CITY OF KEARNS
COUNCIL MEETING
AGENDA
July 14, 2025

Kearns Library
4275 W 5345 S
Kearns, Utah 84118

PUBLIC NOTICE IS HEREBY GIVEN that the Kearns City Council will hold a meeting on the **14th day of July 2025** immediately following the Kearns Community Reinvestment Agency Meeting which is scheduled to begin at 6:00 p.m. at the Kearns Library, 4275 W 5345 S, Kearns, Utah as follows:

Portions of the meeting may be closed for reasons allowed by statue. Motions relating to any of the items listed below, including final action, may be taken.

PUBLIC MEETING

1. **CALL TO ORDER**
2. **DETERMINE QUORUM**
3. **VISITING OFFICIALS**
4. **CITIZEN PUBLIC INPUT** ***(Limited to 3 Minutes Per Person)***

ORDER OF BUSINESS:

5. **CONSENT AGENDA**
   A. Approve Council Meeting Minutes
      a. June 9, 2025

6. **PUBLIC HEARING ITEMS** – *None*

7. **COUNCIL BUSINESS – ACTION ITEMS** (Discussion/Motion)
   A. Pavement Model Presentation – **Steven Kuhlmeier, Salt Lake County Public Works**
   B. My Hometown Presentation – **Craig Burton, My Hometown Utah**
   C. Kearns Impact Fee Evaluation Report Presentation and Review – **Dan Torres, Economic Development Manager**
   D. Discussion and Potential Approval of **Ordinance 2025-O-12**, An Ordinance of the Kearns City Council Amending the Zoning Map to Change the Zone of the Property Located at 5183 W Liberator Drive from M-1 and M-2 (Industrial) to M-2 (Industrial) – **Justin Smith, Planner**
   E. Rescheduling August Board of Canvass Meeting Date After August 26th – **Mayor Kelly Bush**
   F. Enbridge/Questar Franchise Agreement – **Nathan Bracken, Legal Counsel**

8. **WORKSHOP** (Discussion only) - None

9. **STAKEHOLDER UPDATES / INFORMATION**

A. Kearns Improvement District (KID) **- Greg Anderson, General Manager**
B. Kearns Library **- Lee Whiting, Librarian**
C. Wasatch Front Waste Recycling District (WFWRD) - **Renee Plant, Manager**
D. Unified Fire Authority (UFA)
E. Unified Police Department (UPD)
F. Kearns Community Council – **Roger Snow**

10. OTHER BUSINESS

A. Future Agenda Business (Motion/Voting)

11. CLOSED SESSIONS IF NEEDED AS ALLOWED PURSUANT TO UTAH CODE §52-4-205

A. Discussion of the character, professional competence or physical or mental health of an individual
B. Strategy sessions to discuss pending or reasonably imminent litigation
C. Strategy sessions to discuss the purchase, exchange, or lease of real property
D. Discussion regarding deployment of security personnel, devices, or systems; and/or
E. Other lawful purposes as listed in Utah Code §52-4-205

12. ADJOURN

Upon request, within three working days' notice, the Greater Salt Lake Municipal Services District will provide free auxiliary aids and services to qualified individuals (including sign language interpreters, alternative, etc.). For assistance, please call (385) 377-9466 – TTY 711.

JOIN VIA ZOOM:

Meeting link:

https://us06web.zoom.us/j/89969413562?pwd=T27GCTSPpwaqgVyToMjCz2mFLMKseE.1

Meeting ID: 872 7799 2611
Passcode: 790959

POSTED ON: July 11, 2025

CITY OF KEARNS COUNCIL MEETING MINUTES
June 9, 2025
****DRAFT MINUTES – UNAPPROVED****

COUNCIL MEMBERS PRESENT:
Kelly Bush, Chair
Chrystal Butterfield
Patrick Schaeffer
Alan Peterson
Tina Snow

COUNCIL MEMBERS EXCUSED:

STAFF PRESENT:
Diana Baun, Recorder
Nathan Bracken, City Attorney
Dan Torres, Economic Development Manager

Others Present:

1. CALL TO ORDER

Mayor Bush, presiding, called the meeting to order at 6:00 PM.

2. DETERMINE QUORUM

Mayor Bush announced that a quorum was present allowing the meeting to proceed.

3. VISITING PUBLIC OFFICIALS

Chris Harding, County Auditor, explained that each June, property tax notice evaluations were sent out to residents on paper, providing a snapshot of property tax details for the county and Municipal Services District. Harding stated that a new initiative was being implemented to include a QR code on these paper notices. This QR code would allow residents to sign up for electronic notifications and access a digital version of their notice. The electronic format aimed to offer more transparency by enabling residents to see detailed information about who was raising property taxes and for what purpose. For example, if a school district needed additional buses or counselors, residents could click a link to visit the district's website for more context.

Harding emphasized that the electronic version would also include hyperlinks to the legally required truth-in-taxation meetings. Residents could add these meetings to their calendars, get directions through Google Maps, and easily attend to voice their support or opposition. Additionally, Mr. Harding mentioned that the back of the notice would have a QR code for submitting reports if residents noticed any discrepancies with the county's operations. Cards with this QR code would be made available for attendees to take. He also addressed common mistakes in property tax assessments, such as sheds being misclassified as alternative dwelling units, which could lead to higher taxes. To streamline the appeals process, Harding described plans for a tracking system similar to an online pizza order tracker. This system would let residents see the status of their appeal in real time, from submission through various departmental reviews, so they would not be left waiting without updates.

Mayor Kelly Bush expressed strong support for these transparency measures and asked whether Mr. Harding's office could provide materials that the city could post on its website and Facebook page to help educate residents. Harding confirmed that they would prepare and share this information so that residents could easily access it through the city's online platforms.

4. CITIZEN PUBLIC INPUT

Darren Nerdin brought up the recent passing of Paul Walker, a former town council member, and shared that Mr. Walker's wife had spoken to him about the condition of Walker Park, where Darren Nerdin had previously assisted with maintenance and tree planting. Mr. Nerdin noted that there was a dead spruce tree at the park, which had originally been planted during the park's early development. He proposed that the dead spruce be removed and replaced with a new tree in honor of Paul Walker's contributions to the community.

Mayor Kelly Bush supported the idea of planting a new tree but emphasized that any replacement should be a water-wise species to align with the park's updated landscaping approach. Mr. Nerdin confirmed he would look into appropriate options and mentioned that he had been coordinating with county contacts regarding the maintenance responsibilities for the park. Mayor Kelly Bush clarified that Roth Landscaping, not the county, was responsible for maintaining the park's grounds, including the restrooms, and instructed him to work through Roth Landscaping for any maintenance or planting plans moving forward.

5. CONSENT AGENDA

A. Approve Council Meeting Minutes
- **a.** November 12, 2024
- **b.** May 12, 2025

Council Member Tina Snow moved to approve the November 12, 2024 and May 12, 2025 City Council Meeting Minutes as published. Council Member Butterfield seconded the motion; vote was 5-0, unanimous in favor.

6. PUBLIC HEARING ITEMS

A. ***Ordinance 2025-O-12*****,** An Ordinance Adjusting Compensation for Mayor and City Manager

Nathan Bracken addressed the council regarding updates to the ordinance governing compensation for the mayor, potential future city manager, and planning commissioners. He explained that when the ordinance was originally discussed and passed in February, the estimates for total compensation were not fully accurate because the anticipated costs of benefits had been underestimated. For example, the mayor's total compensation had been set at $70,000, with the assumption that the salary would be $55,000 and benefits around $15,000, but actual benefit costs turned out to be closer to $20,000, raising the total compensation beyond the intended amount. Mr. Bracken noted that any changes to council or senior staff compensation required a public hearing, which was the purpose of this discussion. He displayed a revised draft of the ordinance that clarified the breakdown between salary and benefits, proposing that the total compensation for the mayor be explicitly capped while recognizing that benefit costs fluctuate due to market rates.

Mayor Kelly Bush asked whether it was necessary to set a specific number for health benefits, given that insurance rates change annually.

Mr. Bracken confirmed it was not required and that the ordinance could simply state the salary amount, excluding benefits, which would be provided in addition. He also discussed the future city manager position, explaining that a salary figure of $180,000 had been included in the draft ordinance to give a future council the option to hire for that role if desired. He clarified that under the city code, the position did not have to be filled but was included in the budget planning to give flexibility to a new mayor and council after upcoming elections. He emphasized that budgeting for the position did not commit the city to hiring a manager, but ensured the funding would be available if needed. Additionally, Mr. Bracken pointed out that the ordinance passed in February had also included a $70 per meeting stipend for each planning commissioner. He recommended that, since the council was already revising the compensation ordinance, they should repeal the entire previous ordinance and adopt a new one that maintained the planning commission stipend as originally set. He confirmed that no separate public hearing was needed for that specific stipend but that it should be included in the new ordinance to avoid confusion.

Council Member Snow moved to open the Public Hearing and Council Member Butterfield seconded that motion. Vote was 5-0, unanimous in favor.

Janet Nerdin asked for clarification about whether the mayor's position would be considered full-time or part-time going forward.

Mayor Kelly Bush responded that it depended largely on the individual holding the office and the structure they chose. She explained that while the role had the potential to be full-time, the workload often varied widely, and the position did not operate like a standard eight-to-five job. She shared personal experience of performing mayoral duties at all hours, responding to calls and emails as needed, and explained that although the role could technically be part-time, in practice it functioned as a full-time commitment.

Ms. Nerdin compared this to other municipalities, noting that cities like Salt Lake City and South Salt Lake City had full-time mayors, while many smaller municipalities operated with a part-time mayor and a full-time city manager.

Mayor Bush acknowledged this difference and emphasized that in this city's form of government, whether the mayor worked full-time or part-time depended on the division of responsibilities between the mayor and the council and whether a city manager was hired.

Nathan Bracken further clarified that under the city's five-member council form of government, the mayor had the option to take on more or less responsibility depending on the presence of a city manager. He explained that unlike cities with a "strong mayor" form of government, the current structure included the mayor as part of the council, with shared decision-making authority, meaning that the allocation of work to the mayor could vary significantly based on what the council decided. He also noted that historically, Mayor Kelly Bush had essentially been fulfilling the role of a city manager, which was why the compensation discussion arose, since the pay had been more reflective of a part-time role despite full-time duties. He confirmed that there was no requirement for the city to formally declare the mayor's role as full-time or part-time under the current form of government. He added that the inclusion of a salary line item for a possible city manager in the budget was simply to ensure that, after the election, the new council and mayor would have the flexibility to hire a city manager if they chose to do so, without needing to revise the budget.

Mayor Kelly Bush concluded by noting that the city's chosen governance structure ensured the mayor did not operate unilaterally but rather remained accountable to the council, preserving the collaborative dynamic the city valued.

Council Member Snow moved to close the Public Hearing with Council Member Butterfield and Council Member Butterfield seconded that motion. Vote was 5-0, unanimous in favor.

Mayor Bush and City Attorney Nathan Bracken reviewed how to clearly word the ordinance to reflect the council's intentions while accounting for fluctuating benefit costs. They confirmed that the mayor's compensation would specify a salary of $55,000 per fiscal year, with health insurance provided in addition, but not included in that salary figure.

Council Member Tina Snow raised the point that using general wording such as "benefits" could lead to ambiguity, so Mr. Bracken recommended specifically stating "plus health insurance" to avoid unintended interpretations like vehicle allowances or other forms of compensation.

Regarding the Planning Commission, it was confirmed that the stipend would remain at $70.00 for each meeting attended, maintaining consistency with the prior ordinance. Mr. Bracken pointed out that formatting and wording needed to be clear and consistent throughout the document, including the use of ".00" for dollar amounts.

Discussion then turned to the future city manager position.

Mayor Bush reiterated that the city's current approach was to set an appropriate ceiling for compensation, without obligating the city to hire a manager, but to ensure funds were available should the next council decide to fill the role. The council agreed to cap the total compensation package for a future city manager at $180,000 per fiscal year, inclusive of salary, health insurance, retirement, and any other standard benefits. Mr. Bracken emphasized that because this total figure included all benefits, the actual salary offered would need to be calculated by backing out the cost of benefits at the time of hire, which could fluctuate annually due to market rates. Mayor Bush noted that the city's URS retirement figures would be gathered to help the future council understand how much of that $180,000 would be available for salary versus benefits. Mr. Bracken reminded the council that if a future council wished to adjust this amount, they would need to hold another public hearing and amend the budget accordingly. He suggested that, moving forward, it would be best practice to align any compensation public hearings with the annual budget process to account for cost-of-living adjustments and market changes.

Mayor Bush concluded that this arrangement gave the next council a fair starting point for compensation planning and enough flexibility to hire a city manager early in the year if desired, without the need for immediate budget amendments. The council members agreed with the final language and structure for the ordinance as reviewed.

Council Member Snow moved to approved Ordinance 2025-O-12, Adjusting Compensation for the Mayor and City Manager. Council Member Butterfield seconded the motion; vote was 5-0, unanimous in favor.

7. COUNCIL BUSINESS – ACTION ITEMS

A. Ordinance 2025-O-09, An Ordinance Adopting the FY2026 City of Kearns Fee Schedule

Nathan Bracken provided an update to the council regarding the annual fee schedule review and its alignment with the city's budget process. He explained that while the city was ahead of schedule with budget adoption — which must be finalized by the end of the fiscal year, the end of the month — it was also good practice to review and adopt the city's fee schedule concurrently to ensure consistency. He noted that although the fee schedule did not technically have to be approved by the same deadline, keeping it aligned with the budget ensured clarity and transparency. Mr. Bracken described that this year, the approach to the fee schedule had been slightly modified due to recent legislative changes. Specifically, any fees related to building permits, zoning changes, or other land use matters were now being formally treated as land use regulations, since state code defined land use regulation to include fees. To comply with this requirement, these fees had been reviewed by the Planning Commission, which issued a favorable recommendation for their adoption. However, he noted that the Planning Commission recommended removing certain language related to "mountainous" or "mountain" planning zones from the standard Municipal Services District preparedness template. He clarified that such language was more relevant for cities like Brighton and Emigration Canyon, which do have mountainous canyon zoning needs, but was unnecessary

for this city. Diana Baun assisted by locating sections of the draft fee schedule where the mountainous zone references still appeared, so they could be identified and removed as part of the final adoption process. Mr. Bracken stated that the Ordinance adopting the fee schedule would direct staff to complete these final edits, removing all remaining references to the mountainous planning zones to match the Planning Commission's recommendation.

Council Member Snow moved to approve Ordinance 2025-O-09, Adopting the FY2026 City of Kearns Fee Schedule. Council Member Schaeffer seconded the motion; vote was 5-0, unanimous in favor.

B. Economic Development Report: Transportation Master Plan Update and Kearns Impact Fee Study Update

Dan Torres provided a detailed presentation updating the council on two ongoing initiatives: the continued work on the Community Reinvestment Area (CRA) process and progress on both the preliminary impact fee study and the development of a comprehensive transportation master plan for Kearns. He explained that the lieutenant governor's office was moving forward with the CRA process, and at the same time, the Municipal Services District (MSD) staff had engaged an economic development firm to conduct a market study to better prepare for future development opportunities in Kearns, including projects tied to the airport and other local growth areas. Mr. Torres then discussed the preliminary impact fee study that began earlier in the year. He reported that the study confirmed impact fees were indeed feasible for Kearns, based on growth and infrastructure needs. This preliminary work helped the MSD and Kearns staff gain a clearer understanding of the community's assets, including the full inventory of parks, roads, and stormwater facilities. The findings not only supported the justification for a full impact fee study, which will likely be pursued after the next round of budget adoption, but also contributed valuable information for the city's moderate-income housing report and transportation planning. He then shifted to the transportation master plan, explaining that the plan would create a clear, data-driven framework for prioritizing road and transportation projects across the MSD while giving each jurisdiction its own tailored plan. Mr. Torres emphasized that the purpose of this effort was to make funding and maintenance decisions more transparent and strategic, aligning growth, safety, and connectivity with available funding sources. The plan would result in two master lists for Kearns — one for capital projects like new roads or major improvements and another for maintenance work — with projections stretching twenty years into the future. He credited the council and Mayor Kelly Bush for consistently securing significant state appropriations and grants, which he said demonstrated Kearns' strong ability to leverage funding for local needs. He described how the new plan would allow the city to continue this success by clearly justifying priorities with quantifiable data, while still leaving final funding decisions to the council. He stressed that the plan would remain flexible and could be updated as conditions changed or new issues arose.

Additionally, Mr. Torres outlined several potential funding tools that the council could consider in the future to further support road maintenance and improvements. These included implementing a transportation utility fee or a street impact fee, both of which would require

further city-specific studies and council action. He noted that stormwater management could also provide a funding mechanism since stormwater systems often intersect with road infrastructure. He concluded by describing the timeline for the transportation master plan: the request for proposals had been issued on June 2 and would close later in the month, with a contract expected to be awarded by August. He stated that although this work would largely be handled by staff, he strongly recommended that one or two council members participate in the planning process to ensure that the council's priorities and the community's interests were fully represented throughout. In response to a question from Council Member Tina Snow about whether committee meetings for this process would be held during the day or evening, Torres confirmed that meetings would be scheduled flexibly to accommodate council members' availability and ensure their input was included at every stage.

C. Scheduling Board of Canvass Meeting Dates

Diana Baun discussed the upcoming Primary Election and the need to schedule a Board of Canvassers Meeting for the council to accept the results of the Primary Election. After discussion, the council agreed to meet on August 19, 2025 at 6:00 pm at the UPD Precinct in Kearns. In addition, they scheduled the Board of Canvassers Meeting for the General Election for November 12 at 6:00 pm with the November City Council Meeting moved to the same date.

Before continuing the meeting, Council Member Al Peterson asked for those in attendance to stand and observe a moment of silence for Paul Walker, who was discussed earlier.

8. **WORKSHOP** - None

9. **Stakeholder Updates/Information**

A. Kearns Improvement District (KID) **-** ***Greg Anderson, General Manager***

Greg Anderson provided the council with an update on several key activities involving the Kearns Improvement District. He reported that the 5400 South Main project was nearing completion, with all major pipeline installation now in place. He explained that over the next month, the contractor would be sanitizing and pressure testing the new pipeline. Once testing was successfully completed, final tie-ins at the intersection of 5400 South and 5600 West would be done to connect the new pipe to the main water system, which explained the continued presence of steel plates at that intersection. Mr. Anderson also shared that the district had received advance notice from the Municipal Services District (MSD) about an upcoming alternate project in the Woodview Subdivision area, specifically along Clear Vista Drive and Sunrise Vista Drive. He expressed appreciation to Mayor Kelly Bush for working proactively with the district to coordinate service line connections ahead of the MSD's work, allowing the district to better manage the infrastructure and reduce potential disruptions for residents. Turning to more challenging news, Mr. Anderson discussed ongoing negotiations with the Jordan Valley Water Conservancy District. He noted that the district planned to impose a 7.6% rate increase for the upcoming year. Although a joint study had been

conducted to review and potentially minimize some of the charges, he conveyed that the district was dissatisfied with how their partner agency had approached this year's rate adjustments and would continue efforts to negotiate more favorable terms for the following year. He also provided an update on local water usage, reporting that Kearns residents had used about 10% more water this year than last year, a trend that ran counter to conservation goals, despite broader conservation efforts in the Jordan Valley Water Conservancy District. He encouraged continued outreach and resident awareness to improve water conservation, adding that many residents were just starting up their sprinkler systems for the season and might need reminders to set timers correctly. Mr. Anderson informed the council that the 2024 Water Quality Report, which is legally required each year, had been completed and posted on the district's website, and he urged residents to review it to see the standards and quality of the water being provided. Finally, he noted that, as of the close of business that evening, five individuals had declared candidacy for the two open trustee positions on the district's board.

B. Kearns Library **- *Lee Whiting, Librarian***

Lee Whiting addressed the council and residents to share updates on current and upcoming programs at the Kearns Library. He highlighted a key summer initiative, the Job Works Program, which had just started that day and would continue on Mondays in the library meeting room. This program, run by the Fathers and Families Coalition, offered life skills training for youth ages 14 to 18 who might not have summer employment or other structured activities. Participants would gain practical skills, learn about healthy relationships, and develop employability skills through real-world experiences such as earning a food handler's permit and working at local community events, including running a snow cone booth. He noted that the library had previously hired these youth for past events but that the program had been inactive last summer due to organizational challenges. He expressed excitement that the program was now back on track and encouraged residents to spread the word to any youth who might benefit. Mr. Whiting also shared information about other ongoing programs at the library, including the summer reading program, which was open to all ages and provided participants with opportunities to win books, prizes, and vouchers to local attractions like the Tracy Aviary. He encouraged community members to visit the library's information desk to pick up calendars and learn more about the various events. Additional upcoming events included weekly programs for younger children, Zoom gaming classes, and special activities such as henna tattoos on Tuesday, the 24th, from 6:30 to 7:30 p.m. He also mentioned that local firefighters would be visiting the library for a themed story time on Wednesday, the 25th, at 10:30 a.m. Whiting thanked the council and residents for their support and encouraged everyone to participate in and help promote these community-focused programs.

C. Wasatch Front Waste Recycling District (WFWRD) **- *Renee Plant, Manager***

Renee Plant discussed the SCRAP Program and their efforts being currently put into marketing materials, bill stuffers and information on online payments.

D. Unified Fire Authority (UFA) **- *Chief Russell***

No updates available at this point in the meeting – staff was involved in training off site.

E. Unified Police Department (UPD) **– *Lt. Nelson***

Lt. Nelson provided an update to the council on recent public safety trends and developments within the precinct. He began by noting that their team had been working on building updates and improvements. He then shared that the overall number of cases in May had shown a seasonal increase compared to April, which was typical as warmer weather brought more people outdoors and juveniles, now out of school for the summer, were more active in the community. Despite the uptick for the month, he reported that overall caseload numbers for the year were down by approximately 150 cases compared to the previous year. He attributed this positive trend to progress in resolving ongoing issues that previously generated high volumes of cases. Lt. Nelson did highlight that the area had experienced a homicide and an attempted homicide last month. However, he emphasized that all individuals involved in both incidents were identified and taken into custody within seventy-two hours, which he credited to the capabilities of the Unified Police Department's Violent Crimes Unit. He explained that having a dedicated unit with multiple detectives, a full forensic team, and access to investigative tools made it possible to resolve these serious cases quickly, whereas in other areas, such cases might remain open for much longer. He also reported an increase in graffiti incidents across the valley, noting that this was common during summer when juveniles had more free time. He urged residents to report graffiti as soon as it appeared so the department could photograph it for investigative purposes and have it removed quickly. Lt. Nelson reminded residents that if they chose to clean graffiti themselves, they should first take a photograph to aid in tracking tagging patterns and identifying those responsible. Regarding staffing, he shared that the precinct had recently added several new officers who were settling into their roles and becoming more proactive, which had contributed to an increase in citations issued. He announced that the precinct would soon welcome two new sergeants, both highly regarded and experienced, with one having previously worked in the area and the other having overseen training for new officers. He stated they would be introduced to the council at a future meeting in July. Lt. Nelson concluded by expressing appreciation for the council's support in funding new positions that would take effect July 1. He explained that adding a digital crimes detective would help the precinct expand its capacity to handle digital investigations and related case work, easing the burden on existing staff and allowing more focus on community events and other proactive policing efforts. Mayor Kelly Bush reminded the team to coordinate necessary invoicing for the new positions with Chief Hughes to ensure timely approval and payment.

F. Kearns Community Council **– *Roger Snow***

Roger Snow provided the council with an update on preparations for the upcoming Hometown Days event, which would be held at Boulder Park on August 9. He shared that the event was shaping up to include a variety of family-friendly attractions, such as inflatables, a petting zoo with twenty animals, four ponies for rides, snow cones, a car show, three food trucks, and a Las Vegas–style fireworks display. He mentioned that the fireworks show could draw people from outside the area and reminded everyone to be mindful of animals that might be affected by the noise. He also noted that although an attempt was made to bring in a special performance act, the arrangements fell through, but he expressed appreciation for Council Member Patrick Schaeffer's efforts to try to secure it. Mr. Snow added that a DJ would provide music and karaoke, jokingly suggesting that some council members could participate. He also

shared progress on the historical memorial project at Camp Kearns. He announced that ten new plaques had been installed to highlight the history of Camp Kearns and the surrounding area had been completed. He described the new panels as very durable and designed to withstand graffiti or damage, making them easy to maintain and replace if needed. Dan Torres and Mayor Kelly Bush both commented that the new installation gave the site a feel similar to walking through a Washington, D.C. memorial. The unveiling of the Camp Kearns History Parkway was scheduled for the same day as Hometown Days, with the dedication set for 11:00 a.m. Mr. Snow noted that while the panels were currently wrapped for protection, they would remain covered until the unveiling.

Council Member Tina Snow asked about the timing of the parade on the same day, expressing concern that it might overlap with the planned unveiling. Mr. Snow acknowledged the tight timing and indicated that the team would revisit the schedule to ensure there was no conflict. Mayor Kelly Bush asked about the availability of chairs for the unveiling ceremony, and it was clarified that a trailer containing chairs had previously been stolen, so the need to replace them would be addressed before the event.

Finally, a brief update was given on a skateboarding project proposed by a local young resident. Council Member Patrick Schaeffer and Roger Snow confirmed that the young man was still actively working on the project with the support of another community member to secure sponsorship and finalize plans. They reassured the council that this project remained on track for its planned date of July 19 and that no progress had been lost.

10. Other Business

A. Future Agenda Business

Council Member Snow moved to recess the City Council Meeting and moved to Closed Session for the reasons indicated below. Council Member Schaeffer seconded the motion; vote was 5-0, unanimous in favor.

11. Closed Session if Needed as Allowed Pursuant to Utah Code §52-4-205

A. Discussion of the character, professional competence or physical or mental health of an individual
B. **Strategy sessions to discuss pending or reasonably imminent litigation**
C. **Strategy sessions to discuss the purchase, exchange, or lease of real property**
D. Discussion regarding deployment of security personnel, devices, or systems; and/or
E. Other lawful purposes as listed in Utah Code §52-4-205

12. Adjourn

Council Member Snow moved to adjourn the June 9, 2025 City Council Meeting. Council Member Schaeffer seconded the motion; vote was 5-0, unanimous in favor.

The June 9, 2025 meeting adjourned at 7:34 PM

This is a true and correct copy of the June 9, 2025 Town Council Meeting Minutes, which were approved on July 14, 2025.

Attest:

Kelly Bush, Mayor

Diana Baun, City Recorder

CITY OF KEARNS
****DRAFT ORDINANCE COPY****

ORDINANCE 2025-O-13 **Date: July 14, 2025**

AN ORDINANCE OF THE KEARNS CITY COUNCIL AMENDING THE ZONING MAP TO CHANGE THE ZONE OF THE PROPERTY LOCATED AT 5183 W LIBERATOR DRIVE FROM M-1 AND M-2 (INDUSTRIAL) TO M-2 (INDUSTRIAL)

RECITALS

WHEREAS, the Greater Salt Lake Municipal Services District provides services to the City of Kearns, Magna City, White City, Town of Copperton, Emigration Canyon City, unincorporated areas of Salt Lake County, and the Town of Brighton; and

WHEREAS, the City of Kearns is a municipality and has authority to regulate zoning in general pursuant to Utah Code Ann. Subsection 10-3c-103 (2);

WHEREAS, the City of Kearns has authority to adopt zoning ordinances, including a zoning map pursuant to Utah Code Ann. § 10-9a-501 in accordance with the Municipal Land Use, Development, and Management Act, ("MLUDMA"), Title 10, Section 9a, Utah Code, to establish zones within the metro township; and

WHEREAS, the Council deems it appropriate to amend its zoning map in order to accommodate the use of the land for industrial purposes; and for the protection and preservation of the public health, safety and general welfare.

Be it ordained by the Kearns City Council as follows:

Section I: Section, 19.06.020, The Zoning Map of the City of Kearns, Kearns Municipal Code of Ordinances 2017, is hereby amended as follows:

The property described **Application** REZ2025-001400 filed by Craig Wilde and located at 5183 W Liberator Drive in the City of Kearns, is hereby reclassified from the M-1 and M-2 zone to the M-2 with said property being described as follows:

Parcel #: 20-12-128-007-0000

Legal Description:
Lot 1 CAMP KEARNS SUBDIVISION
Contains 2.95 acres in area

Section 2: The map showing such change shall be filed with the City of Kearns Planning Commission in accordance with Section 19.06.020 of the Kearns Municipal Code of Ordnances, 2017.

Section 3: This ordinance shall take effect fifteen (15) days after its passage and upon at least one publication in a newspaper published in and having general circulation in City of Kearns, and if not so published within fifteen (15) days then it shall take effect immediately upon its first publication.

SECTION II: This Ordinance is effective upon posting as required by law.

IN WITNESS WHEREOF, the Kearns Council has approved, passed and adopted this ordinance this 14th day of July, 2025.

KEARNS CITY COUNCIL

_____
Kelly Bush, Mayor

ATTEST:

_____
Diana Baun, City Recorder

Voting:
Council Member Bush voting _____
Council Member Butterfield voting _____
Council Member Snow voting _____
Council Member Peterson voting _____
Council Member Schaeffer voting _____

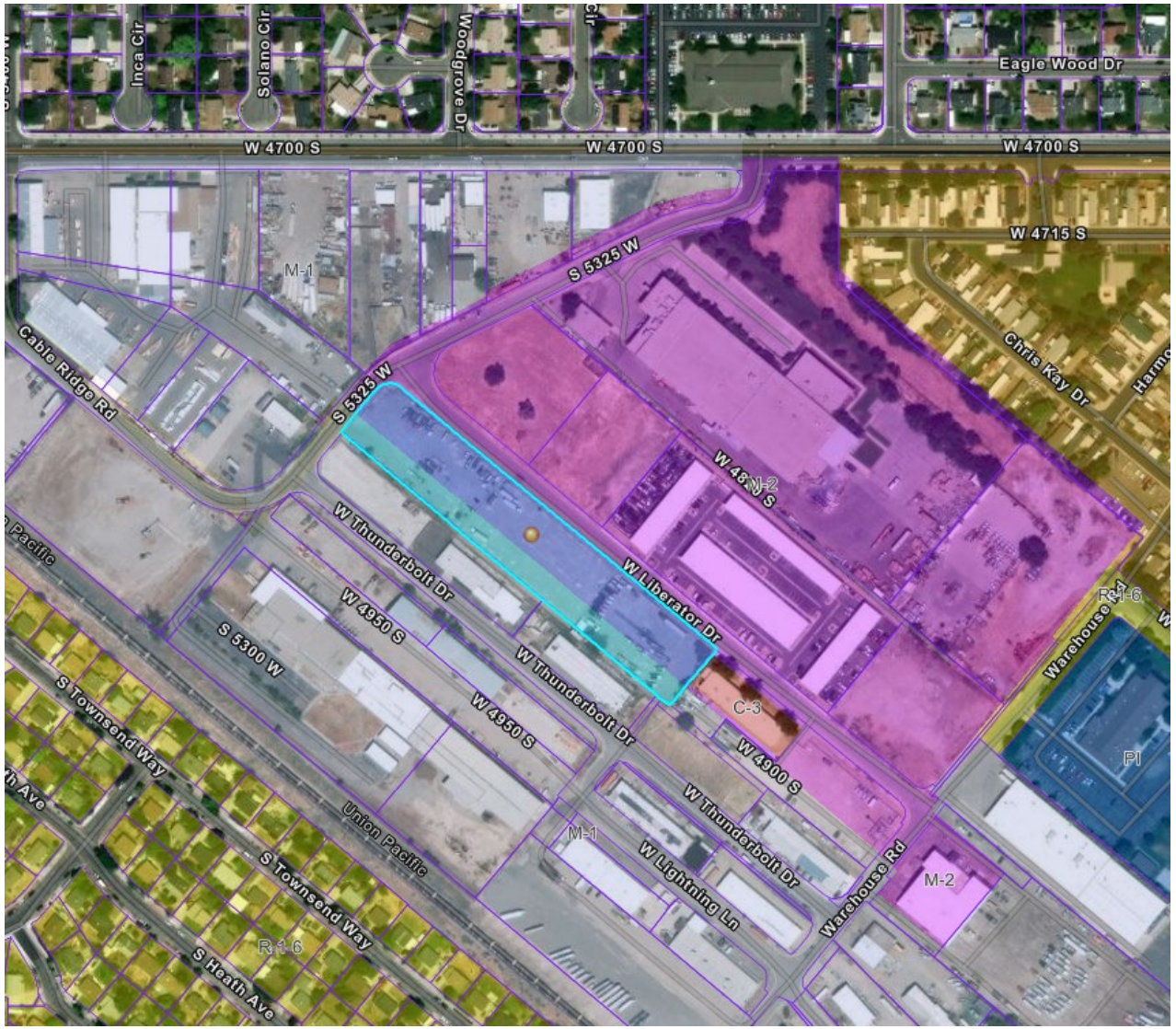
Date ordinance summary was posted on the Utah Public Notice Website:
_____

Effective date of ordinance: _____

REZ2025-001400

Rezone
5183 W Liberator Drive
Kearns Planning Commission
7/7/25

Site Aerial View



Current Zoning

M-1 and M-2

Proposed Zoning

M-2

Existing Conditions

Currently fenced and being used as a storage yard

Applicant is proposing to keep this use

Would be required to bring in a land use application and bring the site up to standard

- Applicant was sent a copy of 19.42.330 and was already familiar with the ordinance

Analysis

The proposed use is not to unlike other uses in the area

This property borders both M-1 and M-2 properties.

M-2 zone is consistent with the general plan

No health or safety concerns were brought up

- Health Dept mentioned groundwater source protection, applicant was made aware of this

Zone boundary was created by a vacated road

Analysis

1. No portion of the storage area shall be located within three hundred feet (300') of any residential zone or use lot line.

2. Any outdoor storage area shall be completely enclosed by a fence or wall no less than six feet (6') in height, constructed of a sturdy, durable material and sufficiently opaque to ensure that the stored material is not visible from outside the storage area. The fence or wall shall have a minimum of two (2) non-transparent gates not exceeding forty-eight feet (48') in width providing access to the storage area for vehicles but may not allow direct view of the storage area from adjacent properties or streets. Said fence or wall shall be continuously maintained in good condition and may contain only approved signs.

3. Each salvage or storage yard must include a masonry wall along the entirety of each street frontage. This wall shall be constructed at the front setback line required for buildings in the underlying zone. The storage or salvage area may not be closer to the street than the front facade of the building. The Director may accept a landscaped berm in lieu of the masonry wall if the height, width, and berm landscaping fully screen the storage or salvage areas. A berm allowed in lieu of a masonry wall shall include live plant material that covers no less than fifty percent (50%) of the berm with grasses, bushes, ground cover or tree canopies. Trees and bushes must be at least twenty five percent (25%) evergreen.

4. The surface of the storage or salvage yard shall be covered with an all-weather surface. Any stormwater or other runoff from the site shall be contained on the site and disposed of through an on-site drainage system, in conformance with applicable regulations to enforce the requirements of the National Pollutant Discharge Elimination Systems (NPDES) permit.

5. Stored materials may not be stacked higher than six feet (6') and shall be stored in a manner so as not to be visible from adjoining properties or rights-of-way. In no case may salvage or junk be stored at a height exceeding the height of the storage area fence or wall. Operational vehicles and motorized equipment are not subject to the height requirement for storage. No inoperable vehicle or equipment may be stored within the outdoor storage areas. Permitted salvage yards are the only allowable storage areas for inoperable vehicles or equipment.

6. Outdoor storage shall be kept and maintained in a neat and orderly manner. Outdoor storage may not include dirt, manure, gravel, rocks, sand, bark, or similar materials, unless the items are stored in bags, on pallets, or on other individually sealed containers.

7. A management office shall be provided on site. A caretaker unit may be permitted for security personnel or on-site operator.

8. Conditions within the storage area shall be controlled to minimize the hazards of fire and other threats to health and safety. Product, salvage, or other storage shall be stored in rows with a continuously looping drive aisles with a minimum width of twenty feet (20').

9. Requests for a permit for a salvage yard shall also require submission of a detailed proposal identifying the predominant type of salvage to be received, the methods of separation and/or recycling, and ultimate destination of all salvaged, recycled, and waste materials. The applicant shall submit written materials outlining measures taken to comply with all necessary state, county, and local laws.

10. All batteries shall be removed from any vehicle, and all radiator and fuel tanks shall be drained prior to the vehicle being placed in the storage yard. Salvaged batteries, oil and other such substances shall be removed by a licensed disposal company and be stored in a manner which prevents leakage of battery fluid. No fluids removed from vehicles may be applied as a dust control method, or otherwise allowed to be discharged upon the ground.

11. Vehicle parts may not be stored, loaded, unloaded, or dismantled outside the fence enclosing the salvage yard.

12. In order to protect surrounding areas, business operations, including loading and unloading operations shall be limited to daylight hours.

Recommendations

On July 7, 2025 the Kearns Planning Commission recommended approval of the rezone from M-1 and M-2 to M-2.


CITY OF
Kearns

SALT LAKE COUNTY

PUBLIC WORKS OPERATIONS

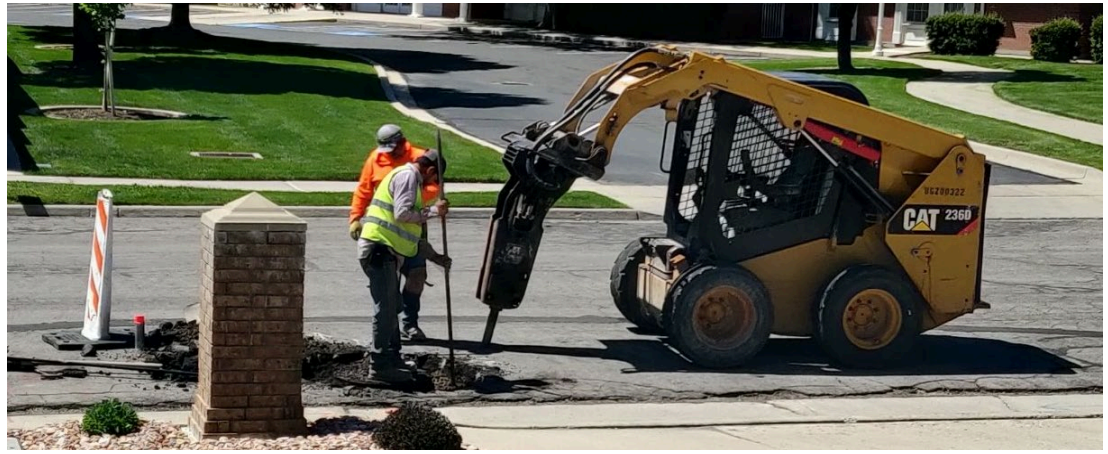
Kearns Pavement Management

July 2025

CITY OF Kearns

Public Works Operations Provides the Following Services:

- Road inspections (3-year rotation)
- Data management
- Mill and overlays of asphalt surface (2”)
- Repairs
  - Potholes
  - Crack sealing
  - Mastic patch
  - Asphalt patch
- Micropave (contracted)
- Slurry seals (contracted)



Pavement Preservation

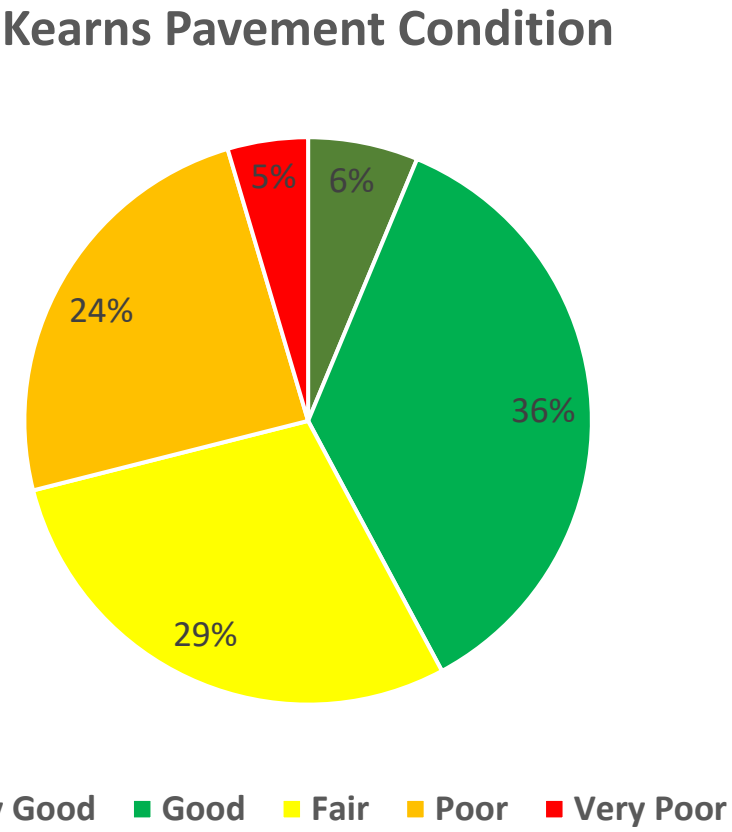
SALT LAKE COUNTY
PUBLIC WORKS OPERATIONS

CITY OF Kearns

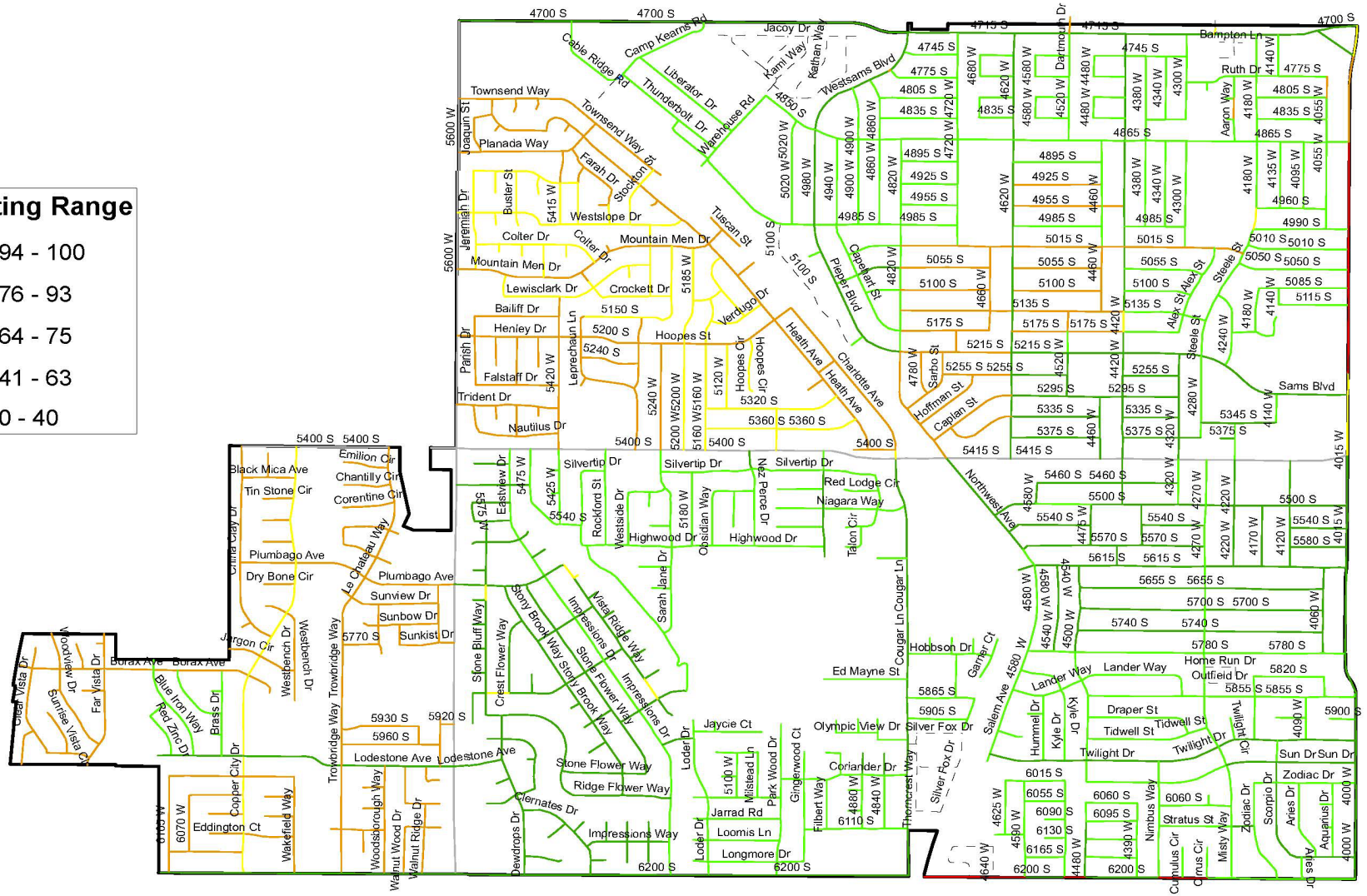
Kearns Current Condition

	Very Good	Good	Fair	Poor	Very Poor	Total
Centerline Condition	6%	36%	29%	24%	5%	100%
Centerline Miles	4.54	35.45	28.16	23.27	2.89	94.26
Area Square Feet	999,371	5,715,277	4,597,846	3,878,101	729,113	15,919,708

Average Road Segment OCI = 70.9



Category	Rating Range
Very Good	94 - 100
Good	76 - 93
Fair	64 - 75
Poor	41 - 63
Very Poor	0 - 40



Kearns Current Condition

SALT LAKE COUNTY
PUBLIC WORKS OPERATIONS

CITY OF Kearns

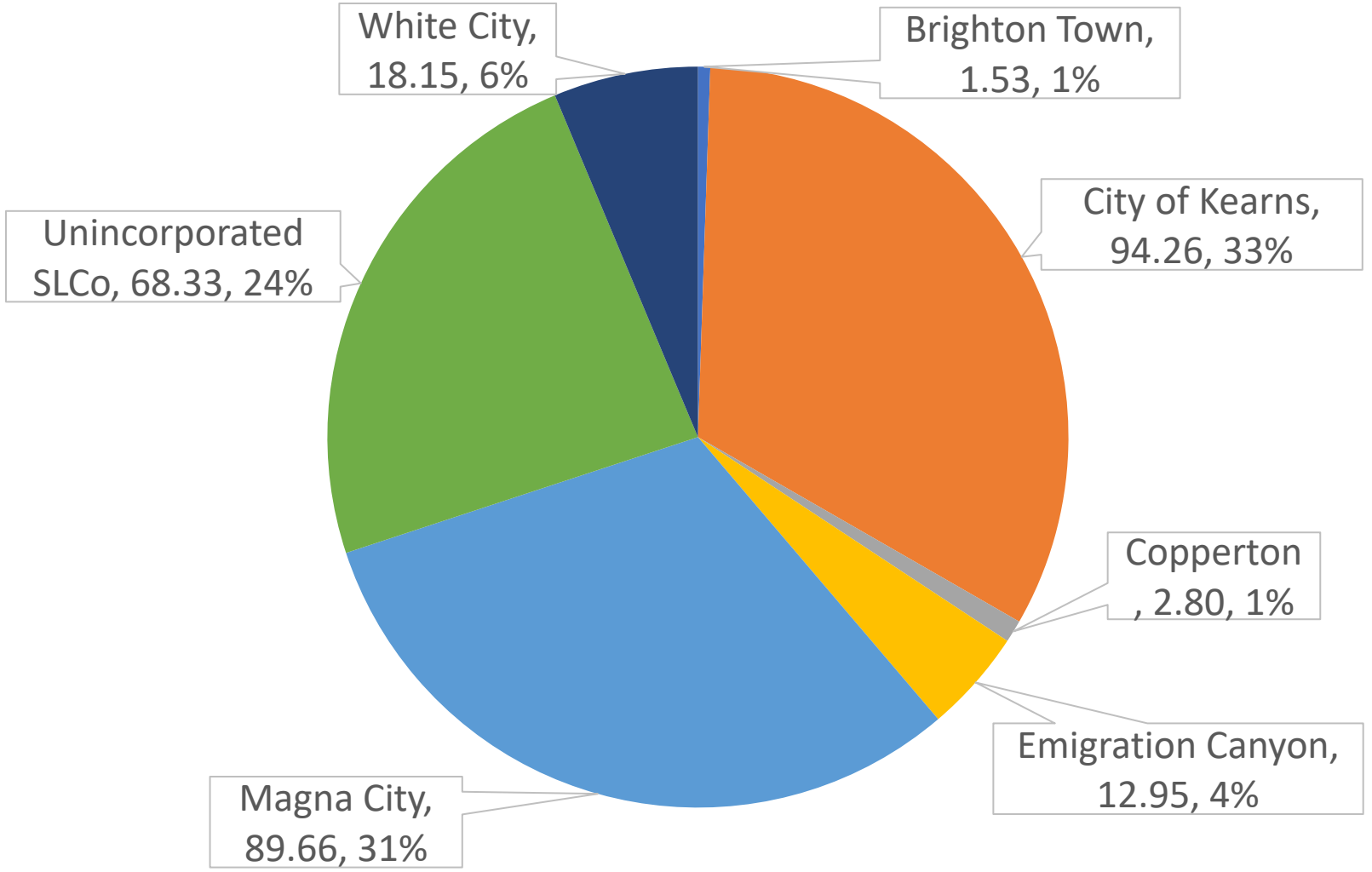
Budget Forecast Assumptions:

- Does not consider concrete improvements, asphalt maintenance only.
- Class B&C road fund allocations to jurisdiction set at 2024 allocations plus 3% annual growth (avg. statewide from past 5-yrs)
- Linear deterioration rate of asphalt vs. 20-yr service life
- Construction inflation of 6.5%
- Engineering reconstruction projects available every ~ 3 years up to approximately ~200,000 – 300,000 SF.

2025-2045 Budget Forecast

SALT LAKE COUNTY
PUBLIC WORKS OPERATIONS

CITY OF Kearns



GSLMSD Road Miles (July 2025)

SALT LAKE COUNTY
PUBLIC WORKS OPERATIONS

CITY OF Kearns

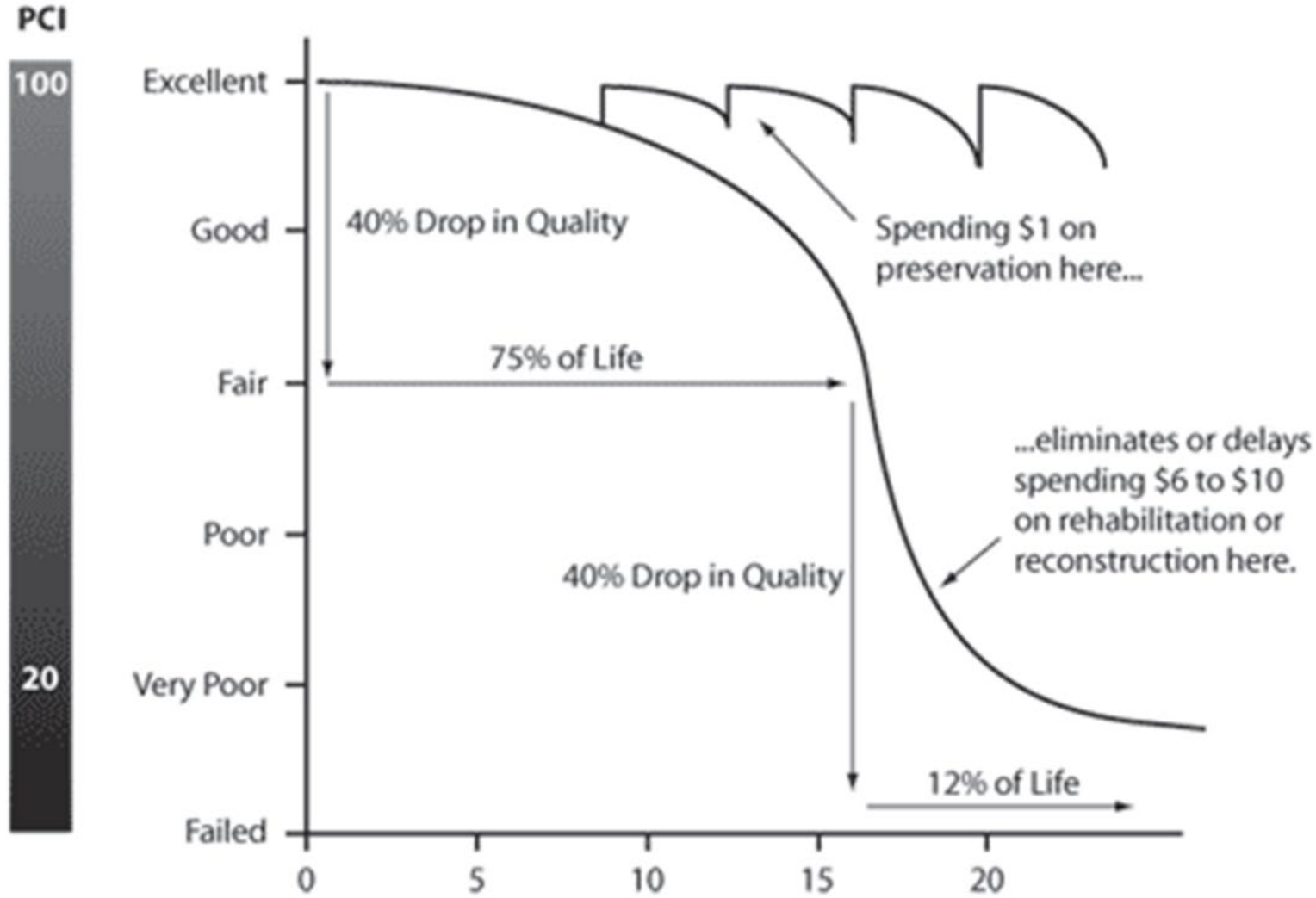
Treatment Type	Minimum (yrs)	Average (yrs)	Maximum (yrs)
Thin (< 2.5-inch) Hot-Mix Asphalt (HMA) Overlay	2	8	12
Thick (≥ 2.5-inch) HMA Overlay	6	10	17
Single Chip Seal	1	6	12
Double Chip Seal	4	9	15
Thin (< 2.5-inch) Mill and Fill	**4**	**8**	**20**
Thick (≥ 2.5-inch) Mill and Fill	6	10	17
Cold-In-Place HMA Recycling	5	10	20
Crack Sealing	**2**	**3**	**10**
Microsurfacing	**4**	**6**	**10**

Source: Federal Highway Administration. (2017). *Pavement performance measures and forecasting and the effects of maintenance and rehabilitation strategy on treatment effectiveness (Revised)* (FHWA-HRT-17-095). U.S. Department of Transportation. https://www.fhwa.dot.gov/publications/research/infrastructure/pavements/ltpp/17095/003.cfm

Treatment Performance

SALT LAKE COUNTY PUBLIC WORKS OPERATIONS

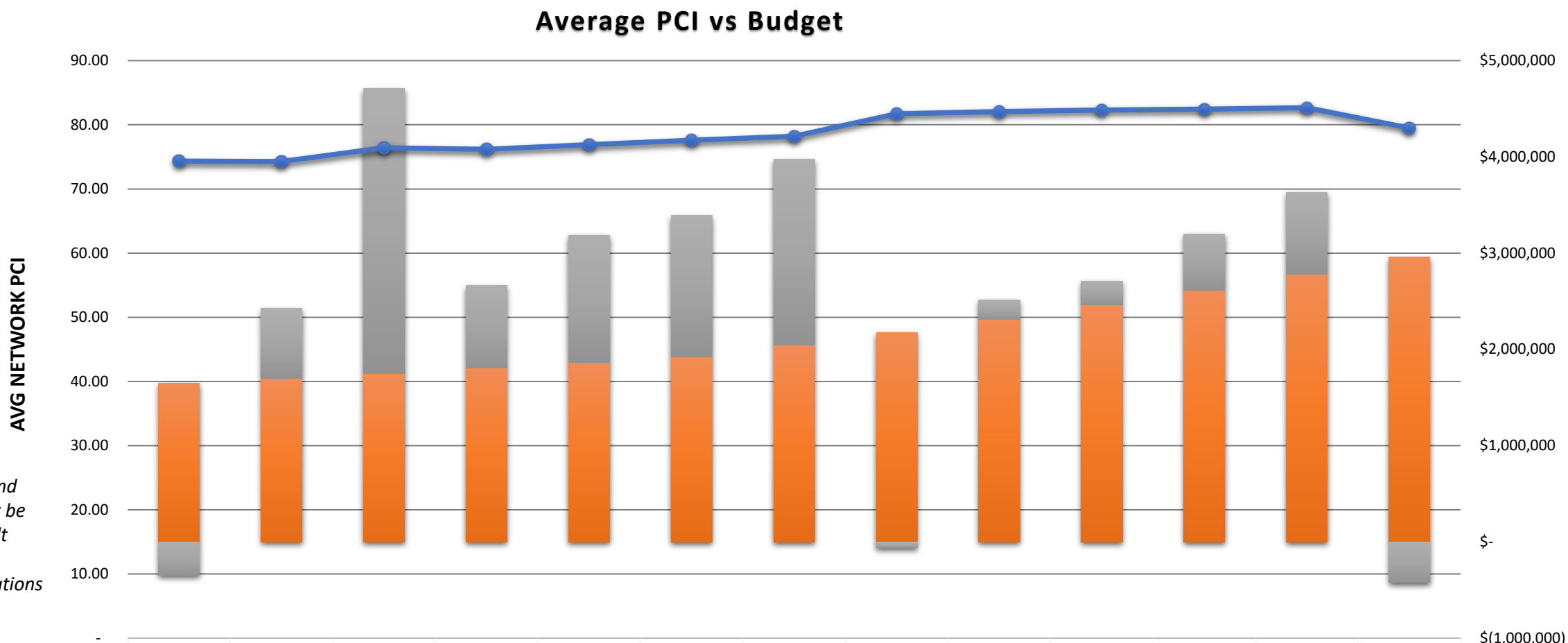
CITY OF Kearns



Pavement Preservation

SALT LAKE COUNTY
PUBLIC WORKS OPERATIONS

CITY OF Kearns



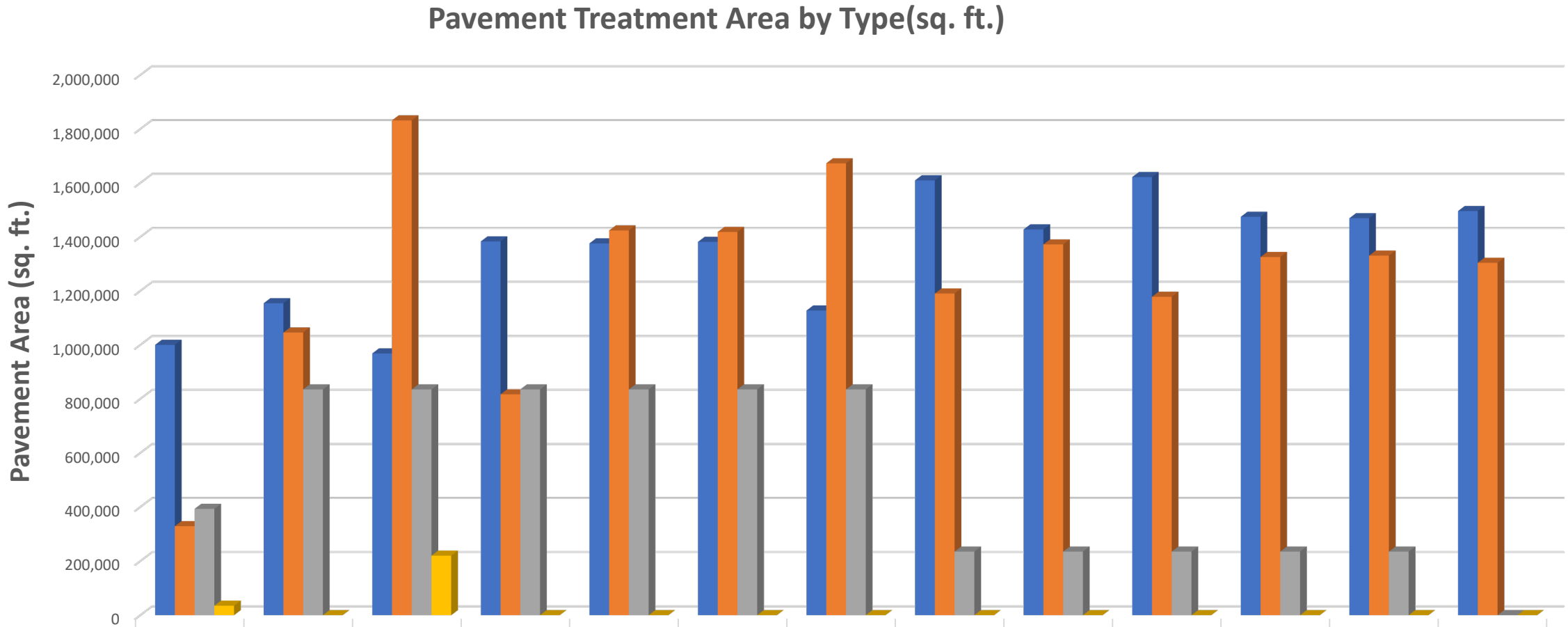
**All of B&C road fund allocations may not be available for asphalt treatment. Other maintenance obligations may exist.*

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 8	Year 10	Year 12	Year 14	Year 16	Year 18	Year 20
Supplemental Funding Needed	$(348,950)	$727,697	$2,954,899	$854,251	$1,321,208	$1,467,404	$1,930,627	$(61,273)	$204,133	$249,929	$582,352	$850,476	$(422,761)
B & C Funding	$1,648,000	$1,699,535	$1,752,681	$1,807,489	$1,864,012	$1,922,301	$2,044,406	$2,174,267	$2,312,376	$2,459,259	$2,615,471	$2,781,606	$2,958,294
Average PCI	74.35	74.28	76.41	76.18	76.90	77.61	78.23	81.70	82.06	82.29	82.45	82.66	79.49

2025-2045 Budget Forecast

SALT LAKE COUNTY PUBLIC WORKS OPERATIONS

CITY OF Kearns

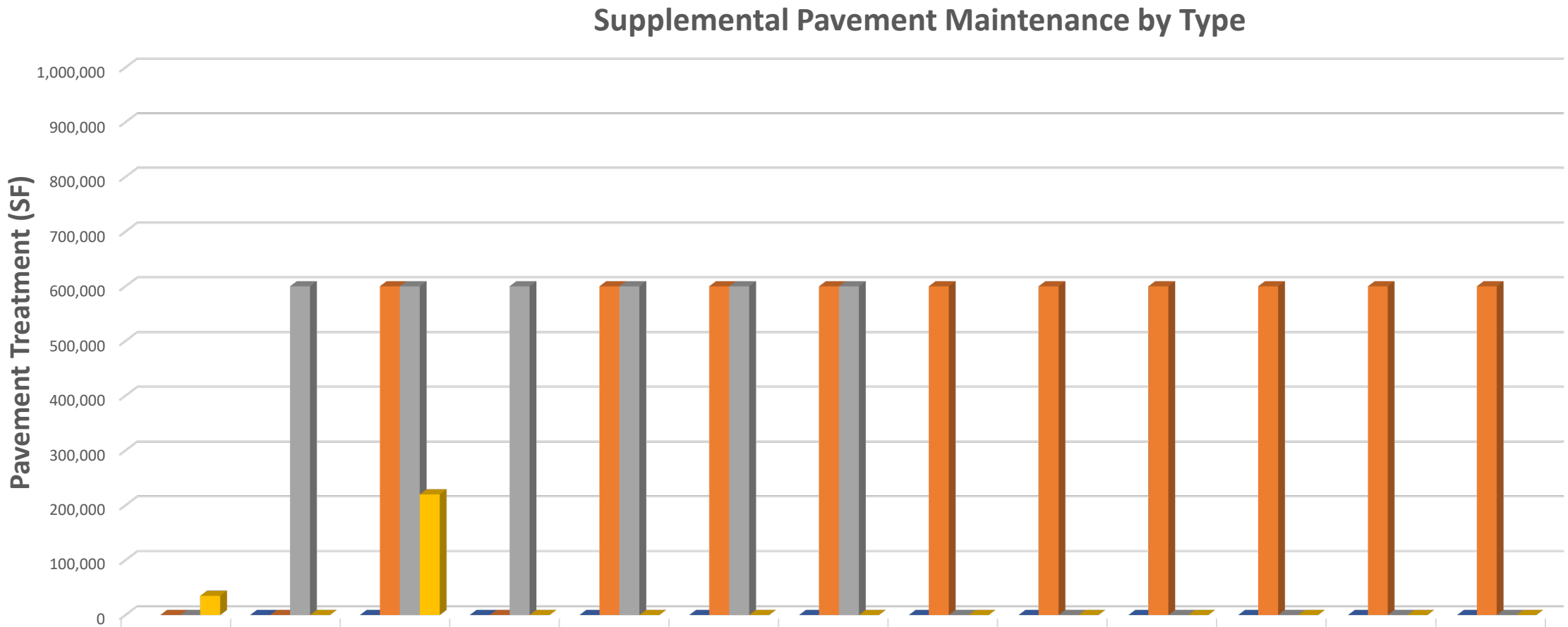


	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 8	Year 10	Year 12	Year 14	Year 16	Year 18	Year 20
Routine	1,000,000	1,154,271	968,238	1,383,274	1,375,926	1,381,573	1,127,399	1,609,654	1,427,913	1,621,827	1,474,550	1,469,324	1,495,912
Preventative (Slurry or Micropave)	329,000	1,045,729	1,831,762	816,726	1,424,074	1,418,427	1,672,601	1,190,346	1,372,087	1,178,173	1,325,450	1,330,676	1,304,088
Rehabilitation (Mill and Overlay)	393,000	835,000	835,000	835,000	835,000	835,000	835,000	235,000	235,000	235,000	235,000	235,000	0
Reconstruction	35,000	0	220,000	0	0	0	0	0	0	0	0	0	0

2025-2045 Budget Forecast

SALT LAKE COUNTY
PUBLIC WORKS OPERATIONS

CITY OF Kearns



	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 8	Year 10	Year 12	Year 14	Year 16	Year 18	Year 20
Contract Routine Maintenance		0	0	0	0	0	0	0	0	0	0	0	0
Contract Preventative Maintenance	0	0	600000	0	600000	600000	600000	600000	600000	600000	600000	600000	600000
Contract Rehabilitation	0	600000	600000	600000	600000	600000	600000	0	0	0	0	0	0
Contract Reconstruction	35000	0	220000	0	0	0	0	0	0	0	0	0	0

2025-2045 Budget Forecast

SALT LAKE COUNTY
PUBLIC WORKS OPERATIONS

CITY OF Kearns

- Supplemental mill & overlay until network achieves average PCI of 80 or “good” condition in 6-8 years, then is maintained through remaining 20-year period within Operations current level of service (for overlays)

- Equilibrium of “good” condition achieved with 1/5th of road network receiving maintenance each year

- Supplemental preventative maintenance suggested beyond Operations current level of service by approximately 30%

Model Takeaways

SALT LAKE COUNTY PUBLIC WORKS OPERATIONS

CITY OF Kearns

Interactive Web Map:

- Provide current pavement condition index (composite of 3-year data)
- Show planned Operations performed/managed:
  - Mill and Overlays (Red)
  - Micropave (Purple)
  - Slurry Seals (Blue)
- Includes recommended capital projects for MSD Engineering
  - Proposed (Orange)
  - Known funded capital projects (Green)

Link: [Operations Pavement Management Plan]

QUESTIONS?

SALT LAKE COUNTY
PUBLIC WORKS OPERATIONS

CITY OF Kearns

City of Kearns Initial IFFP and IFA

Parks, Storm Drainage and Transportation

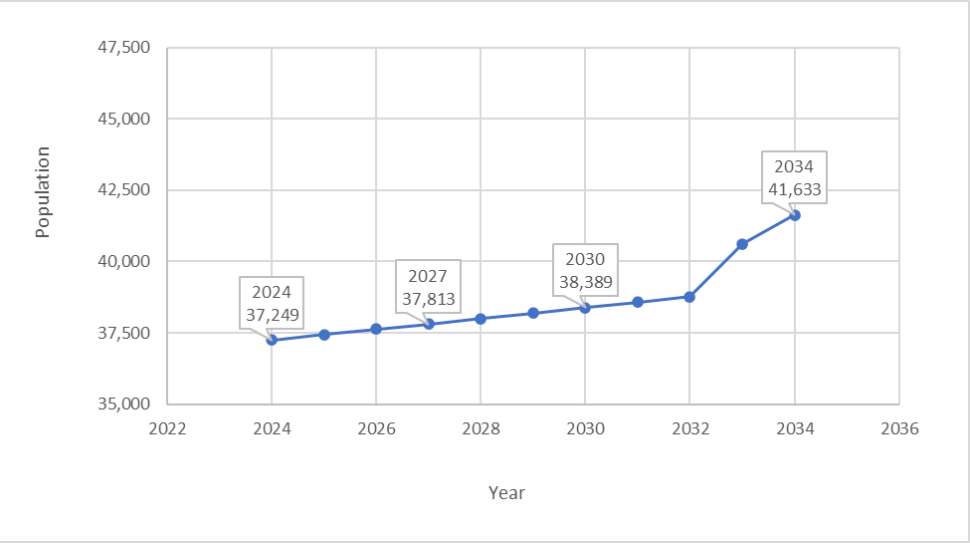
July 14, 2025
City Council Meeting

Introduction and Process

- Ensign, Zions, and Hales created an initial Impact Fee Facilities Plans (IFFPs) and Impact Fee Analyzes (IFAs) for Parks, Storm Drainage, and Transportation.
    - City of Kearns does not currently charge impact fees.
    - Impact fees help fund expansion of public facilities necessary to accommodate new growth.
    - Have met with City and Greater Salt Lake Municipal Services District Staff to discuss IFFP and IFA.
    - It takes 90 days before amended impact fees go into effect once City Council approves. This is an initial IFFP and IFA and would require a full IFFP and IFA to charge impact fees.
    - Developer funded projects are not impact fee eligible.
- Utilized 0.5% growth rate based on historic growth with 1,000 units for the Kearns Town Center project in Year 2033 and 2034 for 10-year planning period.
- Determined potential costs of capital improvement projects using demographics and the level of service.
- Determined non-capital improvement project costs (i.e. interest expense, existing capital assets, professional expenses, future debt service, etc.).

Demographics

- Population Projection in 10-year Planning Period

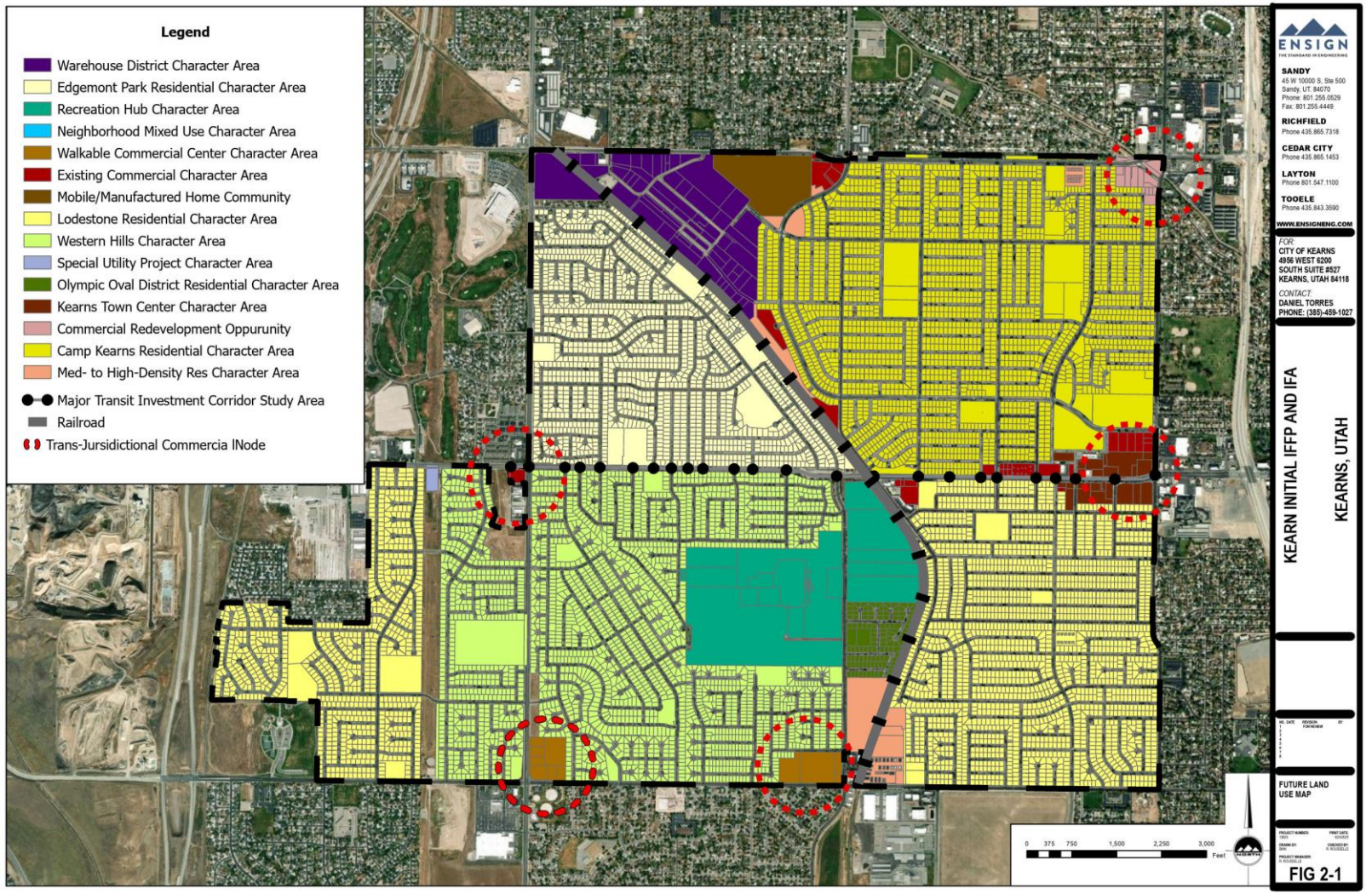


- Current Service Connections and ERCs

Service Connection Type	Units	ERC / Unit	ERCs
Single Family	9657	1.00	9,657
Multi-Unit	700	0.44	308
Commercial	155	3.51	544
Institutional	38	7.13	271
Industrial	37	129.99	4,784
Water Non-Bill	29	35.68	1,028
Total	**10,625**		**16,902**

Demographics

- Future Land Use Map



Demographics

- Projected ERCs and Growth Distribution in 10-year Planning Period

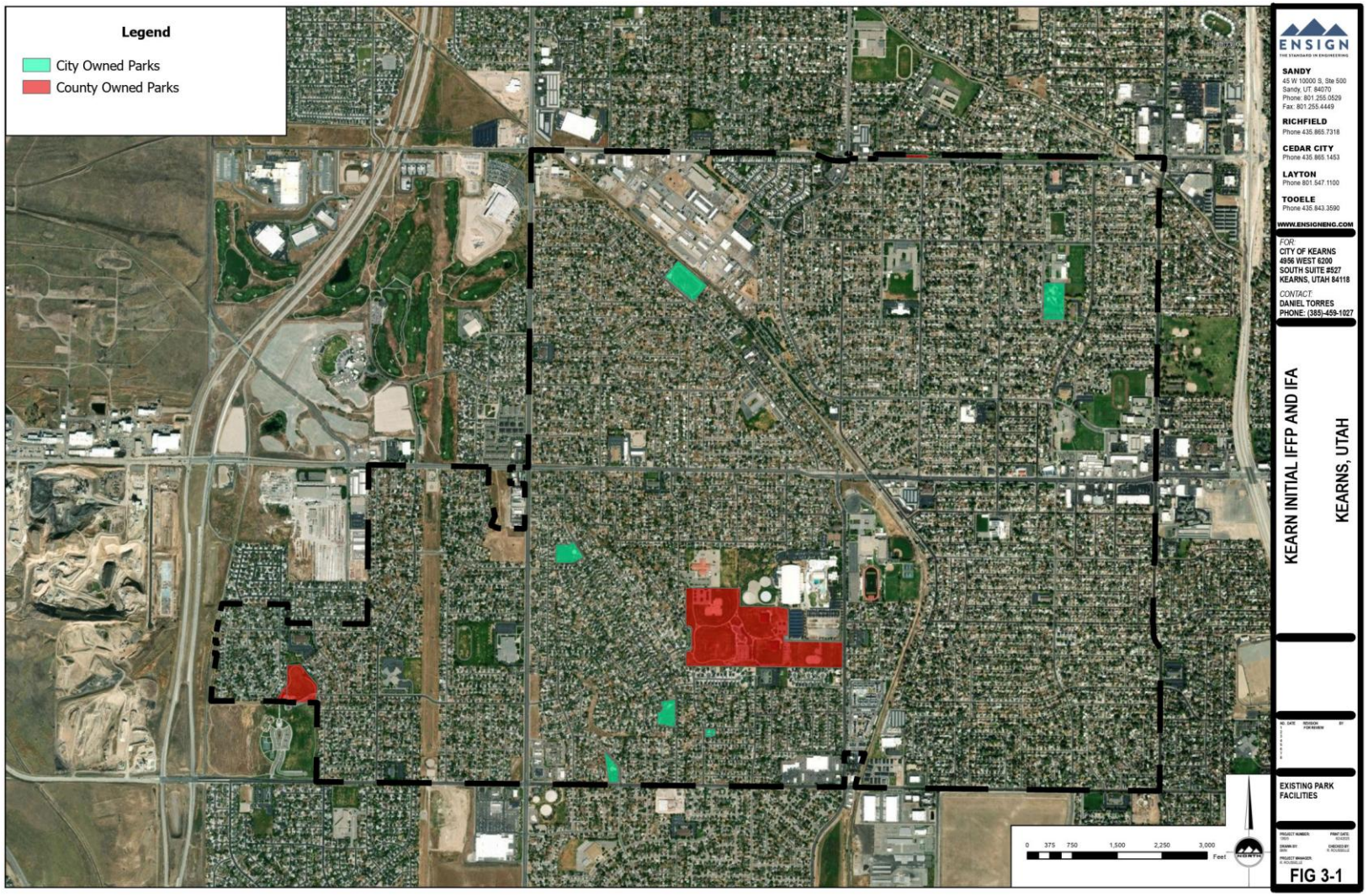
Year:		2024		2025		2026		2027		2028		2029		2030		20
Projected Population:		**37,249**		**37,436**		**37,627**		**37,813**		**38,004**		**38,195**		**38,389**		**38,5**
Multi-Family Growth rate:		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.5**
Non Multi-Family Growth Rate:		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.5**
Service Connection Type	**ERC / Unit**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**
Single Family	1.00	9,657	9,657	9,705	9,705	9,754	9,754	9,803	9,803	9,852	9,852	9,901	9,901	9,951	9,951	10,001
Multi-Unit	0.44	700	308	704	310	708	312	712	313	716	315	720	317	724	319	728
Commercial	3.51	155	544	156	548	157	551	158	555	159	558	160	562	161	565	162
Institutional	72.88	38	2,769	39	2,842	40	2,915	41	2,988	42	3,061	43	3,134	44	3,207	45
Industrial	129.99	37	4,784	37	4,810	38	4,940	39	5,070	40	5,200	41	5,330	42	5,460	43
Water Non-Bill	35.68	29	1,028	29	1,035	30	1,070	31	1,106	32	1,142	33	1,177	34	1,213	35
Total		**10,616**	**19,090**	**10,670**	**19,250**	**10,727**	**19,542**	**10,784**	**19,835**	**10,841**	**20,128**	**10,898**	**20,421**	**10,956**	**20,715**	**11,014**
Increase from 2024		*-*	*-*	*54*	*160*	*111*	*452*	*168*	*745*	*225*	*1,038*	*282*	*1,331*	*340*	*1,625*	*398*

Notes:

In 2033 and 2034, there is an influx in population and ERCs for multi-unit due to an additional 500 units being added in each year, total of 1,000 units.

Parks

- Existing Park Facilities



Parks

- Level of Service
  - Park Area - 0.56 acres per 1,000 population
    - Total City of Kearns park area equals 20.81 acres.
  - Park Mowed Area – 0.48 acres per 1,000 population
    - Total City of Kearns park mowed area equals 17.99 acres.
  - Park Asphalt Area – 747.35 square feet per 1,000 population
    - Total City of Kearns park asphalt area equals 27,838 square feet.
  - Trail – 184.93 linear feet per 1,00 population
    - Total City of Kearns trails length equals 6,888 linear feet.
  - Park Amenities - $28,859.84 amenities cost per 1,000 population
    - Total City of Kearns amenities cost equals $1,075,000.

Parks

- Cost of New System Improvements to Maintain the Service Levels for New Development

Table 3-13: Gross Fee Summary – Cost per Capita Related to New Development Activity

Gross Fee - Summary	
Park improvements	$179.98
Trail improvements	$22.19
Consultant costs	$0.76
Total Cost Per Capita	**$202.93**

Table 3-14: Cost per Person for New Park Facilities

Park Improvements	
Existing park improvements	$6,554,154
2024 population	37,249
Existing LOS per capita	$179.98
Population growth, 2024-2034	4,384
Improvements to maintain LOS	$789,106
Cost Per Capita	**$179.98**

Table 3-15: Cost per Person for New Trails Facilities

Trails	
Trails (Linear Ft.)	6,888
% concrete	100.0%
% asphalt	0.0%
% Trex	0.0%
Cost per concrete (Linear Ft.)	$120
Cost per asphalt (Linear Ft.)	$80
Cost per Trex (Linear Ft.)	$200
Concrete trails investment	$826,599
Asphalt trails investment	$0
Trex trails investment	$0
Total trails investment	$826,599
Population 2024	37,249
Cost per capita	**$22.19**

Table 3-16: Consultant Costs

Consultant Costs	
Total consultant costs	$3,333
Population growth, 2024-2034	4,384
Cost per capita	**$0.76**

Parks

- Impact Fees
  - Maximum Impact Fees

Table 3-17: Maximum Fee

Kearns Household Size	
Single-Family	3.43
Multi-Family	3.86

Maximum Fees	Cost per Capita	Household Size	Maximum Fee
Single-Family	$202.93	3.43	$696.06
Multi-Family	$202.93	3.86	$783.32

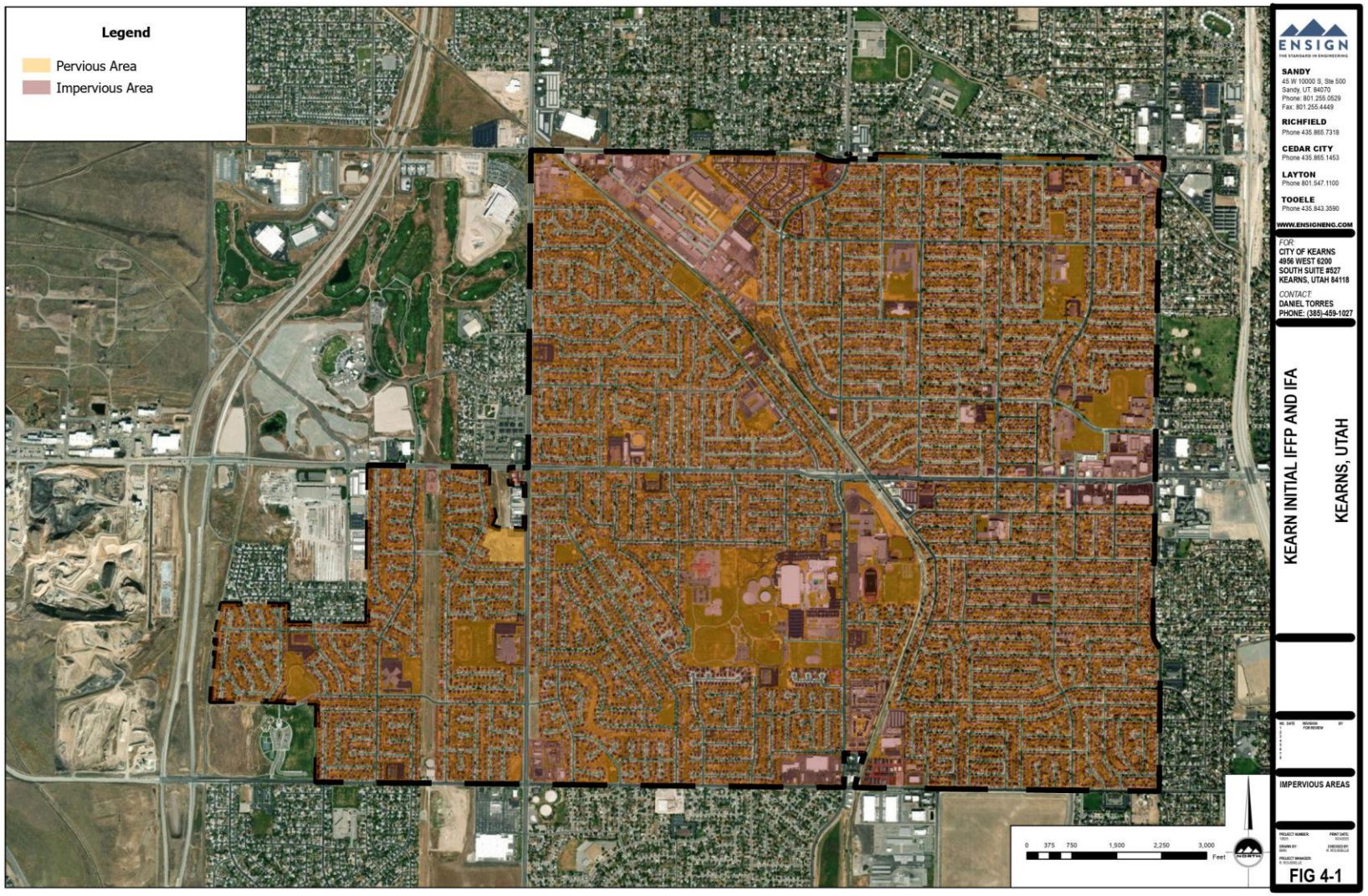
Other Cities		
City	Impact Fee	Unit
Tooele	$3,194.00	per ERC
Draper	$4,162.00	per ERC
Tremonton	$1,292.37	per ERC
Eagle Mountain	$3,690.00	per ERC
Mapleton	$3,587.00	per ERC
Heber	$4,462.00	per ERC
North Logan	$5,315.00	per ERC
Lehi	$2,772.98	per ERC
Kaysville	$4,480.00	per ERC
Spanish Fork	$4,795.00	per ERC

Storm Drainage

- Level of Service
  - Single Family Residential – 3,672 square feet per ERC
  - Multi-Unit Residential – 3,676 square feet per ERC
  - Non-Residential – 1,627 square feet per ERC

Storm Drainage

- Pervious and Impervious Areas



Storm Drainage

- Cost of New System Improvements to Maintain the Service Levels for New Development

Table 4-5: Gross Fee Summary – Cost per ERC Related to New Development Activity

Gross Fee - Summary	Single Family Residential	Multi-Unit Residential	Non-Residential
Excess Capacity	$0.00	$0.00	$0.00
New Construction	$6,929.77	$567.12	$3,646.07
Consultant Costs	$57.90	$4.74	$30.46
Impact Fee Fund Balance	$0.00	$0.00	$0.00
Maximum Fee per Acre	**$6,987.67**	**$571.85**	**$3,676.53**

Storm Drainage

- Impact Fees
  - Maximum Impact Fees

Table 4-6: Maximum Fee

Lot Size	Stormwater Maximum Fee per ERC		
	Single Family Residential	Multi-Unit Residential	Non-Residential
1/4-acre lot	$1,746.92	$142.96	$919.13
1/3-acre lot	$2,329.22	$190.62	$1,225.51
1/2-acre lot	$3,493.83	$285.93	$1,838.27
1-acre lot	$6,987.67	$571.85	$3,676.53
1.5-acre lot	$10,481.50	$857.78	$5,514.80
2-acre lot	$13,975.33	$1,143.71	$7,353.06

City	Impact Fee	Unit
Tooele		
Draper	$1,729.00	per ERC
Tremonton	$1,499.00	per ERC
Eagle Mountain	$282.00	per ERC
Mapleton		
Heber		
North Logan		
Lehi	$1,391.00	per ERC
Kaysville	$356.00	per ERC
Spanish Fork	$1,445.83	per ERC

Transportation

- Existing and Future Growth in Daily Trips

Table 5-4: Existing and Future Growth in Daily Trips

	ADT	PM Peak
2023 ADTs	117,560	11,756
2032 ADTs	120,607	12,061
Growth in ADTs, 2023-2032	**3,047**	**305**
Growth in ADTs, 2024-2034	**3,386**	**339**

- Existing Roadway Excess Capacity

Table 5-5: Existing Roadway Excess Capacity

	Daily Trips	PM Peak
Capacity	1,430,300	398,760
Excess Capacity	446,349	107,031
% Excess Capacity	**31%**	**27%**

- City of Kearns Capital Improvement Projects (Potentially Eligible Projects)

Table 5-1: Kearns Capital Improvement Projects

Project No.	Location	Improvement	Timing	Total Cost	Funding Source
4	5415 South/Northwest Avenue	Intersection	2020-2030	$1,320,000	UDOT
MC220001	Cougar Lane: Niagara Way and Kearns High Dr.	Capacity	2025-2026	$2,804,000	Kearns/WFRC
6	5400 South / 5600 West	Intersection	2020-2030	$2,880,000	UDOT
7	4700 South: MVC to 4000 West	Capacity	2020-2030	$31,140,000	Kearns/WFRC
8	6200 South: Cougar Lane to Bangerter Highway	Capacity	2031-2050	$13,990,000	Kearns/WFRC
9	6200 South: MVC to 5600 West	Capacity	2031-2050	$11,920,000	Kearns/WFRC
10	5400 South: MVC to 5600 West	Capacity	2031-2050	$7,640,000	Kearns
R-S-86	6200 South: MVC to Redwood Road	Capacity: 4 to 7 lanes	2033-2042	$125,800,000	Kearns/WFRC
Total				**$197,494,000**	

Transportation

- Impact Fees
  - Maximum Impact Fees

Table 5-8: Gross Fee Summary – Cost per Trip Related to New Development Activity

Gross Fee - Summary	ADT	PM Peak
Buy-In Cost	$2,806.41	$24,109.50
New roadways	$443.30	$4,427.73
New intersections	$0.00	$0.00
Consultant cost	$0.30	$2.97
Fund balance credit	$0.00	$0.00
Total Cost per Trip	**$3,250.00**	**$28,540.20**

The cost per trip also corresponds to the maximum fee in the case of roadway facilities.

Other Cities

City	Impact Fee	Unit
Tooele	$7,805.00	per ERC
Draper	$2,097.00	per ERC
Tremonton	$1,284.00	per ERC
Eagle Mountain	$4,283.00	per ERC
Mapleton	$1,417.00	per ERC
Heber	$2,778.00	per ERC
North Logan	$4,841.00	per ERC
Lehi	$1,194.07	per ERC
Kaysville	$769.00	per ERC
Spanish Fork	$1,865.00	per ERC

STORM WATER USER FEE STUDY - CHECKLIST

GENERAL

- Relevant Planning Documents – eg. Past Storm Water User Fee Studies; Storm Water Master Plan; etc.
- GIS Data – City Boundary, Road, Contours
- Planning Expenses

DEMOGRAPHICS

- Population Data – any available population studies, estimates, or projections (U.S. Census Bureau data will also be utilized)
- GIS Data – built parcels, not built parcels, zoning
- Water Meter Reports per Month (current and past years) – including land use types and number of units and water usage per type
- Information about planned developments
- Any additional input about future demographic conditions of the City.

IMPERVIOUS AREA ANALYSIS

- Input from City staff on categories to use in study (ex. single family residential, multi-family residential, and non-residential).
- GIS Data – parcel and aerial imagery

STORM WATER SYSTEM INFORMATION

- All existing facilities/assets plus relevant data (construction dates and historical costs if available, methods of financing, size/capacity, storm water facilities locations/GIS , models, etc.)
- Storm Water System Costs
  * Operations and Maintenance (O&M)
  * MS4 Compliance, if applicable
  * Debt Service
  * Capital Expenditures
  * Billing
- All existing facilities/assets plus relevant data (construction dates and historical costs if available, methods of financing, size/capacity, storm water facilities locations/GIS , models, etc.).
- Names; principal; and interest amount of any bonds or loans associated with the storm water utility.
- Requisition amounts made against bonds for expenses pertaining to qualifying assets.
- Fund balance amounts for storm water fund that may be applicable to future outstanding debt payments
- Additional available methods of financing future projects
- Information about any planned or desired projects within 10-year planning period (Capital Improvement Project List)

STORM WATER USER FEE STUDY - STEP CHART

STEP 1 - INTRODUCTION AND BACKGROUND

- Provide introduction and background including the jurisdiction (service area) implementing the storm water user fee study and any past planning or work completed pertinent to storm water user fees.
- Summarize the study approach.
- Answer three (3) principal questions with the storm water user fee study:
  * What size fee is appropriate for the service area?
  * How should the fee be structured to best accommodate the service area?
  * How can the study results and recommendations be clearly communicated to the public and policy makers?

STEP 2 - ANALYZE DEMOGRAPHIC DATA

- Look at current and past available data for the service area - documents typically utilized are U.S. Census Data, Water Usage Reports, GIS Data, and Planning documents.
- Prepare planning period projections for service area.
  * 10-Year planning period is typically utilized.

STEP 3 - IMPERVIOUS AREA ANALYSIS

- Evaluate service area to determine the customer base subject to storm water fee.
  * Determine categories to define storm water fee (ex: single family residential, multi-family residential, and non-residential).
- Obtain GIS parcel data for categories used to define the storm water fee.
  * Data is typically available via City or County websites or via the State at the Utah Geospatial Resource Center (UGRC) https://gis.utah.gov/about/
- Calculate impervious area.
  * Utilize aerial imagery to calculated the pervious area using the Normalized Difference Vegetation Index (NDVI) method where the red (Red) bank of satellite aerial imagery is combined with near-infrared (NIR) bands using formula (NIR-Red) / (NIR + Red) in GIS software.
  * Convert raster result to a vector layer and clip using parcel data as the overlay to remove and Utah building footprints to remove overhanging vegetation.
  * Clip boundary to service area.
  * Derive impervious area by clipping pervious area lot by land use type and subtract the total area of lot land use excluding rights-of-way.
  * Convert impervious area in acres or square feet to an impervious area per equivalent residential connection (ERC) for categories utilized for storm water fee.

STEP 4 - REVENUE REQUIREMENTS

- Identify revenue needs to deliver service and develop an overall funding plan by researching historic storm water related expenditures and considering existing and future funding needs.

STEP 5 - FEE CALCULATION

- For the study planning period, calculate the recommended fee by diving the projected revenue needs over the projected ERCs in the planning period.
  * Considers credits and waivers which may be offered for economic hardship situations or for customers extraordinary participation in assisting the service area to manage the storm water system.
- Determine storm water system costs.
  * Operations and Maintenance (O&M)
  * MS4 Compliance, if applicable
  * Debt Service
  * Capital Expenditures
  * Billing
- Calculate alternative fees based on storm water system costs, impervious area per ERC based on study categories and planning projections.

STEP 6 - PUBLIC OUTREACH

- Public outreach consists of the following public hearing(s), public open houses, and public website to explain the fee, study, timeline, and process.

STEP 7 - CONCLUSION AND RECOMMENDATIONS

- After public, jurisdiction administrative staff, Planning Commission, and City Council input, finalize storm water user fee study and provide conclusions and recommendations.
- Jurisdiction to monitor customer feedback, actual revenues, and system costs for a minimum two (2) years. Following this period, re-examine to determine if any fee adjustments should be completed.

STEP 8 - ADOPTION/IMPLEMENTATION

- Adoption and implementation consists of the following steps:
  * Draft to jurisdiction's administrative staff;
    - update initial draft study
  * Public hearing(s) at joint City Council (CC) and Planning Commission (PC);
    - update based on public, CC, and PC input
  * Create a public website to explain the fee, study, timeline, and process;
  * Public open houses;
  * Finalize storm water user fee study; and
  * Public hearing with City Council for official consideration and adoption.

MASTER PLAN - STEP CHART

STEP 1 - INTRODUCTION AND BACKGROUND

- Provide introduction and background with a background of the jurisdiction (service area) implementing the master plan and any past planning or work completed pertinent to the master plan.
- Summarize the plan approach.

STEP 2 - ANALYZE DEMOGRAPHIC DATA

- Look at current and past available data for the service area-documents typically utilized are U.S. Census Bureau Data, water Usage Reports, GIS Data, and Planning Documents.
- Prepare planning period projections for service area.
  * 10-year planning period is typically utilized.

STEP 3 - EXISTING FACILITIES

- Establish existing level of service(s) (LOS) for utility or service.
- Summarize existing facilities.
- Calculate capacity of existing facilities and excess capacities.

STEP 4 - ANALYSIS (MODELING)

- Project future needs of the system or service area utilizing information established in the demographics.
- Evaluate the existing and future utility or service by completing modeling or projections of growth for the system or service

STEP 5 - EVALUATION

- Establish evaluation criteria for evaluating facilities associated with utility or service.
- Determine future capital improvement projects along with alternatives associated with the system or service.
- Estimate costs for future capital improvement projects.
- Provide recommendations for future capital improvement projects.
  * Note: Master Plan may include a rate study which would require a separate step chart.

MASTER PLAN CHECKLIST

GENERAL

- Relevant Planning Documents— eg. Past Master Plans, General Plan, Feasibility Studies, Impact Fee Facilities Plans, Impact Fee Analyses, etc.
- GIS Data— City Boundaries, Road, Contours, etc.

DEMOGRAPHICS

- Population Data— any available population studies, estimates, or projections (U.S. Census Bureau data will also be utilized)
- GIS data— built parcels, not built parcels, zoning
- Water meter reports per month (current and past years)— including land use types and number of units and water usage per type
- Information about planned developments
- Any additional input about future demographic conditions of the City

SYSTEM INFORMATION

- All existing facilities/assets plus relevant data (construction dates and historical costs if available, methods of financing, size/capacity, utility or service facilities locations/ GIS, models, etc.)
- Information about any planned or desired projects within 10 year planning period (Capital Improvement Project List)
- Historical Costs of utility or service facilities

City of Kearns Initial Impact Fee Facilities Plan and Impact Fee Analysis

July 2025 DRAFT

Prepared For:
City of Kearns
4956 West 6200 South Suite #527
Kearns, Utah 84118

Prepared By:
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Reviewed By:
Robert Rousselle, PE

CITY OF Kearns

ENSIGN
THE STANDARD IN ENGINEERING

ZPFI
ZIONS PUBLIC FINANCE, INC.

HALES ENGINEERING
innovative transportation solutions

Acknowledgments

A special thanks to all who contributed to the development of this plan. Its completion was made possible by the effort, support, and collaboration from each person involved. The participation of the following individuals is greatly appreciated.

City of Kearns City Council

Mayor Kelly Bush
Deputy Mayor Tina Snow
Chrystal Butterfield
Tina Snow
Al Peterson
Patrick Schaeffer

City of Kearns and Greater Salt Lake Municipal Services District Staff

Daniel Torres – Economic Development Manager
Bianca Paulino – Long Range Planner
Daniel Hoffman – Senior General Ledger Accountant
Julia Gaia – Long Range Transportation Planner
Tolin Hessell – Engineer III

Zions Bank

Erik Daenitz

Hales Engineering

Josh Gibbons

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Appendix A References

Appendix B Demographic Calculations

Glossary of Technical Terms

Bonds

Fixed-income instrument representing a loan made by an investor to a borrower (typically corporate or governmental). Bonds are used by companies, municipalities, states, and sovereign governments to finance projects and operations.

Build-Out

The maximum number of ERCs or EDUs allowed by the planning jurisdiction in its service area.

Buy-in Costs

Depreciated costs for municipal or service district assets which have excess capacity and can be contributed to existing or future development.

Cost Estimate

Typically an Engineer's Estimate of Probably Costs for a project improvement based on recently bid projects and current construction climate. A cost estimate may include design fees, permitting, administrative costs, and contingency.

Debt Service

Money required to cover the payment of interest and principal on a loan or other debt for a particular time period.

Demographics

Characteristics of human population and population segments.

Detention

Term typically used in storm water terminology to define a storm water storage site which stores and releases storm water at a controlled discharge rate.

Dwelling Unit(s)

Dwelling Unit (DU) is a structure or the part of a structure used as a home, residence, or sleeping place by one person who maintains a household or by two or more persons who maintain a common household.

Equivalent Residential Connection(s), Dwelling Unit(s) or Residential Unit(s)

An ERC, EDU, or ERU is a unit of measurement used to compare water demand from non-residential connections to residential connections. Water use criteria from source (wells and springs) and metered data are established based on average demand or consumption by residential connections. This is compared with non-residential uses.

Excess Capacity

Excess capacity used for engineering purposes is when the demand is less than capacity. An example of excess capacity is when the water demand (consumption) of drinking water system users is less than the drinking water system supply.

Inflation

Rate at which prices for goods and services increases.

Interest

Amount paid to borrow money or the cost charged to lend money. Interest is most often reflected as an annual percentage of the amount of a loan.

Impact Fee

Payment of money imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure.

Impact Fee Analysis

The written analysis of each impact fee required by Utah Code Section 11-36a-303.

Impact Fee Facilities Plan

Plan required by Utah Code Section 11-36a-301.

Impervious

Term typically used in storm water terminology to define an area which is impervious such as asphalt pavement or a concrete sidewalk.

Level of Service

Defined performance standard or unit of demand for each capital component of a public facility within a service area.

Master Plan

Dynamic long-term planning document providing a conceptual layout to guide future growth and development.

Multi-Unit

Typically a dwelling unit with multiple units such as an apartment building or a duplex.

Non-Residential

A non-residential use such as a warehouse, commercial building, or business.

Other Residential

Encompasses other residential not defined specifically in the plan or study.

Pervious

Term typically used in storm water terminology to define an area which is pervious or allows storm water to infiltrate into the soil such as a parking strip or lawn.

Planning Period

The period of time, typically in years, used in a plan. A planning period of 10-years is typically used in Impact Fee Facilities Plans. Master or General Plans may use planning periods from 20 to 50 years.

Professional Expenses

Expenses of a professional consultant. An example is engineering design and construction administrative fees from an engineering company.

Proportionate Share

Cost of public facility improvements which are roughly proportionate and reasonably related to the service demands and needs of any development activity.

Retention

Term typically used in storm water terminology to define a storm water storage site which retains storm water without releasing at a controlled discharge rate and instead infiltrates stored storm water into the ground.

Service Area

Geographic area designated by an entity which a facility, or a defined set of facilities, provides service within the area.

Single Family

Residence used by a single private family which serves no other purpose.

Surplus Capacity

The amount of surplus or excess capacity a system has available to future development.

Abbreviations and Units

ac	acre [area unit of measurement]
ac-ft	acre-foot (1 acre-foot = 325,851 gallons) [volume unit of measurement]
cfs	cubic feet per second [flow rate unit of measurement]
cfs/acre	cubic feet per acre [flow rate per area unit of measurement]
Ensign	Ensign Engineering and Land Surveying
ERC	Equivalent Residential Connection(s)
ERU	Equivalent Residential Units(s)
ft	foot [length unit of measurement]
ft/s or fps	feet per second [velocity unit of measurement]
gal	gallons [volume unit of measurement]
gpd	gallons per day [flow rate unit of measurement]
gpm	gallons per minute [flow rate unit of measurement]
hr	hour [time unit of measurement]
IBC	International Building Code
IFA	Impact Fee Analysis
IFFP	Impact Fee Facilities Plan
IPC	International Plumbing Code
in.	inch [length unit of measurement]
LOS	Level of Service
NDVI	Normalized Difference Vegetation Index (NDVI)
NIR	Near-infrared
MGD	millions of gallons per day [flow rate unit of measurement]
min	minute [time unit of measurement]
MP	Master Plan
s	second [time unit of measurement]
UAC	Utah Administrative Code
V	Velocity (fs/s or fps)
yr	year [time unit of measurement]

Section 1 Introduction

1.1 Purpose and Scope

City of Kearns is preparing an initial Impact Fee Facilities Plan (IFFP) and Impact Fee Analysis (IFA) to ensure the City's infrastructure will continue to meet the demands of its residents; to plan for improvements needed to meet new demands of future residents; and to collect funding for these projects necessitated by future growth.

1.2 Impact Fee Facilities Plan Overview

Impact Fee facilities plans provide a path forward for the City by identifying future capital improvement projects necessary to maintain the current level of service (LOS) provided by the City to its current and future residents. This impact fee facilities plan addresses the following:

- Complete a 10-year population and demographic projection within existing City limits by reviewing U.S. Census Data; Kearns Improvement District data; Utah State demographic data; and other demographic data sources.
- Identify existing City infrastructure using City records, past and present master plans, and the previous CFP.
- Identify new, proposed, and previously undocumented improvements for each infrastructure and public safety element.
- Calculate existing levels of service (LOS) using specified standards.
- Identify system deficiencies and surpluses.
- Identify present and future demands on the system.
- Identify Capital Improvement Projects (CIP) necessary to remedy deficiencies and meet the demands of new and proposed development.
- Identify and quantify all revenue sources for potential improvements.
- Prioritize and schedule each CIP within the 10-year planning period.
- Solicit and document input from City officials, staff, stakeholders, and affected entities during the CFP process.

Per Impact Fees Act, 11-36a-301, before imposing an impact fee the City shall prepare an impact fee facilities plan to determine the public facilities required to serve development resulting from a new development activity. An impact fee facilities plan shall:

- Identify the existing level of service.

- Establish a proposed level of service.
- Identify any excess capacity to accommodate future growth at the proposed level of service.
- Identify demands placed upon existing public facilities by new development activity at the proposed level of service.
- Identify the means by which the political subdivision or private entity will meet those growth demands.

Impact fees may not be used to directly improve the existing level of service. Existing deficiencies must use funding other than impact fees to be corrected or improved (Impact Fees Act, 11-36a-302).

1.3 Impact Fee Analysis Overview

Per Impact Fees Act, 11-36a-304, an impact fee analysis shall:

- Identify any existing capacity of a public facility.
- Identify system improvements required to maintain the level of service for the anticipated development activity.
- Demonstrate how the anticipated impacts are related to the development activity.
- Estimate the proportionate share of the costs of existing capacity that will be recouped and the cost of system improvements related to the development activity.
- Identify the manner of financing each public facility, and the extent to which development activity will contribute to the financing and cost of existing public facilities and future system improvements.
- Identify the extent to which development activity is entitled to a credit against impact fees, extraordinary costs in servicing the newly developed properties, and the time-price differential of amounts paid at different times.

In calculating an impact fee, a local political subdivision or private entity may include (Impact Fees Act, 11-36a-305):

- The construction contract price.
- The cost of acquiring land, improvements, materials, and fixtures.
- The cost for planning, surveying, and engineering fees for services provided for and directly related to the construction of the system improvements.

- For a political subdivision, debt service charges, if the political subdivision might use impact fees as a revenue stream to pay the principal and interest on bonds, notes, or other obligations issued to finance the costs of the system improvements.
- One or more expenses for overhead.

In addition to preparing an impact fee analysis, a summary of the impact fee analysis shall be prepared so that it can be understood by a layperson (Impact Fees Act, 11-36a-303).

1.4 Impact Fee Requirements

The authority to implement impact fees in Utah was established with the Impact Fee Act, Utah Code – Title 11 – Chapter 36a. The Impact Fees Act grants the City the ability to impose fair impact fees on new development in accordance with requirements set forth in the act to maintain existing levels of service. Impact fees on new development help distribute the cost associated with providing expanded services to a greater population over a larger area to ensure that the existing LOS is not diminished with new and anticipated development. In order to establish an impact fee, the City must complete an Impact Fee Facilities Plan and Impact Fee Analysis which meet the provisions of the Impact Fees Act as discussed in Sections 1.2 and 1.3. Additionally, the City must comply with the Impact Fees Act requirements of enactment, notice, proceeds, and challenges discussed below. The details of the Impact Fees Act described in this plan are a summary of the code for reference purposes; the original and complete text of Utah Code 11-36a should be referred to in conjunction with this document.

1.4.1 Prohibitions

The City may not in accordance with Utah Code Section 11-36a-202:

- Impose an impact fee to:
    - Cure deficiencies in a public facility serving existing development.
    - Raise the established level of service of a public facility serving existing development.
    - Recoup more than the local political subdivision's or private entity's costs actually incurred for excess capacity in an existing system improvement.
- Delay the construction of a school or charter school because of a dispute with the school or charter school over impact fees.

- Impose or charge any other fees as a condition of development approval unless those fees are a reasonable charge for the service provided.
- Impose an impact fee on:
    - Residential components of development to pay for a public safety facility that is a fire suppression vehicle.
    - A school district or charter school for a park, recreation facility, open space, or trail.

1.4.2 Enactment

In order to impose impact fees, an impact fee enactment shall be passed in accordance with Section 11-36a-402. The imposed impact fees may not exceed the highest fee justified by the impact fee analysis and may not take effect until 90 days after the impact fee enactment is approved. An impact fee enactment shall contain:

- A provision establishing one or more service areas within which the City calculates and imposes impact fees for various land use categories.
- A schedule of impact fees for each type of development activity that specifies the amount of the impact fee to be imposed for each type of system improvement or the formula that the City will use to calculate each impact fee.
- A provision authorizing the City to adjust the standard impact fee at the time the fee is charged to:
    - Respond to unusual circumstances; or
    - Respond to a request for a prompt and individualized impact fee review for the development activity of the State, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected; and
    - Ensure that the impact fees are imposed fairly.
- A provision governing the calculation of the amount of the impact fee to be imposed on a particular development that permits adjustment of the amount of the impact fee based upon studies and data submitted by the developer.
- A provision that allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer:
    - Dedicates land for a system improvement;

    - Builds and dedicates some or all of a system improvement; or
    - Dedicates a public facility that the City and the developer agree will reduce the need for a system improvement.
- A provision that requires a credit against impact fees for any dedication of land for, improvement to, or new construction of, any system improvements provided by the developer if the facilities are system improvements or are dedicated to the public and offset the need for an identified system improvement.

1.4.3 Notice

Before preparing or amending an impact fee facilities plan, a local political subdivision or private entity shall provide written notice in accordance with Section 11-36a Part 5 of its intent to prepare or amend an impact fee facilities plan that shall:

- Indicate that the local political subdivision or private entity intends to prepare or amend an impact fee facilities plan.
- Describe or provide a map of the geographic area where the proposed impact fee facilities will be located.
- Be provided for the geographic area where the proposed impact fee facilities will be located, as a class A notice under Section 63G-30-102, for at least 10 days.

Before adopting or amending the impact fee facilities plan, the City shall:

- Give public notice of the plan or amendment at least 10 days before the day on which the public hearing is scheduled.
- Make a copy of the plan or amendment, together with a summary designed to be understood by a lay person, available to the public.
- Place a copy of the plan or amendment and summary in each public library within the local political subdivision.
- Hold a public hearing to hear public comment on the plan or amendment.

Before preparing or contracting to prepare an impact fee analysis, the City shall provide a public notice, as a class A notice under Section 63G-30-102, for at least 10 days. Before adopting an impact fee enactment, the City shall:

- Comply with the notice requirements of Section 10-9a-205 as if the impact fee enactment were a land use regulation.

- Hold a hearing in accordance with Section 10-9a-502 as if the impact fee enactment were a land use regulation.
- Receive the protections of Section 10-9a-801 as if the impact fee were a land use regulation.
- At least 10 days before the day on which a public hearing is scheduled:
    - Make a copy of the impact fee enactment available to the public.
    - Provide notice of the City's intent to enact or modify the impact fee, specifying the type of impact fee being enacted or modified, as a class A notice under Section 63G-30-102, for at least 10 days.
- Submit a copy of the impact fee analysis and a copy of the summary of the impact fee analysis on its website or to each public library within the local political subdivision.

1.4.4 Proceeds

To collect impact fees in accordance with Section 11-36a Part 6 the City shall:

- Establish a separate interest bearing ledger account for each type of public facility for which an impact fee is collected.
- Deposit a receipt for an impact fee in the appropriate ledger account.
- Retain the interest earned on each fund or ledger account in the fund or ledger account.
- At the end of each fiscal year, prepare a report that:
    - For each fund or ledger account, shows the source and amount of all money collected, earned, and received by the fund or ledger account during the fiscal year and each expenditure from the fund or ledger account.
    - Accounts for all impact fee funds that the local political subdivision has on hand at the end of the fiscal year.
    - Identifies the impact fee funds by:
        - The year in which the impact fee funds were received;
        - The project from which the impact fee funds were collected;
        - The project for which the impact fee funds are budgeted; and
        - The projected schedule for expenditure.
    - Is:
        - In a format developed by the state auditor;
        - Certified by the local political subdivision's chief financial officer; and

- Transmitted to the state auditor within 180 days after the day on which the fiscal year ends.

The City may expend impact fees only for a system improvement identified in the impact fee facilities plan and for the specific public facility type for which the fee was collected. The City shall expend or encumber an impact fee collected with respect to a lot for a permissible use and within six years after the impact fee with respect to that lot is collected. The City may hold the fees for longer than six years if it identifies, in writing an extraordinary and compelling reason why the fees should be held longer than six years and an absolute date by which the fees will be expended.

The City shall refund any impact fee paid by a developer, plus interest earned, when the developer does not proceed with the development activity and has filed a written request for a refund, the fee has not been spent or encumbered, and no impact has resulted.

1.4.5 Challenges

In accordance with Utah Code Section 11-36a Part 7.

- A person or an entity residing in or owning property within a service area, or an organization, association, or a corporation representing the interests of persons or entities owning property within a service area, has standing to file a declaratory judgment action challenging the validity of an impact fee.
- A person or entity required to pay an impact fee who believes the impact fee does not meet the requirements of law may file a written request for information with the City.
- Within two weeks after the receipt of the request for information, the City shall provide the person or entity with the impact fee analysis, the impact fee facilities plan, and any other relevant information relating to the impact fee.
- A person or entity that has paid an impact fee that the City imposed may challenge whether the City complied with the notice and other procedural requirements of the Impact Fees Act with respect to the imposition of the impact fee.
- If a challenge is successful, the remedy shall be a refund of the difference between what the person or entity paid as an impact fee and the amount the impact fee should have been if it had been correctly calculated.

- If an impact fee that is the subject of an advisory opinion is listed as a cause of action in litigation, the substantially prevailing party on that cause of action may collect reasonable attorney fees and court costs pertaining to the development of that cause of action and shall be refunded an impact fee held to be in violation of the Impact Fees Act, based on the difference between the impact fee paid and what the impact fee should have been if it had been correctly calculated.

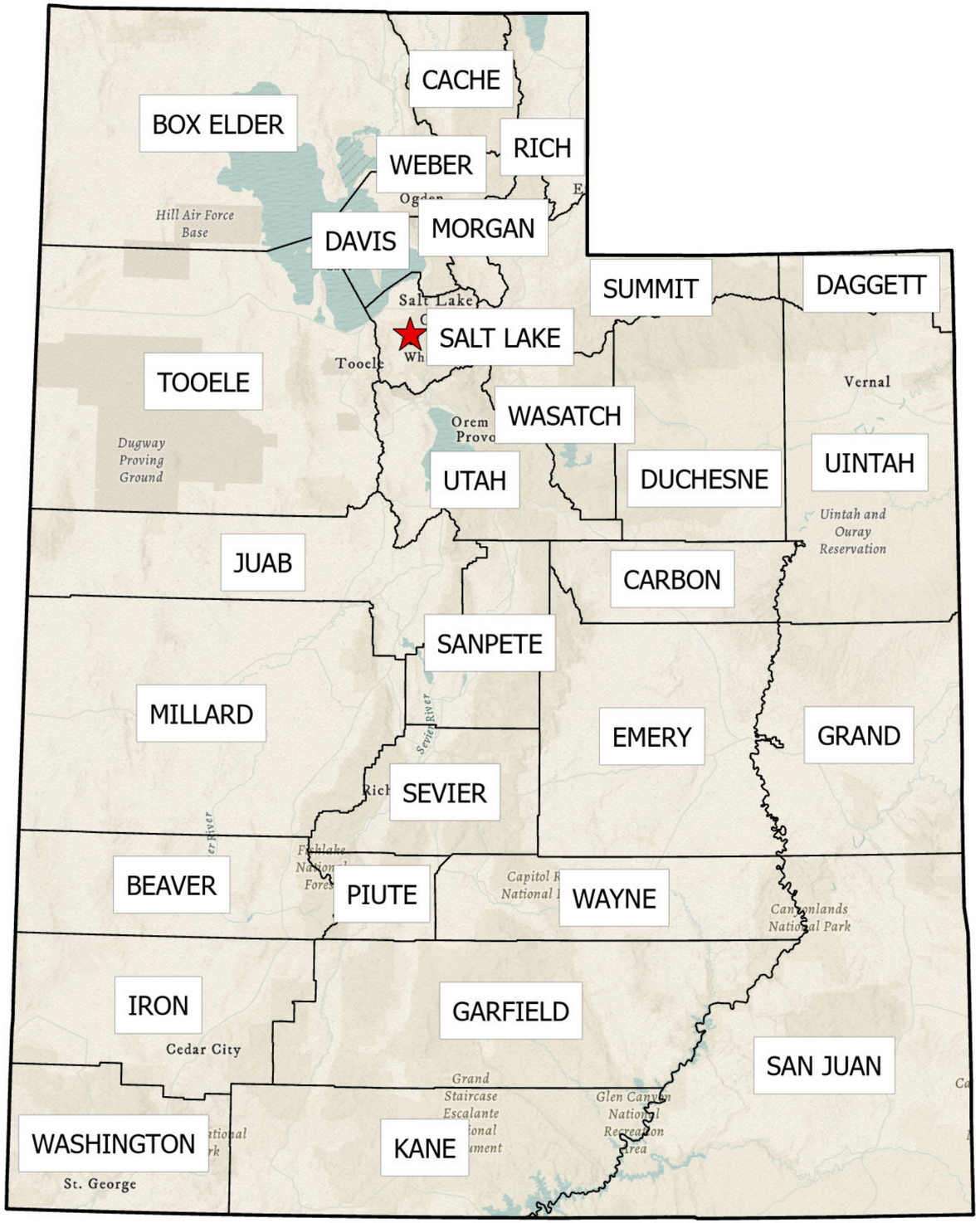
1.5 Background

The City of Kearns is located near the heart of Salt Lake County, approximately 16 miles southwest of Salt Lake City. Kearns's northeastern access to the City is located approximately two miles west of Interstate 215 off of exit 15, 4700 South. Kearns is nestled between the Oquirrh Mountains and the Jordan River. The City's location is shown in Figure 1-1 with an overall aerial overview shown on Figure 1-2.

Much of Utah has experienced rapid growth in the past decade, and the State is projected to continue to follow this trend for the next decade. In contrast to the rest of the State of Utah, the City of Kearns's growth is one that fluctuates between slight increase or decline. The northeastern area of Kearns' City limits was originally built into an army base when the United States Air Force wanted an isolated place to build a training base safe from any attacks by the Japanese and on the main rail routes to the Pacific Coast during World War 2. After World War 2, Camp Kearns was closed as an active army base and the building and materials were sold to the public in 1948. Many of the people who worked at Camp Kearns stayed in the area to continue to work and drive the local economy. Also, the new area with land open with close proximity to Salt Lake City acted as a new neighborhood for both those who work locally or commute to the capital. The City of Kearns has been well established in the Salt Lake Valley for decades and on May 1, 2024 became a City after previously being a Metro Township. Kearns will continue to grow to meet the needs of the changing population and intends to continue to maintain or update its infrastructure to meet the needs of its community.

Legend

City of Kearns



0 50,420 100,840 201,680 302,520 403,360 Feet

NORTH

ENSIGN
THE STANDARD IN ENGINEERING

SANDY
45 W 10000 S, Ste 500
Sandy, UT. 84070
Phone: 801.255.0529
Fax: 801.255.4449

RICHFIELD
Phone 435.865.7318

CEDAR CITY
Phone 435.865.1453

LAYTON
Phone 801.547.1100

TOOELE
Phone 435.843.3590

WWW.ENSIGNENG.COM

FOR:
CITY OF KEARNS
4956 WEST 6200
SOUTH SUITE #527
KEARNS, UTAH 84118

CONTACT:
DANIEL TORRES
PHONE: (385)-459-1027

KEARN INITIAL IFFP AND IFA

KEARNS, UTAH

NO.	DATE	REVISION	BY
1		FOR REVIEW	
2			
3			
4			
5			
6			
7			
8			

LOCATION MAP

PROJECT NUMBER: 13826
PRINT DATE: 6/24/2025
DRAWN BY: SWN
CHECKED BY: R. ROUSSELLE
PROJECT MANAGER: R. ROUSSELLE

FIG 1-1

Legend

City of Kearns Boundary

0 375 750 1,500 2,250 3,000 Feet

NORTH

ENSIGN
THE STANDARD IN ENGINEERING

SANDY
45 W 10000 S, Ste 500
Sandy, UT. 84070
Phone: 801.255.0529
Fax: 801.255.4449

RICHFIELD
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CEDAR CITY
Phone 435.865.1453

LAYTON
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TOOELE
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KEARN INITIAL IFFP AND IFA

KEARNS, UTAH

NO.	DATE	REVISION	BY
1		FOR REVIEW	
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CITY AERIAL OVERVIEW

PROJECT NUMBER: 13826	PRINT DATE: 6/24/2025
DRAWN BY: BWN	CHECKED BY: R. ROUSSELLE
PROJECT MANAGER: R. ROUSSELLE	

FIG 1-2

1.6 Inflation Rate

Inflation must be accounted for when calculating impact fees, so for the purposes of this initial IFFP and IFA an annual inflation rate of 5.0% is used. It is recognized that the current economic climate is unpredictable and inflation rates vary significantly, but these rates are predicted to stabilize over time so 5.0% is believed to be a reasonably accurate rate. If this predicted rate is not consistent with actual inflation rates over time, then the City should revisit and update any cost-estimates contained in this plan to reflect an accurate inflation rate.

Section 2 Demographics

2.1 Introduction

The City of Kearns is a community in Salt Lake County which has evolved from its origins as a World War II army air base into a developed residential area. While many residents commute to work in the broader Salt Lake Valley, there is also a focus on local services and community-oriented employment. The area's economy is influenced by its proximity to larger commercial and industrial hubs in the surrounding County.

Significant development in Kearns has historically been residential, following the infrastructure laid out from its time as Camp Kearns. More recently, there has been a focus on community development and revitalization, including planning for the Kearns Town Center. While specific large-scale industrial parks are not the primary feature of Kearns' current development landscape, the community is actively working on its economic and community prosperity. It is anticipated areas like the developing Town Center will see an increase in residential and commercial activity. Even with this anticipated evolution and focus on new developments, Kearns recognizes the importance of preserving its unique community character and history.

A demographic analysis of Kearns' current population, land-use, development patterns, and development potential has been completed. The results of the analysis have been used as a basis for the projection of future growth and its distribution throughout the planning area. These future growth projections will be used as one of the factors to estimate future utility demands and infrastructure requirements for the community.

2.2 Planning Period

This plan focuses on growth projected in the next 10 years to determine future capital facility needs. The planning period begins at the end of 2024 and finishes at the end of 2034. Anytime a year is stated throughout this plan it is referring to the end of the specified year.

2.3 Land Use and Build Out Capacity

The City of Kearns limits encompass approximately 3,072 acres. The City of Kearns is mostly built out, which raises challenges with developing housing and expanding the commercial and industrial areas. Kearns is approximated to have 21 acres available for development with

expected growth to occur via densification. Future land use areas per the City's current zoning designations are shown in Figure 2-1.

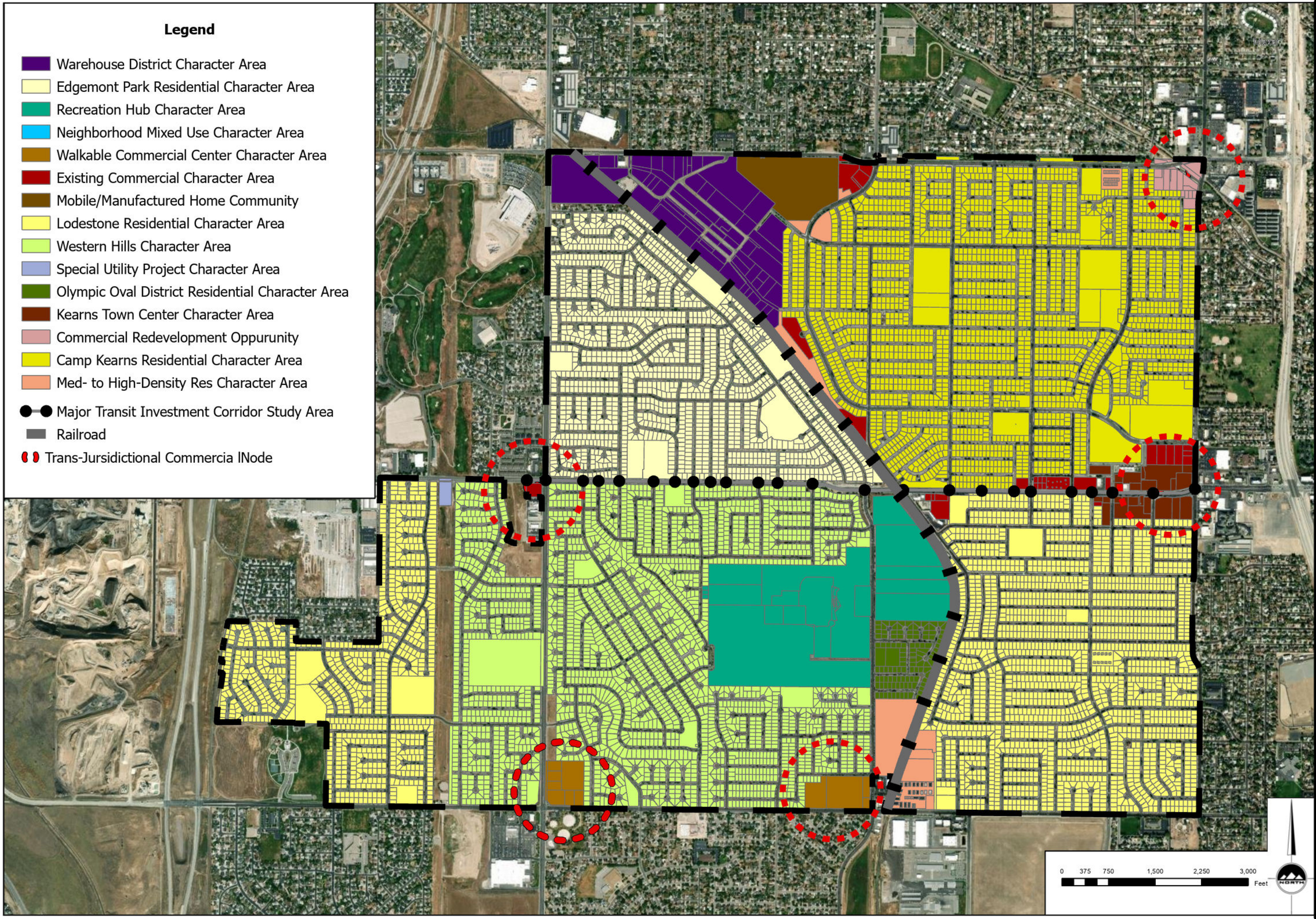
2.4 Planning Conversions

The Equivalent Residential Connection (ERC) is the recognized standard planning unit when planning for future utility infrastructure needs. One ERC represents a single family dwelling with known demand characteristics or requirements. Other types of uses are typically factored based upon comparison of their demand versus the residential single family unit. The types of uses for City of Kearns are categorized as shown in Table 2-1. The Institutional connection type categorizes both churches and schools into one section which was based on the City of Kearns's zoning. The Water Non-Bill connection type is reserved for buildings and businesses exempt from paying a water bill to the City such as State-owned public spaces, businesses which provide their own water based on water rights or if their irrigation is exclusively reliant on Canal Districts for their agricultural water.

In order to determine the total number of ERCs, it is necessary to convert the number of physical units and metered service connections on the system to ERCs. The existing numbers of units and service connections for City of Kearns were determined from the Kearns Improvement District monthly water meter reports. The conversion between service connections and ERCs has been calculated (Appendix B) using approved methods as outlined in the State of Utah Administrative Code R309-510 and the results are summarized in Table 2-1.

Table 2-1: Existing Service Connections and ERCs

Service Connection Type	Units	ERC / Unit	ERCs
Single Family	9657	1.00	9,657
Multi-Unit	700	0.44	308
Commercial	155	3.51	544
Institutional	38	7.13	271
Industrial	37	129.99	4,784
Water Non-Bill	29	35.68	1,028
Total	**10,625**		**16,902**



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KEARN INITIAL IFFP AND IFA

KEARNS, UTAH

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FUTURE LAND USE MAP

PROJECT NUMBER: 13826
PRINT DATE: 6/24/2025
DRAWN BY: BMN
CHECKED BY: R. ROUSSELLE
PROJECT MANAGER: R. ROUSSELLE

FIG 2-1

2.5 Population

The United States Census Bureau estimated Kearns's 2018 population to be 37,090. The 2020 Census estimated Kearns's population to be 36,722 and a Data USA estimate completed in 2023 estimated the population to be approximately 37,058. Based on this information and the number of ERCs in the respective years, Ensign calculated a ratio of 3.74 persons per residential ERC to estimate the City's population. These residential ERCs include the Single Family and Multi-Unit service connection types. Based on the number of residential ERCs shown in Table 2-1, the City's estimated current (2024) population is 37,249.

2.6 Growth Projections

Based on US Census Bureau Data, the City of Kearns experienced a steady increase then a slight decline of its general population in the last fifteen years that ranged from a 0.52% average increase between the years 2012 and 2016, and a 0.33% average decrease between the years of 2017 and 2020. Now, between 2020 and 2025, the annual growth rate was accurately predicted to increase to 0.53% each year. This trend is expected to continue as the City of Kearns grows, until 2033 and 2034 when redevelopment plans intend to add approximately 500 multi-unit residences for the City of Kearns's general population in both 2033 and 2034, 1,000 multi-unit residences total. Based on 3.74 persons per residential ERC, the multi-unit residential growth rate is expected to increase to 4.95% for 2033 and 2034.

An annual growth rate of 0.5% was applied to each connection type to project the number of future units and ERCs until 2034. A 4.95% growth rate was applied to multi-unit homes for 2033 and 2034 to factor in the 500 multi-unit homes which will be constructed as a part of the Kearns Town Center Project. The 0.5% annual growth rate was applied to Single-Family, Commercial, Institutional, Industrial, and Non-Water Bill service connection types throughout the planning period. The projected population growth is shown in Figure 2-2 with the 10-year unit and ERC project based on service connection type shown in Figure 2-3.

Due to the significant change of growth rates seen in recent years along with an unstable economic climate and varying construction pricing and supplies available, the actual City growth may differ from these estimated projections. Therefore, the City should revisit the demographic projections of this plan on a yearly basis and compare with the actual growth rates occurring in the City.

Figure 2-2: 10-Year Population Projection

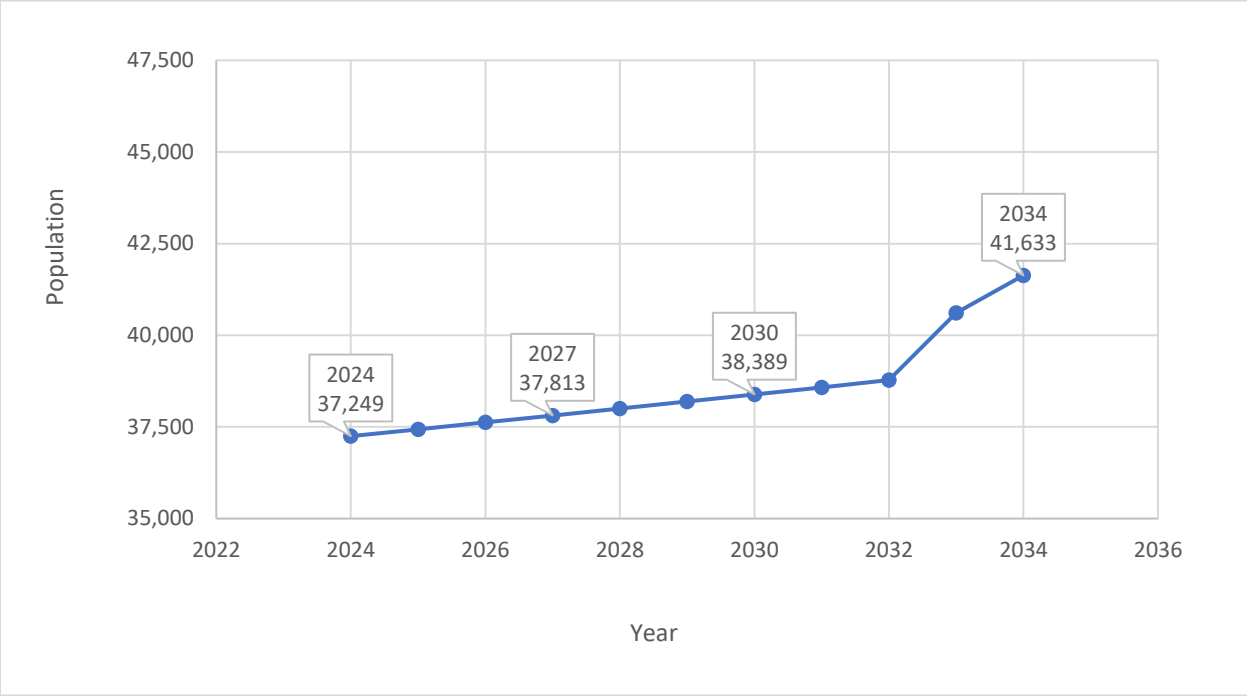


Figure 2-3: 10-Year ERC Projection

Year:		2024		2025		2026		2027		2028		2029		2030		2031		2032		2033		2034	
Projected Population:		**37,249**		**37,436**		**37,627**		**37,813**		**38,004**		**38,195**		**38,389**		**38,580**		**38,774**		**40,606**		**41,618**	
Multi-Family Growth rate:		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**4.95%**		**4.95%**	
Non Multi-Family Growth Rate:		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**		**0.50%**	
Service Connection Type	**ERC / Unit**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**	**Units**	**ERCs**
Single Family	1.00	9,657	9,657	9,705	9,705	9,754	9,754	9,803	9,803	9,852	9,852	9,901	9,901	9,951	9,951	10,001	10,001	10,051	10,051	10,101	10,101	10,152	10,152
Multi-Unit	0.44	700	308	704	310	708	312	712	313	716	315	720	317	724	319	728	320	732	322	1,232	542	1,732	762
Commercial	3.51	155	544	156	548	157	551	158	555	159	558	160	562	161	565	162	569	163	572	164	576	165	579
Institutional	72.88	38	2,769	39	2,842	40	2,915	41	2,988	42	3,061	43	3,134	44	3,207	45	3,279	46	3,352	47	3,425	48	3,498
Industrial	129.99	37	4,784	37	4,810	38	4,940	39	5,070	40	5,200	41	5,330	42	5,460	43	5,590	44	5,720	45	5,850	46	5,980
Water Non-Bill	35.68	29	1,028	29	1,035	30	1,070	31	1,106	32	1,142	33	1,177	34	1,213	35	1,249	36	1,284	37	1,320	38	1,356
Total		**10,616**	**19,090**	**10,670**	**19,250**	**10,727**	**19,542**	**10,784**	**19,835**	**10,841**	**20,128**	**10,898**	**20,421**	**10,956**	**20,715**	**11,014**	**21,008**	**11,072**	**21,301**	**11,626**	**21,814**	**12,181**	**22,327**
Increase from 2024		*-*	*-*	*54*	*160*	*111*	*452*	*168*	*745*	*225*	*1,038*	*282*	*1,331*	*340*	*1,625*	*398*	*1,918*	*456*	*2,211*	*1,010*	*2,724*	*1,565*	*3,237*

Notes:

In 2033 and 2034, there is an influx in population and ERCs for multi-unit due to an additional 500 units being added in each year, total of 1,000 units.

Section 3 Parks

3.1 Impact Fee Facilities Plan

3.1.1 Inventory of Existing Facilities

City of Kearns existing City parks are shown in Table 3-1 . These parks have a varying level of amenities as listed in Table 3-1 along with the total park areas.

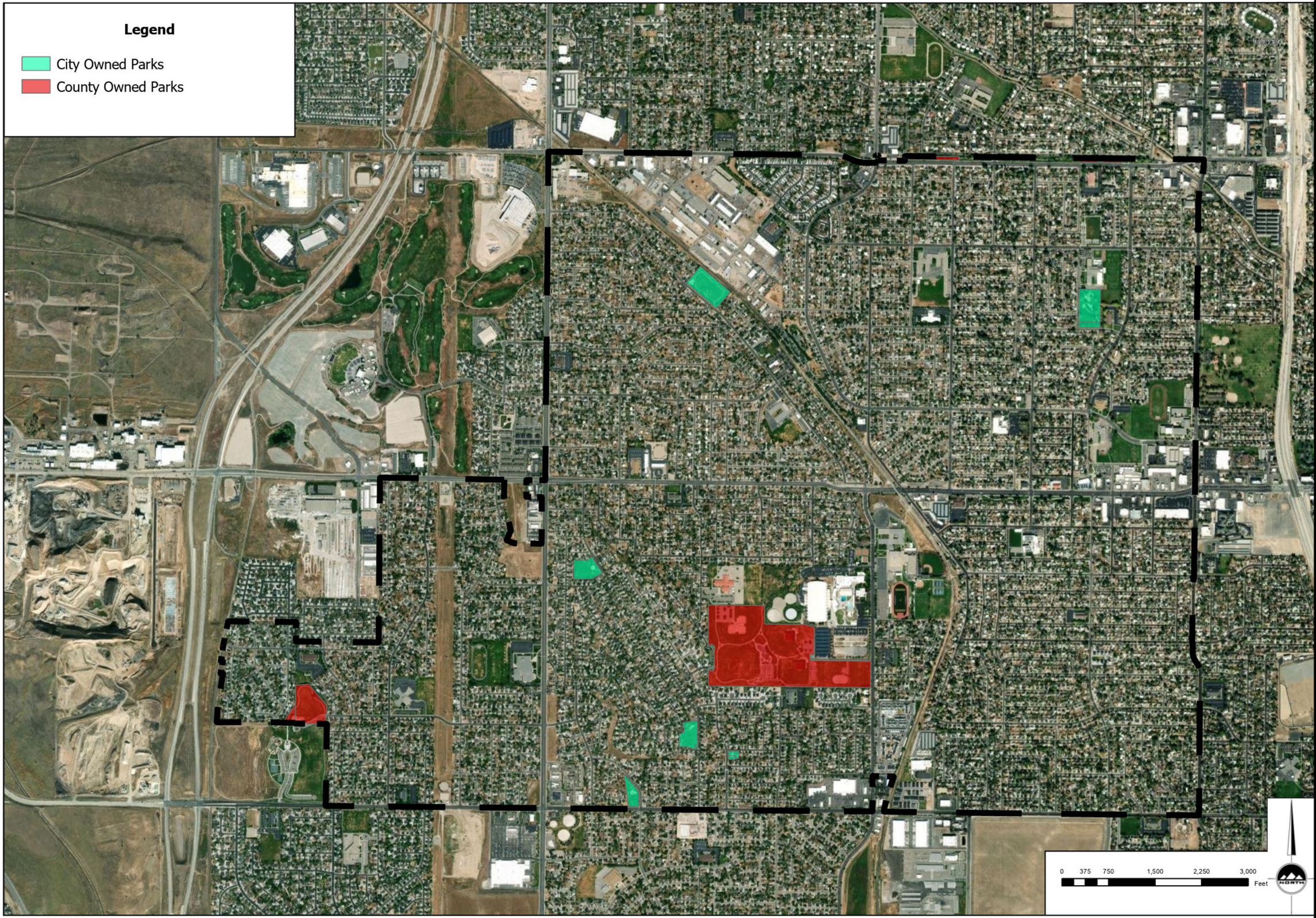
Table 3-1: Existing Park Facilities

Facility	Area (ac)	Amenities
David Gourley Park	6.28	Playground, Volleyball Pit, Benches, Picnic Tables, Bathroom, Horseshoe Pit, Light poles
Impressions Park	1.64	Playground, Benches, Drinking Fountain, Light poles
Mountain Man Park	5.00	Wheelchair accessible Picnic Table Pavilions with Garbage cans, Playground, Walking Path, Multi-Purpose Sports Field
Loder Park	0.49	Playground, Benches, Garbage Cans
North Park	2.75	Playground, Benches, Garbage Cans
South Park	2.50	Playground, Benches
Bruce Field Park	3.63	Playground, Parking Lot, Benches, Bathroom
Total	22.29	

Total system park areas are shown in Table 3-2. These areas are eligible for impact fee calculations as they are system-wide.

Table 3-2: Kearns Parks Impact Fee Eligible Area

Park Name	Amenity	Eligible Units Acres (ac)	Estimated Cost per Unit	Total Cost
Bruce Field Park	Impact Fee Eligible Area	3.72	$150,000	$558,249
David Gourley Park	Impact Fee Eligible Area	4.90	$150,000	$735,674
Impressions Park	Impact Fee Eligible Area	1.64	$150,000	$246,737
Loder Park	Impact Fee Eligible Area	0.48	$150,000	$72,570
Mountain Man Park	Impact Fee Eligible Area	4.90	$150,000	$734,791
North Park	Impact Fee Eligible Area	2.68	$150,000	$401,974
South Park	Impact Fee Eligible Area	2.48	$150,000	$372,179
	Total	**20.81**		**$3,122,174**



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EXISTING PARK FACILITIES

PROJECT NUMBER: 13826
PRINT DATE: 6/24/2025
DRAWN BY: BWN
CHECKED BY: R. ROUSSELLE
PROJECT MANAGER: R. ROUSSELLE

FIG 3-1

An overview of irrigated and mowed areas are shown in Table 3-3, which is a qualifying, existing, system improvement.

Table 3-3: Kearns Parks Impact Fee Eligible Mowed Area

Park Name	Amenity	Eligible Units Acres (ac)	Estimated Cost per Unit	Total Cost
Bruce Field Park	Eligible Mowed Area	2.36	$120,000	$282,760
David Gourley Park	Eligible Mowed Area	4.35	$120,000	$521,787
Impressions Park	Eligible Mowed Area	3.99	$120,000	$478,618
Loder Park	Eligible Mowed Area	0.42	$120,000	$50,629
Mountain Man Park	Eligible Mowed Area	4.55	$120,000	$546,536
North Park	Eligible Mowed Area	0.00	$120,000	$0
South Park	Eligible Mowed Area	2.32	$120,000	$278,683
	Total	**17.99**		**$2,159,014**

Eligible existing asphalt improvements exist only at Bruce Field Park as shown in Table 3-4.

.

Table 3-4: Kearns Parks Impact Fee Eligible Asphalt

Park Name	Amenity	Eligible Units Square Feet	Estimated Cost per Unit	Total Cost
Bruce Field Park	Eligible Asphalt Sq. Ft.	27,837	$12.50	$347,966
	Total	**27,858**		**$347,966**

Existing trails and path improvements are provided in Table 3-5.

Table 3-5: Kearns Parks Eligible Trails Linear Feet

Park Name	Amenity	Eligible Units Linear Feet	Estimated Cost per Unit	Total Cost
Bruce Field Park	Eligible Trail Length	1,951	$120	$234,108
David Gourley Park	Eligible Trail Length	1,566	$80	$125,288
Impressions Park	Eligible Trail Length	367	$200	$73,435
Loder Park	Eligible Trail Length	151	$0	$0
Mountain Man Park	Eligible Trail Length	1,815	$0	$0
North Park	Eligible Trail Length	445	$0	$0
South Park	Eligible Trail Length	593	$0	$0
	Total	**6,888**		**$432,831**

Existing impact-fee eligible park improvements are summarized in Table 3-6.

Table 3-6: Kearns Parks Eligible Amenities

Park Name	Amenity	Eligible Units	Estimated Cost per Unit	Total Cost
Bruce Field Park	Benches	0	$1,000	$0
Bruce Field Park	Tables	0	$8,500	$0
Bruce Field Park	Park Sign	0	$2,500	$0
Bruce Field Park	Jungle Gym	0	$150,000	$0
Bruce Field Park	Swing	0	$30,000	$0
Bruce Field Park	Slide	0	$30,000	$0
David Gourley Park	Benches	2	$1,000	$2,000
David Gourley Park	Tables	1	$8,500	$8,500
David Gourley Park	Park Sign	1	$2,500	$2,500
David Gourley Park	Benches	2	$1,000	$2,000
David Gourley Park	Jungle Gym	1	$150,000	$150,000
David Gourley Park	Swing	1	$30,000	$30,000
David Gourley Park	Slide	0	$30,000	$0
Impressions Park	Tables	0	$8,500	$0
Impressions Park	Park Sign	0	$2,500	$0
Impressions Park	Benches	4	$1,000	$4,000
Impressions Park	Jungle Gym	1	$150,000	$150,000
Impressions Park	Swing	1	$30,000	$30,000
Impressions Park	Slide	0	$30,000	$0
Loder Park	Tables	1	$8,500	$8,500
Loder Park	Park Sign	1	$2,500	$2,500
Loder Park	Benches	5	$1,000	$5,000
Loder Park	Jungle Gym	1	$150,000	$150,000
Loder Park	Swing	0	$30,000	$0
Loder Park	Slide	0	$30,000	$0
Mountain Man Park	Tables	5	$8,500	$42,500
Mountain Man Park	Park Sign	0	$2,500	$0
Mountain Man Park	Benches	0	$1,000	$0
Mountain Man Park	Jungle Gym	1	$150,000	$150,000
Mountain Man Park	Swing	1	$30,000	$30,000
Mountain Man Park	Slide	0	$30,000	$0
North Park	Tables	0	$8,500	$0
North Park	Park Sign	0	$2,500	$0
North Park	Benches	5	$1,000	$5,000
North Park	Jungle Gym	1	$150,000	$150,000
North Park	Swing	0	$30,000	$0
North Park	Slide	0	$30,000	$0
South Park	Tables	0	$8,500	$0
South Park	Park Sign	1	$2,500	$2,500
South Park	Jungle Gym	1	$150,000	$150,000
South Park	Swing	0	$30,000	$0
South Park	Slide	0	$30,000	$0
	Total	**37**		**$1,075,000**

3.1.2 Existing Level of Service

The level of service (LOS) for parks is listed below based on a 2024 estimate population of 37,249 and based on totals for the various level of services.

- Park Area - 0.56 acres per 1,000 population
    - Total City of Kearns park area equals 20.81 acres.
- Park Mowed Area – 0.48 acres per 1,000 population
    - Total City of Kearns park mowed area equals 17.99 acres.
- Park Asphalt Area – 747.35 square feet per 1,000 population
    - Total City of Kearns park asphalt area equals 27,838 square feet.
- Trail – 184.93 linear feet per 1,00 population
    - Total City of Kearns trails length equals 6,888 linear feet.
- Park Amenities - $28,859.84 amenities cost per 1,000 population
    - Total City of Kearns amenities cost equals $1,075,000.

3.1.3 Excess Capacity

There is no identified existing excess parks capacity for developers to buy into.

3.1.4 Demands of Future Development

Utilizing the demographic projections from Section 2.6, the park area required to meet the level of service throughout the planning period was calculated as shown in Table 3-7.

Table 3-7: Future Park Area Requirements

Year	Population	Park Area Required (ac)	Excess / (Deficit) (ac)
2024	37,249	20.81	0.00
2025	37,436	20.92	(0.10)
2026	37,627	21.03	(0.21)
2027	37,813	21.13	(0.32)
2028	38,004	21.24	(0.42)
2029	38,195	21.34	(0.53)
2030	38,389	21.45	(0.64)
2031	38,580	21.56	(0.74)
2032	38,774	21.67	(0.85)
2033	40,606	22.69	(1.88)
2034	41,618	23.26	(2.44)

Table 3-8 summarizes mowed area required to maintain levels of service.

Table 3-8: Future Mowed Area Requirements

Year	Population	Park Mowed Area Required (ac)	Excess / (Deficit) (ac)
2024	37,249	17.99	0.00
2025	37,436	18.08	(0.09)
2026	37,627	18.17	(0.18)
2027	37,813	18.26	(0.27)
2028	38,004	18.36	(0.36)
2029	38,195	18.45	(0.46)
2030	38,389	18.54	(0.55)
2031	38,580	18.63	(0.64)
2032	38,774	18.73	(0.74)
2033	40,606	19.61	(1.62)
2034	41,618	20.10	(2.11)

Table 3-9 summarizes asphalt area required to maintain level of service.

Table 3-9: Future Asphalt Area Requirements

Year	Population	Park Asphalt Area Required (Sq. Ft.)	Excess / (Deficit) (Sq. Ft.)
2024	37,249	27,838	0
2025	37,436	27,978	(140)
2026	37,627	28,120	(282)
2027	37,813	28,260	(422)
2028	38,004	28,402	(564)
2029	38,195	28,545	(707)
2030	38,389	28,690	(852)
2031	38,580	28,833	(995)
2032	38,774	28,978	(1,140)
2033	40,606	30,347	(2,509)
2034	41,618	31,103	(3,265)

Table 3-10 lists trail length requirements to maintain level of service.

Table 3-10: Future Trails Length Requirements

Year	Population	Trail Length Required (Linear Feet)	Excess / (Deficit) (Linear Feet)
2024	37,249	6,888	0
2025	37,436	6,923	(35)
2026	37,627	6,958	(70)
2027	37,813	6,992	(104)
2028	38,004	7,028	(140)
2029	38,195	7,063	(175)
2030	38,389	7,099	(211)
2031	38,580	7,134	(246)
2032	38,774	7,170	(282)
2033	40,606	7,509	(621)
2034	41,618	7,696	(808)

Parks amenities will also require further expenses in order to meet existing levels of service as the population grows as shown in Table 3-11.

Table 3-11: Future Parks Amenities Requirements

Year	Population	Park Amenities ($)	Excess / (Deficit) ($)
2024	37,249	$1,075,000.00	$0.00
2025	37,436	$1,080,396.79	($5,396.79)
2026	37,627	$1,085,909.02	($10,909.02)
2027	37,813	$1,091,276.95	($16,276.95)
2028	38,004	$1,096,789.18	($21,789.18)
2029	38,195	$1,102,301.40	($27,301.40)
2030	38,389	$1,107,900.21	($32,900.21)
2031	38,580	$1,113,412.44	($38,412.44)
2032	38,774	$1,119,011.25	($44,011.25)
2033	40,606	$1,171,874.06	($96,882.47)
2034	41,618	$1,201,098.90	($126,088.62)

3.1.5 Proposed Projects

The City of Kearns plans to construct parks as the population grows. As discussed in the previous section, there are currently no established plans to construct new City parks on developable acres. The City plans to redevelop and densify existing parcels into multi-family housing which will include future parks or provide additional amenities to meet the City's level of service as the population increases with the redevelopment of the City.

3.1.6 Consideration of Revenue Sources to Finance Impacts on System Improvements

The City plans to fund future park projects, as much as possible, through grants and impact fees. Parks may also be funded through loans, developer dedications, taxes, and reserves in the Capital Project Fund.

3.2 Impact Fee Facilities Analysis

3.2.1 Impact on Consumption of Existing Capacity - Utah Code 11-36a-304(1)(a)

The IFFP considers only system park and trail facilities for the purpose of calculating impact fees. Project park and trail facilities cannot be used to establish levels of service eligible to be maintained through impact fees. Based on input from the City and the consultants, a system park and trail facility is defined as a facility which serves more than one local development area.

Existing service levels are based on the 2024 levels of service in the City for parks and trails as stated in Section 3.1.2.

3.2.2 Impact on System Improvements by Anticipated Development Activity - Utah Code 11-36a-304(1)(b)

Table 3-12 shows the declining service levels which will occur in the City due to the projected population growth in the next ten years if no new facilities are added. Service levels for parks are shown in terms of acres per 1,000 persons and in terms of cost per capita. Service levels for trails are shown in miles per 1,000 persons and cost per capita.

Table 3-12: Impacts to Service Levels if No Improvements Are Made

	2024 Service Levels – Acres/Miles per 1,000 Persons	2034 Service Levels – Acres/Miles per 1,000 Persons	Investment LOS 2024 per Capita	Investment LOS 2034 per Capita
Parks	0.56	0.50	$ 175.96	$ 157.43
Trails – Concrete	0.04	0.03	$ 22.19	$ 19.85
Trails – Asphalt	0.00	0.00	$ -	$ -
Trails - Trex	0.00	0.00	$ -	$ -

3.2.3 Relationship of Anticipated Impacts to Anticipated Development Activity - Utah Code 11-36a-304(1)(c)

The demand placed on existing public park and trail facilities by new development activity is attributable to population growth. Kearns has a 2024 population of 37,249 and, as a result of anticipated development activity, will grow to a projected population of 41,633 by 2034 – an increase of 4,384 persons. As growth occurs as a result of increased development activity, more parks and trail facilities are needed to maintain existing service levels and to reach proposed service levels.

In order to maintain the existing level of service, the projected population growth attributed to new development over the next ten years will require the construction of park facilities in the amount of $789,106 and trail facilities in the amount of $97,293.

3.2.4 Proportionate Share Analysis - Utah Code 11-36a-304(1)(d)(i)(ii)

The cost of new system improvements required to maintain the service levels related to new development activity are based on the costs of system facilities, and the consultant fees for the preparation of the Impact Fee Facilities Plan and the Impact Fee Analysis (Table 3-13, Table 3-14, and Table 3-15).

Table 3-13: Gross Fee Summary – Cost per Capita Related to New Development Activity

Gross Fee - Summary	
Park improvements	$179.98
Trail improvements	$22.19
Consultant costs	$0.76
Total Cost Per Capita	**$202.93**

Table 3-14: Cost per Person for New Park Facilities

Park Improvements	
Existing park improvements	$6,554,154
2024 population	37,249
Existing LOS per capita	$179.98
Population growth, 2024-2034	4,384
Improvements to maintain LOS	$789,106
Cost Per Capita	**$179.98**

Table 3-15: Cost per Person for New Trails Facilities

Trails	
Trails (Linear Ft.)	6,888
% concrete	100.0%
% asphalt	0.0%
% Trex	0.0%
Cost per concrete (Linear Ft.)	$120
Cost per asphalt (Linear Ft.)	$80
Cost per Trex (Linear Ft.)	$200
Concrete trails investment	$826,599
Asphalt trails investment	$0
Trex trails investment	$0
Total trails investment	$826,599
Population 2024	37,249
Cost per capita	**$22.19**

The Impact Fee Facilities Plan and Impact Fee Analysis for parks consultant cost is $0.76 per person as shown in Table 3-16.

Table 3-16: Consultant Costs

Consultant Costs	
Total consultant costs	$3,333
Population growth, 2024-2034	4,384
Cost per capita	**$0.76**

The cost per person is then multiplied by the average household size to arrive at the maximum impact fee of $682.25 that can be charged for a single-family development and $767.78 for a multi-family development as summarized in Table 3-17.

Table 3-17: Maximum Fee

Kearns Household Size	
Single-Family	3.43
Multi-Family	3.86

Maximum Fees	Cost per Capita	Household Size	Maximum Fee
Single-Family	$202.93	3.43	$696.06
Multi-Family	$202.93	3.86	$783.32

3.2.5 Impact Fee Credits - Utah Code 11-36a-304(1)(e)

The City may choose to allow a developer to contribute park and trail facilities improvements in place of impact fees. This decision is at the discretion of the City. There are no outstanding bonds or credits to be made associated with parks facilities.

3.2.6 Manner of Financing - Utah Code 11-36a-304(2)(c)(d)(e)(f)(g)(h)

An impact fee is a one-time fee that is implemented by a local government on new development to help fund and pay for all or a portion of the costs of public facilities that are needed to serve new development. Additionally, impact fees allow new growth to share in the cost of existing facilities that have excess capacity. The City plans to fund future park projects, as much as possible, through grants and impact fees. Parks may also be funded through loans, developer dedications, taxes, and reserves in the Capital Project Fund.

Section 4 Storm Drainage

4.1 Impact Fee Facilities Plan

4.1.1 Inventory of Existing Facilities

City of Kearns existing impervious and pervious areas are shown in Figure 4-1 with a summary of single family, multi-unit, non-residential and total in Table 4-1. The pervious area was calculated using the Normalized Difference Vegetation Index (NDVI) method where the red (Red) band of satellite aerial imagery was combined with near-infrared (NIR) bands using the formula (NIR - Red) / (NIR + Red) in GIS software. The raster result was converted to a vector layer and clipped using parcel data as the overlay to remove right of ways and Utah building footprints to remove overhanging vegetation. This area was also clipped to the Kearns City boundary. Impervious area was derived by clipping pervious area lot by land use type and subtracting from the total area of lot land use which excludes rights-of-way areas.

Table 4-1: Existing Pervious and Impervious Areas

Service Connection Type	Total Area (Acres)	Pervious Area (Acres)	Impervious Area (Acres)	ERCs	Impervious Area (Acres) per ERC	Impervious Area (Square Feet) per ERC
Single Family	1,630.50	816.42	814.08	9,657	0.0843	3,672
Multi-unit	31.99	6.00	25.99	308	0.0844	3,676
Non-Residential	574.43	233.69	340.74	9,125	0.0373	1,627
City Total	**2,236.92**	**1,056.10**	**1,180.82**	**19,090**	**0.0619**	**2,694**

The City's existing storm drainage facilities consist of swales, gutters, catch basins, manholes, collection pipes, retention basins, and detention basins. The City does not have any long-term debt associated with its storm drainage facilities.

4.1.2 Level of Service

The level of service for storm drainage facilities is established based on a City of Kearns impervious area and 2024 estimate of ERCs. This equates to an impervious area of 3,672 square feet per ERC with Single Family, Multi-Unit (Residential) impervious area of 3,676 square feet per ERC, and Non-Residential impervious area of 1,627 square feet per ERC.

Figure 4-1: Pervious and Impervious Area in the City of Kearns

4.1.3 Demands of Future Development

Utilizing the demographic projections from Section 2.6, the single family residential, multi-unit residential, and non-residential impervious area is expected to increase by the aforementioned level of service throughout the planning period, as shown in Table 4-2.

Table 4-2 : Future Residential Impervious Area Estimates

Year	Single Family Residential ERCs	Multi-Unit Residential ERCs	Non-Residential ERCs	Additional Single Family Residential Impervious Area (Square Feet)	Additional Multi-Family Residential Impervious Area (Square Feet)	Additional Non-Residential Impervious Area (Square Feet)
2024	9,657	308	9,125	35,461,390	1,132,314	14,842,683
2025	9,705	310	9,235	35,637,650	1,139,666	15,021,609
2026	9,754	312	9,476	35,817,583	1,147,019	15,413,618
2027	9,803	313	9,719	35,997,515	1,150,695	15,808,881
2028	9,852	315	9,961	36,177,448	1,158,048	16,202,517
2029	9,901	317	10,203	36,357,380	1,165,401	16,596,153
2030	9,951	319	10,445	36,540,985	1,172,753	16,989,789
2031	10,001	320	10,687	36,724,590	1,176,430	17,383,425
2032	10,051	322	10,928	36,908,194	1,183,782	17,775,435
2033	10,101	542	11,171	37,091,799	1,992,578	18,170,697
2034	10,152	762	11,413	37,279,075	2,801,373	18,564,333

4.1.4 Proposed Projects

City of Kearns plans to engage in future projects involving the densification of the residential areas in the City to account for an increase in population. The Town Center Project is estimated to add a total of 1,000 units for the City of Kearns in the years 2033 and 2034. This will increase impervious area requiring future storm drainage improvement projects not yet identified.

4.1.5 Consideration of Revenue Sources to Finance Impacts on System Improvements

The City plans to fund future storm drainage projects, as much as possible, through grants and impact fees. The City may also consider adopting storm water user fees for portions of future storm drainage projects which are not impact fee eligible. Storm drainage projects may also be funded through loans, developer dedications, taxes, and reserves in the Capital Project Fund.

4.2 Impact Fee Analysis

4.2.1 Impact on Consumption of Existing Capacity - Utah Code 11-36a-304(1)(a)

According to the IFFP, there is currently no excess capacity in the storm drainage system. New development cannot be charged a buy-in fee as a part of the proposed storm drainage impact fee.

Existing service levels are based on the 2024 levels of service in the City as summarized in Table 4-3.

Table 4-3: Existing and Future Growth in Impervious Area

	Single Family Residential	Multi-Unit Residential	Non-Residential
Impervious Area per ERC 2024 (Sq. Ft.)	3,672	3,676	1,627
Impervious Area per ERC 2034 (Sq. Ft.)	3,672	3,676	1,627
2024 ERCs	9,657	308	9,125
2034 ERCs	10,152	762	11,413
Impervious Area 2024 (Sq. Ft.)	35,461,390	1,132,314	14,842,683
Impervious Area 2034 (Sq. Ft.)	37,279,075	2,801,373	18,564,333
Growth 2024 - 2034 (Impervious Sq. Ft.)	**1,817,685**	**1,669,060**	**3,721,650**
Growth 2024 - 2034 (Impervious Acres)	**41.7**	**38.3**	**85.4**

4.2.2 Impact on System Improvements by Anticipated Development Activity - Utah Code 11-36a-304(1)(b)

The City has determined to maintain its current level of storm drainage service. To maintain its current level of service, additional storm drainage improvements will be required. The means by which the City will meet growth demands includes constructing storm drainage improvement projects. This will occur through requiring new development to pay for its fair share of new construction projects over the next ten years. As highlighted in Table 4-4, development activity

will lead to growth in greater impervious area, which will require corresponding investments in stormwater infrastructure.

Table 4-4: Growth in Impervious Area

	Single Family Residential	Multi-Unit Residential	Non-Residential
Growth 2024 - 2034 (Impervious Sq. Ft.)	1,817,685	1,669,060	3,721,650
Growth 2024 - 2034 (Impervious Acres)	41.7	38.3	85.4

4.2.3 Relationship of Anticipated Impacts to Anticipated Development Activity - Utah Code 11-36a-304(1)(c)

The demand placed on existing storm drainage facilities by new development activity is attributable to population and non-residential growth. Kearns has a 2024 population of 37,249 and, as a result of anticipated development activity, will grow to a projected population of 41,618 by 2034 – an increase of 4,369 persons. As growth occurs as a result of increased development activity, more storm drainage facilities are needed to maintain existing service levels.

In order to maintain the existing level of service, the projected population growth attributed to new development over the next ten years will require the construction of storm drainage facilities in the amount of $2,395,367.

4.2.4 Proportionate Share Analysis - Utah Code 11-36a-304(1)(d)(i)(ii)

The cost of new system improvements required to maintain the service levels related to new development activity are based on the costs of system facilities, and the consultant fees for the preparation of the Impact Fee Facilities Plan and the Impact Fee Analysis as summarized in Table 4-5.

Table 4-5: Gross Fee Summary – Cost per ERC Related to New Development Activity

Gross Fee - Summary	Single Family Residential	Multi-Unit Residential	Non-Residential
Excess Capacity	$0.00	$0.00	$0.00
New Construction	$6,929.77	$567.12	$3,646.07
Consultant Costs	$57.90	$4.74	$30.46
Impact Fee Fund Balance	$0.00	$0.00	$0.00
Maximum Fee per Acre	**$6,987.67**	**$571.85**	**$3,676.53**

The Impact Fee Facilities Plan and Impact Fee Analysis for storm drainage consultant cost is not uniform for storm drainage as it is based on a proportionate share of use for each development type. However, the cost per ERC is included in the table above.

The cost per ERC is then multiplied by the various lot sizes to arrive at the maximum impact fee of that can be charged for different lot sizes and development types.

Table 4-6: Maximum Fee

	Stormwater Maximum Fee per ERC		
Lot Size	Single Family Residential	Multi-Unit Residential	Non-Residential
1/4-acre lot	$1,746.92	$142.96	$919.13
1/3-acre lot	$2,329.22	$190.62	$1,225.51
1/2-acre lot	$3,493.83	$285.93	$1,838.27
1-acre lot	$6,987.67	$571.85	$3,676.53
1.5-acre lot	$10,481.50	$857.78	$5,514.80
2-acre lot	$13,975.33	$1,143.71	$7,353.06

4.2.5 Impact Fee Credits - Utah Code 11-36a-304(1)(e)

The City may choose to allow a developer to contribute stormwater facilities improvements in place of impact fees. This decision is at the discretion of the City. There are no outstanding bonds or credits to be made associated with stormwater facilities.

4.2.6 Manner of Financing - Utah Code 11-36a-304(2)(c)(d)(e)(f)(g)(h)

An impact fee is a one-time fee that is implemented by a local government on new development to help fund and pay for all or a portion of the costs of public facilities that are needed to serve

new development. Additionally, impact fees allow new growth to share in the cost of existing facilities that have excess capacity. The City plans to fund future stormwater projects, as much as possible, through grants and impact fees. Projects may also be funded through loans, developer dedications, taxes, and reserves in the Capital Project Fund.

Section 5 Transportation

5.1 Impact Fee Facilities Plan

5.1.1 Inventory of Existing Facilities

Transportation projects were based on the recommended projects in the Kearns Master Transportation Plan (2020), listed projects from Wasatch Front Regional Council (WFRC) Regional Transportation Plan (RTP), and Greater Salt Lake Municipal Service District (MSD). These projects were reviewed and confirmed with Kearns City staff. A number of projects were categorized as non-intersection/capacity related and therefore are not eligible for impact fees. These projects included the following:

- 4015 West Median
- Cougar Lane Crosswalk
- 5400 South Corridor Study
- Cougar Lane Lighting
- 4420 West Reconstruct
- 6200 South Median
- 6200 South Sound Wall
- 4015 West Bridge Replacement
- 4220 West Sidewalk
- TC S Kearns Elementary and Sams Boulevard ADA Ramps
- Kearns Traffic Calming 2025
- Heath Area Overlay (Road Maintenance)
- Westsams Boulevard/4580 West/Pieper Blvd/Northwest Avenue: 4715 South to 5415 South Traffic Calming
- Northwest Avenue: 5400 South and 5975 South Traffic Calming
- 4015 West: Twilight Drive and 5700 South Traffic Calming

The remaining intersection and capacity-related projects, including their timing, cost, and funding sources, are listed in Table 5-1. The projects that are potentially eligible for funding are those that are likely to take place within a six-to-ten year window (assumed by 2032) and are not UDOT facility projects.

Table 5-1: Kearns Capital Improvement Projects

Project No.	Location	Improvement	Timing	Total Cost	Funding Source
4	5415 South/Northwest Avenue	Intersection	2020-2030	$1,320,000	UDOT
MC220001	Cougar Lane: Niagara Way and Kearns High Dr.	Capacity	2025-2026	$2,804,000	Kearns/WFRC
6	5400 South / 5600 West	Intersection	2020-2030	$2,880,000	UDOT
7	4700 South: MVC to 4000 West	Capacity	2020-2030	$31,140,000	Kearns/WFRC
8	6200 South: Cougar Lane to Bangerter Highway	Capacity	2031-2050	$13,990,000	Kearns/WFRC
9	6200 South: MVC to 5600 West	Capacity	2031-2050	$11,920,000	Kearns/WFRC
10	5400 South: MVC to 5600 West	Capacity	2031-2050	$7,640,000	Kearns
R-S-86	6200 South: MVC to Redwood Road	Capacity: 4 to 7 lanes	2033-2042	$125,800,000	Kearns/WFRC
Total				**$197,494,000**	

5.1.2 Project Costs Attributable to Future Growth

The amount of each project to be funded by impact fees can vary depending on the existing volumes, pass-through traffic, projected traffic volumes, and future (2050) demand of each roadway. A vehicle trip is considered pass-through when the origin and the destination for a specific trip occurs outside the City limits. Additionally, projects occurring beyond year 2032 and/or projects that are on UDOT facilities that are state-funded are not eligible for impact fees. The transportation demands and capacities of each eligible project is shown in Table 5-2.

Table 5-2: Transportation Project Demands and Capacities

Project No.	Location	2023 Demand (vpd)	2032 Demand (vpd)	2050 Demand (vpd)	2050 Capacity (LOS D/E, vpd)
MC220001	Cougar Lane: Niagara Way and Kearns High Drive	11,781	12,283	12,283	15,600
7	4700 South: MVC to 4000 West	22,839	24,848	29,555	31,300

The impact fee eligibility percentage for each project was calculated by dividing the growth in non-pass-thru vehicle demand from existing to future (2032) conditions and dividing by the future (2050) capacity. Pass-thru trips were estimated based on travel patterns in the area and deducted from the eligible costs. This eligibility percentage was then multiplied by the project cost to calculate the impact fee eligible cost for each project.

Table 5-3 shows all projects expected to be constructed based on the expected 6-to-10 year growth in Kearns. The total future cost for both projects, accounting for inflation, is $29,880,000. Only a portion of this total cost is impact fee eligible. The City will need to find funding to cover the remaining portion of the project that is not impact fee eligible. The cost that is due to future growth can be shared by new development through the assessment of impact fees.

A summary of the costs and impact fee eligibility of each project is shown in Table 5-3. As shown, the total impact fee eligible cost for the Kearns City planned projects is $1,501,000. To fund these projects in their entirety, an additional $28,379,000 is required. It is anticipated that these additional funds will come from other sources like the general fund and the transportation utility fee.

Table 5-3: Transportation Impact Fee Eligible Costs

Project No.	Location	% Pass-Through	% Existing	% IF Eligible	% Other (10+ yr)	IF Eligible Cost	Other Funding
MC220001	Cougar Lane: Niagara Way and Kearns High Drive	0%	95.9%	3.2%	0.0%	$127,000	$3,829,000
7	4700 South: MVC to 4000 West	17%	77.3%	5.3%	16.3%	$1,374,000	$24,550,000
Total						**$1,501,000**	**$28,379,000**

5.1.3 Consideration of Revenue Sources to Finance Impacts on System Improvements

The City plans to fund future transportation projects, as much as possible, through grants and impact fees. Transportation projects may also be funded through loans, developer dedications, taxes, and reserves in the Capital Project Fund.

5.2 Impact Fee Analysis

5.2.1 Impact on Consumption of Existing Capacity - Utah Code 11-36a-304(1)(a)

According to the IFFP we expect to see growth in daily trips and P.M. peak trips as a result of population growth as summarized in Table 5-4.

Table 5-4: Existing and Future Growth in Daily Trips

	ADT	PM Peak
2023 ADTs	117,560	11,756
2032 ADTs	120,607	12,061
Growth in ADTs, 2023-2032	**3,047**	**305**
Growth in ADTs, 2024-2034	**3,386**	**339**

According to the IFFP, there is excess capacity in the roadway system. Daily excess capacity amounts to 31.2% of daily roadway capacity, equivalent to 446,349 trips of daily capacity remaining. P.M. peak capacity amounts to 26.8% of P.M. peak capacity, equivalent to 107,031 trips (Table 5-5). New development can be charged a buy-in fee as a part of the roadway impact fee.

Existing service levels are based on the 2023 levels of service in the City.

Table 5-5: Existing Roadway Excess Capacity

	Daily Trips	PM Peak
Capacity	1,430,300	398,760
Excess Capacity	446,349	107,031
% Excess Capacity	**31%**	**27%**

Buy in costs to excess capacity are outlined in Table 5-6.

Table 5-6: Existing Roadway Excess Capacity Buy-In Costs per Trip

Buy-In to Excess Capacity	ADT	PM Peak
Actual Cost to New Development	$9,502,489	$8,173,121
Growth in ADTs, 2024-2034	3,386	339
Cost per Trip	**$2,806.41**	**$24,109.50**

5.2.2 Impact on System Improvements by Anticipated Development Activity - Utah Code 11-36a-304(1)(b)

The City is determined to maintain its current level of roadway service. Additional roadway improvements will be required as mentioned in the IFFP. The means by which the City will meet growth demands include constructing the following projects as set forth in the IFFP. This will occur through requiring new development to pay for its fair share of new construction projects over the next ten years. As highlighted in Table 5-7, development activity will lead to growth in greater roadway demand, which will require corresponding investments in roadway infrastructure. New intersections are not planned or required.

Table 5-7: Cost per Trip of New Roadway Infrastructure

New Roadways	ADT	PM Peak
Roadway new improvements	$1,501,000	$1,501,000
Growth in ADTs, 2024-2034	3,386	339
Cost per Trip	**$443.30**	**$4,427.73**

New Intersections	ADT	PM Peak
Intersection new improvements	$0.00	$0.00
Growth in ADTs, 2024-2034	3,386	339
Cost per Trip	**$0.00**	**$0.00**

5.2.3 Relationship of Anticipated Impacts to Anticipated Development Activity - Utah Code 11-36a-304(1)(c)

The demand placed on existing transportation facilities by new development activity is attributable to population and non-residential growth. Kearns has a 2024 population of 37,249 and, as a result of anticipated development activity, will grow to a projected population of 41,618 by 2034 – an increase of 4,369 persons. With the anticipated growth, it is anticipated that the road network will experience an increase of approximately 3,050 vehicle trips per day. As growth occurs due to increased development activity, more roadway facilities are needed to maintain existing service levels.

In order to maintain the existing level of service, the projected population growth attributed to new development over the next ten years will require the construction of transportation facilities in the amount of $1,501,000 as cited above.

5.2.4 Proportionate Share Analysis - Utah Code 11-36a-304(1)(d)(i)(ii)

The cost of new system improvements required to maintain the service levels related to new development activity are based on the costs of system facilities, and the consultant fees for the preparation of the Impact Fee Facilities Plan and the Impact Fee Analysis as shown in Table 5-8.

Table 5-8: Gross Fee Summary – Cost per Trip Related to New Development Activity

Gross Fee - Summary	ADT	PM Peak
Buy-In Cost	$2,806.41	$24,109.50
New roadways	$443.30	$4,427.73
New intersections	$0.00	$0.00
Consultant cost	$0.30	$2.97
Fund balance credit	$0.00	$0.00
Total Cost per Trip	**$3,250.00**	**$28,540.20**

The cost per trip also corresponds to the maximum fee in the case of roadway facilities.

5.2.5 Impact Fee Credits - Utah Code 11-36a-304(1)(e)

The City may choose to allow a developer to contribute roadway facilities improvements in place of impact fees. This decision is at the discretion of the City. There is $2,678,196 remaining on the MSD bonds attributable to the City of Kearns.

5.2.6 Manner of Financing - Utah Code 11-36a-304(2)(c)(d)(e)(f)(g)(h)

An impact fee is a one-time fee that is implemented by a local government on new development to help fund and pay for all or a portion of the costs of public facilities that are needed to serve new development. Additionally, impact fees allow new growth to share in the cost of existing facilities that have excess capacity. The City plans to fund future transportation roadway projects, as much as possible, through grants and impact fees. Roadway projects may also be funded through loans, developer dedications, taxes, and reserves in the Capital Project Fund.

Appendix A References

1. Impact Fees Act. Title 11, Chapter 36a, Utah State Code. https://le.utah.gov/xcode/Title11/Chapter36A/11-36a.html
2. U.S. Census Bureau. https://www.census.gov
3. Utah Administrative Code Title R309. https://adminrules.utah.gov/public/search//Current%20Rules
4. Kearns Improvement District Water Metered Data. Kearns Improvement District, received April 2025.
5. About Kearns. https://www.kearns.utah.gov/community/page/about-kearns
6. Kearns General Plan. City of Kearns and Greater Salt Lake Municipal Services District, dated 2020. https://msd.utah.gov/DocumentCenter/View/273/Kearns-Adopted-GP-and-Appendix-2020-PDF
7. Kearns Master Transportation Plan. Avenue Consultants, dated 2020.

Utah Geospatial Resource Center. https://gis.utah.gov/

Appendix B Demographic Calculations

ADDITIONAL SERVICES AGREEMENT

ENSIGN
THE STANDARD IN ENGINEERING

Structural Engineering
Municipal Services
Civil Engineering
Land Surveying

DATE:	June 24, 2025
PROJECT NAME:	City of Kearns Initial Evaluation of Impact Fees, etc. (See Scope of Work)
ENSIGN PROJECT NUMBER:	13826
ADDITIONAL SERVICE:	Additional Service One
CLIENT:	City of Kearns
	ClientCompanyName
	4956 West 6200 South
	Kearns, Utah 84118

This is authorization to perform additional services on the project as noted in the proposal dated June 5, 2025.

1. Ensign Engineering agrees to perform the following additional service(s) as outlined below.
    a. Additional Costs.
2. CLIENT agrees to compensate for such additional services in accordance with the terms of the original agreement for additional amount(s) stated below.
    a. $10,175.00.
3. Ensign Engineering has provided the additional services as outlined in the tasks above for work performed from June 24, 2025 thru completion. All other terms and conditions of the original Agreement shall remain in full force and effect.

By signing below, the parties give consent and affirm that each has reviewed and understands the requirements set out above. Furthermore, each party agrees that they shall be bound by each and all of the said provisions. A reproduction of this agreement shall serve and may be relied upon as an original.

CLIENT:		ENSIGN ENGINEERING:	
Per:	Signed by: Kelly Bush D05600F139A0452...	Per:	
Name:	Kelly Bush	Name:	Koby Morgan
Title:	Mayor	Title:	Principal
Date:	June 26, 2025 | 8:42 AM MDT	Date:	6-27-2025

SANDY
45 W 10000 S, STE 500
Sandy, UT 84070
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Cedar City, UT 84721
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Erda, UT 84074
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ENSIGN
THE STANDARD IN ENGINEERING

Structural Engineering
Municipal Services
Civil Engineering
Land Surveying

June 5, 2025

Daniel Torres
Economic Development Manager
Greater Salt Lake Municipal Services District

City of Kearns
4956 West 6200 South, Suite 527
Kearns, UT 84118

Transmitted via email: dtorres@msd.utah.gov

RE: City of Kearns Initial Evaluation of Impact Fees, Outlined Methodology for Storm Water Fees, and Metrics Required for Future Master Plans – Amendment No. 1

Mr. Torres,

Ensign appreciates this opportunity to amend our contract on the City of Kearns Initial Evaluation of Impact Fees, Outlined Methodology for Storm Water Fees, and Metrics Required for Future Master Plans Project. Our original proposal was time and expenses with an estimated total fee of $10,000 with Ensign's costs estimated at $5,000, Zions Bank's costs at $2,500, and Hales Engineering's costs at $2,500.

As we have progressed through the project, we have a clearer picture of the actual amount of expenses to complete the work with anticipated additional costs as presented below.

Additional Costs – Amendment No. 1

Costs

Additional costs above the initial estimated costs are shown below:

Ensign Engineering (8 hours at $195.00 per hour, 8 hours at $150.00 per hour, and 14 hours at $90.00 per hour) $4,020.00

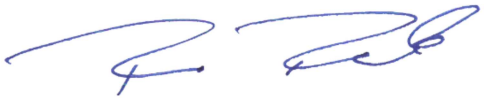
Zions Bank (10 hours at $250.00 per hour and 5 hours at $200.00 per hour plus 15% markup on all of Zions' scope).....$4,400.00

Hales Engineering (7 hours at ~$171.50 per hour plus 15% markup on all of Hales' Scope).....$1,755.00

Amendment No. 1 Total (Time and Expense).$10,175.00

Please feel free to contact us with any questions you may have concerning our scope of work or fee.

Sincerely,
Ensign Engineering



Robert J. Rousselle, P.E.
Sr. Associate