross Floor Area	12.34		\$4,537.08
590	Library	1000 Sq. Feet Gross Floor Area	7.30		\$2,684.01

ITE Code	ITE Land Use	Unit	ITE Trip Rate	Pass-Thru	Maximum Fee
610	Hospital	1000 Sq. Feet Gross Floor Area	0.93		\$341.94
710	General Office Building	1000 Sq. Feet Gross Floor Area	1.49		\$547.83
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.57		\$1,312.59
770	Business Park	1000 Sq. Feet Gross Floor Area	1.26		\$463.27
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	4.49		\$1,650.85
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94		\$2,551.65
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.71	34%	\$900.28
826	Specialty Retail Center	1000 Sq. Feet Gross Leasable Area	2.71		\$996.39
841	Automobile Sales	1000 Sq. Feet Gross Floor Area	5.98		\$2,198.68
848	Tire Store	1000 Sq. Feet Gross Floor Area	4.15	28%	\$1,098.60
850	Supermarket	1000 Sq. Feet Gross Floor Area	9.48	36%	\$2,230.74
851	Convenience Market	1000 Sq. Feet Gross Floor Area	52.41	61%	\$7,515.18
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	24.30	47%	\$4,735.25
918	Hair Salon	1000 Sq. Feet Gross Floor Area	1.45		\$533.12
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	9.85	44%	\$2,028.08
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	26.15	43%	\$5,480.34
934	Restaurant with Drive Through Window	1000 Sq. Feet Gross Floor Area	32.65	50%	\$6,002.25
942	Auto Care Center	1000 Sq. Feet Gross Leasable Area	3.11		\$1,143.46
944	Gasoline/Service Station	Fueling Position	13.87	42%	\$2,957.78
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Leasable Area	97.47	56%	\$15,768.29
947	Self Service Car Wash	Wash Stall	5.54		\$2,036.90
948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12		\$5,191.53

If additional categories are desired, the City can use the ITE Trip Generation Manual, 10th ed., and multiply the total PM peak hour trips by any reduction for pass-by trips and then multiply by the total cost per PM peak hour trip (\$367.67), as shown in the table above.

Certification

Zions Public Finance, Inc. certifies that the attached impact fee analysis:

1. Includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. Does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; or
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the



methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;

3. Offsets costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.