

## 6. ACTIVE TRANSPORTATION RECOMMENDATIONS

Pleasant View has a rich set of assets that—given proper investment—can contribute to it becoming a community renowned for its AT opportunities. The foothills which define the area provide rich outdoor recreation and open space facilities near to town. A system of parks and recreation facilities form a unique and diverse set of activity options that could appeal to any user.

Pleasant View lacks a network of AT facilities that connect all areas of the community. Segments of paved pathways currently exist but will need to be linked to achieve the stated desire to establish corridors throughout the community. The proposed Bonneville Shoreline Trail extension could establish a northern recreational corridor that could become a regional amenity.

The following sections detail the facility types and improvements needed in order to address the AT findings, needs, and gaps identified in the existing conditions analysis and those priorities communicated to the team through public engagement. The final proposed network has been broken down into individual projects and prioritized into three phases aligned with vehicle network improvements in the Capital Facilities Plan.

### 6.1 Active Transportation Network

Figure 37 below shows the proposed facilities by type to complete Pleasant View's AT network. The development of this network was informed by existing conditions, identified needs, public engagement and collaboration between the consultant team and city staff.

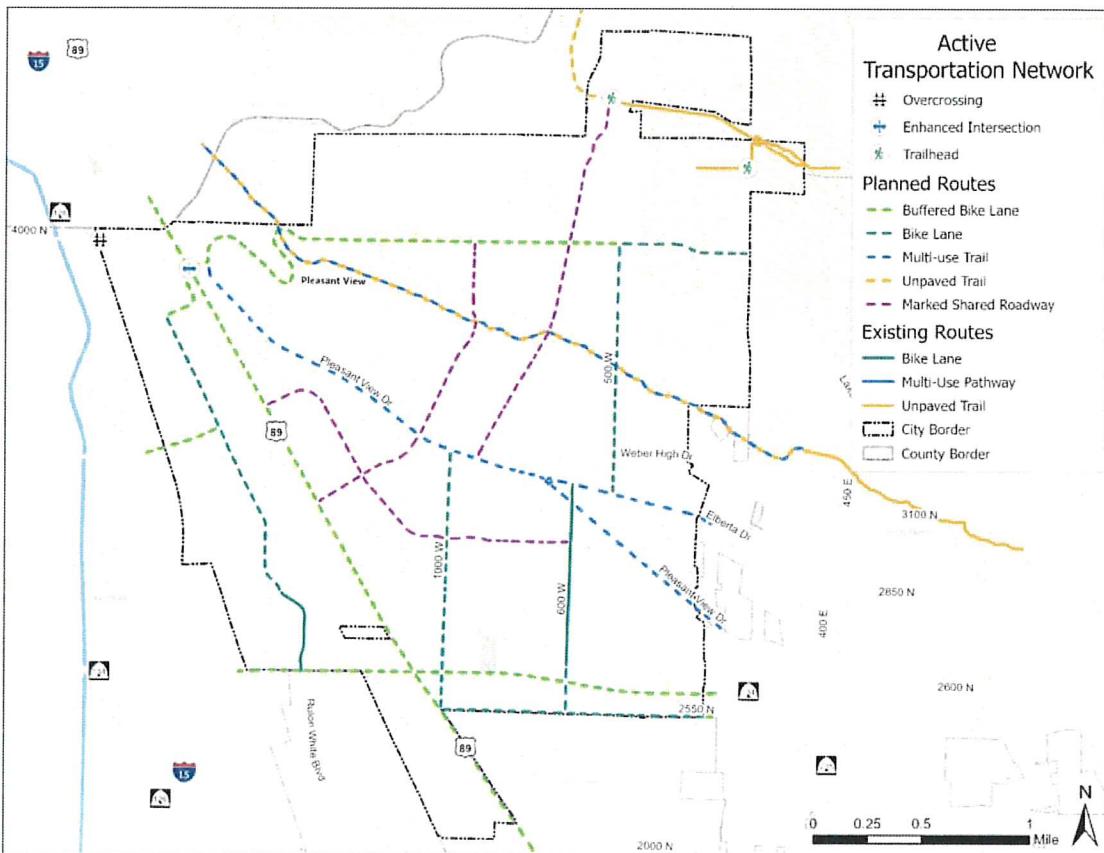


Figure 37 – Planned Active Transportation Network

## 6.1.1 Active Transportation Facility Types

### 6.1.1.1 Multi-Use Trail

Paved multi-use pathways provide safe and low stress AT and recreational opportunities. At 10 feet wide, these facilities are physically separated from motor vehicle traffic and can be adjacent to a roadway, railroad, or canal right-of-way, or follow their own right-of-way. Figure 38 shows a sample cross-section of this facility type.

#### Canal Trail

The canal trail is an existing and popular amenity, providing a great east-west facility through the entire community.

Paving of the trail would increase its accessibility to all users.

Coordination on this effort with the county and neighboring communities will be important to expand the effort and create a regional amenity.

#### Pleasant View Drive

The Pleasant View Drive trail would provide another great low-stress facility through town. Sections of trail exist along this corridor, but they are narrow and inconsistent. Additionally, Pleasant View Drive is designated as part of USBR 77. The USBR system is a national network of routes that connect urban and rural communities via signed roads and trails. USBR 77 connects from the Idaho State line down to USBR 70, and ultimately connecting to Arizona via Route 79. The designation of these routes as USRS identifies them as priorities for UDOT as bicycle facilities.

#### Elberta Drive

The Elberta Drive section of trail continues the Pleasant View Drive corridor, creating the northern tine of a fork east of the roundabout.

### 6.1.1.2 Buffered Bike Lane

Buffered bike lanes provide a good on-street option for high volume streets. The 6-foot lane includes a 3-foot buffer between the bike lane and the auto lane. Planned buffered bike lanes include Skyline Drive, U.S. 89, and 2700 North. Figure 39 shows a sample cross-section of this facility type.

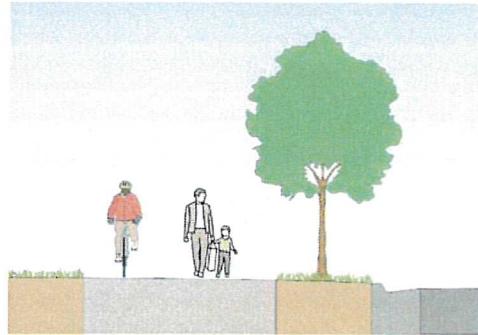


Figure 38 – Multi-Use Trail

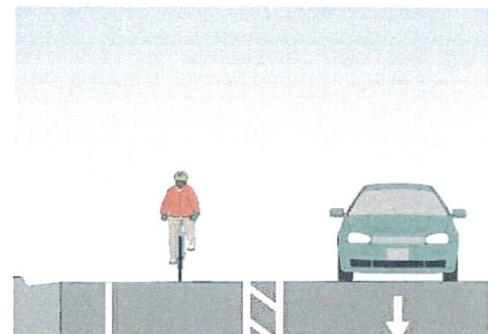


Figure 39 – Buffered Bike Lane

#### 6.1.1.3 Bike Lane

Planned bike lanes are 6 feet wide with a 3.5-foot shoulder. These lanes provide good connectivity and comfortable riding along lower volume collectors throughout the city. Planned bike lanes include Parkland Boulevard, 1000 West, 600 West, 500 West, and 2550 North. Figure 40 shows a sample cross-section of this facility type.

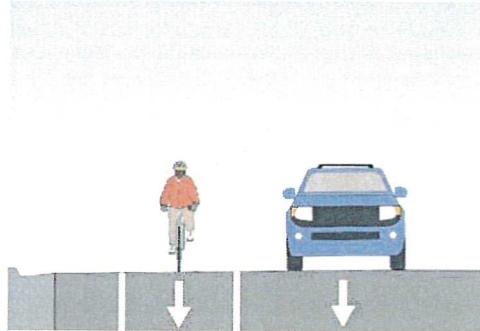


Figure 40 – Bike Lane

#### 6.1.1.4 Marked Shared Roadway

Marked Shared Roadways designate roadways with a shared priority for pedestrians, bicycles, and vehicles. These corridors are low-volume and mostly residential. Designated Rural Shared Roadways will incorporate pavement markings and signage highlighting the presence of pedestrians and bicyclists within the roadway. Additionally, these corridors will incorporate enhanced and high-visibility crossings at intersections with collector and arterial roadways. Planned marked shared roadways include: 1100 West, 900 West, and Mountain Orchard Drive. Figure 41 shows a sample cross-section of this facility type.

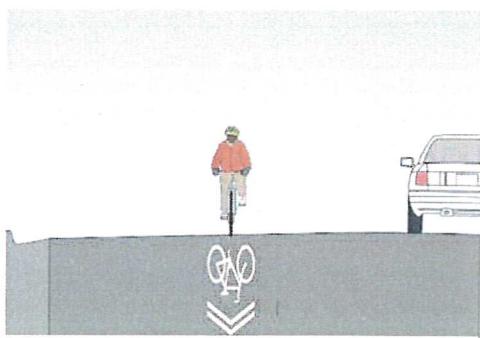


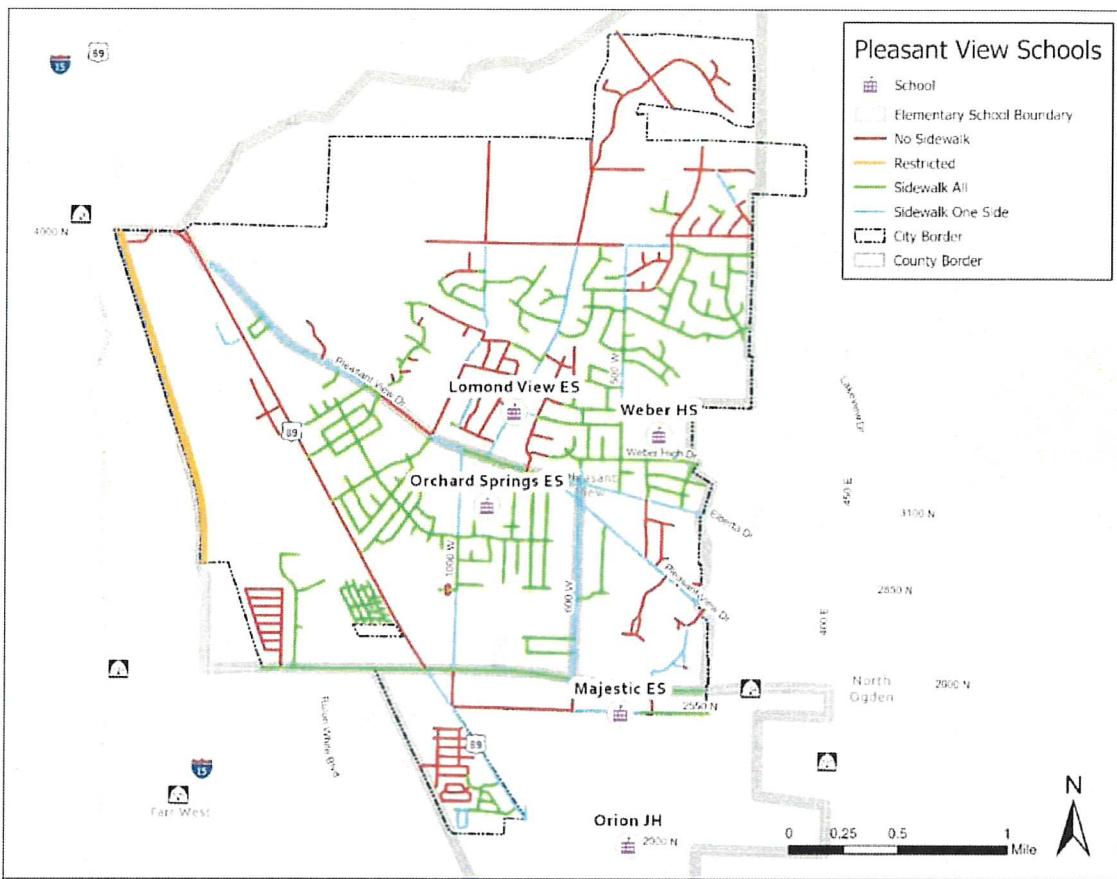
Figure 41 – Marked Shared Roadway

#### 6.1.1.5 Unpaved Trail

Proposed unpaved trails include one section of the Bonneville Shoreline trail that continues the existing trail to the west and north. This trail segment follows the plans of the Bonneville Shoreline Trail Committee and would include a new trailhead at 900 West.

### 6.1.2 School Access

The city currently has two elementary schools within city limits, Lomond View and Orchard Springs. Additionally, the school boundary for Majestic Elementary covers portions of the city south of 2700 North. The boundaries for Orion Junior High, located in Harrisville to the south, covers all of Pleasant View. Weber High School's boundaries also cover all of Pleasant View and is located within the city on the western edge. Figure 42 below shows the location of schools in and around the city, as well as the elementary school boundaries and the sidewalk network.



**Figure 42 – Pleasant View School Boundaries and Sidewalk Network**

### 6.1.2.1 Lomond View Elementary

Lomond View Elementary serves the northern portion of the city, along with areas to the south, east of 600 West. The sidewalk network in the direct vicinity of the school is mostly incomplete with a half sidewalk available on 900 West, but no sidewalks in the neighborhoods in the immediate vicinity. The sidewalk network improves further out from the school, mostly outside a half mile buffer and beyond the convenient walking distance.

### 6.1.2.2 Orchard Springs Elementary

The Orchard Springs Elementary boundary serves the area south of Pleasant View Drive, west of 600 West and north of 2700 North. The surrounding area has a mostly complete sidewalk network, but poor connectivity limits access to the school, which is located on a flag lot in the middle of the block.

### 6.1.2.3 Majestic Elementary

Majestic Elementary is located just south of the city, but its boundaries extend into the city and covers portions south of 2700 North. The Cove Apartments, on the north side of 2550 North, are within a quarter mile, where there is a compete sidewalk network and a school zone crossing of 2550 North. Evergreen and Willowbrook Villages, west of U.S. 89, are also in the Majestic Elementary boundaries. Distances to these areas are approximately one mile and there is poor connectivity and incomplete sidewalks.

#### 6.1.2.4 Orion Junior High

Orion Junior High is located further south in Harrisville, with its boundaries covering all of Pleasant View. Most of the closest residential areas are across the major barriers of U.S. 89 and 2700 North and are more than a convenient half mile walk away.

#### 6.1.2.5 Weber High School

Weber High School is located in western Pleasant View and its boundaries cover all of the city. Areas within walking distance have a complete sidewalk network. However, better connectivity to the north and the canal trail would improve access to the school.

### 6.1.3 Sidewalk Network

Figure 43 highlights the major sidewalk gaps on collector and arterial streets within the city. Many of these gaps only involve one side of the street, with the map indicating the location of the gap. The most prominent sidewalk gap within the city is along U.S. 89 where there is no sidewalk on either side from 2700 North to the northern city boundary, south of 2700 North, sidewalks are present on the east side of the street.

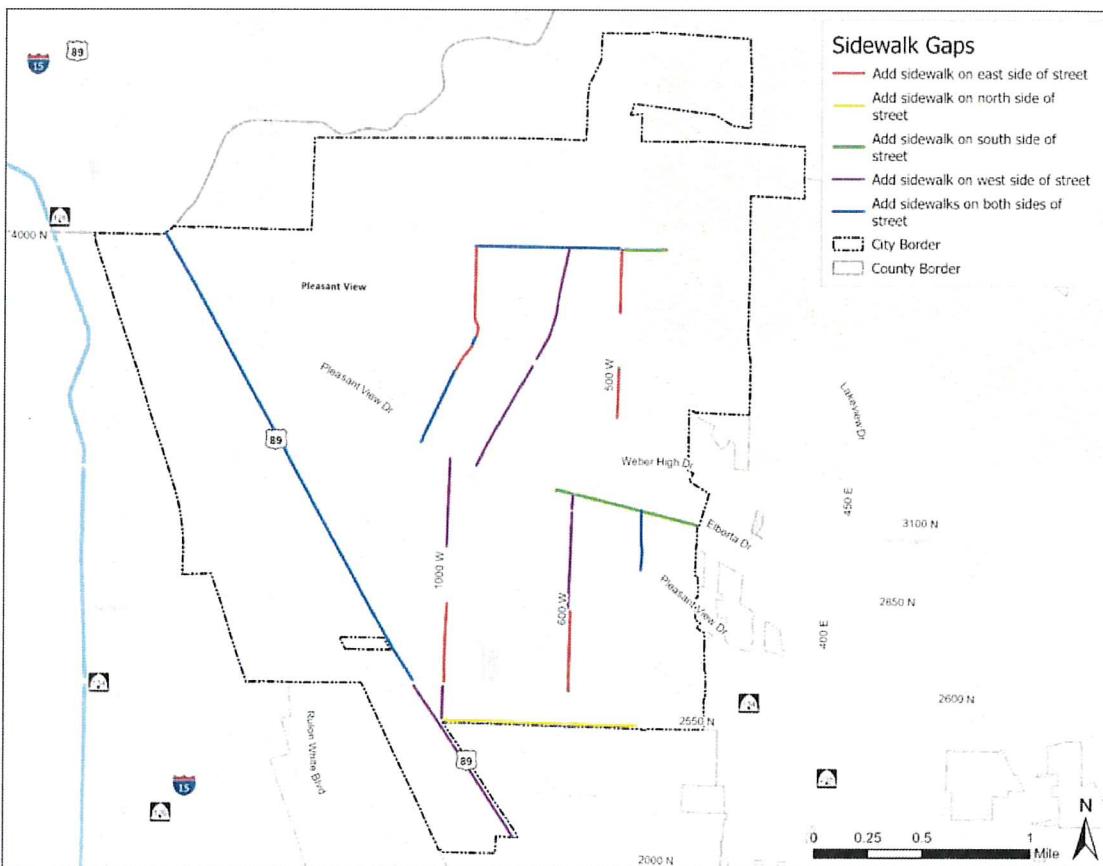


Figure 43 – Sidewalk Gaps

## 7. CAPITAL FACILITIES PLAN

The Capital Facilities Plan (CFP) identifies projects that are anticipated to be needed by a particular time and calculate a planning level cost estimate for each improvement. The recommended improvements are separated into Phase 1 (10 years, 2030), Phase 2 (20 years, 2040), and Phase 3 (30 years, 2050).

Figure 44, located below, is a map of the planned roadway improvements by phase. Figure 45, located below, is a map of the planned AT improvements by phase. Table 10 lists the projects by phase and includes the project length, improvement type, corresponding cross-section, and cost.

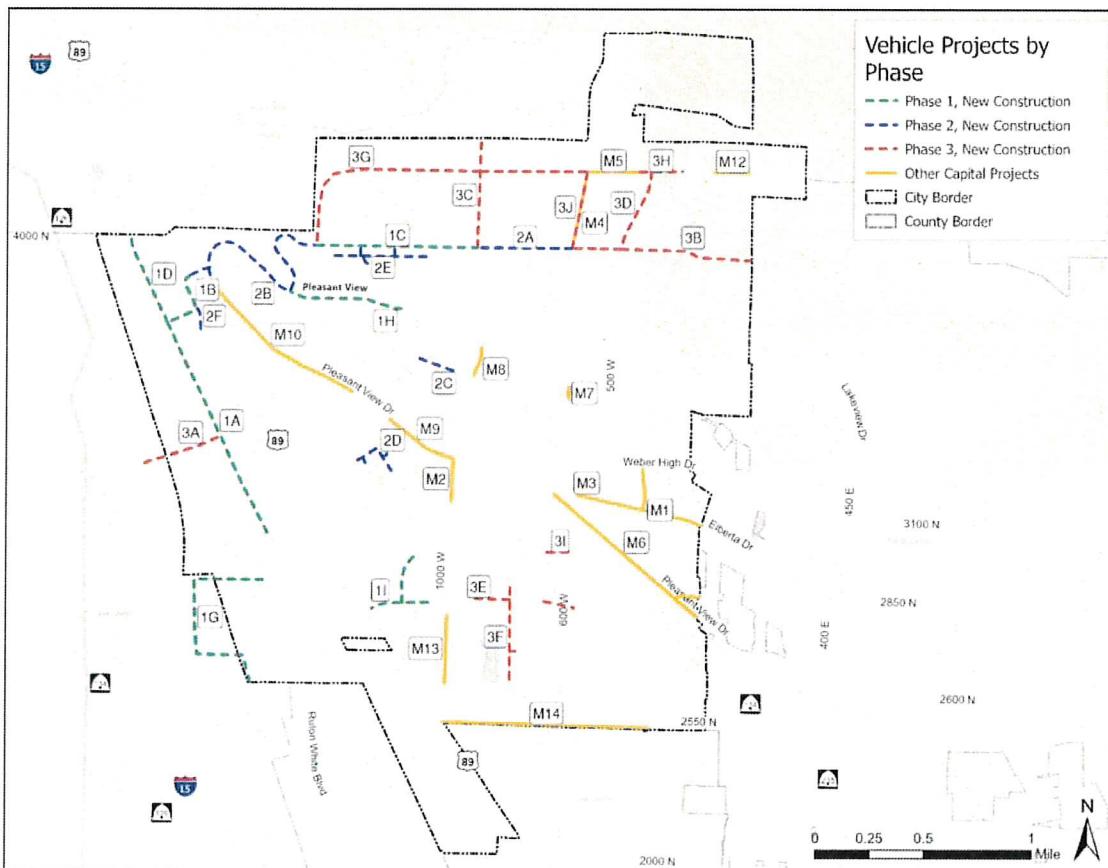


Figure 44 – Roadway Capital Facilities Plan by Phase

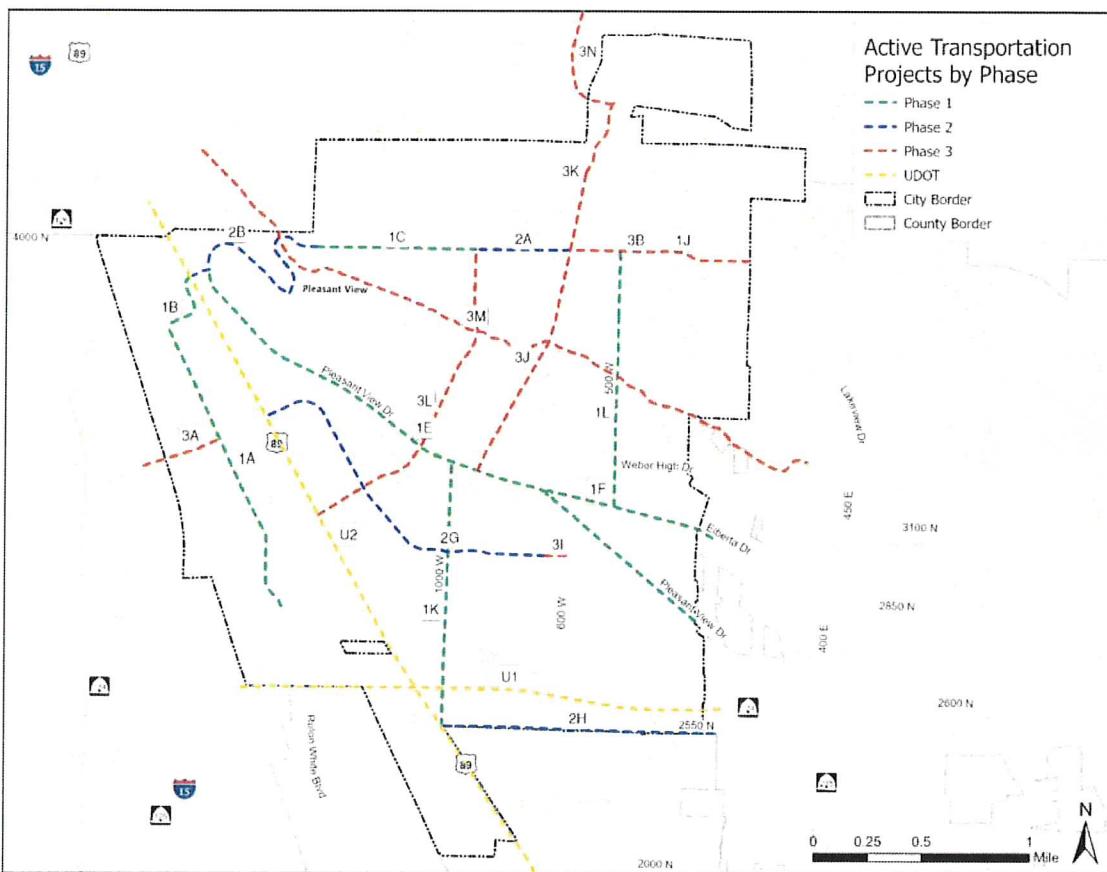


Figure 45 – Active Transportation Facilities Plan by Phase

Table 10 – Capital Facilities Plan

**Phase 1**

ID	Name	From	To	Functional Class	Roadway Improvement	AT Improvement	Length (mi)	Cost
1A	Parkland Boulevard	Skyline Drive	3200 North	Minor Arterial	New	Sidewalk - Bike Lane	1.07	\$5,673,140
1B	Skyline Drive	Parkland Blvd	U.S. 89	Minor Arterial	New	Sidewalk - Buffered Bike Lane	0.31	\$1,643,620
1C	Skyline Drive	4575 North	1100 West	Major Collector	New	Buffered Bike Lane	0.74	\$7,806,128
1D	North Parkland Boulevard	Skyline Drive	4300 North	Collector	New	Sidewalk	0.47	\$2,175,630
1E	Pleasant View Drive	Skyline Drive	150 West	Minor Arterial	Non-capacity reconstruction	Sidewalk & Multi-Use Path	1.93	\$10,232,860
1F	Elberta Drive	Existing Roundabout	150 West	Collector	Non-capacity reconstruction	Multi-Use Path - Bike Lanes	0.78	\$3,994,189
1G	Farr West Collector	2700 North	Parkland Boulevard	Collector	New	Sidewalk	1.02	\$4,718,168
1H	4000 North Extension	Skyline Drive	4000 North	Local	New	Sidewalk	0.53	\$2,226,291
1I	West 3000 North West	U.S. 89	1000 West	Local	New	Sidewalk	0.25	\$1,066,075
1J	Skyline Drive (Bike Lane)	500 West	150 West	Collector	N/A	Bike Lane	0.84	\$257,401
1K	1000 West	Pleasant View Drive	2500 North	Collector	N/A	Bike Lane	1.19	\$364,310
1L	500 West	Elberta Drive	4300 North	Collector	N/A	Bike Lane	1.16	\$354,408

**Phase 2**

ID	Name	From	To	Functional Class	Roadway Improvement	AT Improvement	Length (mi)	Cost
2A	Skyline Drive	1100 West	900 West	Major Collector	New	Sidewalk - Buffered Bike Lane	0.44	\$2,319,371
2B	Skyline Drive	U.S. 89	4575 North	Major Collector	New	Sidewalk - Buffered Bike Lane	1.21	\$13,620,044
2C	3800 North East	1315 West	1100 West	Local	New	Sidewalk	0.18	\$740,057
2D	1200 West Connections	Mountain Orchard Drive	3400 North	Local	New	Sidewalk	0.34	\$1,427,748
2E	4250 North Connections	1500 West	Elk Lane	Local	New	Sidewalk	0.71	\$2,962,650
2F	1715 West	Skyline Drive	Existing 1715 West	Local	New	Sidewalk	0.11	\$459,959
2G	Mountain Orchard Drive	U.S. 89	600 West	Local	N/A	Marked Shared Roadway	1.67	\$1,081,928
2H	2550 North	1000 West	East City Boundary	Collector	N/A	Bike Lane	1.27	\$388,808

**Phase 3**

ID	Name	From	To	Functional Class	Roadway Improvement	AT Improvement	Length (mi)	Cost
3A	Road with Bridge	2000 West	Rulon White Blvd.	Major Collector	New	Buffered Bike Lane	0.37	\$1,941,179
3B	Skyline Drive	500 West	150 West	Major Collector	Widening	Buffered Bike Lane	0.84	\$4,465,212
3C	North 1100 West	N City Boundary	Skyline Drive	Local	New	Sidewalk	0.48	\$2,022,583
3D	North 500 West	4575 North West	Skyline Drive	Local	New	Sidewalk	0.39	\$1,632,941
3E	East 3000 North	975 West	600 West	Local	New	Sidewalk	0.33	\$1,395,228
3F	825 West	3000 North	2700 North	Local	New	Sidewalk	0.48	\$2,010,267
3G	4575 North East	500 West	350 West	Local	New	Sidewalk	1.51	\$6,356,516
3H	4575 North West	Skyline Drive	900 West	Local	New	Sidewalk	0.20	\$819,993
3I	Mountain Orchard Drive/3200 North	700 West	600 West	Local	New	Marked Shared Roadway	0.12	\$510,320
3J	North 900 West	Pleasant View Drive	Skyline Drive	Local	N/A	Marked Shared Roadway	1.10	\$17,784
3K	North 900 West	Trailhead	Skyline Drive	Local	N/A	Marked Shared Roadway	0.75	\$12,006
3L	1100 West	Skyline Drive	U.S. 89	Collector	N/A	Marked Shared Roadway	1.55	\$24,912
3M	Canal Trail (Multi-Use Path)	Skyline Drive	100 East	N/A	N/A	Multi-Use Path		
3N	Bonneville Shoreline Trail	North Ogden	Willard	N/A	N/A	Unpaved Trail		

**Other Capital Projects for Substandard City Roads**

ID	Name	From	To	Functional Class	Roadway Improvement	AT Improvement	Length (mi)	Cost
M1	400 West	Pleasant View Drive	Elberta Drive	Local	Reconstruction	N/A	0.27	\$1,132,997
M2	1000 West	Canal	Pleasant View Drive	Local	Reconstruction	N/A	0.18	\$747,905
M3	Elberta Drive	600 West	North Ogden	Local	Reconstruction	N/A	0.56	\$2,340,784
M4	900 West	4300 North	North Ogden East	Local	Reconstruction	N/A	0.36	\$1,521,271
M5	4575 North	900 West	Terminus	Local	Reconstruction	N/A	0.25	\$1,034,337
M6	Pleasant View Drive	RAB	North Ogden	Local	Reconstruction	N/A	0.84	\$3,511,177
M7	650 West	4-way dead ends		Local	New	N/A	0.13	\$564,907
M8	1050 West	3800 North	3925 North	Local	Reconstruction	N/A	0.13	\$553,768
M9	Pleasant View Drive	1000 West	1275 West	Local	Reconstruction	N/A	0.36	\$1,511,723
M10	Pleasant View Drive	1375 West	Skyline Drive Alteration	Local	Reconstruction	N/A	0.80	\$3,380,691
M11	2250 North	U.S. 89	Hillsborough Drive	Local	Reconstruction	N/A	0.92	\$3,874,786
M12	Alder Trail Head	Cottonwood Drive	East Terminus	Local	Reconstruction	N/A	0.16	\$690,619
M13	Lomond View Drive	Pleasant View Drive	North Ogden	Local	Reconstruction	N/A	0.11	\$454,313
M14	1000 West	2980 North	2700 North	Local	Reconstruction	N/A	0.27	\$1,113,902

**UDOT Facilities**

ID	Name	From	To	Functional Class	Roadway Improvement	AT Improvement
U1	2700 North	1800 West	100 East	Major Arterial	N/A	Buffered Bike Lane
U2	U.S. 89	8700 South	Weber County Line	Major Arterial	N/A	Buffered Bike Lane

## Appendix A

### Roadway Cost Estimates

## Local

**Standard Residential 40' Roadway  
1 Mile Length**

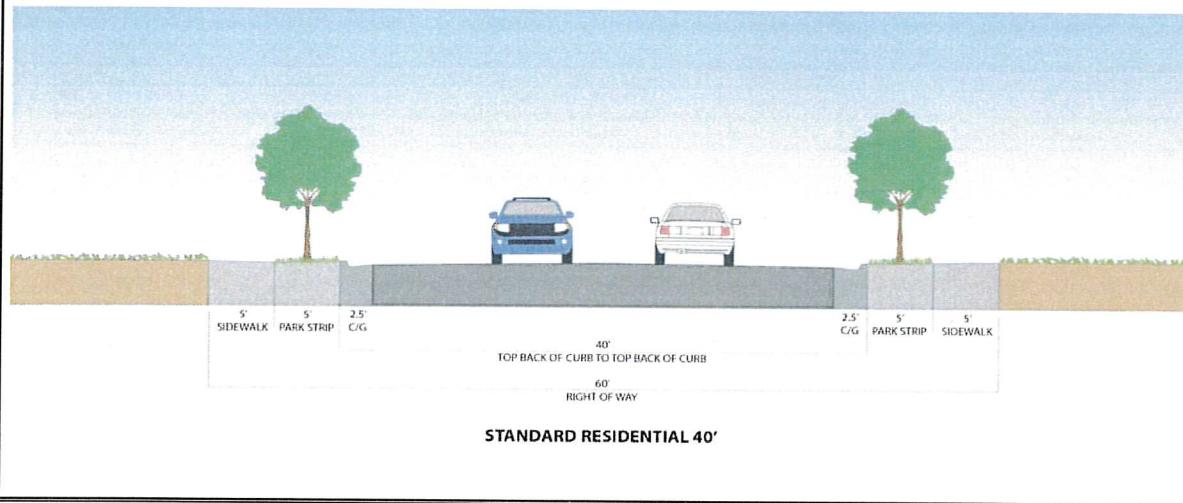
**PARAMETRIX  
July 3, 2023**

ITEM	QUANTITY	UNITS	UNIT COST	TOTAL
Excavation and Removals	12,746	CY	\$18.50	\$235,801
Asphalt (4")	4,467	TON	\$120.50	\$538,274
UT Base Course (12")	8,020	CY	\$55.50	\$445,110
2.5' Curb & Gutter (Type B1)	10,560	LF	\$78.00	\$823,680
Sidewalks (6" Thick)	52,800	SF	\$15.00	\$792,000
Chip Seal Coat, Type I	20,538	SY	\$3.00	\$61,614
			<b>SUB TOTAL</b>	<b>\$2,897,000</b>
SWPPP	5%	EST	LUMP SUM	\$144,900
Traffic Control	5%	EST	LUMP SUM	\$144,900
Miscellaneous	10%	EST	LUMP SUM	\$289,700
Contingency	15%	EST	LUMP SUM	\$434,600
Mobilization	10%	EST	LUMP SUM	\$289,700
			<b>ROADWAY TOTAL</b>	<b>\$4,200,800</b>

**USE \$4,201,000 Per Mile**

Notes:

Chip seal is assumed to include fog seal.



## Minor Collector

**Minor Collector 46'**  
**1 Mile Length**

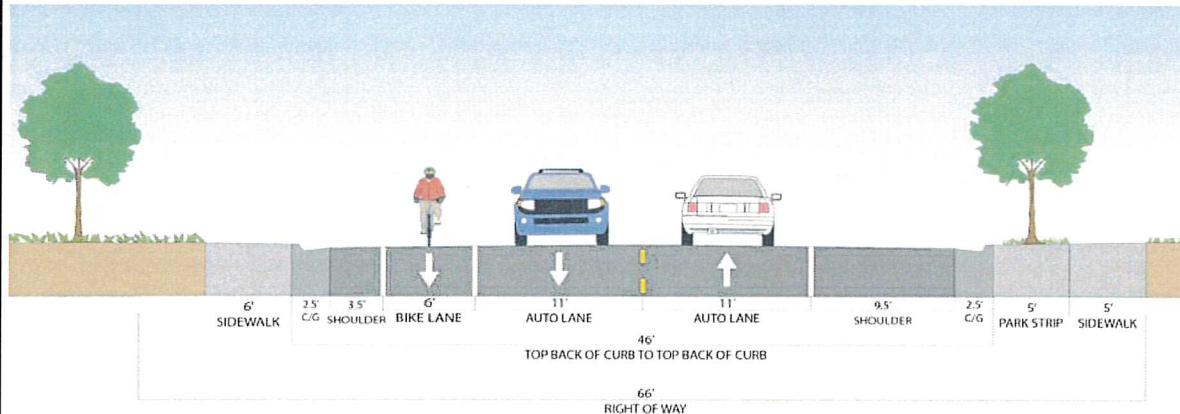
**PARAMETRIX**  
**July 3, 2023**

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNITS</u>	<u>UNIT COST</u>	<u>TOTAL</u>
Excavation and Removals	14,311	CY	\$18.50	\$264,754
Asphalt (4")	5,233	TON	\$120.50	\$630,577
UT Base Course (12")	9,250	CY	\$55.50	\$513,375
2.5' Curb & Gutter (Type B1)	10,560	LF	\$78.00	\$823,680
Sidewalks (6" Thick)	58,080	SF	\$15.00	\$871,200
Chip Seal Coat, Type I	24,059	SY	\$3.00	\$72,177
4" Pavement Marking Paint - Yellow	7	GAL	\$60.00	\$420
4" Pavement Marking Paint - White	84	GAL	\$60.00	\$5,040
Pavement Message (Preformed Thermoplastic)	22	EACH	\$470.00	\$10,340
			<u>SUB TOTAL</u>	<u>\$3,192,000</u>
SWPPP	5%	EST	LUMP SUM	\$159,600
Traffic Control	5%	EST	LUMP SUM	\$159,600
Miscellaneous	10%	EST	LUMP SUM	\$319,200
Contingency	15%	EST	LUMP SUM	\$478,800
Mobilization	10%	EST	LUMP SUM	\$319,200
			<u>ROADWAY TOTAL</u>	<u>\$4,628,400</u>

**USE \$4,629,000 Per Mile**

Notes:

Chip seal is assumed to include fog seal.



## Minor Arterial w/ buffered bike lane

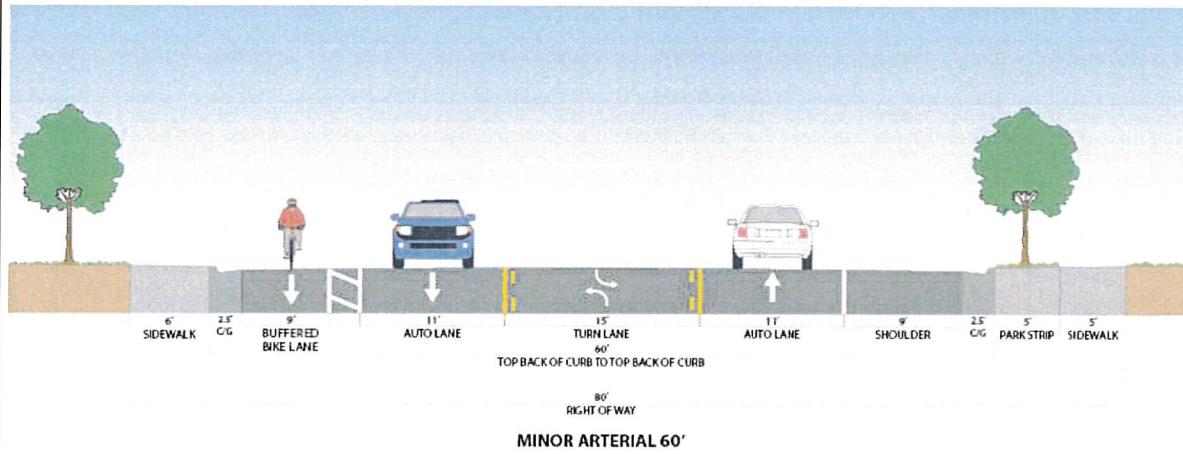
60' Minor Arterial with buffered bike land and shoulder  
1 Mile Length

PARAMETRIX  
July 3, 2023

ITEM	QUANTITY	UNITS	UNIT COST	TOTAL
Excavation and Removals	17,962	CY	\$18.50	\$332,297
Asphalt (4")	7,020	TON	\$120.50	\$845,910
UT Base Course (12")	11,989	CY	\$55.50	\$665,390
2.5' Curb & Gutter (Type B1)	10,560	LF	\$78.00	\$823,680
Sidewalks (6" Thick)	58,080	SF	\$15.00	\$871,200
Chip Seal Coat, Type I	32,274	SY	\$3.00	\$96,822
4" Pavement Marking Paint - Yellow	70	GAL	\$60.00	\$4,200
4" Pavement Marking Paint - White	90	GAL	\$60.00	\$5,400
Pavement Message (Preformed Thermoplastic)	22	EACH	\$470.00	\$10,340
			<b>SUB TOTAL</b>	<b>\$3,656,000</b>
SWPPP	5%	EST	LUMP SUM	\$182,800
Traffic Control	5%	EST	LUMP SUM	\$182,800
Miscellaneous	10%	EST	LUMP SUM	\$365,600
Contingency	15%	EST	LUMP SUM	\$548,400
Mobilization	10%	EST	LUMP SUM	\$365,600
			<b>ROADWAY TOTAL</b>	<b>\$5,301,200</b>
			<b>USE</b>	<b>\$5,302,000 Per Mile</b>

Notes:

Chip seal is assumed to include fog seal.



## Pleasant View Drive

Quantity for 46'-2" section of roadway  
1 Mile Length

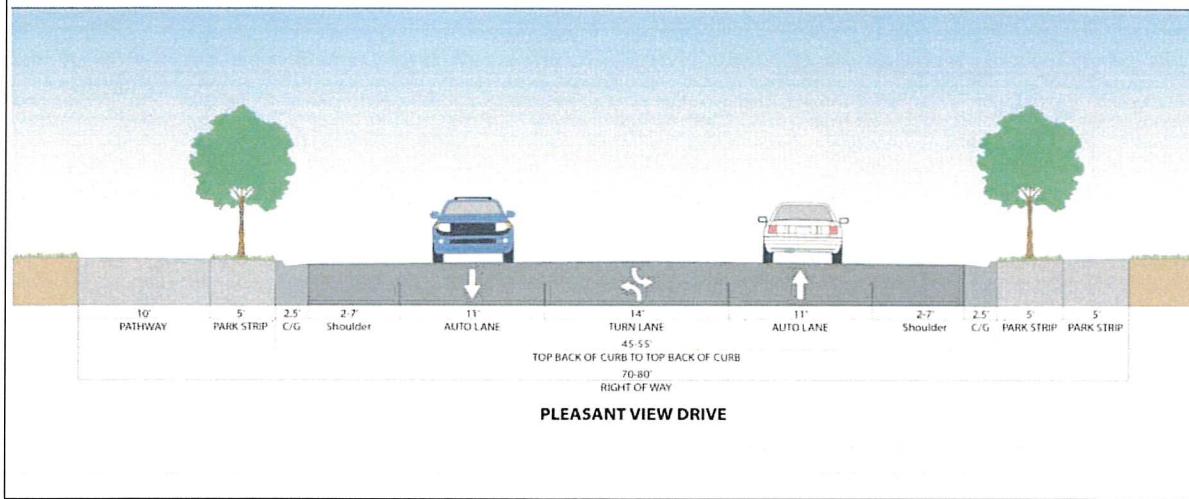
PARAMETRIX  
July 3, 2023

ITEM	QUANTITY	UNITS	UNIT COST	TOTAL
Excavation and Removals	15,169	CY	\$18.50	\$280,627
Asphalt (4")	5,254	TON	\$120.50	\$633,107
UT Base Course (12")	9,552	CY	\$55.50	\$530,136
2.5' Curb & Gutter (Type B1)	10,560	LF	\$78.00	\$823,680
Sidewalks (6" Thick)	79,200	SF	\$15.00	\$1,188,000
Chip Seal Coat, Type I	24,156	SY	\$3.00	\$72,468
4" Pavement Marking Paint - Yellow	70	GAL	\$60.00	\$4,200
4" Pavement Marking Paint - White	56	GAL	\$60.00	\$3,360
			<b>SUB TOTAL</b>	<b>\$3,536,000</b>
SWPPP	5%	EST	LUMP SUM	\$176,800
Traffic Control	5%	EST	LUMP SUM	\$176,800
Miscellaneous	10%	EST	LUMP SUM	\$353,600
Contingency	15%	EST	LUMP SUM	\$530,400
Mobilization	10%	EST	LUMP SUM	\$353,600
			<b>ROADWAY TOTAL</b>	<b>\$5,127,200</b>

**USE \$5,128,000 Per Mile**

Notes:

Chip seal is assumed to include fog seal.



Stand-alone Improvements				
<b>Buffered Bike Lane</b> 1 Mile Length				PARAMETRIX July 3, 2023
<b>ITEM</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>
Excavation and Removals	2,348	CY	\$18.50	\$43,438
Asphalt (4")	1,149	TON	\$120.50	\$136,455
UT Base Course (12")	1,761	CY	\$55.50	\$97,736
Chip Seal Coat, Type I	5,282	SY	\$3.00	\$15,846
4" Pavement Marking Paint - White	62	GAL	\$60.00	\$3,720
Pavement Message (Preformed Thermoplastic)	22	EACH	\$470.00	\$10,340
			<b>SUB TOTAL</b>	<b>\$310,000</b>
SWPPP	5%	EST	LUMP SUM	\$15,500
Traffic Control	5%	EST	LUMP SUM	\$15,500
Miscellaneous	10%	EST	LUMP SUM	\$31,000
Contingency	15%	EST	LUMP SUM	\$46,500
Mobilization	10%	EST	LUMP SUM	\$31,000
			<b>ROADWAY TOTAL</b>	<b>\$449,500</b>
			<b>USE</b>	<b>\$450,000 Per Mile</b>
Note: Chip Seal Coat Includes Fog Seal				
<b>Bike Lane</b> 1 Mile Length				PARAMETRIX July 3, 2023
<b>ITEM</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>
Excavation and Removals	1,565	CY	\$18.50	\$28,953
Asphalt (4")	766	TON	\$120.50	\$92,303
UT Base Course (12")	1,174	CY	\$55.50	\$65,157
Chip Seal Coat, Type I	3,521	SY	\$3.00	\$10,563
4" Pavement Marking Paint - White	56	GAL	\$60.00	\$3,360
Pavement Message (Preformed Thermoplastic)	22	EACH	\$470.00	\$10,340
			<b>SUB TOTAL</b>	<b>\$211,000</b>
SWPPP	5%	EST	LUMP SUM	\$10,600
Traffic Control	5%	EST	LUMP SUM	\$10,600
Miscellaneous	10%	EST	LUMP SUM	\$21,100
Contingency	15%	EST	LUMP SUM	\$31,700
Mobilization	10%	EST	LUMP SUM	\$21,100
			<b>ROADWAY TOTAL</b>	<b>\$306,100</b>
			<b>USE</b>	<b>\$307,000 Per Mile</b>
Note: Chip Seal Coat Includes Fog Seal				
Stand-alone Improvements (Continued)				
<b>Marked Shared Roadway</b> 1 Mile Length				PARAMETRIX July 3, 2023
<b>ITEM</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>
Pavement Message (Preformed Thermoplastic)	22	EACH	\$470.00	\$10,340
			<b>SUB TOTAL</b>	<b>\$11,000</b>
SWPPP	5%	EST	LUMP SUM	\$600
Traffic Control	5%	EST	LUMP SUM	\$600
Miscellaneous	10%	EST	LUMP SUM	\$1,100
Contingency	15%	EST	LUMP SUM	\$1,700
Mobilization	10%	EST	LUMP SUM	\$1,100
			<b>ROADWAY TOTAL</b>	<b>\$16,100</b>
			<b>USE</b>	<b>\$17,000 Per Mile</b>
<b>Sidewalk</b> 1 Mile Length				PARAMETRIX July 3, 2023
<b>ITEM</b>	<b>QUANTITY</b>	<b>UNITS</b>	<b>UNIT COST</b>	<b>TOTAL</b>
Excavation and Removals	978	CY	\$18.50	\$18,093
UT Base Course (4")	392	CY	\$55.50	\$21,756
Sidewalks (6" Thick)	26,400	SF	\$15.00	\$396,000
			<b>SUB TOTAL</b>	<b>\$436,000</b>
SWPPP	5%	EST	LUMP SUM	\$21,800
Traffic Control	5%	EST	LUMP SUM	\$21,800
Miscellaneous	10%	EST	LUMP SUM	\$43,600
Contingency	15%	EST	LUMP SUM	\$65,400
Mobilization	10%	EST	LUMP SUM	\$43,600
			<b>ROADWAY TOTAL</b>	<b>\$632,200</b>
			<b>USE</b>	<b>\$633,000 Per Mile</b>

# 'Exhibit B'

## IMPACT FEE FACILITY PLAN

### Overview

#### *Transportation*

Pleasant View City's current and proposed transportation LOS is to provide adequate lane mile and intersection capacity to maintain Level of Service C according to the Wasatch Front Travel Demand model version 8.3.1.<sup>1</sup> Pleasant View City's system-wide transportation Capital Facilities Plan (CFP) is a comprehensive plan with a total cost of approximately \$107 million in road projects. Approximately \$1.2 million of the road projects will maintain the current and proposed level of service as a result of new development and will be built between 2023 and 2030. These projects (Table 1) make up the Transportation Impact Fee Facilities Plan (IFFP) and are a subset of phase 1 CFP projects which are impact fee eligible. Eligible projects are those that are required to meet the capacity need of the projected 24,433 new average daily trips attributable to new development within the city between 2023 and 2030. In addition to the \$1.2 million in new projects on the IFFP, there is approximately \$533,918 of costs incurred by Pleasant View City in existing excess capacity available for new development.

**Table 1: Transportation IFFP**

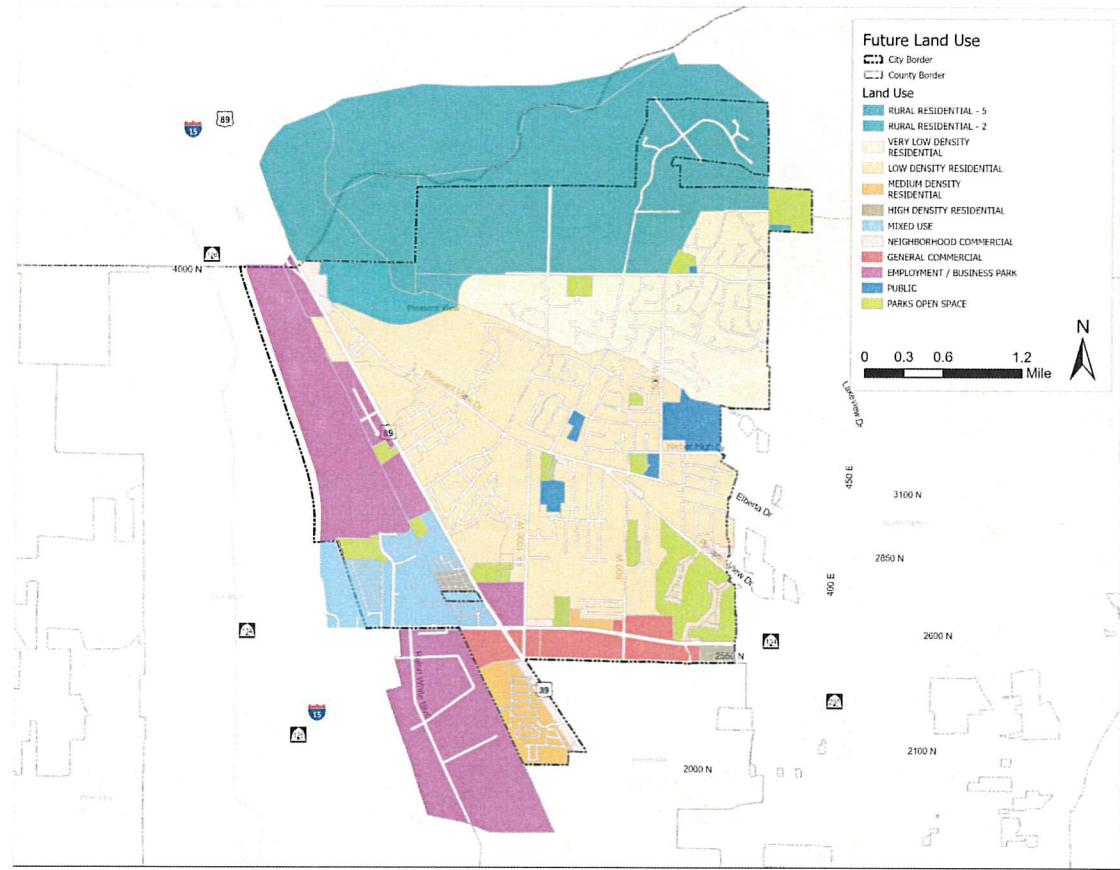
Roads				
Street	From	To	Total Cost	IFFP Cost
Parkland Boulevard	Skyline Drive	3200 North	\$5,673,140	\$297,829
Skyline Drive	Parkland Blvd	U.S. 89	\$1,643,620	\$77,454
Skyline Drive	4575 North	1100 West	\$7,806,128	\$824,530
<i>Source: Parametrix. See Appendix A for cost estimates</i>		<i>Total Roads:</i>	\$15,122,888	\$1,199,812

<sup>1</sup> The travel demand model is the accepted model of the Wasatch Front Regional Council (WFRC) which represents an appropriate planning tool for estimating existing congestion levels and forecasting future congestion levels based on the impacts of growth.

## 1.1 Growth

If Pleasant View City “builds out” according to the land use plan in Figure 1 by 2050, the City will have a population of approximately 24,611 people living in 9,215 households. New resident population is expected to occur primarily on currently vacant, residentially zoned land. This anticipated growth in households and resident population would be accompanied by an increase in commercial and industrial development. This 120 percent increase in population and 150 percent increase in households will require additional road infrastructure to serve the new development.

**Figure 1: Future Land Use**



For purposes of calculating an impact fee in the state of Utah a ten-year growth horizon is allowed to ensure that the projects identified and the fee imposed will be encumbered within the statutorily required six year period. Table 2 provides current WFRC and Pleasant View City estimates and projections for the years 2030 and 2050 based on the general plan land use map.

**Table 2. Demographic Projections**

	Current WFRC	Pleasant View Revisions	WFRC Projections			Pleasant View Projections		
			2019	2022	2030	2040	2050	2030
Population	10,188	11,083	11,995	13,290	14,047	15,592	20,102	24,611
Households	3,364	3,659	4,211	4,898	5,275	5,493	7,414	9,215
Employment	2,338	2,338	3,290	3,536	3,731	3,346	4,130	4,885

### Future Growth Trends

Pleasant View City is projected to grow by 4,509 people and 1,834 households between 2022 and 2030. This residential growth represents a 41 percent increase in population and a 50 percent increase in households. At the same time employment is projected to grow by 43 percent. Figure 2 shows the projected household growth through 2030 and Figure 3 shows the project employment growth through 2030.

**Figure 2: Projected Household Growth through 2030**

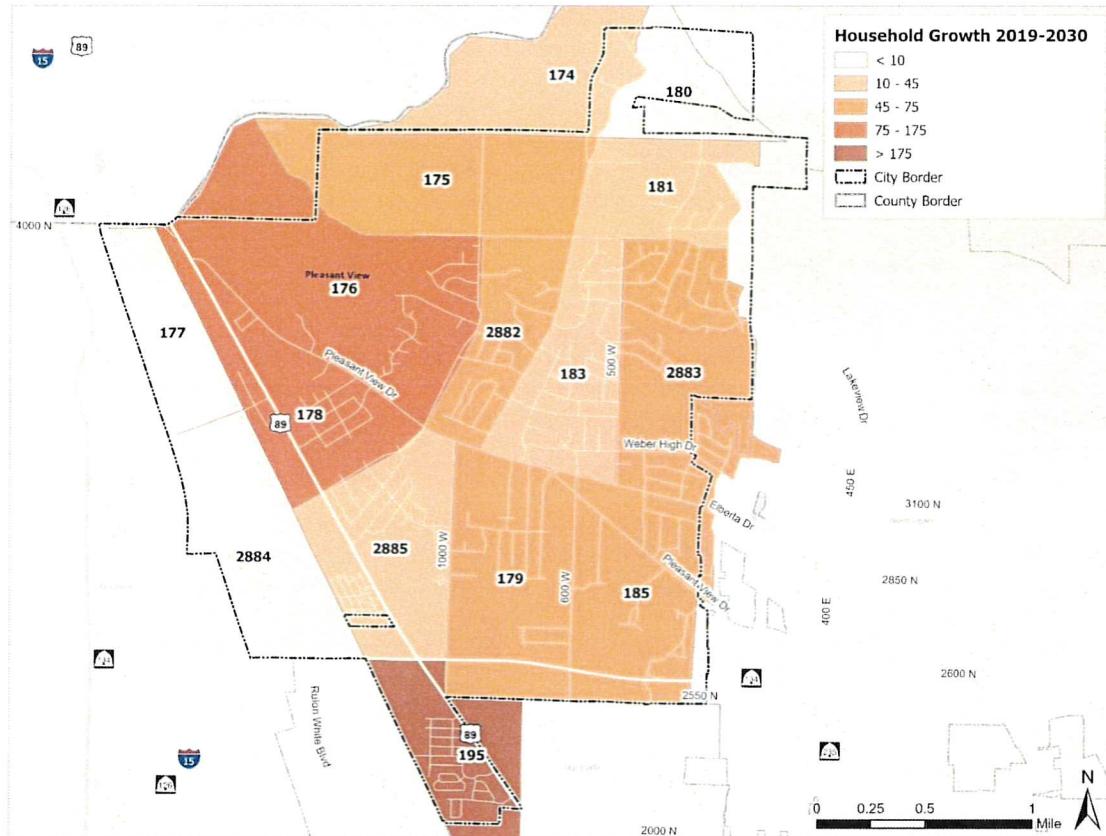
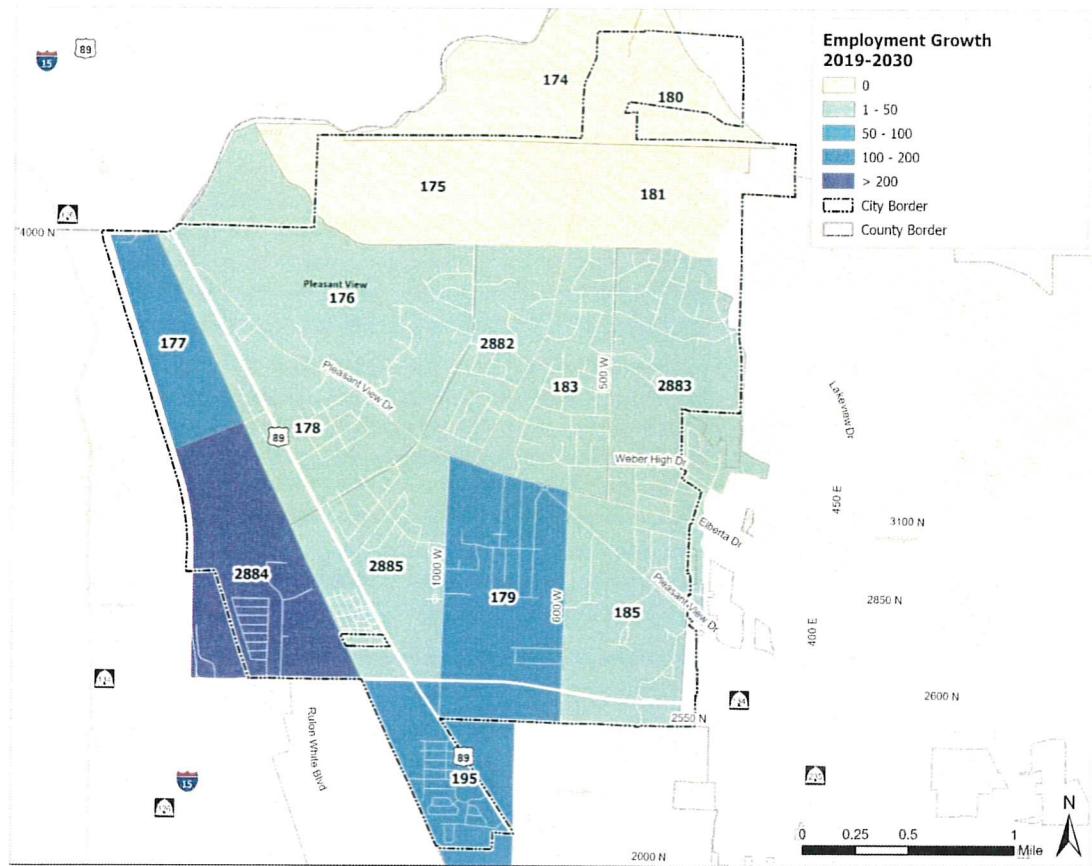


Figure 3: Projected Employment Growth Through 2030



## 2.1 Level of Service (LOS)

Pleasant View's City's current and proposed transportation LOS is to provide adequate lane mile and intersection capacity to maintain Level of Service C according to the Wasatch Front Regional Council's travel demand model<sup>2</sup>. Level of service standards are defined in the American Association of State and Territorial Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2011 (6th Edition) where LOS C is defined by traffic levels which represent "stable flow." This level can be measured by methods included in the Transportation Research Board TRB), *Highway Capacity Manual HCM2010*, October 2010.

LOS calculations can be complex and data intensive but simplified planning methods are reasonably accurate. LOS calculations according to the HCM2010 depend on the following factors:

- number of travel lanes
- number of turn lanes
- number of trucks in the travel flow
- the level of "platooning" of vehicles approaching each intersection
- the timing of traffic signals and the coordination of multiple traffic signals
- the number of turning vehicles
- the vertical grade of the roadway and other horizontal alignment factors
- the familiarity of drivers to local conditions
- the availability of shoulders and lateral clearances
- various natural environmental conditions

To simplify the analysis, travel models use a link-based capacity (even though much of the actual delay is manifested at intersections). Algorithms exist in the travel model to estimate the delay associated with increased traffic volume with the primary input being the travel link number of lanes, functional classification of the road, and area type (urban, suburban, rural, etc.). These simplifications are necessary since detailed data may not be available for forecasting future conditions and the travel model is developed at a regional (metropolitan area) scale. The analysis in Pleasant View City estimated the capacity of existing and future roads based on the design standards of the City and available information related to transportation plans such as number of travel lanes and classification. Table 3 summarizes the daily traffic capacities used in the Pleasant View City analysis.

**Table 3: Daily: LOS C Capacity in Pleasant View**

Lanes	Max Daily Traffic Capacity Estimates	
	Arterial	Collector
2	8,200	7,500
3	11,000	8,500
4	23,000	16,000
5	26,500	18,000

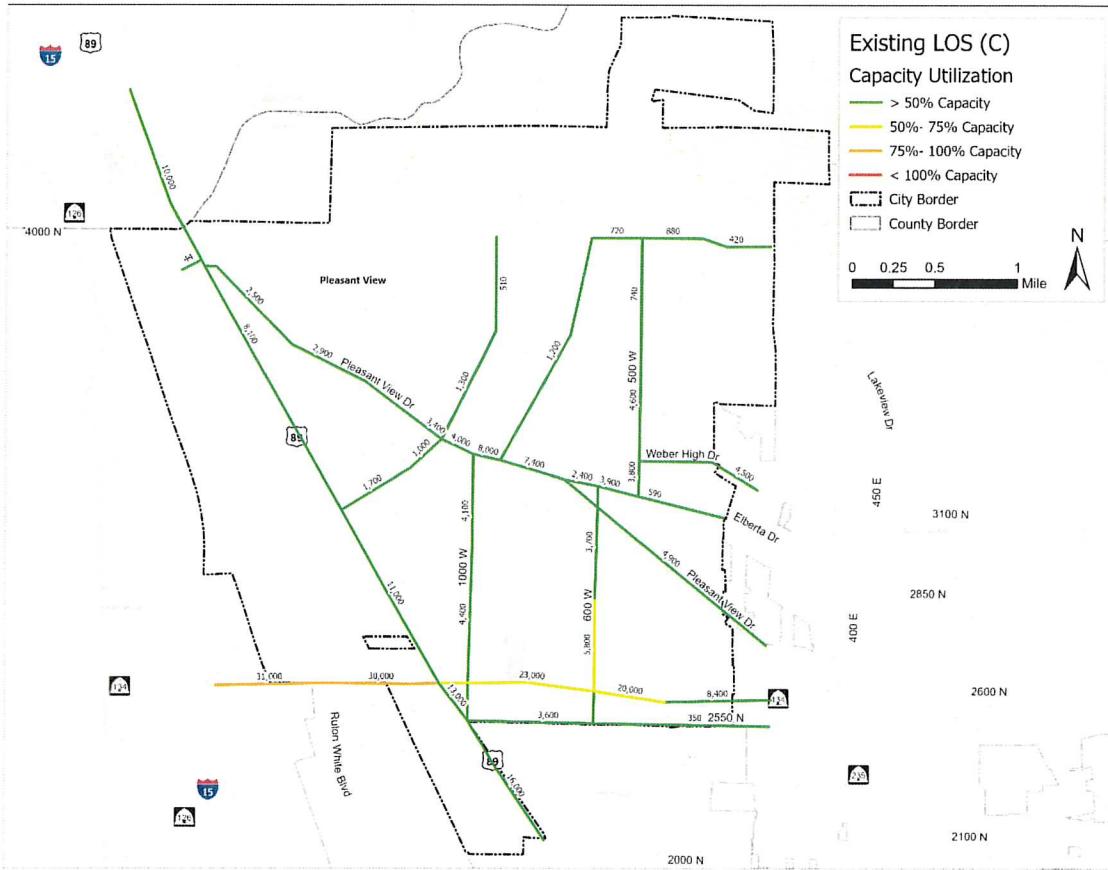
*Source: Parametrix*

<sup>2</sup> The travel demand model is the accepted model of the WFRC which represents an appropriate planning tool for estimating existing congestion levels and forecasting future congestion levels based on the impacts of growth.

## 2.2 Existing Facilities

A calibrated travel demand model was used to generate current traffic volumes for each segment in Pleasant View City's current road network. For segments with capacity greater than volumes, there is existing excess capacity. For segments with capacity less than volumes, there is an existing deficiency. Road improvements occur as major investments in anticipation of increased traffic volumes, as such, at any point in time there will be segments that are above capacity and segments that are below capacity. This is why the system is modeled as a whole and the City-wide system treated as one service area. In addition, the travel demand model was used to form a consistent source of estimating existing traffic that can be used to forecast traffic growth in the future.

**Figure 4: Existing Level of Service**

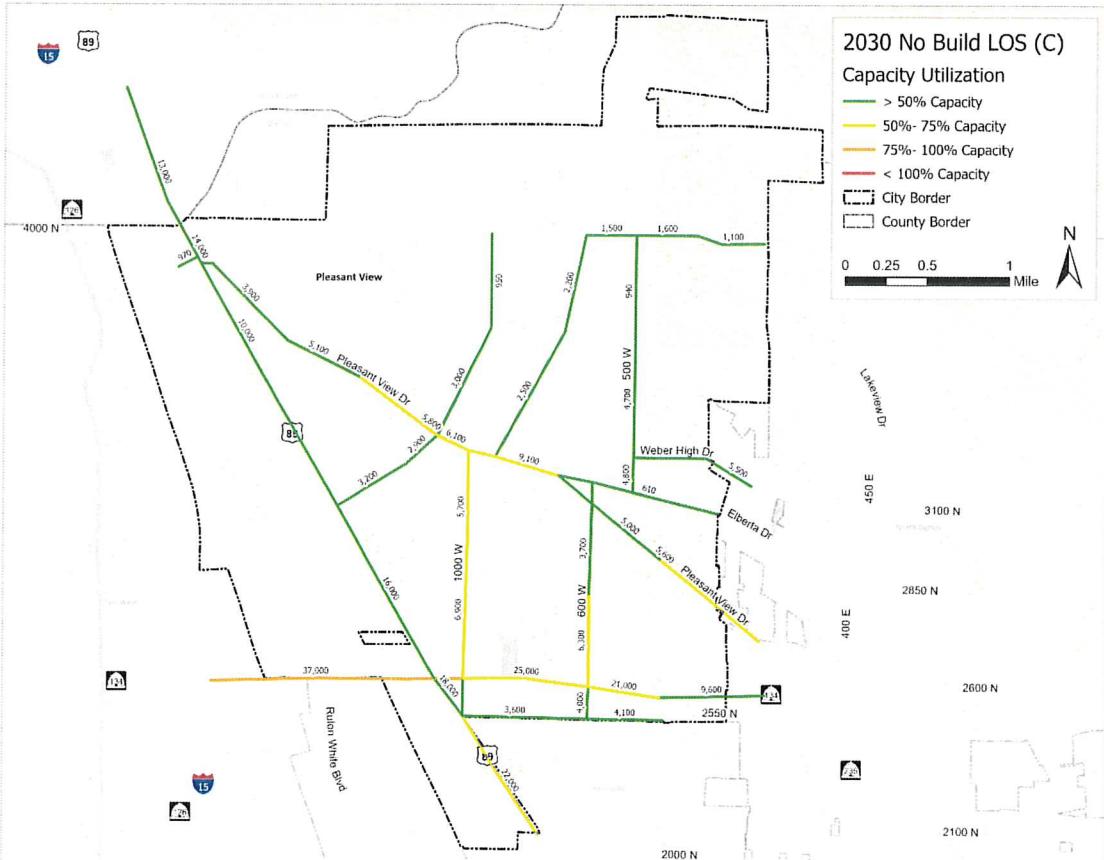


### 2.3 Impact of Growth

The travel demand model was also used to estimate the impact of the anticipated 4,509 new residents and 1,008 new jobs in 2030. This growth within the city is attributable to a projected growth of 24,433 average daily trips between 2023 and 2030. Parametrix worked with Pleasant View City staff to develop a capital improvement program represented by a first phase that would encompass the period from 2023 to 2030 and subsequent phases beyond the year 2030, as needed. Traffic volume estimates were developed by road segment. Traffic volumes were estimated based on the existing conditions, modeled conditions in the year 2030 based on planned improvements to be completed by 2030, and modeled conditions in the year 2050 based on planned improvements by Pleasant View City. Although improvements to the State Highway System are not eligible for impact fees, improvements included in the WFRC *Regional Transportation Plan* were assumed in the modeling, allowing the most accurate representation of future conditions possible with the available information.

Figure 5 depicts the forecasted LOS in a no build scenario for the year 2030, where no improvements are made on the road network.

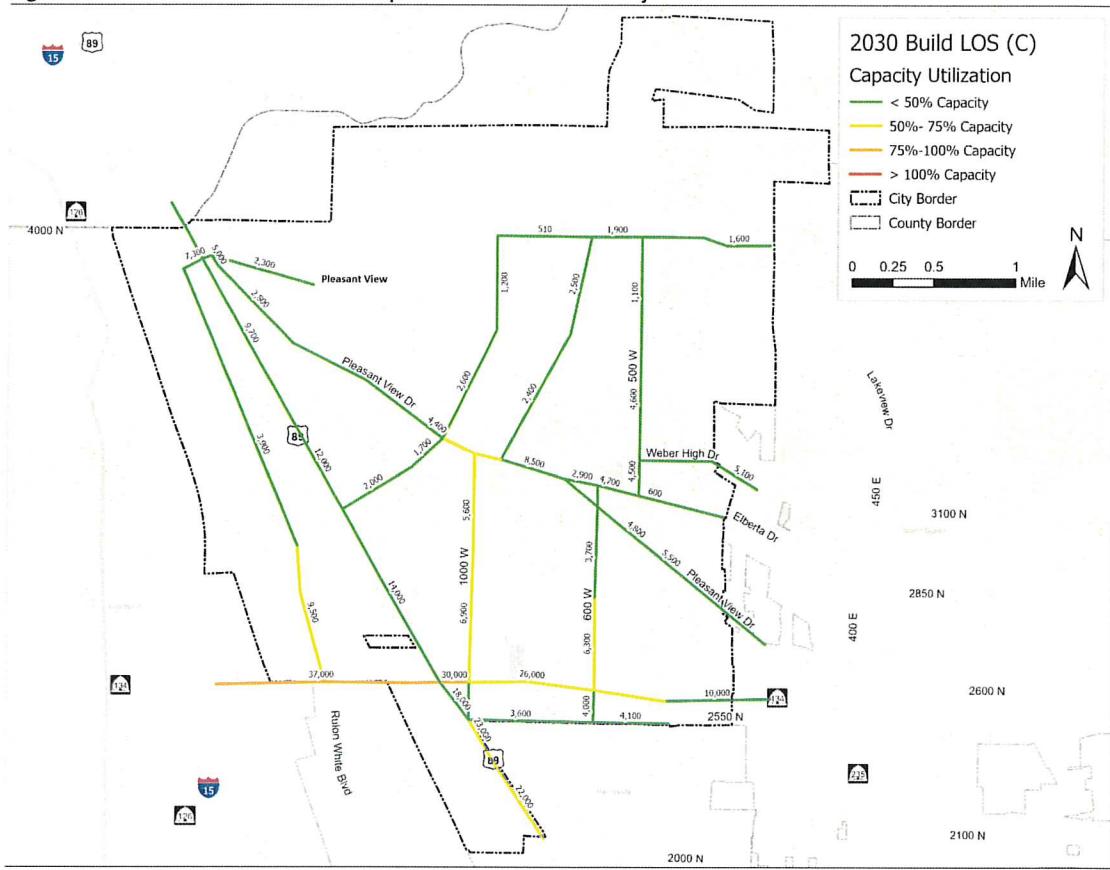
**Figure 5 – 2030 No Build Level of Service**



Source: Parametrix, WFRC/MAG travel model version 8.3.

Parametrix and Pleasant View City staff worked to develop capital improvement projects on the road segments that reflect the priorities of the City, will directly benefit expected new development, and relieve capacity deficiencies in the year 2030. Since the transportation system works as a network of improvements, projects were identified beyond those with 2030 estimated traffic volumes exceeding current, 2023, capacity at LOS C. However, the IFFP was developed to eliminate all capacity deficiencies in the year 2030, although sometimes making improvements to parallel facilities where direct capacity constraints occur. Figure 6 depicts the forecasted LOS for the year 2024 in a scenario which includes IFFP projects.

Figure 6 – 2030 Level of Service with Impact Fee Facilities Plan Projects



Source: Parametrix, WFRC/MAG travel model version 8.3.

### 3.1 Future Facilities/Impact Fee Facilities Plan

To serve the approximately 3,130 new residents and 1,091 new jobs projected through 2030 additional lane miles and roadway capacity is required. Figure 7 illustrates, and Table 4 lists, the projects included in the IFFP. The total cost is the planning level cost estimate to construct the project, while the IFFP cost is the cost to upsize the road to the city preferred cross section from the local road cross section which the developer is responsible for.

Figure 7 – Impact Fee Facility Plan

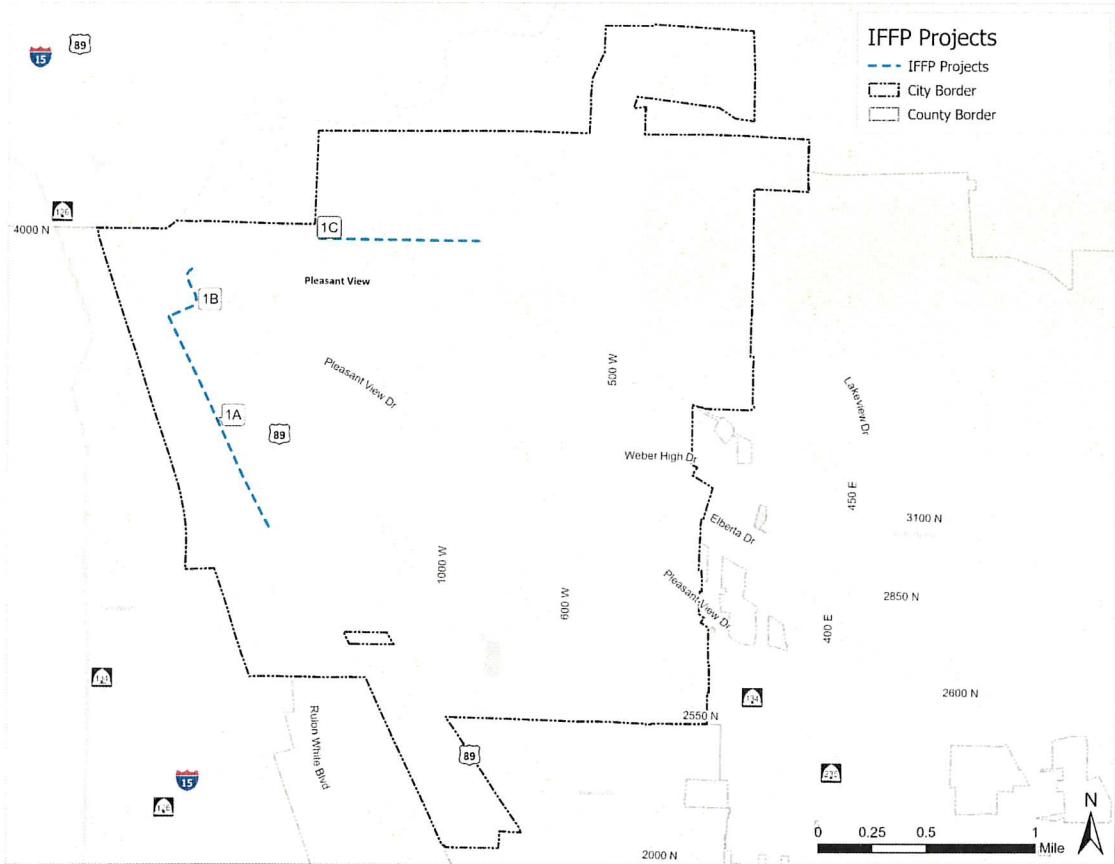


Table 4: Transportation IFFP

ID	Street	From	To	Added Capacity	% of Added Capacity Required to Accommodate New Development	Total Cost	IFFP Cost
1A	Parkland Boulevard	Skyline Drive	3200 North	11,000	25%	\$5,673,140	\$297,289
1B	Skyline Drive	Parkland Boulevard	U.S. 89	11,000	23%	\$1,643,620	\$77,434
1C	Skyline Drive	4575 North	1100 West	8,500	18%	\$7,806,128	\$824,530
<i>Source: Parametrix. See Appendix A for cost estimates</i>						\$15,122,888	\$1,199,812

### 3.5 Existing Excess Capacity

The concept of allocating the cost of existing capacity in excess of what existing traffic needs is similar to the process of allocating the cost of new capacity. For existing excess capacity, the total cost incurred by the City to add capacity is divided by the share of existing traffic, through traffic, and traffic from future new development in Pleasant View City. Since no future road is planned to have future capacity deficiencies, all future roads will meet the LOS C standard, the volume of traffic from new development in Pleasant View City using the excess capacity in the year 2030 is simply a subset of all future traffic from new development in Pleasant View City. The share of volume created by new growth in Pleasant View City in the year 2030 was derived based on interpolated model years.

Table 5 shows the existing excess capacity based on information provided by Pleasant View staff. Of the \$1,848,966 of actual historical cost incurred by the City for existing capacity, \$533,918 is available for use by future development in the year 2030 in Pleasant View City. Furthermore, this \$533,918 of existing capacity buy-in for future development is available through 2030 and will continue to be available based on long term growth of the City.

**Table 5: Existing Excess Capacity Buy-In**

Street	Limits		2023 Vol	2030 Vol	Project Cost	2030 Buy-In Eligible Cost
	From	To				
4300 North	350 West	500 West	720	1,900	\$627,886	\$87,165
600 West	Pleasant View Drive	2700 North	4,100	6,900	\$1,221,080	\$446,753
		Total Buy-In			\$1,848,966	\$533,918

*Source: Parametrix, Historical cost provided by Pleasant View Staff*

Appendix A:

66' Minor Collector				
Minor Collector 66' 1 Mile Length			PARAMETRIX July 26, 2023	
ITEM	QUANTITY	UNITS	UNIT COST	TOTAL
Excavation and Removals	14,311	CY	\$18.50	\$264,754
Asphalt (4")	5,233	TON	\$120.50	\$630,577
UT Base Course (12")	9,250	CY	\$55.50	\$513,375
2.5' Curb & Gutter (Type B1)	10,560	LF	\$78.00	\$823,680
Sidewalks (6" Thick)	58,080	SF	\$15.00	\$871,200
Chip Seal Coat, Type I	24,059	SY	\$3.00	\$72,177
4" Pavement Marking Paint - Yellow	7	GAL	\$60.00	\$420
4" Pavement Marking Paint - White	84	GAL	\$60.00	\$5,040
Pavement Message (Preformed Thermoplastic)	22	EACH	\$470.00	\$10,340
			SUB TOTAL	\$3,192,000
SWPPP	5%	EST	LUMP SUM	\$159,600
Traffic Control	5%	EST	LUMP SUM	\$159,600
Miscellaneous	10%	EST	LUMP SUM	\$319,200
Contingency	15%	EST	LUMP SUM	\$478,800
Mobilization	10%	EST	LUMP SUM	\$319,200
			ROADWAY TOTAL	\$4,628,400
			USE	\$4,629,000 Per Mile

Notes:  
Chip seal is assumed to include fog seal.

## 80' Minor Arterial w/ buffered bike lane

80' Minor Arterial with buffered bike land and shoulder  
1 Mile Length

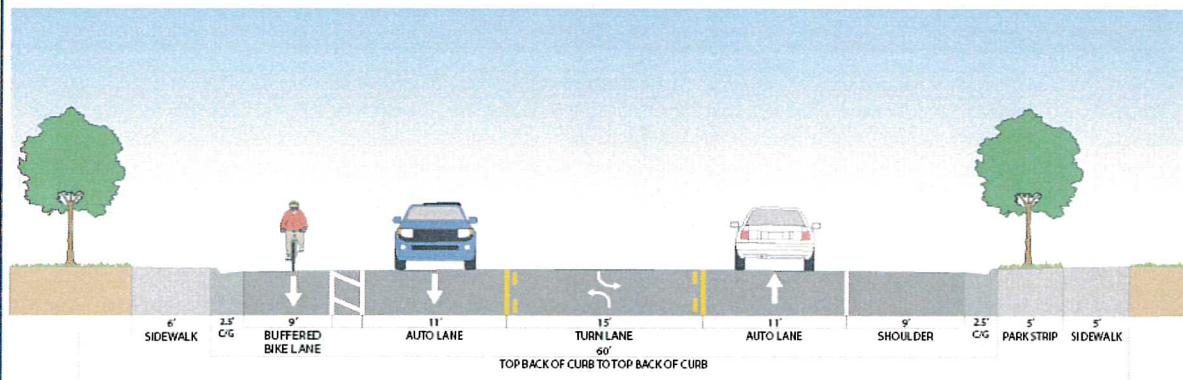
PARAMETRIX  
July 25, 2023

ITEM	QUANTITY	UNITS	UNIT COST	TOTAL
Excavation and Removals	17,962	CY	\$18.50	\$332,297
Asphalt (4")	7,020	TON	\$120.50	\$845,910
UT Base Course (12")	11,989	CY	\$55.50	\$665,390
2.5' Curb & Gutter (Type B1)	10,560	LF	\$78.00	\$823,680
Sidewalks (6" Thick)	58,080	SF	\$15.00	\$871,200
Chip Seal Coat, Type I	32,274	SY	\$3.00	\$96,822
4" Pavement Marking Paint - Yellow	70	GAL	\$60.00	\$4,200
4" Pavement Marking Paint - White	90	GAL	\$60.00	\$5,400
Pavement Message (Preformed Thermoplastic)	22	EACH	\$470.00	\$10,340
			<b>SUB TOTAL</b>	<b>\$3,656,000</b>
SWPPP	5%	EST	LUMP SUM	\$182,800
Traffic Control	5%	EST	LUMP SUM	\$182,800
Miscellaneous	10%	EST	LUMP SUM	\$365,600
Contingency	15%	EST	LUMP SUM	\$548,400
Mobilization	10%	EST	LUMP SUM	\$365,600
			<b>ROADWAY TOTAL</b>	<b>\$5,301,200</b>

**USE \$5,302,000 Per Mile**

Notes:

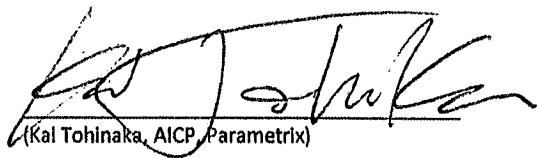
Chip seal is assumed to include fog seal.



**Certification**

I certify that the attached Impact fee facilities plan:

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 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.

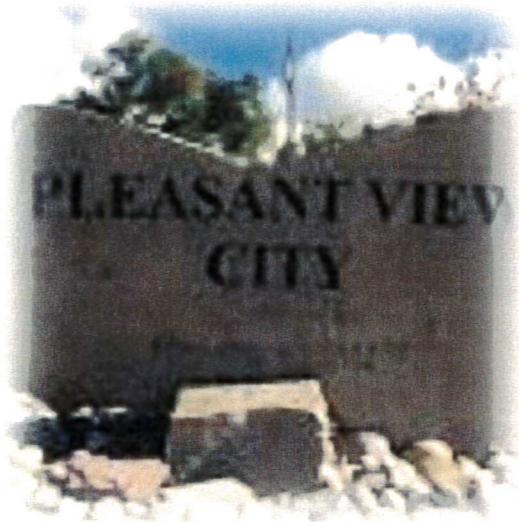


(Kal Tohinaka, AICP, Parametrix)

12/4/2023

'Exhibit C'

# 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
<b>Cost per ADT</b>	<b>\$71.47</b>

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, 11<sup>th</sup> 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, 11<sup>th</sup> 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
4300 North	350 West	500 West	720	1,900	\$627,886
600 West	Pleasant View Drive	2700 North	4,100	6,900	\$1,221,080
<b>Total Buy-In</b>				<b>\$1,848,966</b>	<b>\$533,918</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 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
<b>TOTAL</b>		<b>\$15,122,888</b>	<b>\$8,906,120</b>				<b>\$1,199,812</b>

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	<b>\$21.85</b>

## 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

<b>New Construction</b>	<b>Amount</b>
New Construction in Planning Window - Roads	\$1,199,812
Growth in ADTs, 2023-2030	24,433
<b>Cost per ADT</b>	<b>\$49.11</b>

## 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

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

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

<b>SUMMARY</b>	<b>Amount</b>
Buy-in	\$21.85
New Construction	\$49.11
Consultant Costs	\$0.51
<b>Cost per ADT</b>	<b>\$71.47</b>

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, 11<sup>th</sup> 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, 11<sup>th</sup> 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, 11<sup>th</sup> ed. These adjustments were made to align with gas stations.