ORDINANCE 2024-10

AN ORDINANCE ENACTING TRANSPORTATION IMPACT FEES

WHEREAS, Pleasant View City amended its General Plan by adding the Transportation Master Street Plan;

WHEREAS, Pleasant View City adopted a Transportation Impact Fee Facilities Plan and along with the Impact Fee Analysis;

WHEREAS, Pleasant View City now wishes to adopt Transportation Impact Fees as outlined in the Impact Fee Analysis;

WHEREAS, The public hearing for the adoption of the impact fees were in accordance with Utah State Code Ann. 11-36a-504;

WHEREAS, Pleasant View City finds that such fees are in the best interest of the City and promotes the health, safety and general welfare of residents; and

NOW THEREFORE, Be it hereby ordained:

SECTION ONE: The Transportation Impact Fees are hereby adopted as stated in 'Appendix A' of the Transportation Impact Fee Analysis dated November 2023. See 'Exhibit A' attached.

SECTION TWO: This ordinance shall take effect immediately upon approval and posting.

DATED this 23rd day of April 2024.

PLEASANT VIEW CITY, UTAH

Leonard M. Call, Mayor

Attest:

Laurie Hellstrom, City Recorder

Posted this 24th day of April, 2024

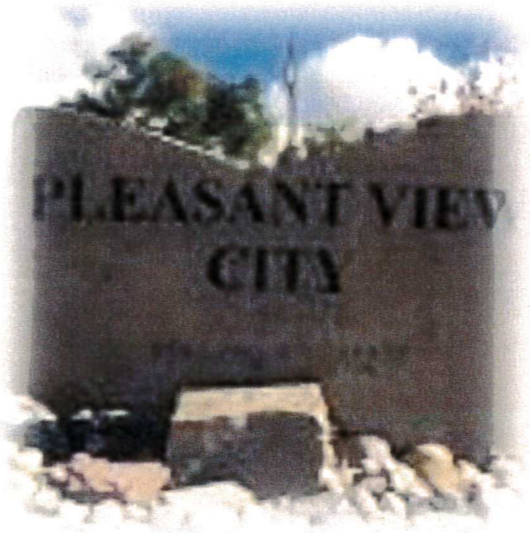
This ordinance has been approved by the following vote of the Pleasant View City Council:

CM Arrington	Yes
CM Gibson	Yes
CM Marriott	Yes
CM Nelsen	Absent
CM Urry	Yes

PLEASANT VIEW CITY INCORPORATED Seal WEBER COUNTY, UTAH

'Exhibit A'

Transportation Impact Fee Analysis



ZIONS PUBLIC FINANCE, INC.

November 2023

Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the Pleasant View Transportation Impact Fee Facilities Plan ("IFFP") dated December 2023 and prepared by Parametrix.

Projected Growth. The IFFP projects that new development in Pleasant View will grow by 24,433 average daily trips (ADTs) between 2023 and 2030 (IFFP, p. 1). This growth will require the construction of new transportation improvements in order to maintain the existing levels of service.

Service Levels. The IFFP states that the current level of service (LOS) is LOS C or better for all roadways (IFFP, p. 5) and that future roadway improvements are designed to uphold existing service levels and meet the demands of new development while maintaining a LOS C.

Service Areas. Pleasant View City ("City") includes one roadway service area that corresponds to existing City boundaries.

Excess Capacity. The IFFP Identifies two facilities with existing excess capacity that can partially offset some of the increased demand from new development. The capacity consumed by new development in the timeframe of this analysis is $533,918 of the actual cost incurred at the time of acquisition of the existing facilities.

New Construction. The IFFP identifies a total of 3 projects at a total cost of $15,122,888. However, new development is not responsible for the portion of these projects that are paid for through other sources, that will benefit existing development or that provide capacity for pass-through traffic. Therefore, the total cost attributable to new development between 2023 and 2030 is $1,199,812.

Other Costs. Other eligible costs include the cost of preparing the Transportation IFFP and IFA.

Credits for Projects that Benefit Existing Development. The IFFP states that none of the new construction projects are intended to cure existing deficiencies and therefore, no credits need to be made.

Credits for Outstanding Bonds. Pleasant View City does not currently have any outstanding bonds used to pay for roadway improvements and therefore no credits need to be made for outstanding bonds.

Credits for Impact Fee Fund Balance. Pleasant View City does not currently have any roadway impact fees and therefore has no impact fee fund balance that needs to be credited.

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

TABLE 1: PROPORTIONATE SHARE ANALYSIS

SUMMARY	Amount
Buy-in	$21.85
New Construction	$49.11
Consultant Costs	$0.51
Cost per ADT	**$71.47**

The cost per ADT is $71.47. The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of ADTs per development type. Table 2 below shows basic categories from the ITE manual, 11th edition for which the City can charge impact fees and illustrates how fees are calculated based on the number of trips generated by land use type and trips per unit. For a land use type that does not fit easily into the categories in Table 2, the City may choose, at its discretion, to refer to additional land use categories as found in the ITE manual, 11th edition or see Appendix A to this IFA.

TABLE 2: MAXIMUM TRANSPORTATION IMPACT FEES BY MAJOR CATEGORIES

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate	Maximum Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37	0%	1.69	$120
151	Mini-Warehouse	Storage Units (100s)	17.96	0%	8.98	$642
210	Single-Family Detached Housing	Dwelling Unit	9.43	0%	4.72	$337
215	Single-Family Attached Housing	Dwelling Unit	7.20	0%	3.60	$257
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74	0%	3.37	$241
240	Mobile Home Park	Occupied Dwelling Unit	7.12	0%	3.56	$254
310	Hotel	Room	7.99	0%	4.00	$286
445	Movie Theater	1000 Sq. Feet Gross Floor Area	78.09	0%	39.05	$2,791
520	Elementary School	Students	2.27	0%	1.14	$81
522	Middle School / Junior High School	Students	2.10	0%	1.05	$75
525	High School	Students	1.94	0%	0.97	$69
560	Church	1000 Sq. Feet Gross Floor Area	31.46	0%	15.73	$1,124
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77	0%	5.39	$385
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84	0%	5.42	$387
822	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	54.45	40%	16.34	$1,167

*The adjusted trip rate includes a 50 percent reduction in trips in order to align the ITE counts with the WFRC model which treat trip ends differently. It also includes a reduction for pass-by trips, based on data collected by ITE, that accounts for multiple stops between leaving and returning home.

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., 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 for the IFA by posting notice.

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)

Consumption of Existing Capacity

Development activity in Pleasant View is based on both residential and nonresidential growth. Growth projections are then used by the City's engineers as inputs in the WFRC Travel Demand Model to forecast trip generation. Growth projections are for an increase of 24,433 additional ADTs between 2023 and 2030.

The IFFP identifies 2 projects with existing excess capacity of which it estimates that $533,918 will be consumed by new development by 2030.

TABLE 3: PROJECTS WITH EXISTING EXCESS CAPACITY

Street	Limits		2023 Volume	2030 Volume	Actual Cost	2030 Buy-In Eligible Cost
	From	To				
4300 North	350 West	500 West	720	1,900	$627,886	$281.39
600 West	Pleasant View Drive	2700 North	4,100	6,900	$1,221,080	$2,227.13
		Total Buy-In			**$1,848,966**	**$533,918**

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)

In order to maintain a LOS C, Pleasant View's IFFP identifies a total of 3 roadway projects necessitated by new development. Total new construction costs will reach $15,122,888, of which $1,199,812 is attributable to new development. This amount excludes costs for pass-thru traffic.

TABLE 4: ROADWAY NEW CONSTRUCTION COSTS

Name	ID	Total Cost	Developer Requirement	% Pass-Thru Traffic	% Existing Deficiencies	% Attributable to 10-year Growth	Eligible Cost
Parkland Boulevard	1A	$5,673,140	$4,495,070	26%	0%	25%	$297,829
Skyline Drive	1B	$1,643,620	$1,302,310	28%	0%	23%	$77,454
Skyline Drive	1C	$7,806,128	$3,108,740	0%	0%	18%	$824,530
TOTAL		**$15,122,888**	**$8,906,120**				**$1,199,812**

The total cost of nearly $1.2 million attributable to new development between 2023 and 2030 for roadway improvements must be shared proportionately between the additional ADTs projected for that time period. ADTs citywide are projected to grow by 24,433 trips. While volume on some existing roads may actually decrease, volume will increase on new roads constructed. Therefore, the increased volume and capacity impacts need to 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)

The proportionate share analysis can legally include the proportionate share of any buy-in costs associated with the excess capacity in the existing system that will be consumed as a result of new development activity, as well as the proportionate share of new construction costs necessitated by new development.

Existing Excess Capacity Cost Calculation

TABLE 5: PROPORTIONATE SHARE CALCULATION – EXISTING EXCESS CAPACITY

Buy-In	Amount
Impact-Fee Eligible Cost	$533,918.00
Growth in ADTs, 2023-2030	24,433
Cost per ADT	**$21.85**

New Construction Cost Calculation

In order to maintain its LOS C, Pleasant View will need to construct additional facilities as identified previously in table 4. New construction costs per ADT are calculated as shown in Table 6.

TABLE 6: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COST

New Construction	Amount
New Construction in Planning Window - Roads	$1,199,812
Growth in ADTs, 2023-2030	24,433
Cost per ADT	**$49.11**

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 2023 and 2030.

TABLE 7: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consultant Costs	Amount
Parametrix	$8,479.80
Zions	$4,000
Total Consultant Costs	$12,480
Growth in ADTs, 2023-2030	24,433
Cost per ADT	**$0.51**

Pleasant View currently does not have any roadway impact fees and therefore no impact fee fund balance for which credits must be made.

Calculation of Credits

Credits need to be made for the portion of new projects that will benefit existing development (i.e., "deficiencies") or for outstanding bonds. The IFFP does not identify any projects that benefit new development and the City has no outstanding transportation bonds.

Summary of Impact Fees

TABLE 8: SUMMARY OF COST PER TRIP

SUMMARY	Amount
Buy-in	$21.85
New Construction	$49.11
Consultant Costs	$0.51
Cost per ADT	**$71.47**

The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of ADTs per development type. Table 9 below shows basic categories from the ITE manual, 11th edition for which the City can charge impact fees and illustrates how fees are calculated based on the number of trips generated by land use type and trips per unit. For a land use type that does not fit easily into the categories in Table 9, the City may choose, at its discretion, to refer to additional land use categories as found in the ITE manual, 11th edition many of which are included in Appendix A.

TABLE 9: SUMMARY OF MAXIMUM ALLOWABLE IMPACT FEES

ITE Code	Land Use	Unit	ITE Trips	Pass-By	Adjusted Trip Rate*	Maximum Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37	0%	1.69	$120
151	Mini-Warehouse	Storage Units (100s)	17.96	0%	8.98	$642
210	Single-Family Detached Housing	Dwelling Unit	9.43	0%	4.72	$337
215	Single-Family Attached Housing	Dwelling Unit	7.20	0%	3.60	$257
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74	0%	3.37	$241
240	Mobile Home Park	Occupied Dwelling Unit	7.12	0%	3.56	$254
310	Hotel	Room	7.99	0%	4.00	$286
445	Movie Theater	1000 Sq. Feet Gross Floor Area	78.09	0%	39.05	$2,791
520	Elementary School	Students	2.27	0%	1.14	$81
522	Middle School / Junior High School	Students	2.10	0%	1.05	$75
525	High School	Students	1.94	0%	0.97	$69
560	Church	1000 Sq. Feet Gross Floor Area	31.46	0%	15.73	$1,124
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77	0%	5.39	$385
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84	0%	5.42	$387
822	Retail Strip Mall	1000 Sq. Feet Gross Leasable Area	54.45	40%	16.34	$1,167

*The adjusted trip rate includes a 50 percent reduction in trips in order to align the ITE counts with the WFRC model which treat trip ends differently. It also includes a reduction for pass-by trips, based on data collected by ITE, that accounts for multiple stops between leaving and returning home.

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; or
    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;

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.

APPENDIX A

TABLE 10: MAXIMUM ALLOWABLE IMPACT FEES – EXTENDED CATEGORIES

ITE Code	ITE Land Use, 11th Edition	Unit	ITE Daily Trip Rate*	Pass-By	Adjusted Trip Rate	Maximum Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37		1.69	$120.43
140	Manufacturing	1000 Sq. Feet Gross Floor Area	4.75		2.38	$169.74
150	Warehousing	1000 Sq. Feet Gross Floor Area	1.71		0.86	$61.11
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	1.45		0.73	$51.82
151	Mini-Warehouse	Storage Units (100s)	17.96		8.98	$641.79
210	Single-Family Detached Housing	Dwelling Unit	9.43		4.72	$336.98
215	Single-Family Attached Housing (shared wall with adjoining unit)	Dwelling Unit	7.20		3.60	$257.29
220	Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Unit	6.74		3.37	$240.85
221	Multifamily Housing (Mid-Rise) - Not Close to Rail Transit 4-10 stories	Dwelling Unit	4.54		2.27	$162.24
240	Mobile Home Park	Occupied Dwelling Unit	7.12		3.56	$254.43
254	Assisted Living	Bed	2.60		1.30	$92.91
310	Hotel	Room	7.99		4.00	$285.52
445	Movie Theater	1000 Sq. Feet Gross Floor Area	78.09		39.05	$2,790.52
495	Recreational Community Center	1000 Sq. Feet Gross Floor Area	28.82		14.41	$1,029.87
520	Elementary School	Students	2.27		1.14	$81.12
522	Middle School / Junior High School	Students	2.10		1.05	$75.04
525	High School	Students	1.94		0.97	$69.33
530	Private School (K-8)	Students	4.11		2.06	$146.87
560	Church	1000 Sq. Feet Gross Floor Area	31.46		15.73	$1,124.21
565	Day Care Center	1000 Sq. Feet Gross Floor Area	47.62	44%	13.33	$952.94
590	Library	1000 Sq. Feet Gross Floor Area	72.05		36.03	$2,574.68
610	Hospital	1000 Sq. Feet Gross Floor Area	10.77		5.39	$384.86
640	Animal Hospital/Veterinary Clinic	1000 Sq. Feet Gross Floor Area	21.50		10.75	$768.30
710	General Office Building	1000 Sq. Feet Gross Floor Area	10.84		5.42	$387.36
720	Medical-Dental Office Building - Stand-Alone	1000 Sq. Feet Gross Floor Area	36.00		18.00	$1,286.45
770	Business Park	1000 Sq. Feet Gross Floor Area	12.44		6.22	$444.54
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	17.05		8.53	$609.28
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	68.10		34.05	$2,433.53
820	Shopping Center (>150k)	1000 Sq. Feet Gross Leasable Area	37.01	29%	13.14	$939.00
821	Shopping Plaza (40-150k) - Supermarket - Yes	1000 Sq. Feet Gross Leasable Area	94.49	40%	28.35	$2,025.94
821	Shopping Plaza (40-150k) - Supermarket - No	1000 Sq. Feet Gross Leasable Area	67.52	40%	20.26	$1,447.68
822	Strip Retail Plaza (<40k)	1000 Sq. Feet Gross Leasable Area	54.45	40%	16.34	$1,167.45

ITE Code	ITE Land Use, 11th Edition	Unit	ITE Daily Trip Rate*	Pass-By	Adjusted Trip Rate	Maximum Fee
840	Automobile Sales (New)	1000 Sq. Feet Gross Floor Area	27.84		13.92	$994.85
841	Automobile Sales (Used)	1000 Sq. Feet Gross Floor Area	27.06		13.53	$966.98
848	Tire Store	1000 Sq. Feet Gross Floor Area	27.69	25%	10.38	$742.12
850	Supermarket	1000 Sq. Feet Gross Floor Area	93.84	24%	35.66	$2,548.54
851	Convenience Market	1000 Sq. Feet Gross Floor Area	762.28	51%	186.76	$13,347.51
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	100.35	35%	32.61	$2,330.88
932	High-Turnover (Sit-Down) Restaurant	1000 Sq. Feet Gross Floor Area	107.20	43%	30.55	$2,183.53
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	450.49	55%	101.36	$7,244.15
934	Fast-Food Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	467.48	55%	105.18	$7,517.36
942	Automobile Care Center ***	1000 Sq. Feet Gross Floor Area	23.72		11.86	$847.63
944	Gasoline/Service Station	Vehicle Fueling Position	172.01	57%	36.98	$2,643.09
945	Convenience Store/Gas Station - GFA (2-4k)	Vehicle Fueling Position	265.12	56%	58.33	$4,168.55
945	Convenience Store/Gas Station - GFA (4-5.5k)	Vehicle Fueling Position	257.13	56%	56.57	$4,042.92
945	Convenience Store/Gas Station - GFA (5.5-10k)	Vehicle Fueling Position	345.75	56%	76.07	$5,436.32
947	Self Service Car Wash	Wash Stall	108.00	57%*	23.22	$1,659.52
949	Car Wash and Detail Center	Wash Stall	156.20	57%*	33.58	$2,400.15

*Data for pass-by trips was not available through the ITE Manual, 11th ed. These adjustments were made to align with gas stations.