

AMERICAN FORK CITY
COUNCIL MEETING MINUTES
AUGUST 21, 2014

WORK SESSION

ATTACHMENTS (2)

The purpose of City Work Sessions is to prepare the City Council for upcoming agenda items on future City Council Meetings. The Work Session is not an action item meeting. No one attending the meeting should rely on any discussion or any perceived consensus as action or authorization. These come only from the City Council Meeting.

The American Fork City Council met in a work session on Thursday, August 21, 2014, in the American Fork City Offices, 51 East Main Street, commencing at 3:30 p.m. Those present included Mayor James H. Hadfield and Councilmembers Carlton Bowen, Brad Frost, Rob Shelton, Clark Taylor, and *Jeff Shorter.

Staff present: Associate Planner Wendelin Knobloch
Cemetery Sexton Ray Garrett
City Administrator Craig Whitehead
City Attorney Kasey Wright
City Engineer Andy Spencer
City Planner Adam Olsen
City Recorder Richard Colborn
Code Compliance Officer Nestor Gallo
Parks & Recreation Director Derric Rykert
Planning Commission Chairman John Woffinden
Police Chief Lance Call
Public Works Director Dale Goodman
Mark Coddington

Also present: Matt Millis, Tenille Tingey, and two additional persons.

Mayor Hadfield asked the Council and the Staff that if there was any interest in attending the Utah League of Cities and Towns Fall Conference in Salt Lake from September 10-12 to let Laurel Allman know so arrangements can be made.

DISCUSSION REGARDING THE EXPANSION OF THE AMERICAN FORK CITY CEMETERY TO THE FILLY FIELD AND RELATED IMPROVEMENTS – Staff

Nestor Gallo provided a Power Point Presentation regarding the expansion of the American Fork City Cemetery. It is included in these minutes as **ATTACHMENT 1**. Several properties were looked at. They settled on the use of the Filly Field. Option A included the closing of 600 North Street. Option B included leaving 600 North open. Option B was the preferred option.

*Councilman Jeff Shorter arrived.

Councilman Shelton asked if the “double deep” option was only available for the suggested Robinson and Filly properties.

Mr. Gallo responded that was correct. The others were not suitable for “double deep” due to higher ground water.

Mayor Hadfield commented that they were no longer flood irrigating on the Bromley, Beck, and Brown parcel. With a subsurface drain and fill, it might now be a useable piece of ground.

Mr. Gallo commented that the neighbors were concerned about losing open space.

Mayor Hadfield responded that the City was opening up other open space with the use of Bamberger Park.

Councilman Taylor thought the concern of the neighbors was losing “their” open space.

Councilman Frost noted that it was really Dan Adams that brought the matching theme up between the existing Cemetery and the use of the Filly Field. He had some rocks of the same look as the existing cemetery wall.

Mayor Hadfield questioned the location of the material storage yard in the new area.

Nestor Gallo stated that the plan was to locate it there now, and then move it in the future.

Mayor Hadfield did not think they wanted to do the dirty work on the front porch, so to speak.

Councilman Frost explained that the materials storage yard would have an eight-foot high fence enclosure.

Ray Garrett explained that there were two other storage yard options that they were looking at.

Mr. Gallo added that they were looking at some neighboring property.

Councilman Frost added that this location was Plan C.

Mr. Gallo stated that it has been designed so that it felt and looked like a park. He discussed the costs. With regard to the costs, they would be looking for donations for some of the elements.

Mayor Hadfield said that costs should not be a consideration at this point in time. The Cemetery Committee would be working on funding.

Mr. Gallo asked for comments.

Councilman Taylor asked if there was still a moratorium on the purchase of cemetery lots.

Ray Garrett answered that there was a moratorium. There had to be a need in order to purchase a lot. Once this was approved, they would open it up.

Councilman Bowen asked how many lots were currently available.

Mr. Garrett responded that there were 427 lots currently available for sale. These were in the new area and were not available to be “double deep.” Other areas in the cemetery were available for “double deep.”

Councilman Taylor asked if they could say that “double deep” was mandatory.

Mr. Garrett expressed that they could.

Councilman Taylor noted that right now it was an option.

Mayor Hadfield explained that cemetery expansion had been an issue for over twenty years and many options had been looked at. It had been a plea of the Sexton and the Cemetery Committee over that period of time. He liked the idea of keeping some of the architecture meaning the rock wall to carry over to the new area. Keeping 600 North Street open was very wise and prudent for a number of reasons and the traffic calming presented would serve the City well. He asked about the Planning Commission’s recommendation

Adam Olsen reported that the Planning Commission gave a positive recommendation.

Mayor Hadfield asked if there were any questions.

Councilman Frost added that something that always had stuck with him when he was in fifth grade was when his class went to Anderson and Son Mortuary. Part of the things he has read recently said that the “City needed to get out of the dead people business,” and, “why are we doing something for the dead, the living use this ground.” When with that class Alan Anderson said that everything they did there was for the living. Nothing they did there was for the dead. If they could not find a respectful place for our dead in this City, it was a really sad day.

Councilman Frost continued that they had gone through a methodical process of trying to find alternatives that did not break the bank. This was half- million dollars to make this a useable cemetery for a final resting place for the future. The neat architecture and other things would come as people made donations.

Mayor Hadfield saw this as the first step out of many steps that need to be made and for the first time in 20 years the City had an opportunity to take a positive step.

Councilman Shelton asked if the site plan included the materials storage facility and if they purchased land elsewhere for it, would they have to redo that site plan.

Nestor Gallo said that there were a lot of good reasons to find another place for that. First is the eye sore that the Mayor referred to as it would be located near where the current shack was south of the Filly Field. Second is area that they lose for grave spaces. It was very possible that it could go somewhere else.

Ray Garrett added that if this was approved on Tuesday, with the help of Engineering, they would be able to stake out lots and prepare for sales within a week and they would be able to see an immediate dollar return.

Mayor Hadfield stated that he had some contacts that could help with the stonework.

Councilman Frost felt it was important to move forward noting that with Nestor Gallo and others that the City has saved at least \$60,000 in engineering work. They have detailed construction drawings. They needed to ask Public Works what portions of this that they could do in house. That would mainly be the demolition and hauling and building the road system.

Dale Goodman expressed Public Works' willingness to help.

Adam Olsen clarified that if the Council decided to approve the site plan without the materials storage area, it would not need to go back to the Planning Commission as that was the way the Planning Commission approved it.

Councilman Bowen wanted to know if there was any member of the public that was present to speak on this issue.

Mayor Hadfield would allow them to speak at Tuesday's City Council meeting but added that the time for public comment regarding site plans was at the Planning Commission.

DISCUSSION REGARDING MODIFICATIONS TO THE TRANSPORTATION IMPACT FEE AND THE ADDITION OF A STORM DRAIN IMPACT FEE – Staff

Representatives of Zion's Bank Public Finance Department Matthew Millis and Tenille Tingey were in attendance for this discussion on impact fees and provided information in a power point, Impact Fees Update 2014 – Storm and Roadways, which is included in these minutes as **ATTACHMENT 2.**

STORM WATER

Matt Millis turned time to Tenille Tingey for discussion on Storm Water Impact Fees.

Ms. Tingey explained that the City did not currently have an impact fee for storm water. It was proposed that the residential dwelling fee be based on 16¢ per impervious square foot with an average area of 3,400 square feet. The impact fee amount would be \$544.

Mayor Hadfield noted that each current resident paid a monthly storm water fee of \$6 and that he had been paying that fee for 18 years. He added that there were some developments like Marcy's Orchard that would be sending their storm water to some facility. A new resident would be receiving the benefit of what he had been paying on for 18 years. He was getting at what that new user impact was.

Ms. Tingey reported that they had looked at it City wide and the engineers determined that there was not a whole lot of City-wide capacity.

Mayor Hadfield asked if the \$544 would cover what the City would be doing over the next ten years.

Ms. Tingey answered that was correct.

Mayor Hadfield asked if that included and identified all of the shortcomings and all of the piping of ditches and installing of catch basins.

Andy Spencer responded that the only part that it would take care of was the part they could attribute to ten year growth. There was substantial deficiencies in the existing storm drain system that that would not touch. The \$544 was the portion of projects that they anticipated building in the ten-year window that they could attribute to growth. If it was desired that they go back and review the existing inventory, they could help with that.

Ms. Tingey commented that the projects did address deficiencies in the plan.

Craig Whitehead added that the existing monthly fee paid for the maintenance of the system.

Mr. Spencer made it clear that there was no buy in component in that calculation. They looked at it as a whole to the City.

Mayor Hadfield stated that the City did have infrastructure and there should be a buy in consideration.

Mr. Spencer responded that they would look at that.

Ms. Tingey reiterated that inefficiencies could not be a part of the impact fee. The projects were sized to meet a 100-year storm. Storm drain pipes, other than laterals, were to not be smaller than 18 inches in diameter. Laterals may be 15-inches. North of I-15 there were about 45,000 feet of pipe needed at a cost of \$15 million. About \$846,000 was growth related. South of I-15 about 62,000 feet of pipe were needed at a cost of about \$17 million. About \$5.4 million was growth related.

Mayor Hadfield expressed that one of the things impacting the storm drain fee was that there were many blocks where there was not curb and gutter on either side of the travel way. The water runs into a park space or someone's front yard.

Ms. Tingey stated that she brought some of the surrounding communities' fees in line with the 3400 square feet of impervious area and reported Storm Drain Fee Comps as referred to in **Slide 15 of Attachment 2**.

Councilman Bowen asked if the developer typically paid this fee or was it the new homeowner when the home was bought.

Ms. Tingey answered that it was paid at the time of building permit.

Mayor Hadfield commented that it was paid for by the developer but ultimately paid for by the homebuyer.

Councilman Bowen asked if there would be an impact to existing homeowners.

Mayor Hadfield responded that the existing homeowner paid the current six-dollar monthly fee on an average lot.

Ms. Tingey added that without an impact fee, the total cost would have to be included in the monthly fee and they would go way up.

Mayor Hadfield asked Andy Spencer to look and see if there was sufficient improvement to warrant an impact fee.

TRANSPORTATION

Matthew Millis first referred to **Slide 7**, Level of Service – Roads, noting that the City’s current level was at C. The City is planning for a level of Service D. The developer has an accusation that the City was trying to expand to a level beyond what the City had now.

Slides 8 & 9, Capital Projects – Roads, were discussed including upcoming projects.

Councilman Frost asked if the impact on existing roads were part of the equation.

Mr. Millis answered that they took the existing roadway network, the widths and the lengths, to come up with the total area of roadways. They then took the cost of asphalt in say 1993 dollars and came up with a total value. They were not double counting improvements by the developer. He referred to the top line in **Slide 10**, Capital Projects – Fee, that showed the Existing Roadway System Improvements (Buy in component). Proposed fees are also displayed on that slide. There were many ways to calculate impact fees.

Slide 11, Road Fee Comps, were discussed. There were many factors that went into calculating roadway impact fees.

Mayor Hadfield was comfortable with the proposed residential but not with the commercial.

Councilman Bowen asked if larger cities generally had higher or lower impact fees.

Mr. Millis did not know of a good answer. It could go either way. There were a lot of factors to be taken into consideration.

Nestor Gallo asked about the multifamily impact.

Mr. Millis responded that that one large development may require signalization of an intersection however; it would be very difficult to charge one development one fee with a traffic light and one fee without a traffic light. It needed to be added into the overall improvements.

Mr. Millis continued that they have calculated impact fees based on the true costs. Many times fees were softened or discounted based on a number of factors.

Councilman Frost commented that that seemed very random to him.

Mayor Hadfield explained that Provo City, for example, was very unique. They did a land mass study of their City and learned that 55 percent did not pay property taxes, those being the LDS Church, Brigham Young University, Missionary Training Center, IHC, county and state office buildings and facilities, and the school district. Some time ago they adopted a plan where there was a transportation utility fee that everybody paid.

Mayor Hadfield continued that in American Fork the number was 35 percent of the land mass that did not pay property taxes. Every City could be different. American Fork has not adopted a utility fee but were looking at impact fees.

Councilman Taylor expressed that this was a tough message for a community that was trying to be business friendly.

Mayor Hadfield agreed that was something to look at.

Mr. Millis, referring to Councilman Frost's comment, stated that some Cities' approach was that rather than to try and define very specific categories, they used general business categories. Pleasant Grove has adopted just a one broad commercial general use category.

Councilman Taylor expressed that was probably needed in their case because they were trying to attract business as their location was horrendous. It was off I-15 and not a quick access.

Mr. Millis commented that that very well could be the case.

Mayor Hadfield noted that American Fork had twelve categories and Pleasant Grove had six categories.

Councilman Shorter asked if a high impact fee was defensible.

Kasey Wright answered that theoretically if the numbers held up and the formulas were good then theoretically that was what the courts would look at and one could win. He thought the first thing they would do, however, would be to look at all of the neighboring fees to see if they were reasonable.

Councilman Taylor felt this was a big equation for the City to look at. He was already getting beat up all the time because American Fork's water rates were more expensive.

Councilman Shelton commented that the City always had the right to lower an impact fee.

Mr. Millis promoted that there were two ways to look at this. One, lower that cost per trip and that would lower it across the board for all uses proportionately. The other approach was to come up with a more averaged general commercial fee.

Mr. Wright commented that from his perspective the City was better off saying this was what it cost and now the City was discounting it. He felt that was easier to defend.

Mr. Millis did not know if discounting was the right word. You did not want to cut a lot of revenue for the sake of a couple of businesses. Average was better. Discounting he thought it said that it might be fair to one and unfair to another.

Andy Spencer interjected that what Pleasant Grove said was that they were going to have 10,000 new commercial trips on the road. Rather than putting those in 17 categories, they were just going to cut it even across the board. Here is your fee, evenly sliced.

Mr. Wright stated that as long as the City could justify that they were not overcharging. He understood that the City also did not want to lose revenue.

Mr. Millis suggested that they sit down with that direction and make sure there was agreement in that approach. He added that there was a provision in the City's impact fee ordinance that said that anyone was allowed to bring compelling documented evidence that their use was something lower and they would be pushed into a lower category. There was a remedy.

Councilman Bowen stated that they wanted to attract businesses and the City would want it lower.

Councilman Shelton commented that American Fork had a lot of momentum behind them and they should stay competitive while there was still growth in the City.

Councilman Frost suggested the need for balance.

Councilman Shelton asked that Mr. Millis come back and bring some proposed averages and how that would function.

Mr. Millis stated that he would also bring a synopsis of how other cities came up with their fees.

Mayor Hadfield asked Mr. Millis to do some further research on other communities along the Wasatch Front of equal size.

Councilman Bowen would like to see impact fees lower than our neighbors for both residential and businesses.

Mayor Hadfield thanked Mr. Millis for the information.

Councilman Bowen asked that the reason that Mr. Millis was providing these numbers was because if the City borrowed money in the future that bond would be secured by these impact fees.

Mr. Millis responded that this was his core area. He did not deal with the bonding side.

Mayor Hadfield explained that Zion's Bank Public Finance were specialists in determining impact fees. The City paid them a fee for their work.

Councilman Frost expressed that there was great balance here in American Fork and it was a valuable place to live. American Fork was the Hub.

ADJOURNMENT

The work session adjourned at 5:18 p.m.

A handwritten signature in cursive script, appearing to read "R. M. Colborn".

Richard M. Colborn
City Recorder

Cemetery Expansion and Memorial Garden Option B

Cemetery Division

August 21 2014



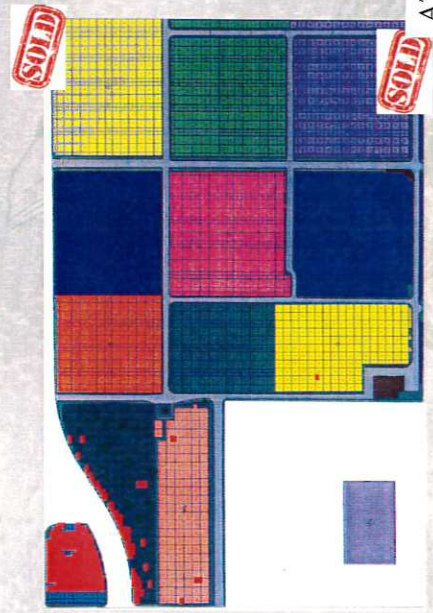
Topics

- Current conditions
- Cemetery expansion alternatives
- Public Comments
- Option B
- Opinion of Probable Cost
- Conclusions



Current Conditions

- Moratorium-less than 400 lots available
- At least 200 families on the waiting list



Beck/ Bromley/ Brown Parcel

- Property acquisition
- Road design and construction
- High groundwater table



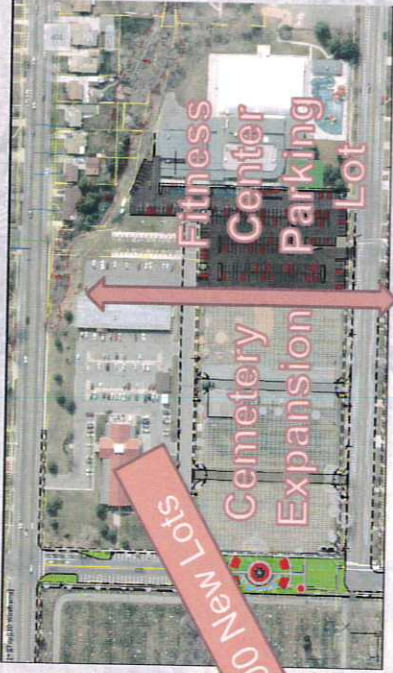
Robinson Parcel

- Property acquisition
- Road design and construction
- **New equipment storage building**



Pony and Filly Fields

- No Property acquisition
- No Road improvements
- No groundwater or drainage issues**



Proposed Improvements



Public Comments

- Concerns from residents
 - Short vs Long Term Solution
 - 600 North road closure
 - Losing open space
 - Fitness Center traffic circulation
 - Shelley Elementary School traffic circulation

Short vs Long Term Solution

- Number of burials per year
 - Low Range: 120 burials
 - High Range: 180 burials
- Total burials
 - Low Range: 29 years
 - High Range: 23 years
 - Average Number of Years: 26 years

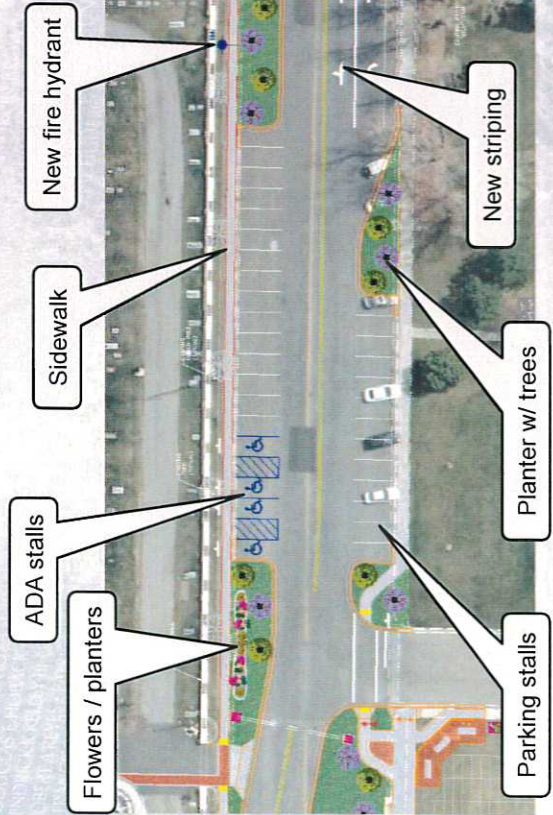
Double deep burials
7,000 parcels service
45 years service

Public Comments

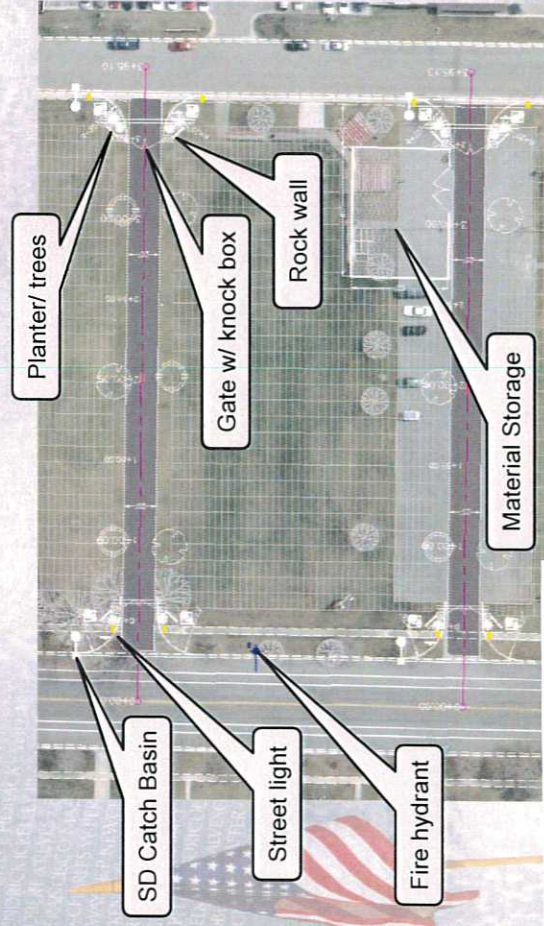
- Concerns from residents
 - Short vs Long Term Solution
 - 600 North road closure
 - Losing access to cemetery
 - Fire Department traffic circulation
 - Fire Department Elementary School traffic circulation

Option B

600 North and 100 East



Cemetery Access Roads



Memorial Center



Burial Directory



140 Ft Flag



Children Garden



Local Heroes



Memorial Center



Pavers



Benches



Water Feature

VOW Memorial

Cremation Garden

Memorial Center



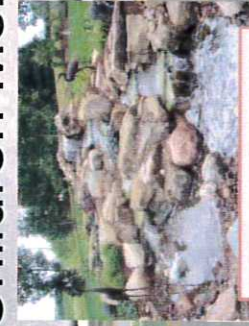
Arches



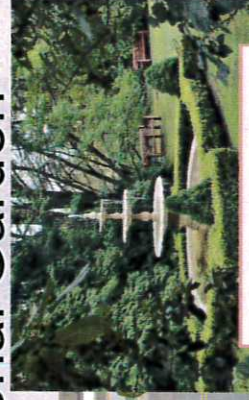
Gazebos



Lights



Water Feature



Water Fountain



Planters

Stone floor

Stamped concrete

Opinion of Probable Cost

Description	Construction Cost	Cost w/ in House Labor
Memorial Center (*)	\$ 193,000	\$ 157,000
600 North 100 East (*)	\$ 60,000	\$ 45,000
Northern Access Road (*)	\$ 109,000	\$ 62,000
Southern Access Road (*)	\$ 176,000	\$ 103,000
Flag Assembly Area	\$ 35,000	\$ 35,000
Children Garden Area	\$ 25,000	\$ 25,000
Cremation Niches	\$ 20,000	\$ 20,000
Water Feature	\$ 25,000	\$ 25,000
Entrance Arches	\$ 20,000	\$ 20,000
Subtotal	\$ 663,000	\$ 492,000

Note: (*) Includes a 15% contingency

Questions?

“Always on my mind;
Forever in my heart.”



For copies of this presentation, please, send an email to: ngallo@atcity.net or call Nestor Gallo, P.E. at (801) 404 7969

Conclusions

- There is an urgent need for future burial spaces for the citizens of American Fork City.
- The expansion of the cemetery to the South is the least expensive and more efficient option.
- Option B is a proposal that addresses most of the resident’s concerns.
- The Cemetery Expansion will provide services to local residents for the next 25 to 45 years.

IMPACT FEES UPDATE 2014

STORM AND ROADWAYS

AMERICAN FORK
SEPTEMBER 4, 2014

2

APPROACH

- STAKEHOLDER PARTICIPATION PROCESS
- CURRENT AF IMPACT FEE COMPARED WITH PROPOSED FEES
- IMPACT FEE ANALYSIS (IFA) – 10 YR
 - FINANCING ANALYSIS
- CHANGES TO IMPACT FEE METHODOLOGY
 - DEMAND
- LEVEL OF SERVICE
- INPUT AND DISCUSSION

ZIONS BANK Z.B. PUBLIC FINANCE

STAKEHOLDER PARTICIPATION

- August 5th– Developer Informational Meeting
- August 15 – Commence Public Hearing Noticing Period
 - Drafts of the IFFP, IFA, and proposed ordinance placed in City offices and library
 - Electronic copies to be placed on the City's website
- August 26 – Public Hearing and possible adoption of the ordinance

3

ZIONS BANK Z.B. PUBLIC FINANCE

CURRENT/ PROPOSED IMPACT FEES

	Transportation	Storm Drain*
American Fork Current (Residential Dwellings)	\$ 1,348.39	N/A
American Fork Proposed (Residential Dwellings)	2,143.56	\$ 544

* Based on \$0.16 Per Impervious Square Foot for 3,400 Sf

4

ATTACHMENT 2 TO THE 08-21-14
CC WS MINUTES – PAGE 1 OF 4

IMPACT FEE METHODOLOGY

- Impact fee calculation based on future capital projects – limited to a six to ten year horizon
 - As done in the past, no repair and replacement projects included – only growth related projects or portions of projects are included.
- Careful review of assets:
 - Historic costs included for buy-in capacity
 - As before, no project improvements considered
- Only City funded or exacted system improvements may be included
 - Example: park land acquired through density credits is not included

5

IMPACT FEES ANALYSIS

- Review of Demand
- Review of Capital Facilities needed to Meet Demand within 10 Year Timeframe
- Proportionate Share Analysis
 - Buy-in Capacity and Cost
 - Uses Historic Cost Basis
 - New Construction
 - Uses Current Costs
 - An inflationary component is included for future projects based on a 10 year Bureau of Labor Statistics average.

6

LEVEL OF SERVICE - ROADS

- Levels of Service:
- Traffic levels of service are based upon the level of congestion and delay in the movement of traffic at peak PM periods
 - A standard of "C" or "D" is considered acceptable for an urban area such as American Fork
 - City currently maintains a level of service C
 - IFFP projects plan for a level of service D
 - Impact fees reflect a reduction in level of service rather than the continuation of the current standard

Roadway/Infrastructure Category	Historical LOS	2023 LOS	2040 LOS
System Streets	C	D	D
Local Streets	C	C	C

7

CAPITAL PROJECTS - ROADS

- Using projects within the ten year construction horizon
- All existing assets prices discounted to 1993 dollars and separated by project and system improvements
- Cost of first 60' of roadway removed as it is assumed to be developer funded
- Cost of two future financings are considered (4.5% coupon)
- Excluding UDOT projects and grant funding

8

CAPITAL PROJECTS - ROADS

Project	roadway / Location	Total Project Cost	Average Construction Year Cost	% to Ten Year Growth	Amount to Ten Year Growth
Upgrades to Major Collector (2 to 3 Lanes)	1120 North	\$12,250,000	\$4,788,833	6%	\$1,200,882.76
Intersection Improvement	900 West & Chestland Dr	\$2,345,000	\$2,706,897	70%	\$1,886,547.94
New Major Collector (3 Lanes)	700 North	\$1,175,000	\$2,617,910	69%	\$2,350,300.32
Widen to Arterial (5 Lanes)	500 West	\$3,360,000	\$4,048,801	59%	\$2,336,008.87
Widen to Arterial (5 Lanes)	500 East	\$3,062,000	\$3,726,786	36%	\$1,348,741.49
Extension of Minor Collector (2 Lanes) with New Railroad Crossing	500 West	\$2,082,000	\$2,448,168	60%	\$2,347,189.06
Intersection Improvement	700 North & 530 East	\$705,000	\$849,738	49%	\$417,648.96
Upgrades to Major Collector (2 to 3 Lanes)	700 North	\$7,498,000	\$8,007,350	52%	\$4,742,998.38
Widen to Minor Collector (2 Lanes)	1100 North	\$2,950,000	\$3,004,361	31%	\$603,862.06
New Minor Collector (2 Lanes)	1150 East	\$3,765,000	\$4,450,916	69%	\$3,145,485.96
Intersection Improvement	200 East & Main St / State St	\$705,000	\$849,738	49%	\$417,648.96
New Arterial (5 Lanes)	600 South	\$6,342,000	\$11,258,007	63%	\$6,303,967.11
Widen to Arterial (5 Lanes)	600 South	\$1,248,000	\$1,263,419	76%	\$1,142,041.94
New Major Collector (3 Lanes)	Park Dr	\$18,088,000	\$19,906,326	67%	\$13,133,962.25
Total Cost		\$88,085,000	\$80,338,200	60%	\$47,956,465

Source: Information Systems/Engineering / Parsons Brinckerhoff
 *When a project is not fully funded, the remaining amount is assumed to be funded over 10 years (reducing the annual cost to zero)
 **To be used for capital budgeting purposes. This amount is for construction purposes and does not include the cost of the roadway infrastructure.

- Approximately 60% of the total ten year capital projects are included in the impact fee (\$48M of \$80.3M)

CAPITAL PROJECTS - FEE

Component	Ten Year Growth in FMI/ Peak Hour Trips	Cost	Cost Per Trip
Existing Roadway System Improvements (Pay in Component)	20,273	\$7,755,090	\$382.43
Ten Year Roadway System Improvements	20,273	\$47,995,495	\$2,367.46
Ten Year Growth's Share of the Cost of Anticipated Debt Financing*	20,273	\$14,314,523	\$706.09
Total		\$70,065,108	\$3,455.98

* This is the cost of issuing public bonds, multiplied by the % to Ten Year Growth

- Single Family Home: \$2,143 per Unit
- Multi-Family, 4 Units or less: \$1,092 per Unit
- Multi-Family, > 4 Units: \$1,341
- Non-Residential impact fees determined based upon occupancy and ITE trip generation data

ROAD FEE COMPS

Residential Impact Fees	Non Residential
Saraboga Springs \$ 2,500	Saraboga Springs 2,500
American Fork Current 1,348	American Fork Current* 12,541
American Fork Proposed 1,435	American Fork Proposed 34,655
Lehi 1,564	Lehi 988
Pleasant Grove 1,131	Pleasant Grove 4,632
Syracuse 986	Syracuse 2,328
Provo 3,577	Provo-Fast Food 2,622
West Jordan 764	West Jordan 4,163
Riverton 1,447	Riverton-Convenience Market 14,184
Draper 2,050	Riverton-Fast Food 11,741
Draper Traverse Mtn	Draper 4,848
Average \$ 1,722	Draper Traverse Mtn 6,870
	Average \$ 8,508
Spanish Fork no fee assessed	*Based on Restaurant with Drive Through Category
Mapleton no fee assessed	Spanish Fork no fee assessed
	Mapleton no fee assessed

LEVEL OF SERVICE - STORM

- Levels of Service:
 - Storm Drain: Fee assessed per impervious surface square feet
 - Projects based on the following criteria:
 - Storm Drain Pipelines – Storm drain pipelines are not allowed to surcharge to within two feet from the ground surface during the 4 percent annual chance (25-year) design Storm drain pipes (other than laterals) are also not to be smaller than 18 inches in diameter. Storm drain laterals may be 15-inches. To qualify as a lateral, a storm drain pipe must be connected to inlet box, be generally perpendicular to the overall direction of storm drain flow, and be less than 100 feet.
 - Open Channels – in general, large open channels (such as Mitchell's Hollow, the Meadow's Wetland, Spring Creek, or the American Fork River) should have at least two feet of freeboard during the 100-year storm event. Open channels should also have protective lining. If velocities are less than 4 ft per second (ft/s), the channel may be grass lined.
 - Detention/Retention Basins – Detention/retention facilities need to have capacity for the 100-year storm, with at least one foot of freeboard, and have an emergency overflow that directs water away from private property. Retention is only allowed in areas outside the City's designated sensitive lands area.

CAPITAL PROJECTS - STORM

Projects	Construction Year Cost	% to 10 Year Growth	Cost to Ten Year Growth
	North of I-15		
45,375 Feet of Pipe	15,450,634	5%	846,804
	South of I-15		
62,021 Feet of Pipe	17,678,972	31%	5,392,086
Total	\$ 33,129,606	19%	\$ 6,238,890

STORM DRAIN FEE

IFPP Projects	Cost	% Impact Fee Qualifying	Impact Fee Qualifying Cost	ERUs to be Saved	Cost per Acre
Buy In - Existing Assets	33,129,606	19%	6,238,890	887	6,955
Subtotal	33,129,606	0%	-	-	-
Total Impact Fee Per Acre (43,560 Sq Feet)		19%	6,238,890		6,955
Fee per Impervious Square Foot					\$ 0.16

STORM DRAIN FEE COMPS

Residential Impact Fees		Non Residential	
Saraboga Springs (Per Unit)	559	Saraboga Springs*	559
American Fork Current	NA	American Fork Current	NA
American Fork Proposed**	544	American Fork Proposed**	6,955
Lehi*	325	Lehi**	1,300
Pleasant Grove**	212	Pleasant Grove**	2,713
Provo (Per Unit)	890	Provo**	12,197
West Jordan**	474	West Jordan**	19,128
Riverton**	938	Riverton**	12,015
Draper (Corner Canyon Basin, Per Unit)	1,215	Draper (Corner Canyon Basin)**	3,312

*Per Acre (.25 Acre minimum)

**Based on 3,400 Sq Ft Impervious Per Acre

INPUT & DISCUSSION

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