CITY OF KEARNS COUNCIL MEETING MINUTES
July 14, 2025

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

COUNCIL MEMBERS EXCUSED:

STAFF PRESENT:
Nathan Bracken, City Attorney
Dan Torres, Economic Development Manager
Chief Wade Russell, UFA
Chief Levi Hughes, UPD

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 - None

4. CITIZEN PUBLIC INPUT

During the public comment period, a community member acknowledged the upcoming primary election, which was scheduled to take place in four weeks. The speaker expressed appreciation for all individuals who had filed for candidacy and inquired whether there would be an opportunity for the candidates to introduce themselves.

Mayor Kelly Bush informed the public that a "Meet the Candidates" event would be held the following evening at the Elements Center, located at the Oval. The mayor explained that candidates would have tables set up with brochures and other materials, allowing attendees to meet and speak with them. After initial introductions, the event would transition into a panel discussion during which candidates would answer questions. Mayor Bush stated that while the

panel would begin around 6:30 PM, attendees could likely begin meeting candidates as early as 6:00 PM.

5. CONSENT AGENDA

A. Approve Council Meeting Minutes
  a. Jun 9, 2025

The minutes were discussed later on in the meeting with the motion to approve below.

Council Member Tina Snow moved to approve the June 9, 2025 City Council Meeting Minutes as published. Council Member Butterfield seconded the motion; vote was 5-0, unanimous in favor.

6. PUBLIC HEARING ITEMS - None

7. COUNCIL BUSINESS – ACTION ITEMS

A. Pavement Model Presentation

Steven Kuhlmeier from Public Works Operations with Salt Lake County reviewed his prepared presentation and gave an in-depth overview of the services provided to MSD communities, particularly focusing on asphalt maintenance and pavement management. He outlined the responsibilities managed by the department, including snow removal, storm drain maintenance, street sweeping, road repairs, lighting, traffic signals, and routine and preventive roadway maintenance. He introduced a modeling tool created at the request of the MSD Board to forecast pavement maintenance needs and project a level of service that would keep community roadways in good or average condition. The model relies on both detailed baseline studies conducted using camera-equipped vans and visual inspections performed on a rotating three-year schedule. These inspections collect data on pavement conditions and are used to calculate an Overall Condition Index (OCI) for roadways. Roads are scored out of 100, with 70 considered "fair." Mr. Kuhlmeier emphasized a goal of limiting roads in "very poor" condition to 2% or less of the network.

A discussion followed regarding recent road work, with Mayor Kelly Bush asking whether the condition scores reflected recently completed capital improvement projects such as those on 4700 South and 4000 South. Mr. Kuhlmeier explained that the data was current as of early 2024, and recent projects may not yet be included. He further noted that the model only considers asphalt and excludes subsurface issues unless those roads are flagged for full reconstruction, which MSD is not permitted to perform under state code.

Mr. Kuhlmeier shared projections based on Class B and C road funds allocated by the state, comparing those to construction costs adjusted for inflation. He explained that preservation treatments, like slurry and micro-surfacing, are cost-effective methods to extend road life by four to ten years. The long-term goal is to maintain an average network PCI of 80, which represents a balance point where less frequent, more expensive reconstruction can be avoided in favor of regular, cost-effective maintenance.

Member of the public in attendance voiced questions focused on visible road conditions, such as the effectiveness and longevity of slurry seals in South Kearns, and several specific complaints were raised about deteriorating roads near 5100 South and 4820 West. Mr. Kuhlmeier and Mayor Bush advised residents to submit service requests via the county website, and a commitment was made to dispatch crews to inspect those areas. The mayor also mentioned upcoming improvements, including raised sidewalks near South Kearns Elementary, which will precede road resurfacing managed by contractors. Additionally, a resident asked about scheduling and coordination of roadwork, especially in areas rated poorly on condition maps. Mayor Bush clarified that prioritization often depends on funding, noting the recent securing of a $5 million grant for the Lodestone area. Mr. Kuhlmeier explained that project proposals are submitted annually and guided by MSD Board decisions, while acknowledging the need for improved coordination with utilities. This concern was echoed by a representative from the Kearns Improvement District (KID), who requested earlier and more consistent communication to allow for budget planning. Mayor Bush suggested providing a preliminary schedule of projects each year to assist in better coordination between KID and the county.

Mr. Kuhlmeier concluded by reiterating that the three-year pavement plan is publicly available via a link in the meeting documents. He encouraged both residents and city officials to use the plan and the layer manager tools to understand scheduled treatments. The meeting ended with a reminder that public input, regular inspections, and proactive maintenance are essential for keeping roadways in good condition, and multiple avenues were shared for submitting concerns online.

B. My Hometown Presentation

Craig and Linda Burton delivered a detailed presentation on the My Hometown program, a community initiative operated by the Church of Jesus Christ of Latter-day Saints in partnership with local cities. They explained that My Hometown functions through two main components: Community Resource Centers (CRCs) and Neighborhood Services.

Linda Burton described how CRCs are typically housed in unused church buildings and staffed by church service missionaries who strictly offer community services—no proselytizing is involved. The CRCs provide free classes such as English as a Second Language (ESL), music lessons (piano, guitar, ukulele), computer skills, and sewing. Volunteers also offer tutoring and homework help. In many cases, participants are given tools like keyboards or sewing machines if they complete class requirements and contribute through service projects. In 2024 alone, CRCs served over 6,700 students across the Wasatch Front.

Craig Burton outlined Neighborhood Services, which focus on organizing service projects in collaboration with cities. These include yard cleanups, fence repairs, and other small-scale home improvements. Residents are asked to cover material costs when possible; if not, the program seeks funding or support from city or corporate partners. Volunteers are coordinated and prepared ahead of time for specific tasks, ensuring projects run efficiently. In 2024, they

completed 671 projects, including a recent effort in Ogden involving 1,500 volunteers completing 105 projects in one day.

The Burtons highlighted successful partnerships in cities like West Valley, where areas with previously high juvenile crime rates reportedly improved after the implementation of My Hometown. The program requires a formal agreement with participating cities—a Community Initiative Cooperation Agreement—that outlines liability, support from city departments (e.g., equipment and dumpsters), and coordination on project locations.

Mayor Kelly Bush expressed enthusiasm for the initiative and inquired about what Kearns would need to do to join. Craig Burton explained that once a city expresses interest, they assess feasibility on their end and establish a partnership based on identified community needs. Cities provide logistical support and insurance coverage for service projects, while the Church coordinates volunteers, class offerings, and organizational structure.

Public questions focused heavily on safety and liability concerns. Craig and Linda Burton assured residents that all volunteers are vetted, including those working with children and those involved in service projects. Volunteers sign in and are supervised, and work is only conducted outside the homes of verified homeowners—rentals are excluded. The organization avoids entering homes or conducting roof work for safety and insurance reasons. Additional concerns were raised about protecting volunteers from other participants who may pose risks, and the Burtons reiterated that group work and supervision are standard safeguards.

The Burtons emphasized that all volunteers—church-affiliated or from the broader community—are welcome. They noted a strong preference for local volunteers and expressed hope that their presence in communities like Kearns would eventually lead to self-sustaining, community-led programs. They also confirmed that volunteers can support schools during the day, particularly in tutoring literacy and reading, and are already active in districts such as Ogden, Provo, and Salt Lake City.

In closing, Mayor Bush thanked the Burtons and invited community feedback, noting strong support from those present. The session ended with a consensus that Kearns should move forward with pursuing a partnership with My Hometown.

C. Kearns Impact Fee Evaluation Report Presentation and Review

Dan Torres, joined by representatives from Ensign Engineering, Zions Public Finance, and Hales Engineering, presented preliminary findings from an impact fee study (Attachment A) initiated in response to Utah's 2022 requirement for municipalities to submit a Moderate Income Housing Report. Kearns City identified impact fees as a potential strategy to support affordable housing and infrastructure expansion in line with anticipated growth. The purpose of the study was to assess whether the city had the necessary data to proceed with a full impact fee analysis.

Robert Rousselle (Ensign Engineering) explained that the study focused on parks, storm drainage, and transportation. Currently, Kearns does not impose any impact fees, which are

one-time charges applied only to new development—existing residents and businesses are not affected. The study relied on historic census data, Kearns Improvement District input, and projections including 1,000 units anticipated in the town center project leading up to the 2034 Olympics.

Erik Daenitz (Zions Public Finance) spoke about parks, noting the team inventoried all city-owned park assets, including fields, equipment, parking lots, and trails, which amounted to $6.5 million in existing assets. He explained that this equated to a level of service cost of $179 per person. With projected growth of 4,384 people, Kearns would need $789,000 in additional park investments to maintain current service levels. The recommended maximum park impact fee per new resident would be approximately $202, resulting in around $700 for a new single-family or multi-family residential unit. For storm drainage, impervious surface area was used to calculate impact, with lot size serving as a more precise basis for fee assessment. For example, a quarter-acre lot would carry a proposed storm drainage fee of approximately $1,700, comparable to peer communities. The study excluded county-maintained infrastructure and focused only on city-owned facilities.

Josh Gibbons (Hales Engineering) presented the transportation impact analysis, which involved identifying existing road capacity and potential new road projects. He explained that impact fees could be applied both to existing roads with unused capacity (buy-in costs) and to newly built or widened roads. The analysis estimated a maximum transportation impact fee of approximately $30,000 per new single-family home, reflecting both the city's backlog of unfunded transportation improvements and its relatively modest growth rate. Mr. Gibbons acknowledged that the fee was high compared to neighboring communities but clarified that the council would have the discretion to charge less than the maximum allowed.

Council Member Patrick Schaeffer asked whether investments in public or active transportation could offset road impact fees. Mr. Gibbons explained that while current state law limits impact fees to road infrastructure, increased investment in transit or walkability could reduce future road project needs.

Dan Torres emphasized that the study serves as a toolkit rather than a mandate. He acknowledged that high upfront fees could deter development but argued that impact fees give Kearns leverage to support quality projects while preserving existing resources and controlling property taxes. He noted that fees could potentially be waived for strategic developments. The study will also inform Kearns' broader transportation master planning efforts currently underway, with stakeholder engagement expected.

Mayor Kelly Bush asked whether all new park improvements had been included in the assessment and received confirmation from Torres that they had been. She also asked for clarification on coordination for transportation planning, confirming that planning commission member Gray would be involved in stakeholder discussions.

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 presented a proposed zoning amendment for the property located at 5183 West Liberator Drive. The applicant requested to rezone the entire parcel to M-2 (Heavy Manufacturing), as approximately two-thirds of the property is already zoned M-2, with the remaining third zoned M-1 (Light Manufacturing). The property is currently used by an asphalt contractor for equipment and truck storage. Under Kearns zoning code, storage yards are permitted only in M-2 zones, prompting the applicant's request for uniform zoning across the site. Mr. Smith explained that the property is fenced and already functions as a storage yard. The surrounding area contains a mix of M-1 and M-2 zoned properties, and the proposed rezone aligns with the city's general plan for continued industrial use. He noted that there were no health or safety concerns identified during the initial review; however, the property lies within Groundwater Source Protection Zone 3. While the Salt Lake County Health Department did not flag this as an immediate issue, Mayor Kelly Bush raised concerns about potential environmental risks, particularly regarding oil or chemical seepage from heavy equipment.

Greg Christensen from the Kearns Improvement District, which oversees groundwater protection in the area, indicated that the district had not been consulted about the rezone. Mayor Bush immediately moved to delay any vote on the ordinance until formal communication occurred between the applicant, city staff, and the Kearns Improvement District (KID) to address any outstanding concerns.

Mr. Smith acknowledged that the rezone application had not been forwarded to the Improvement District because it was not a site-specific land use or development permit but agreed to initiate communication. Mayor Bush confirmed that the item would not need to return to the Planning Commission, as the public hearing requirements had already been met. However, final consideration by the City Council would be postponed until the Improvement District had an opportunity to review the proposal and any related environmental implications.

E. Rescheduling August Board of Canvass Meeting Date After August 26th

After a brief discussion, the council agreed to move the Board of Canvass meeting for the Primary Election results to Thursday, August 28, 2025 at 6:00 pm at the Kearns UPD Precinct.

F. Enbridge/Questar Franchise Agreement

Nathan Bracken presented a revised franchise agreement with Enbridge (formerly Dominion Energy/Questar Gas) to the Kearns City Council. He explained that the council had previously approved the agreement under Ordinance 2025-O-05 in February, contingent upon approval by the gas company. However, following Dominion's acquisition by Enbridge, the company requested minor amendments before finalizing the agreement. The revisions were limited and included replacing all references to "Dominion Energy" with "the company" or "Enbridge Gas," adding the date of council approval in February, and incorporating a few clarifications. These included requiring "reasonable written notice" for any city work affecting Enbridge's infrastructure and specifying that indemnification would apply only to third-party claims—both consistent with the agreement's original intent. Mr. Bracken noted that these edits did not substantially change the terms previously approved. Instead, they clarified procedural expectations and updated the document to reflect the current ownership.

Mayor Kelly Bush confirmed that the council needed to adopt a new ordinance to replace Ordinance 2025-O-05 with the updated version.

Council Member Snow moved to approve the Enbridge/Questar Franchise Agreement as presented to the Council, acknowledging that an new ordinance would be brought to the Council at the August Council Meeting. Council Member Peterson seconded the motion; vote was 5-0, unanimous in favor.

At this point in the meeting, the minutes were discussed and a motion was made to approve the June Council Meeting Minutes – that motion is recorded above under the "Consent Agenda" section of tonight's minutes.

8. **WORKSHOP** - None

9. **Stakeholder Updates/Information**

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

Greg Anderson from the Kearns Improvement District (KID) briefed the council on several key updates affecting water service and infrastructure in Kearns. He began by informing the council of a proposed 11% property tax increase by the Jordan Valley Water Conservancy District, which would appear on residents' tax bills. This follows a 7.6% rate increase that took effect on July 1. Mr. Anderson explained that while KID is working to minimize the impact on local ratepayers, increased costs are inevitable. The tax hike is largely due to the loss of a $50 million federal grant, which had previously supported critical upgrades at Jordan Valley's water treatment facility. That funding loss, caused by changes in federal administration, now forces the district to seek alternative revenue. He encouraged the council and residents to provide feedback to Jordan Valley ahead of their August public hearing.

Mr. Anderson also highlighted ongoing regulatory compliance efforts. KID is currently undergoing its federally mandated five-year risk and resiliency analysis, which evaluates physical threats, sabotage, cyber security, and other vulnerabilities. He reported that KID is well-prepared and optimistic about the outcome. Additionally, KID recently completed its triannual sanitary survey conducted by the Utah Division of Environmental Quality. This extensive review covers safe drinking water standards, operational safety, infrastructure security, governance, and financial audits. Anderson proudly reported zero deficiencies in the survey. Construction updates included the nearing completion of Phase 1 of the 5400 South waterline project. The contractor is currently conducting water and pipe testing, with final intersection repairs expected within two weeks. To avoid anticipated steel tariffs that would increase material costs, KID expedited bidding for Phase 2 of the project (from Mountain View to Copper City Drive). The low bid came in $500,000 under the engineering estimate, and pipe purchases are underway, maximizing cost savings for residents.

Mr. Anderson also addressed the governance implications of Kearns becoming an incorporated city. Kearns, along with Magna, now has nominating authority for the Division 2 seat on the Jordan Valley board of trustees. That term will expire in February 2026, with gubernatorial appointment expected in March. He invited the council to collaborate in the coming months to submit candidate recommendations that will better represent Kearns residents' water needs.

In closing, Anderson shared that KID's efforts have received national recognition. He has been invited to speak at the Neptune Meters national conference in Arizona, and Utah's insurance industry has reached out to learn about KID's programs. He thanked Mayor Bush and the council for their support, and the mayor in turn praised the KID team for their rapid response to a recent water issue in the community. He confirmed that the Jordan Valley public hearing will take place the first week of August and encouraged residents to check the KID website for exact details.

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

Renee Plant from Wasatch Front Waste & Recycling District (WFWRD) addressed ongoing frustrations from Kearns residents regarding the SCRAP (Seasonal Container Reservation Program) dumpster program. She began by apologizing for the reduction in services and offered background on operational challenges. The main issues contributing to the service reduction included driver shortages that began in 2019 and worsened during and after the pandemic. In addition, when dumpsters were previously placed on public streets, they became hotspots for illegal dumping by non-residents, further complicating cleanup and increasing district costs. In response, WFWRD instituted a reservation system that requires dumpsters to be placed in residents' driveways to better control usage and accountability.

Council Member Tina Snow and several residents voiced dissatisfaction with the current system. Many reported that reservations fill up almost immediately and that placing dumpsters in driveways puts property owners at risk of liability and property damage, especially when dumpsters are accessed by others. Some residents who generously allow neighbors to use the dumpsters expressed concern over having to expose their private property to strangers. Others noted that steep or small driveways prevent participation altogether.

Residents shared specific incidents of damage and safety concerns, including past property damage and fire hazards. One speaker emphasized that these issues disproportionately affect renters, who are unable to obtain dumpsters due to liability clauses, even though many live in areas most in need of cleanup resources. Several speakers and council members advocated for a return to street placement of dumpsters to allow broader community use and less burden on individual property owners.

Mayor and Council Members acknowledged the widespread dissatisfaction and emphasized that the current program is not meeting community needs. They pushed for greater transparency in WFWRD's customer satisfaction surveys and questioned the fairness of the current distribution model, which rotates eligibility annually but may exclude those who failed to sign up in a previous year.

Ms. Plant confirmed that WFWRD is already conducting a cost analysis to determine what it would take to bring back the original version of the program and is reviewing ways to improve equity and logistics. She noted that staffing remains a barrier but shared that the district has launched an internal CDL apprentice program and is exploring high school outreach and public works partnerships to build a stronger workforce. Mayor Bush proposed the idea of a city "buy-in" program to help fund CDL certification for new drivers, recognizing the long-term benefit for all member cities. Regarding additional services, Ms. Plant announced that Momentum Glass Is in discussions to potentially offer curbside glass recycling via subscription in the near future. She also highlighted the availability of landfill vouchers and the importance of providing paper versions for accessibility. Council Member Snow offered vouchers at the meeting and clarified how they can be used, including for those assisting family members in cleanup efforts.

The conversation concluded with a call for continued dialogue and creative solutions to restore the level of service that Kearns residents expect and rely on. Mayor Bush emphasized that while legal and logistical constraints of the interlocal agreement limit the city's ability to exit the district unilaterally, the council remains committed to advocating for improvements on behalf of residents.

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

Chief Wade Russell provided several key updates related to fire and emergency services in Kearns. He began by reporting on Fourth of July activity, noting that overall fire-related incidents, including field, yard, and trash can fires, were significantly down this year. This decrease was likely aided by a short spell of unfavorable weather that reduced outdoor activity. However, he noted an uptick in medical incidents between 10 p.m. and 2 a.m., which the department anticipated and staffed accordingly. He confirmed that similar enhanced staffing will be in place for Pioneer Day on July 24, including the addition of an engine at Station 109 in Kearns.

Chief Russell also reported on a recent residential fire on Twilight Drive caused by basement construction. Crews from Station 109 responded quickly, containing the damage to an estimated $70,000 and preventing spread to upper floors. Five residents were temporarily displaced but did not require Red Cross assistance. He then shared news about organizational changes within Unified Fire Authority. A fourth battalion, based at Station 110 in Cottonwood Heights, will be launched shortly. As part of that expansion, four new battalion chiefs have been promoted. Notably, Captain Tyler Lintz of Station 109 in Kearns has been promoted and will now serve as the battalion chief for Battalion 13, which covers Kearns. Although Chief Russell will no longer be the direct liaison for Kearns, he assured the council that Chief Lintz will be introduced in the next meeting and will meet with Mayor Bush and Council Member Butterfield to discuss expectations. Chief Russell will still remain involved regionally as he continues overseeing five municipalities, including Kearns. In staffing updates, Chief Russell announced that the next recruit camp begins August 14, with 24 new hires expected. Of those, 15 will be allocated to Station 107 in Kearns, where a new engine company is scheduled to be fully staffed by November or December. These additions are part of a broader strategy to address ongoing staffing shortages.

Chief Russell concluded on a personal note, sharing that his son will begin his final three-month probationary rotation at the Kearns station the following day, continuing a family legacy of fire service in Kearns that spans generations. Mayor Bush recognized the Russell family's long-standing commitment to the community, noting the strong ties they have maintained with Kearns over the years.

Unrelated to the stakeholder reports being given at the time, a community member in the audience asked about the status of the railroad tracks and UTA's involvement. Mayor Kelly Bush clarified that the issue pertains to Union Pacific, not UTA, as UTA does not utilize the tracks in question. She confirmed that the property is owned by Union Pacific and noted that the city has been actively working to address long-standing concerns related to the area. Mayor Bush explained that, following recent media attention, Union Pacific's Utah office contacted her, and representatives from their main office in Omaha are now scheduled to visit the area next week for legal discussions. She emphasized that the city is legally prohibited from performing maintenance or enforcement actions on the railroad property without permission. Some residents have attempted cleanup themselves, but Union Pacific has issued warnings and threatened fines of up to $500 for unauthorized access, underscoring the legal complexities involved. She acknowledged that the site appears to have been misused, potentially by individuals on four-wheelers, and that city officials, including emergency personnel, have physically inspected the area. However, she reiterated that any official city action must be preceded by formal coordination with Union Pacific. Mayor Bush expressed her frustration with the ongoing issue and stated that the city is prepared to take action and charge Union Pacific if no resolution is reached. She also mentioned that Rocky Mountain Power has upgraded the local transformer and is monitoring the area, signaling that multiple agencies are now involved in addressing infrastructure and safety concerns near the tracks.

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

Chief Levi Hughes delivered a forceful and passionate report to the council sharing recent statistics and commendations (Attachment B), addressing recent criticisms of law enforcement while highlighting the exemplary work of officers serving the Kearns community. While providing regular statistics, he took a different approach this month, offering detailed accounts of recent events to underscore the dedication and professionalism of the Unified Police Department officers.

He recounted a critical incident in which Officers Oldham and Jason Robey responded ahead of fire crews to a house fire involving a wheelchair-bound elderly resident. Displaying notable bravery, the officers entered the home, rescued the residents, and used fire extinguishers and hoses to contain the fire, preventing further property damage. Officer Oldham was especially commended for taking swift and effective action. Chief Hughes also recognized Officer Oldham for her service during a staffing shortage. While managing a custodial dispute, Officer Oldham observed an elderly man struggling to move furniture and assisted him without hesitation after completing her original call. Her community-focused service was acknowledged with a "four-hour coin," a commendation for outstanding performance.

Another significant incident involved Officer Mann, a newer officer, who managed a high-risk, emotionally taxing situation involving a suicidal suspect threatening a shootout with police. Officer Mann maintained phone contact and successfully de-escalated the situation, resulting in the suspect's peaceful surrender. This operation involved multiple agencies, including UPD K-9 units, drones, armored vehicles from West Valley, and support from several other jurisdictions. Chief Hughes described the emotional toll on the involved officers, noting how Officer Mann nearly collapsed after the incident but nonetheless took his next call.

Chief Hughes emphasized that although these stories are rarely publicized, they reflect the kind of work officers routinely perform for the community. He voiced frustration over criticism directed at individual officers, insisting that the commitment and sacrifices of law enforcement officers in Kearns should not be overshadowed by isolated complaints. He firmly stated his role in defending both the city and the officers who serve it, concluding with a strong affirmation of his department's professionalism and dedication.

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

No updates given.

10. Other Business

A. Future Agenda Business - None

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 Schaeffer moved to adjourn the July 14, 2025 City Council Meeting. Council Member Snow seconded the motion; vote was 5-0, unanimous in favor.

The July 14, 2025 meeting adjourned at 7:34 PM

This is a true and correct copy of the July 14, 2025 Town Council Meeting Minutes, which were approved on August 11, 2025.

Attest:

Diana Baun
Diana Baun, City Recorder

~~Kelly Bush, Mayor~~
Tina Snow, Deputy Mayor

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

Attachment A

July 2025

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

Prepared By:
Erik Daenitz; Josh Gibbons, PE, PTOE, RSP1; Conor Dunkel, PE; and Max Nelsen

Reviewed By:
Robert Rousselle, PE

CITY OF Kearns

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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

Table of Contents

Figures

Tables

Appendices

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.

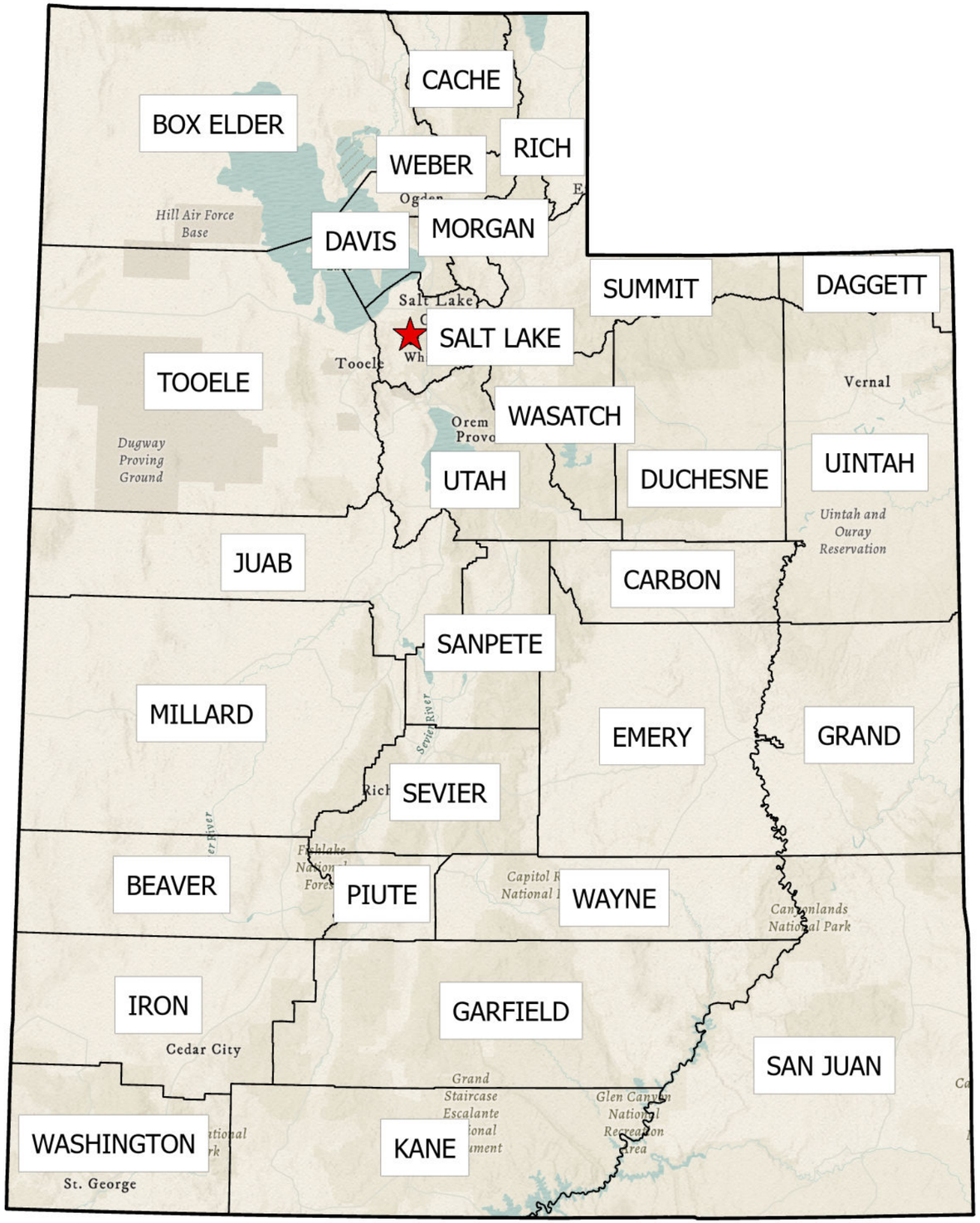
1.5 Background

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

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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

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KEARN INITIAL IFFP AND IFA

KEARNS, UTAH

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

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.

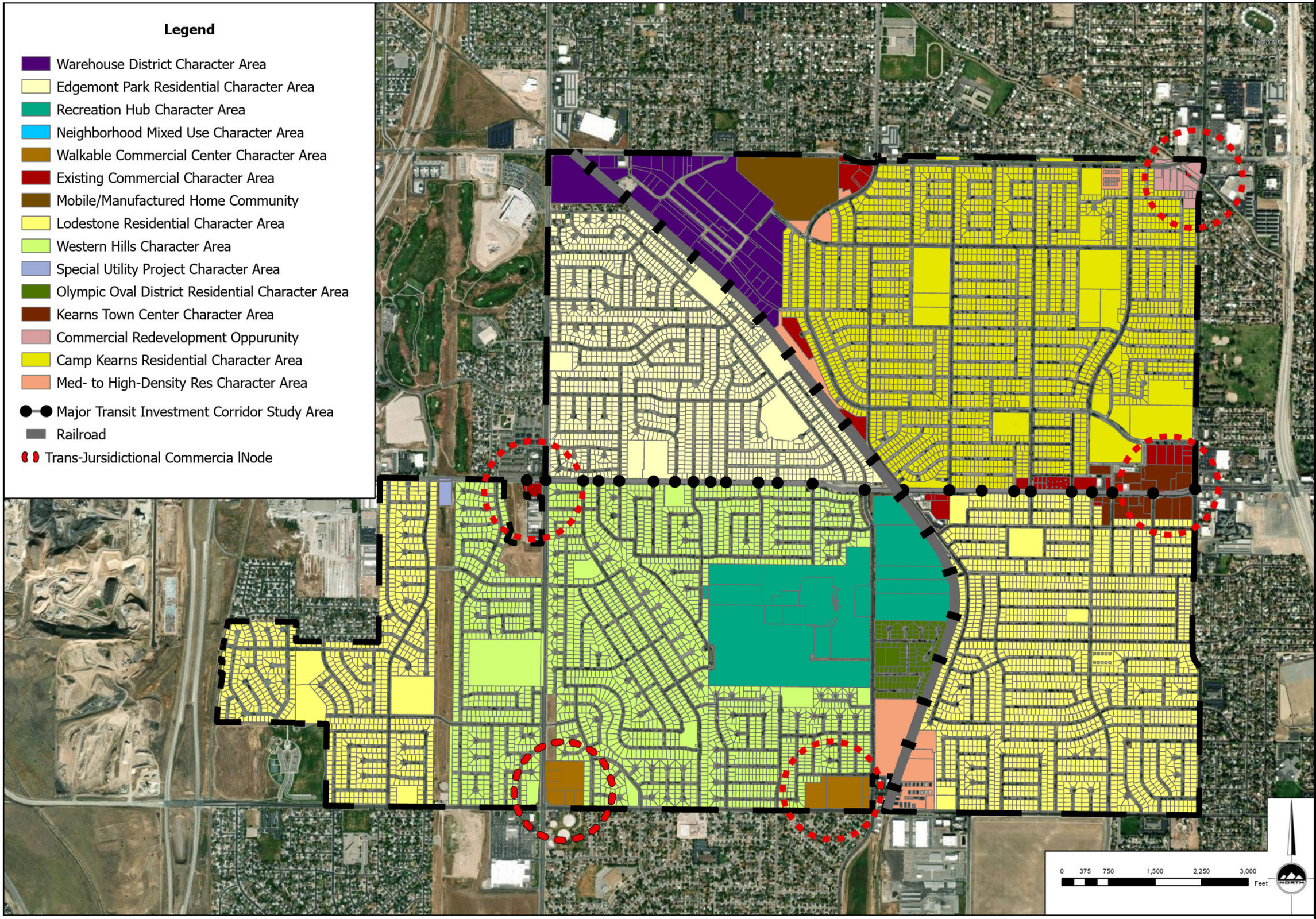
2.4 Planning Conversions

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

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

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

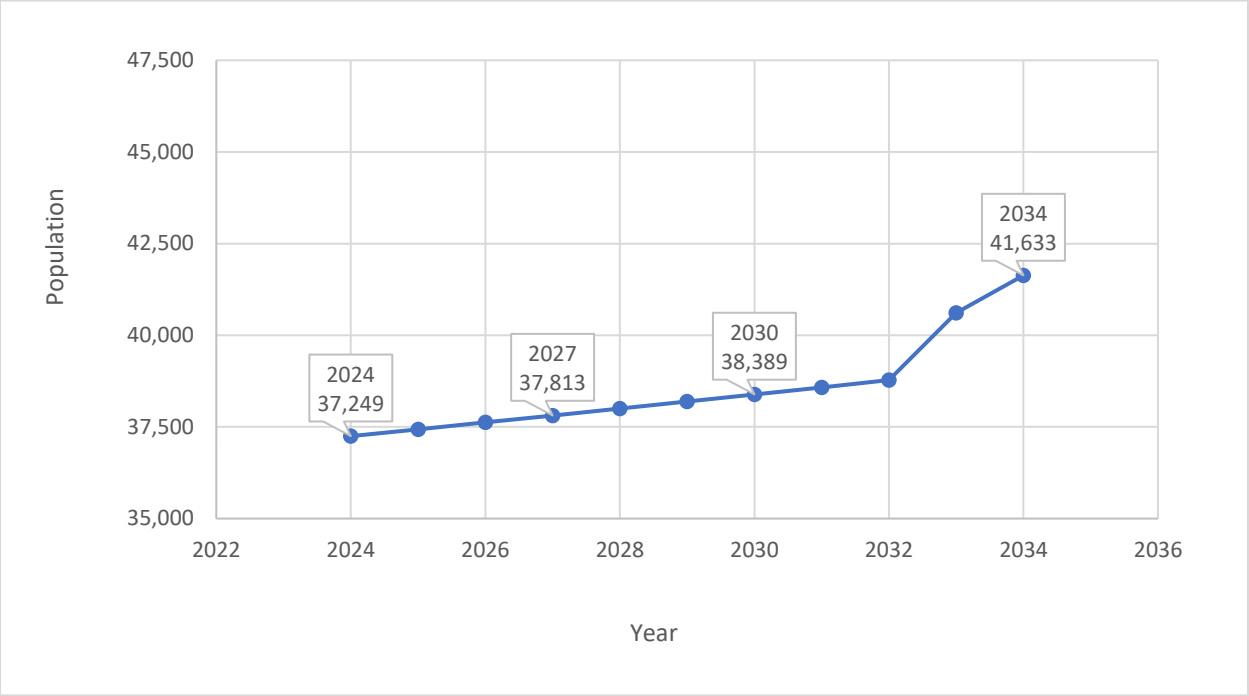


Figure 2-3: 10-Year ERC Projection

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.

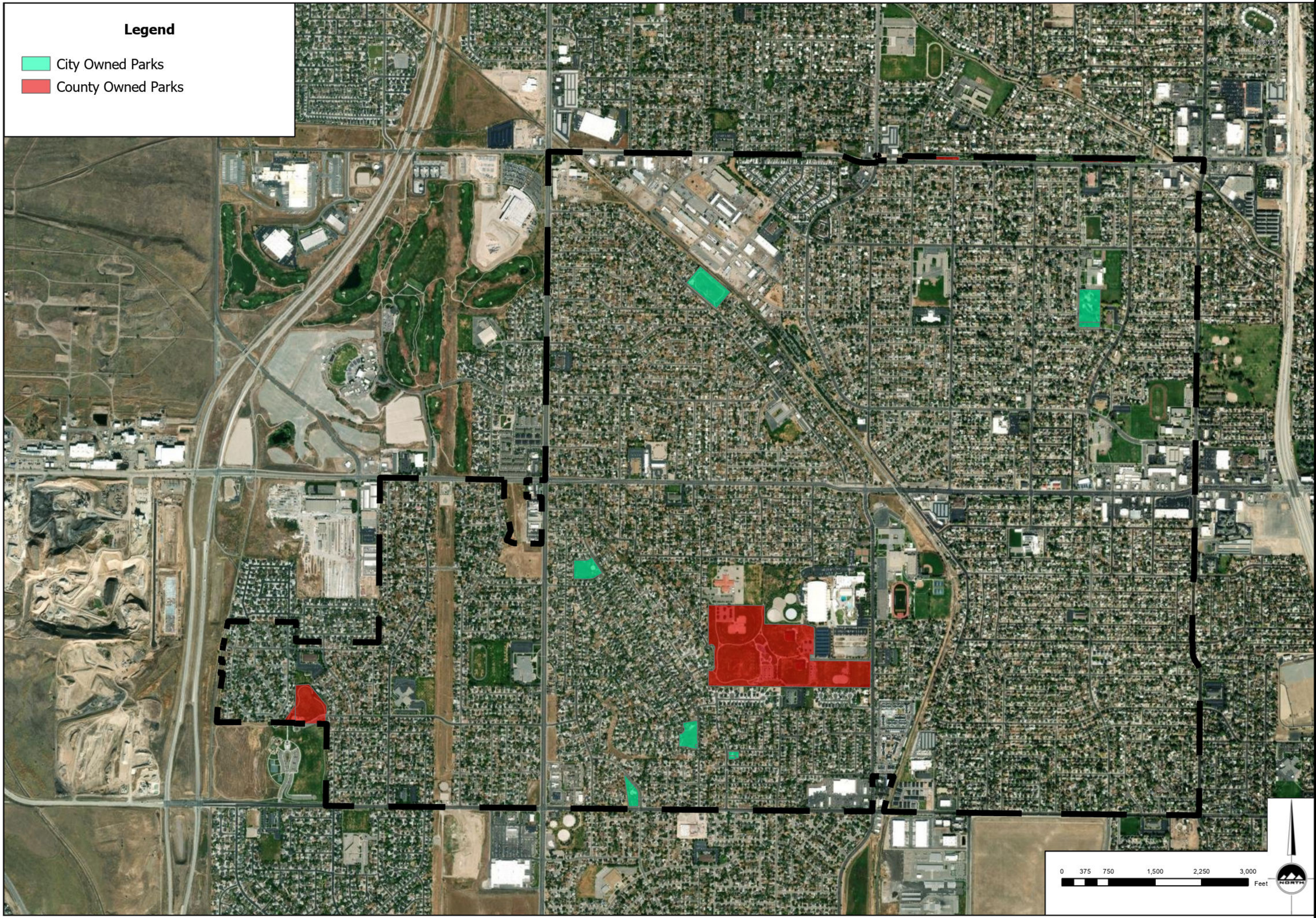
Table 3-1: Existing Park Facilities

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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KEARN INITIAL IFFP AND IFA

KEARNS, UTAH

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

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 1,000 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

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

Kearns Impact Fee Plans Checklist (Info to Send)

General

- ☐ Relevant planning documents – eg. Impact Fee Facilities Plan (IFFP), Impact Fee Analysis (IFA), Capital Facilities Plan (CFP), General Plan, Master Plans, User Rate Studies, etc.
- ☐ GIS data – city boundary, roads, 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
- ☐ Impact fee reports (charged impact fees)
- ☐ Information about planned developments
- ☐ Any additional input about future demographic conditions of the city

For Each Utility (Transportation, Parks, and Storm Drainage)

- ☐ All existing facilities/assets plus relevant data (construction dates and historical costs if available, methods of financing, size/capacity, locations/GIS data, models, etc.)
- ☐ Names and Principal and Interest amount of any bonds or loans associated with the utility
- ☐ Requisition amounts made against these bonds for expenses pertaining to qualifying assets
- ☐ Fund balance amounts for any enterprise/utility funds that may be applicable to future outstanding debt payments
- ☐ Additional available methods of financing future projects (besides impact fees)
- ☐ Information about any planned or desired projects within 5-10 years (Capital Improvement Projects List)

Level of Service

- ☐ Transportation – measured traffic volumes
- ☐ Parks and Storm Drainage – additional information will be requested as needed

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)

IMPACT FEE FACILITIES PLAN (IFFP)

STEP 1 - ANALYZE DEMOGRPHIC DATA

- Look at current and past available data for the service area - documents typically are U.S. Census Bureau Data, Water Usage Reports, GIS Data, and Planning Documents.

STEP 2 - ESTIMATE EXISTING DEMOGRAPHIC CONDITIONS

- Estimate existing population and number of dwelling units and ERCs/ERUs (Equivalent Residential Connections/Units) for each land use type (eg: single family, multi-unit, commercial, industrial).

STEP 3 - PROJECT FUTURE GROWTH

- Estimate annual growth rates throughout planning period (typically 10 years). This is based on the service area's past growth and growth rates of similarly sized service areas located nearby.
- Consider factors specific to the service area, such as known developments which will be constructed within the planning period.

Steps 4-7 for Each Utility

STEP 4 - IDENTIFY EXISTING LEVEL OF SERVICE (LOS)

- Analyzing data to identify existing LOS (a unit of demand which defines the standard at which the utility currently provides service).

STEP 5 - ESTABLISH PROPOSED LEVEL OF SERVICE (LOS)

- The standard which is required for the public facility to provide adequate service.
- The LOS may equal or diminish the existing LOS.
- The proposed LOS can exceed the existing LOS only if service provided to existing demand is brought up to the proposed LOS independant of the use of Impact Fees.

STEP 6 - ANALYZE EXISTING FACILITIES

- Identify any existing deficiencies which must be corrected without using Impact Fees.
- Identify any excess capacity which can accommodate the demands of future growth.

STEP 7 - DETERMINE SYSTEM IMPROVEMENTS

- Identify projects needed to provide the proposed LOS to the projected growth over the planning period.
- Estimate construction years and costs for each project.
- Consider all revenue sources available to finance the system improvements. Impact Fees may only be imposed if determined to be necessary based on the financing plan.

IMPACT FEE ANALYSIS (IFA)

STEP 8 - DETERMINE PROPORTIONATE SHARES

- The proportion of a facility's total capacity attributed to serving the development anticipated within the planning period.
- For each system improvement identified in the IFFP and for existing facilities with excess capacity.

STEP 9 - IDENTIFY PROJECT COSTS

- Identify historic costs of existing capital improvements/assets with excess capacity.
- Estimate costs of proposed system improvements.
- Cost estimates may include the cost of land; improvements; materials; and fixtures in addition to the construction cost.
- Time-price differential will be considered due to future costs (cost estimates can be inflated to anticipated construction years).

STEP 10 - DETERMINE METHODS OF FINANCING

- Impact fees can not be charged for any portion of a project that is financed through other means such as grants or user charges.
- Impact fees can be imposed for debt service charges if a loan will be used to finance a system improvement.

STEP 11 - CALCULATE IMPACT FEES

- Multiply project cost estimates by proportionate shares to determine impact fee eligible costs.
- Costs for planning and engineering may be included.
- Convert the total impact fee eligible cost to a standardized unit cost (such as cost per ERC) based on planning period development.
- If necessary, convert the unit cost to a unit that allows for ease in collection of impact fees such as charging drinking water impact fees based on water meter size and type.

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.

Attachment B
7.14.2025

PATROL ACTIVITY REPORT / JUNE 2025 / KEARNS PRECINCT

(zones 12)

	2024 J	2025 J	F	M	A	M	J	J	A	S	O	N	D
Total Calls	1435	1130	1078	1144	1196	1420	1285						
Total Shortforms	536	347	339	398	399	468	443						
Total Cases (GO)	519	442	398	468	441	504	488						
Calls Per Officer	72	57	54	57	60	71	64						
Patrol Allocations	20	20	20	20	20	20	20						
Short Form Percent %	37%	31%	31%	35%	33%	33%	34%						

	J	J	F	M	A	M	J	J	A	S	O	N	D
AGG ASLT													
ARSON	1												
ASSAULT	6	24	17	22	19	16	14						
BURGLARY	4	3	2	4		4							
BURGLARY ALARM	17	7	10	13	9	8	11						
CIVIL RIGHTS							1						
CONSERVATION			1										
COUNTERFEITING			1										
CRIMES AGNST PER													
DAMAGED PROP	12	8	6	6	11	17	8						
DRUG COURT													
DRUGS	5	6	7	5	6	6	7						
EMBEZZLEMENT													
ENTICEMENT													
ESCAPE/WARRANTS	1	4	4	4	3	4	1						
EXPLOITATION													
EXTORTION					1	1	2						
FAMILY OFFENSE	71	51	49	55	73	59	67						
FORGERY		1											
FRAUD	13	15	12	13	7	15	7						
GAMBLING													
HEALTH/SAFETY				1	2	1	1						
HOMICIDE		1	1			2							
IMMIGRATION													
INV OF PRIVACY	10	8	9	6	4	7	5						
JUVENILE OFF		1	2			1							
KIDNAP	1			1									
LARCENY	18	23	26	19	9	17	17						
LIQUOR	1	1		1	1	1							
MORALS					1								
OBSCENITY													
OBST JUDICIAL													
OBST POLICE	1			1									
PROACTIVE ENF		1		1		2	2						
PROSTITUTION	1												
PROPERTY CRIME													
PUBLIC ORDER	133	98	88	112	97	120	133						
PUBLIC PEACE	101	92	68	82	80	113	110						
PUBPEACE ALARM													
ROBBERY	1		1		1		1						
ROBBERY ALARM	2	2	4	4	2	1							
RUNAWAY	8	5		3	2	2	2						
SEXUAL ASLT	3	3	1	2			2						
SEX EXPLOIT	1					1							
SEXUAL OFFENSE	5	8	4	8	4	8	5						
STOLEN PROP				1									
STOLEN VEHICLE	6	6	7	6	12	9	5						
TRAFFIC	97	72	76	96	92	86	85						
WEAPON OFFENSE		2	2	2	5	3	2						
BLANK -NO NCIC YET													
TOTAL	**519**	**442**	**398**	**468**	**441**	**504**	**488**						

	J	J	F	M	A	M	J	J	A	S	O	N	D
Booking Arrests	2	14	7	15	15	6	N/A						
Citations	105	52	56	54	55	98	84						

OFFICER OF THE MONTH

Caleb Hoggan

"Officer Hoggan continues to show exemplary dedication, hard work, and professionalism throughout each shift. Despite being newer to law enforcement. He has risen above my expectations on patrol. Hoggan takes on every challenge with calls and pro activity, head on.

Hoggan has taken many high priority calls and used sound judgment in concluding cases. This includes countless domestics ending in arrests. Specifically one resulting in major injury. He showed compassion to the victim and dedication to the family members safety. So much so, other officers had commended his performance.

Hoggan's consistent efforts and commitment to the community of Kearns is among the highest levels of Unified Police Department. He has earned the respect and trust of colleagues and supervisors. Hoggan continues to be a model officer to others and holds the core values of the department."

June
2025

Levi Hughes

Kearns Precinct Chief, Levi Hughes

From: Robert Cook
Sent: Friday, June 6, 2025 4:37 AM
To: Nicholas D. Nelson
Cc: Levi Hughes
Subject: Team Citation

Gentlemen,

I would like to submit Officer Carter Mann, Michael Gailey, Connor Lee, and Matthew Farillas for a team citation. During the work week of May 27th to May 30th, the Officers of the shift were highly driven and active the entire week. Despite being inundated with a busy week of calls for service, they still made it a priority to be proactive in the act of traffic stops, stops of suspicious persons and vehicles, and seeking out persons with active warrants for arrest. They operated as an efficient patrol team in the process of making both misdemeanor and felony arrests. By my estimate, they performed approximately 100 stops during the course of the work week. It is their commitment to the department and ensuring the safety of the Kearns community that I would like to recommend them for award of a team unit citation and a four hour coin. Their approach to proactive policing and positive attitude should be an example for any Law Enforcement Officer, both new and experienced.

Respectfully,

Sergeant Robert Cook
Unified Police Department Kearns Precinct

Jason Mazuran
Chief Of Police

Levi Hughes
Precinct Chief

Nick Nelson
Executive Officer

UNIFIED POLICE
GREATER SALT LAKE

KEARNS PRECINCT

Unified Police Department of Greater Salt Lake ★ 4250 W. 5415 S. ★ Kearns, Utah 84118 ★ 385-468-9488

Officer's Angie Oldham and Jason Robey

You have been nominated for recognition by

Sgt Ed Whiteman

CO25-54620 5106 S 4620 W Kearns Agency Assist / House Fire

Officers Oldham and Robey responded to a house fire to assist the UFA. Officers were advised people were possibly trapped in the home, most concerning was an elderly male confined to a wheelchair. Officers arrived prior to firefighters and in a display of courage immediately began life saving efforts. Officers were able to extricate the family in time and officers Oldham using a fire extinguisher and water hose contained the fire preventing additional damage to this property and as well as surrounding homes.

On behalf of Kearns Precinct, I would like to thank you for your example of hard work and your continued efforts to protect the citizens of Kearns.

It is my privilege at this time to give you a 4-hour coin as well as the hours of leave you may use at your discretion.

Thank you for your service.

Respectfully,

Levi Hughes

Chief Levi Hughes

From: Katherine Andresen
Sent: Monday, June 30, 2025 5:35 PM
To: Nicholas D. Nelson; Levi Hughes
Subject: Kudos for Detective Angie Oldham – 4-Hour Coin Recommendation

Hello Sirs,
I wanted to take a moment to recognize Angie Oldham for her outstanding work today. We were short-staffed — with Jared out and Steve leaving early due to a sudden illness — and Angie stepped up in a big way, as she always does.
While proactively handling a custodial dispute to assist patrol, Angie noticed an elderly gentleman struggling to move a large piece of furniture. After resolving the dispute, she immediately walked over and offered to help him — without hesitation or expectation. Once the task was complete, she simply went on her way.
This is just one example of the kind of officer Angie is: community-oriented, proactive, and deeply committed to serving others. Whether it's supporting the citizens of Kearns or supporting her area partners, Angie consistently goes above and beyond.
I believe her actions today — and her ongoing dedication — deserve recognition in the form of a 4-hour coin. She sets the standard for what it means to be a public servant.
Thank you for your time and consideration.

Respectfully,
Officer Katie Andresen
Kearns Patrol Divison
Unified Police Department of Greater Salt Lake
Non-emergency Dispatch: 801-840-4000
Kandresen@unifiedpoliceut.gov

Attention: My email has changed from a @updsl.org to a @unifiedpoliceut.gov address. Please take a moment to update your records.

Case Number	Time	Precinct / Address	Synopsis
CO 25-60172 cop/Threats	0210	Kearns/4532 W 5055 S	Suicide by

Suspect:

Officers responded after the suspect called 911 and made statements that he had a gun and wanted suicide by cop. Officer Mann contacted the suspect by phone and he made numerous threats to law enforcement, neighbors, himself and expressed he wanted to go down in a gun fight. Officer Mann was able to maintain contact and after a very lengthy and stressful negotiation the suspect agreed to surrender peacefully. A plan was devised and the suspect was safely taken into custody. The suspect was Pink Sheeted at IMC and charges to be screened. UPD K9, Drones, Bearcat and West Valley Armored vehicle utilized to safely approach the suspect. Multiple outside agencies assisted with drones, K9 and armor. Thank you West Valley PD, West Jordan Pd, Murray PD, South Jordan PD, Salt Lake County SO and Taylorsville PD. Sgt. Young, Sgt. Takeno, Sgt. Curley and LT. Manwaring on scene.

Initial: C. Mann