

Official Notice of Impact Fee Update

A Public Hearing will be held by the West Valley City Council on **September 23, 2025 at 6:30 PM.**

The meeting will be held in the Council Chambers of West Valley City Hall located at 3600 S. Constitution Blvd, West Valley City, UT 84119

Summary of Impact Fee Documents

West Valley City is pursuing an update to its impact fees on parks, roads, police facilities, fire facilities, and drainage. These fees are charged to new development so the City can maintain its current level of service. For example, as new residential developments are constructed, if the City does not build new parks, the level of service for parks will decrease because there are more people using the same amount of parks.

There are three types of documents needed to update the impact fees. The first is an Impact Fee Facilities Plan (IFFP). The IFFP determines the City's current level of service for each type of improvement (i.e. parks, roads, drainage, etc.) and what future improvements are needed to maintain the current level of service as new development occurs.

The second document type is an Impact Fee Analysis (IFA). The IFA determines the appropriate fee amount to charge new development to maintain the current level of service for each type of improvement.

The third document type is an ordinance. The City's impact fees are adopted by the City Council by approving an ordinance. Whenever the City desires to change its impact fees, the changes must be approved by the City Council by ordinance.

Attached to this summary is a brief explanation of the methodology used for each fee type prepared by LRB Public Finance Advisors. Also attached are the following documents:

- the IFFP for parks and stormwater (i.e. drainage) and the IFA for parks, stormwater, and transportation (i.e. roads) prepared by LRB Public Finance Advisors;
- the IFFP and the IFA for police facilities and fire facilities prepared by LRB Public Finance Advisors;
- the IFFP for transportation prepared by Parametrix; and
- the proposed ordinance for the City Council to adopt the updated impact fees for parks, roads, police facilities, fire facilities, and drainage prepared by City staff.

Item: _____
Fiscal Impact: _____ N/A
Funding Source: _____ N/A
Account #: _____ N/A
Neighborhood: _____ N/A
Budget Opening Required: ☐

ISSUE:

A resolution adopting an impact fee facilities plan and impact fee analysis.

SYNOPSIS:

This resolution approves the impact fee facilities plan and impact fee analysis required by state law as a condition of the imposition of impact fees.

BACKGROUND:

Utah Code Annotated, Title 11, Chapter 36A requires that cities proposing to enact or amend impact fees prepare an impact fee facilities plan (IFFP) and impact fee analysis (IFA) setting forth the basis for the proposed impact fees. Accordingly, the City retained LRB Public Finance Advisors and Parametrix to prepare these documents in consultation with City staff.

The proposed IFFP and IFA establish current and proposed levels of service for storm sewer, parks, roads, police, and fire services, as well as the anticipated impacts of development on that level of service. The proposed impact fees are substantiated and set for in the IFFP and IFA.

RECOMMENDATION:

City staff recommends approval of the ordinance to amend the City's impact fees schedule.

SUBMITTED BY:

Steve Pastorik, Community Development Director

Item: _____
Fiscal Impact: _____ N/A
Funding Source: _____ N/A
Account #: _____ N/A
Neighborhood: _____ N/A
Budget Opening Required: ☐

ISSUE:

An ordinance amending the impact fees imposed by the City.

SYNOPSIS:

This ordinance amends the impact fees imposed by the City consistent with the impact fee analysis and impact fee facilities plan proposed for adoption by the City Council.

BACKGROUND:

Utah Code Annotated, Title 11, Chapter 36A requires that cities proposing to enact or amend impact fees prepare an impact fee facilities plan (IFFP) and impact fee analysis (IFA) setting forth the basis for the proposed impact fees. The proposed IFFP and IFA establish current and proposed levels of service for storm sewer, parks, roads, police, and fire services, as well as the anticipated impacts of development on that level of service. The proposed impact fees are substantiated and set for in the IFFP and IFA. Accordingly, the City's impact fee schedule should be revised to reflect the conclusions set forth in the IFFP and IFA.

RECOMMENDATION:

City staff recommends approval of the ordinance to amend the City's impact fees schedule.

SUBMITTED BY:

Steve Pastorik, Community Development Director

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Draft Date: 8/8/2025
Date Adopted: _____
Date Effective: _____

WHEREAS, Utah Code Ann. §11-36a-101, et al. sets forth the requirements for amending municipal impact fees; and

WHEREAS, the City has complied with both the state code and Title 8 requirements for amending municipal impact fees including, but not limited to the completion of the following: revised impact fee analysis, revised impact fee facilities plan, certifications, noticing, and public hearing; and

WHEREAS, the revised impact fee analysis and impact fee facilities plan require that the City's impact fee amounts set forth in Title 1 of the West Valley City Code be amended consistent with the amounts in the impact fee analysis; and

NOW, THEREFORE, BE IT ORDAINED by the City Council of West Valley City, Utah as follows:

Section 1. Repealer. Any provision of the West Valley City Municipal Code found to be in conflict with this Ordinance is hereby repealed.

Section 2. Amendment. Sections 1-2-202, 1-2-203, 1-2-204, 1-2-205, and 1-2-206 are hereby amended as follows:

1-2-202. DRAINAGE IMPACT FEES.

Fee per acre by service area payable prior to final subdivision plat approval pursuant to Chapter 8-2, Drainage Impact Fees:

- (1) Brighton - \$0
- (2) Coon Creek - \$0
- (3) Copper City - \$0
- (4) Decker Lake - \$0
- (5) Hercules - \$0
- (6) Jordan - \$0
- (7) Lake Park - \$1,400
- (8) Lee Creek - ~~\$1,354~~ \$0
- (9) Oquirrh Shadows - \$0
- (10) Redwood - \$0
- (11) Riter - ~~\$1,354~~ \$1,536
- (12) Taylorsville - \$0
- (13) Utah Salt Lake - \$0
- (14) Westridge - ~~\$1,354~~ \$1,536
- (15) Vistas - \$0

1-2-203. PARK IMPACT FEES.

Fee per dwelling unit by housing type payable prior to final subdivision plat approval pursuant to Chapter 8-3, Park Impact Fees:

- (1) Single-family detached, per dwelling unit - ~~\$3,002~~ \$4,936
- (2) Duplex, per dwelling unit - ~~\$2,348~~ \$3,739
- (3) Multi-family, per dwelling unit - ~~\$2,348~~ \$3,739

1-2-204. ROAD IMPACT FEES.

Fee per unit of development by land use type payable prior to issuance of building permit pursuant to Chapter 8-4, Road Impact Fees:

(1) Impact Fee Per Peak Trip - ~~\$90.20~~ \$164.22

(2) Single-family detached, per dwelling - ~~\$426~~ \$775

(3) Multi-family housing (1 to 2 floors), per dwelling - ~~\$330~~ \$553

(4) Multi-family housing (3 to 10 floors), per dwelling - ~~\$245~~ \$373

(5) Shopping center, per 1,000 sq.ft. - ~~\$1,124~~ \$2,158

(6) Free-standing discount store, per 1,000 sq.ft. - ~~\$1,582~~ \$3,539

(7) Auto parts sales, per 1,000 sq.ft. - ~~\$1,798~~ \$2,554

(8) Convenience store market-24 hour, per 1,000 sq.ft. - ~~\$16,855~~ \$30,669

(9) Supermarket, per 1,000 sq.ft. - ~~\$3,084~~ \$5,856

(10) Pharmacy/drugstore with drive-through window, per 1,000 sq.ft. - ~~\$2,513~~ \$4,539

(11) Drive-in bank, per 1,000 sq.ft. - ~~\$2,934~~ \$5,355

(12) Fast food restaurant with drive-thru, per 1,000 sq.ft. - ~~\$10,626~~ \$17,272

(13) Sit-down restaurant, per 1,000 sq.ft. - ~~\$2,885~~ \$5,017

~~(14) Multiplex movie theater, per 1,000 sq.ft. - \$222~~

~~(15)~~(14) New car sales, per 1,000 sq.ft. - ~~\$1,256~~ \$2,286

~~(16)~~(15) Used car sales, per 1,000 sq.ft. - ~~\$1,221~~ \$2,222

~~(17)~~(16) Hotel, per room - ~~\$377~~ \$657

~~(18)~~(17) General office, per 1,000 sq.ft. - ~~\$440~~ \$890

~~(19)~~(18) Medical/dental office, per 1,000 sq.ft. - ~~\$1,570~~ \$2,956

~~(20)~~(19) Hospital, per 1,000 sq.ft. - ~~\$484~~ \$885

~~(21)~~(20) Nursing home, per 1,000 sq.ft. - ~~\$300~~ \$555

~~(22)~~(21) Church/Synagogue, per 1,000 sq.ft. - ~~\$314~~ \$624

~~(23)~~(22) Day care center, per 1,000 sq.ft. - ~~\$2,149~~ \$2,189

~~(24) Elementary school, per 1,000 sq.ft. - \$881~~

~~(25) High school, per 1,000 sq.ft. - \$635~~

~~(26) University/college, per 1,000 sq.ft. - \$1,175~~

~~(27)~~(23) General light industrial, per 1,000 sq.ft. - ~~\$224~~ \$401

~~(28)~~(24) Warehouse, per 1,000 sq.ft. - ~~\$79~~ \$141

(29)(25) Mini-warehouse, per 1,000 sq.ft. - ~~\$69~~ \$120

1-2-205. FIRE IMPACT FEES.

Fee per unit of development by land use type, payable prior to issuance of building permit, pursuant to Title 8, Chapter 5, Fire Impact Fees:

(1) Single-family detached, per dwelling - ~~\$270~~ \$448

(2) Duplex, per dwelling - ~~\$153~~ \$253

(3) Multi-family, per dwelling - ~~\$153~~ \$253

(4) Commercial, per 1,000 sq.ft. - ~~\$292~~ \$458

(5) Office, per 1,000 sq.ft. - ~~\$389~~ \$609

(6) Industrial, per 1,000 sq.ft. - ~~\$35~~ \$55

1-2-206. POLICE IMPACT FEES.

Fees per unit of development by land use type, payable prior to issuance of building permit, pursuant to Title 8, Chapter 6, Police Impact Fees:

(1) Single-family detached, per dwelling - ~~\$445~~ \$590

(2) Duplex, per dwelling - ~~\$286~~ \$379

(3) Multi-family, per dwelling - ~~\$286~~ \$379

(4) Commercial, per 1,000 sq.ft. - ~~\$599~~ \$793

(5) Office, per 1,000 sq.ft. - ~~\$233~~ \$308

(6) Industrial, per 1,000 sq.ft. - ~~\$53~~ \$70

Section 3. Severability. If any provision of this Ordinance is declared to be invalid by a court of competent jurisdiction, the remainder shall not be affected thereby.

Section 4. Effective Date. This Ordinance shall take effect ninety days after the date of passage and approval by the City Council, which date is indicated below.

PASSED and APPROVED this _____ day of _____, 2025.

WEST VALLEY CITY

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MAYOR

127 ATTEST:

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130 CITY RECORDER

WEST VALLEY CITY, UTAH

RESOLUTION NO. _____

**A RESOLUTION ADOPTING AN IMPACT FEE
FACILITIES PLAN AND IMPACT FEE ANALYSIS.**

WHEREAS, State law and the City code require that an impact fee facilities plan and impact fee analysis be adopted prior to institution of any impact fees or a change in any impact fees; and

WHEREAS, the impact fee facilities plan identified existing levels of service and proposed levels of service, identifies demands placed on existing public facilities by new development activities, considers revenue sources available to finance the impacts on system improvements, establishes the necessity of impact fees to meet the proposed levels of service, and otherwise complies with the requirements of state law; and

WHEREAS, the impact fee analysis identifies the impact on existing capacity of public facilities by anticipated development activity, identifies anticipated impact on system improvements required by anticipated development activity to maintain the established level of service for public facilities, demonstrates the reasonable relationship between anticipated development activity and impacts on public facilities, and otherwise complies with the requirements of state law; and

WHEREAS, notice has been given as required by state law and a public hearing held to receive citizen input and comments concerning the impact fee facilities plan and impact fee analysis; and

WHEREAS, the City Council does hereby determine that it is in the best interests of the health, safety, and welfare of the citizens of West Valley City to adopt the impact fee facilities plan and impact fee analysis.

NOW, THEREFORE, BE IT RESOLVED by the City Council of West Valley City, Utah that the Impact Fee Facilities Plan and Impact Fee Analysis are hereby adopted in the form attached hereto.

PASSED, APPROVED and MADE EFFECTIVE this ____ day of _____,
2025.

WEST VALLEY CITY

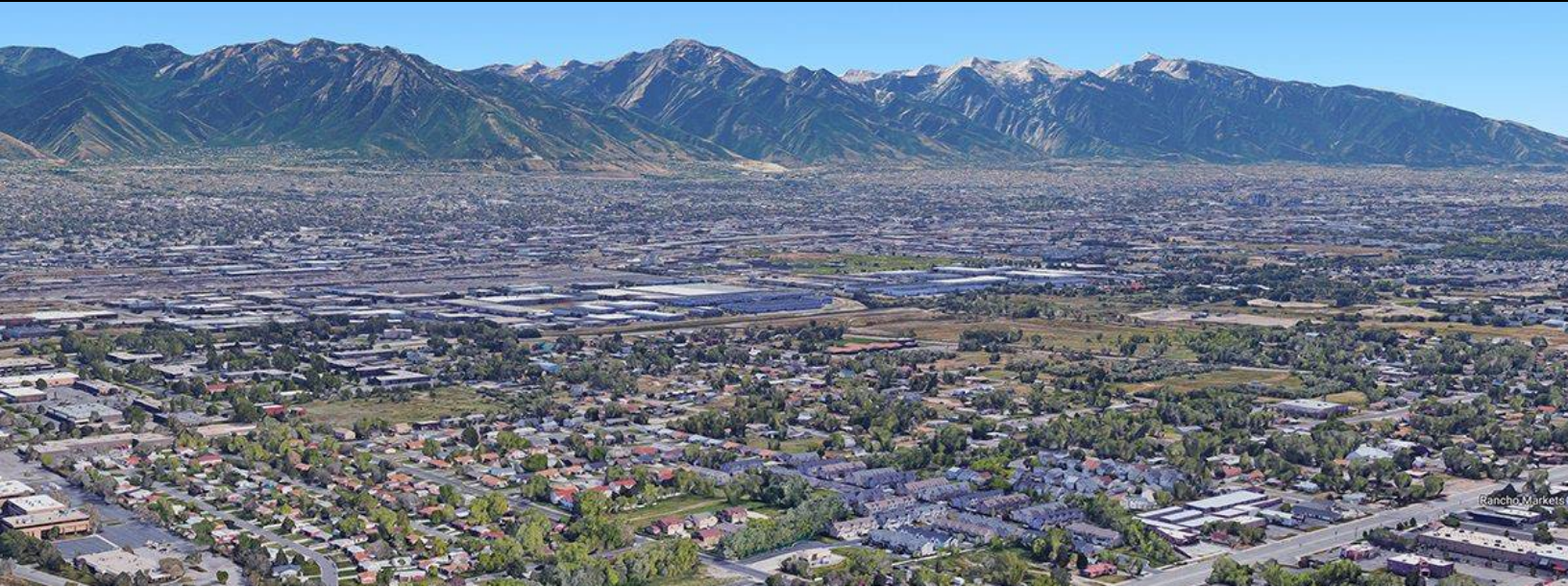
MAYOR

ATTEST:

CITY RECORDER



PUBLIC
FINANCE
ADVISORS



WEST
VALLEY
CITY, UTAH

JUNE 2025

IMPACT FEE FACILITIES PLAN (IFFP)
& IMPACT FEE ANALYSIS (IFA)
PARKS AND RECREATION AND STORMWATER

IMPACT FEE ANALYSIS (IFA)
TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS

FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

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IMPACT FEE CERTIFICATION

IFFP CERTIFICATION

LRB Public Finance Advisors (formerly Lewis Young Robertson & Burningham, Inc.) and West Valley City jointly certify that the Impact Fee Facilities Plan (IFFP) prepared for parks and recreation and stormwater:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and
3. complies in every relevant respect with the Impact Fees Act.

LRB PUBLIC FINANCE ADVISORS & WEST VALLEY CITY

IFA CERTIFICATION

LRB Public Finance Advisors certifies that the Impact Fee Analysis (IFA) prepared for parks and recreation, transportation, and stormwater:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
 - d. offsets costs with grants or other alternate sources of payment; and
3. complies in every relevant respect with the Impact Fees Act.

LRB Public Finance Advisors makes this certification with the following caveats:

1. All the recommendations for implementation of the IFFP made in the IFFP documents or in the IFA documents are followed by City staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LRB PUBLIC FINANCE ADVISORS



DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT: Average Annual Daily Trips

AF: Acre Foot

HH: Household

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

LOS: Level of Service

SF: Square Feet

TAZ: Traffic Area Zone



SECTION 1: EXECUTIVE SUMMARY

The purpose of this Impact Fee Facilities Plan (IFFP), with supporting Impact Fee Analysis (IFA), is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the “Impact Fees Act,” and help West Valley City (the “City”) fund necessary capital improvements for future growth. This document will address the future parks and recreation, transportation, and stormwater infrastructure needed to serve the City through the next ten years, as well as the appropriate impact fees the City may charge to new growth to maintain the level of service (LOS) for parks and recreation, transportation, and stormwater. The 2025 Transportation IFFP was completed by Parametrix and used in this analysis.

- **Impact Fee Service Area:** The Service Area for the parks and recreation and transportation impact fees includes all areas within the City. **Figure 3.1** illustrates the proposed City-wide Service Area. The stormwater impact fees are being updated for the Riter and Westridge Basin stormwater districts, as shown in **Figure 3.2**. This document identifies the necessary future system improvements for the Service Area and Stormwater Service Area that will maintain the existing LOS into the future.
- **Demand Analysis:** The demand units utilized in this analysis include population and household growth, acreage, and trip generation. As new development and redevelopment occurs within the City, it generates increased demand on City infrastructure. The system improvements identified in this study are designed to maintain the existing LOS for any new or redeveloped property within the City.
- **Level of Service:** The existing LOS is defined throughout each section of this document. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the LOS that is provided to a community's existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development.
- **Excess Capacity:** The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital facilities necessary to serve new growth and to maintain the existing level of service. This list includes any excess capacity of existing facilities, as well as future system improvements necessary to maintain the LOS. The inclusion of excess capacity is known as a “buy-in.” Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities. This analysis calculates the buy-in component where applicable.
- **Outstanding Debt/Prior Financing Mechanisms:** The City issued the Series 2009 Franchise Tax Bonds to fund the fitness center; the Series 2017 MBA Bonds to fund a portion of parks and recreation and police infrastructure; and the Series 2019 MBA Bonds to fund a portion of parks and recreation, and public works infrastructure. The associated interest from these bonds is included in this analysis.
- **Capital Facilities Analysis:** Due to the projected new development and redevelopment within the City, additional capital improvements will be necessary as they relate to parks and recreation, storm, and transportation infrastructure.
- **Funding of Future Facilities:** This analysis assumes future growth-related facilities will be funded through a combination of impact fee revenues and other funds. The analysis does not include future debt-related expenses at this time.



SUMMARY OF CITY-WIDE IMPACT FEES

The impact fees proposed in this analysis will be assessed within the designated Service Areas. **Table 1.1** summarizes the calculated impact fees for parks and recreation, stormwater, and transportation. Non-residential transportation impact fees by detailed land-use types are shown in **Table 1.2**.

TABLE 1.1: MAXIMUM IMPACT FEE PER UNIT

	Single Family	Multi-Family	Non-Residential
Parks and Recreation	\$4,936	\$3,739	
Stormwater (Per Acre): Riter – Westridge Basin Stormwater District	\$1,536	\$1,536	\$1,536
Stormwater (Per Acre): Lake Park Stormwater District	\$1,400	\$1,400	\$1,400
Transportation	\$775	\$373	See Chart Below

TABLE 1.2: NON-RESIDENTIAL TRANSPORTATION IMPACT FEE BY LAND USE TYPE

Land Use Group	Unit of Measure	ITE Code	ITE Land Use Category	Average Daily Trip Rate	Pass By Adjustment	Net New Trips per Unit of Measure	Fee per Unit Land Use
Industrial	1,000 sq ft	110	Light Industrial	4.87	0%	2.44	\$401
	1,000 sq ft	150	Warehouse	1.71	0%	0.86	\$141
	1,000 sq ft	151	Mini-Warehouse	1.45	0%	0.73	\$120
Residential	Dwelling	210	Single Family House	9.43	0%	4.72	\$775
	Dwelling	220	Multifamily Housing (Low-Rise)	6.74	0%	3.37	\$553
	Dwelling	221	Multifamily Housing (Mid-Rise)	4.54	0%	2.27	\$373
Hotel	Room	310	Hotel	7.99	0%	4	\$657
Institutional	Students	520	Public Elementary School	2.27	0%	1.14	\$187
	Students	530	Public High School	4.11	0%	2.06	\$338
	Students	550	University/College	1.56	0%	0.78	\$128
	1,000 sq ft	560	Church	7.6	0%	3.8	\$624
	1,000 sq ft	565	Day Care	47.62	44%	13.33	\$2,189
Medical	1,000 sq ft	610	Hospital	10.77	0%	5.39	\$885
	1,000 sq ft	620	Nursing Home	6.75	0%	3.38	\$555
Office	1,000 sq ft	710	General Office	10.84	0%	5.42	\$890
	1,000 sq ft	720	Medical/Dental Office	36	0%	18	\$2,956
Retail/Service	1,000 sq ft	815	Free-Standing Discount Store	53.87	20%	21.55	\$3,539
	1,000 sq ft	820	Shopping Center	37.01	29%	13.14	\$2,158
	1,000 sq ft	840	Automobile Sales (New)	27.84	0%	13.92	\$2,286
	1,000 sq ft	841	Automobile Sales (Used)	27.06	0%	13.53	\$2,222
	1,000 sq ft	850	Supermarket	93.84	24%	35.66	\$5,856
	1,000 sq ft	851	Convenience Market-24 hr	762.28	51%	186.76	\$30,669
	1,000 sq ft	881	Pharmacy/Drugstore with Drive-Through Window	108.4	49%	27.64	\$4,539
	1,000 sq ft	912	Drive-In Bank	100.35	35%	32.61	\$5,355
	1,000 sq ft	843	Auto Parts Sales	54.57	43%	15.55	\$2,554
Restaurant/Drinking	1,000 sq ft	932	Restaurant: Sit-Down	107.2	43%	30.55	\$5,017
	1,000 sq ft	934	Fast Food, w/Drive-Up	467.48	55%	105.18	\$17,272



NON-STANDARD IMPACT FEES

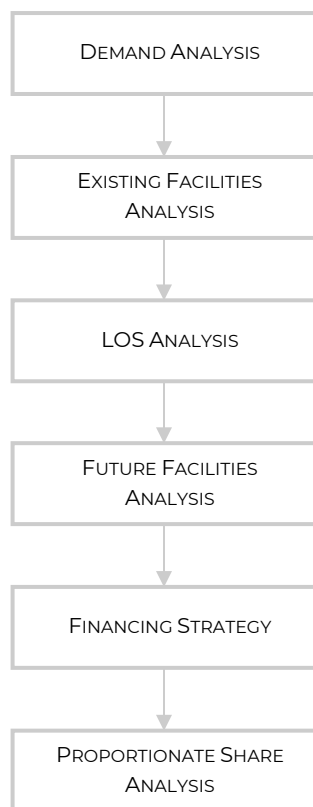
The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon public facilities.¹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis.

¹ 11-36a-402(1)(c)



SECTION 2: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP identifies the demands placed upon the City's existing facilities by future development and evaluates how these demands will be met by the City. The IFFP also outlines the improvements that are intended to be funded by impact fees. The purpose of an IFA is to allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. The Impact Fees Act requires that the IFFP and IFA consider the historic level of service provided to existing development and ensure that the proposed impact fees maintain the existing level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP and IFA. This element focuses on a specific demand unit related to each public service – the existing demand on public facilities and the future demand because of new development that will affect system facilities.

EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, to the extent possible the IFFP provides an inventory of the City's existing system facilities. The inventory valuation should include the original construction cost and estimated useful life of each facility. The inventory of existing facilities is important to determine the excess capacity of existing facilities and the utilization of excess capacity by new development.

LEVEL OF SERVICE ANALYSIS

"Level of service" or LOS means the defined performance standard or unit of demand for each capital component of a public facility within a service area. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the existing LOS that is provided to a community's existing residents and ensures that future facilities maintain these standards.

EXCESS CAPACITY AND FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing level of service. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the LOS. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, future debt costs, alternative funding sources, and the dedication of system improvements, which may be used to finance system

improvements.² In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.³

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to achieve an equitable allocation of the costs borne in the past and to be borne in the future (UCA 11-36a-302).

IMPACT FEE METHODOLOGIES

There are two methods employed in this analysis to determine the maximum allowable impact fees: the Growth-Driven Approach and Plan Based Approach.

GROWTH-DRIVEN (PERPETUATION OF EXISTING LOS)

The growth-driven method utilizes the existing level of service and perpetuates that level of service into the future. Impact fees are then calculated to provide sufficient funds for the entity to expand or provide additional facilities as growth occurs within the community. Under this methodology, impact fees are calculated to ensure new development provides sufficient investment to maintain the current LOS standards in the community. This approach is often used for public facilities that are not governed by specific capacity limitations and do not need to be built before development occurs (e.g., park facilities).

NEW FACILITY – PLAN BASED (FEE BASED ON DEFINED CIP)

Impact fees can be calculated based on a defined set of capital costs specified for future development. The improvements are identified in a capital plan or impact fee facilities plan as growth-related system improvements. The total cost is divided by the total demand units the improvements are designed to serve. Under this methodology, it is important to identify the existing level of service and determine any excess capacity in existing facilities that could serve new growth. Impact fees are then calculated based on many variables centered on proportionality and level of service.

² 11-36a-302(2)

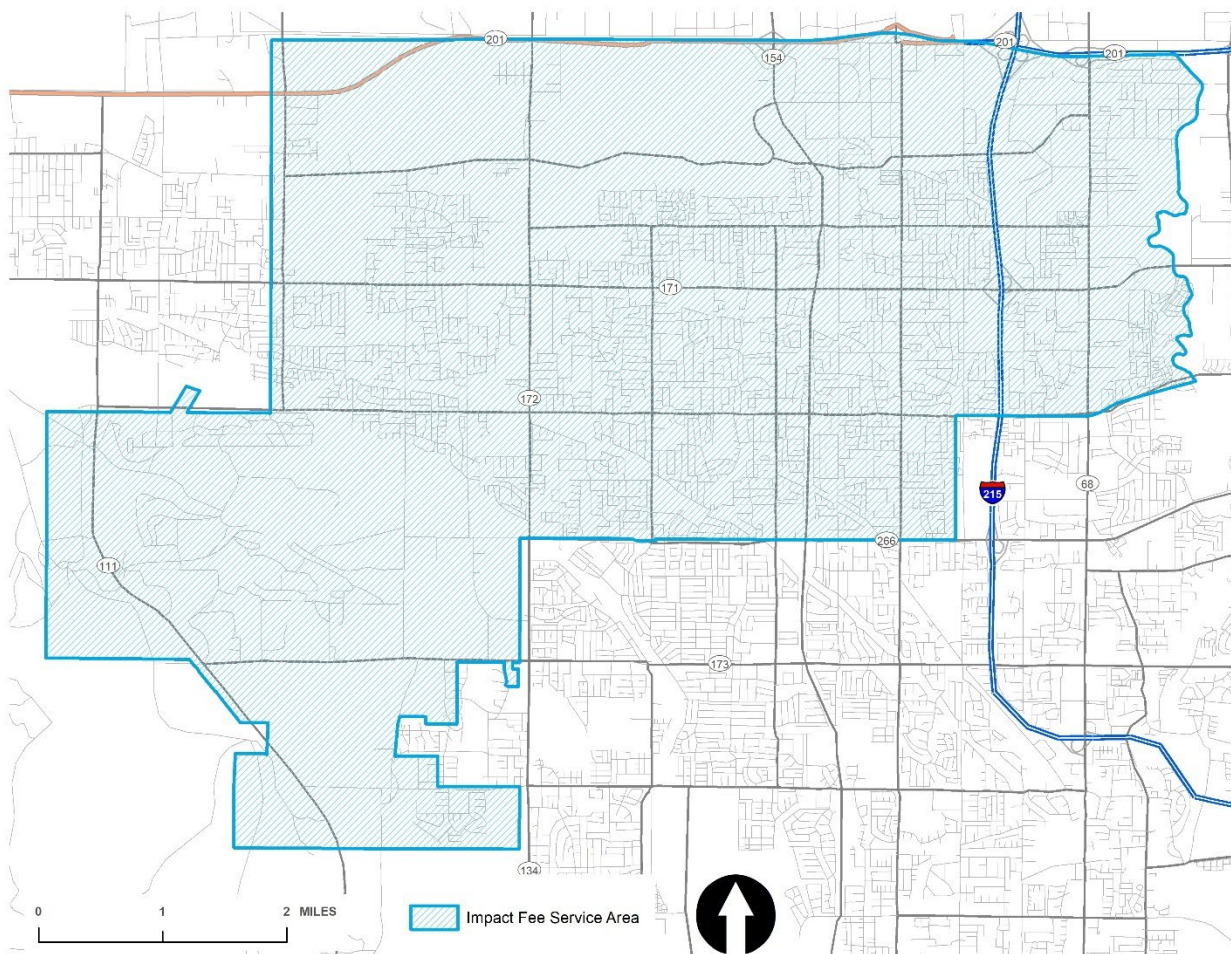
³ 11-36a-302(3)

SECTION 3: OVERVIEW OF SERVICE AREA AND GENERAL DEMAND FIGURES

SERVICE AREAS

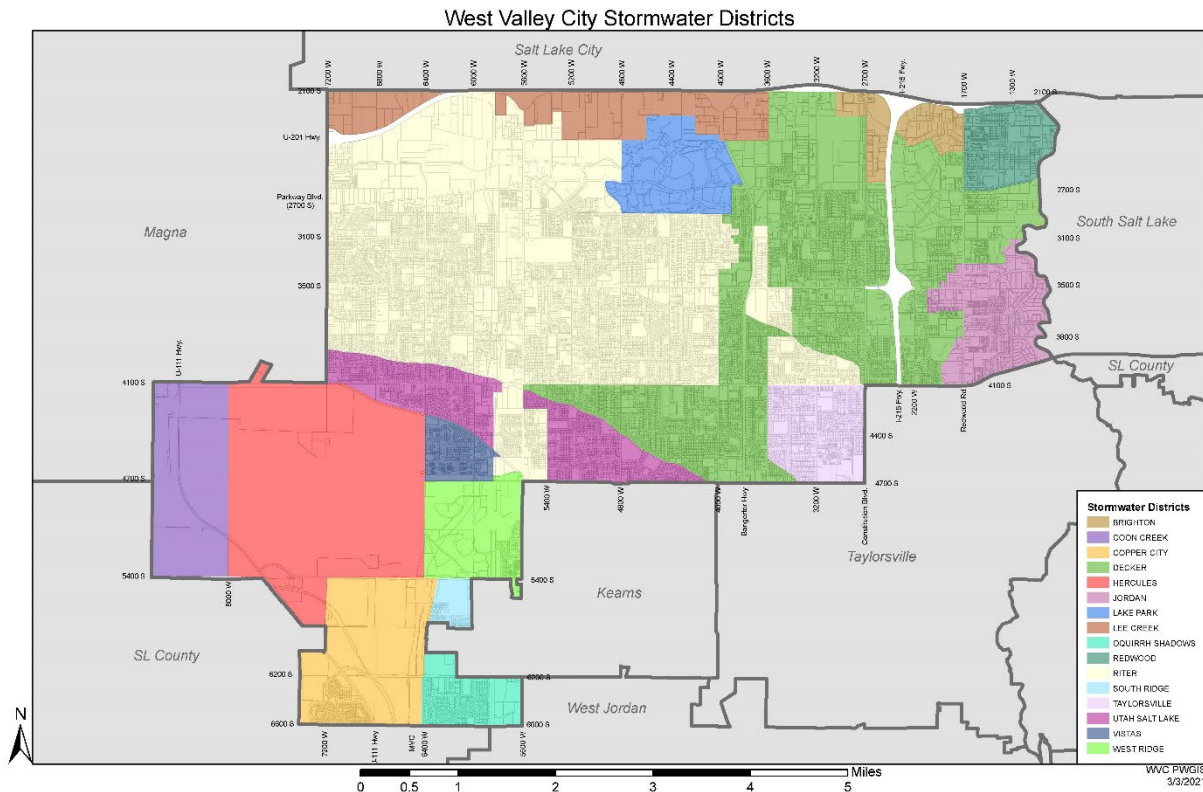
Utah Code requires the impact fee enactment to establish one or more service areas within which impact fees will be imposed.⁴ The Service Area for the future parks and recreation and transportation impact fees includes all areas within the current municipal boundaries of the City, as shown in **Figure 3.1**. The stormwater impact fees are being updated for the Riter and Westridge stormwater districts, as shown in **Figure 3.2**. This document identifies the necessary future system improvements for the Service Area and Stormwater Service Area that will maintain the existing LOS in the future.

FIGURE 3.1: CITY-WIDE SERVICE AREA (PARKS AND RECREATION AND TRANSPORTATION)



⁴ UC 11-36a-402(1)(a)

FIGURE 3.2: STORMWATER SERVICE AREA



DEMAND ANALYSIS: EXISTING CONDITIONS

The demand units utilized in this analysis include population and household growth, acres, and trip generation. As new development and redevelopment occurs within the City, it generates increased demand on City infrastructure. The system improvements identified in this study are designed to maintain the existing LOS for any new or redeveloped property within the City.

GENERAL DEMAND PROJECTIONS

As of 2024, the City's population was estimated at 145,562 based on Wasatch Front Regional Council's ("WFRC") population projections based on Traffic Analysis Zones ("TAZ"). This study also includes details on unoccupied residential units. The inclusion of unoccupied housing units increases the fully occupied 2024 population to 156,636.

TABLE 3.1: WEST VALLEY CITY ESTIMATED IFA POPULATION

	TOTAL HOUSING UNITS	% OF TOTAL	HH SIZE	POTENTIAL POPULATION
Single Family	28,461	62.93%	3.77	107,332
Multi-Family	14,576	32.23%	2.86	41,637
Mobile Home	2,189	4.84%	3.50	7,667
Total	45,226			156,636

Source: WVC January 2020 Population Projections Memo and New Building Permits

Table 3.1 shows the total "IFA Population", which accounts for both occupied and unoccupied residential units, used for purposes of determining certain elements of the City's level of service.

The Transportation IFFP shows the City reaching an occupied population of 154,859 within the 10-year planning horizon, an increase of 9,297 people. This is compared to WFRC population projections based on TAZ data.

TABLE 3.3: TRANSPORTATION TRIP PROJECTIONS – CITYWIDE

	2024			2034		
	Households	Population	Employment	Households	Population	Employment
TAZ Data	43,622	145,562	85,873	48,819	149,876	89,539
WVC Projections	43,622	145,562	85,873	51,518	154,859	90,369

Source: Transportation IFFP p. 3



SECTION 4 : PARKS AND RECREATION IFFP AND IFA

The purpose of this section is to address the parks and recreation IFFP, with supporting IFA, and to help the City plan for capital improvements necessary for future growth. This section will address the future parks and recreation infrastructure needed to serve the City through the next ten years, as well as the appropriate parks and recreation impact fees the City may charge to new growth to maintain the existing LOS.

DEMAND ANALYSIS

The specific demand unit used for the parks and recreation IFFP and IFA is population. As of 2024, the City's population was estimated at 145,562, based on a population analysis done by West Valley City for occupied housing units. The City analysis also included details of unoccupied residential units. The inclusion of unoccupied housing units increases the fully occupied 2024 population to 156,636. It is anticipated that the City's population will increase by 9,297 people within the 10-year planning horizon.

TABLE 4.1: POPULATION PROJECTIONS

	WFRC Projections		West Valley City Projections	
	2024	2034	2024	2034
Population	145,562	149,876	145,562	154,859
Households	43,622	48,819	43,673	51,518
Employment	85,873	89,539	85,873	90,369

The future population in the City is used to determine the additional parks and recreation needs. The LOS standards for each type of improvement have been calculated, with a combined LOS determined for the future population, giving the City flexibility to provide future residents the types of improvements that are desired. If growth projections and land use change significantly in the future, the City will need to update the demand projections, the IFFP, and the impact fees.

EXISTING FACILITY INVENTORY AND EXCESS CAPACITY

The City's existing inventory for parks and recreation is shown in **Table 4.2**. See **Appendix A** for a detailed list of facilities and amenities. The City-owned acreage and estimated City-funded improvements illustrated below will be the basis for the LOS analysis discussed later in this section.

TABLE 4.2: PARKS EXISTING FACILITIES

Park Type	City-Owned Acreage	Est. Land Value	Est. Improv. Value
Developed Active Parks	213.94	\$74,879,000	\$66,206,765
Undeveloped Land	100.42	\$35,147,875	\$0
Planned Facilities	13.68	\$4,788,000	\$0
Combined	328.04	\$114,814,875	\$66,206,765

LAND VALUATION

Current costs are used to determine the actual cost, in today's dollars, of duplicating the current LOS for future development in the City and do not reflect the value of the existing improvements within the City. For the purposes of this analysis, the cost to acquire new land is approximately \$350,000 per acre. This is based on land value details provided by the City based on recent land appraisals.



MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing parks and recreation infrastructure has been funded through a combination of General Fund revenues, bonds, grants, other governmental funds and donations. General Fund revenues include a mix of property taxes, sales taxes, federal and state grants, and any other available General Fund revenues. While the City has received some donations to fund parks and trails facilities, all park land and improvements funded through donations have been excluded in the impact fee calculations.

The City issued the Series 2009 Franchise Tax Bonds to fund the fitness center; the Series 2017 MBA Bonds to fund the fitness center; and the Series 2019 MBA Bonds to fund recreation facilities that will serve the community through buildout, including the fitness center and a parks administration building. The facilities funded by these bonds are not included in the existing facility inventory, but included as a buy-in. The principal and interest associated with these bonds is shown below. The buy-in calculation includes the principal and interest values in the analysis, as the park LOS does not include either of these components.

TABLE 4.3: HISTORIC DEBT FINANCING

	Principal	Interest	Total	Fitness	Parks	Total
Series 2009 Franchise Tax	\$13,735,000	\$3,251,847	\$16,986,847	100%	-	\$16,986,847
Series 2017 MBA	\$30,155,000	\$25,774,934	\$55,929,934	2%	-	\$1,118,599
Series 2019 MBA	\$11,155,000	\$7,582,853	\$18,737,853	-	30%	\$5,621,356
Total						\$23,726,801

LEVEL OF SERVICE ANALYSIS

The LOS for this analysis is based on maintaining the existing level of investment in current parks and recreation amenities. The LOS consists of two components – the land value per capita and the improvement value per capita funded by the City (or the cost to purchase the land and make improvements in today's dollars), resulting in a total value per capita for parks and recreation. This approach uses current construction costs to determine the current value and allows the City to maintain the current LOS standard through the collection and expenditure of impact fees. **Table 4.4** shows the LOS for parks and recreation within the Service Area. The LOS analysis is based on the estimated total household population from both occupied and unoccupied housing units, since park facilities have been constructed from impact fees collected on all housing units, including those that are unoccupied.

TABLE 4.4: LEVEL OF SERVICE SUMMARY

SUMMARY LOS (COST PER CAPITA)	LAND VALUE PER CAPITA	IMPROVEMENT VALUE PER CAPITA	TOTAL VALUE PER CAPITA
Active Parks	\$478	\$423	\$901
Undeveloped Land	\$224	\$0	\$224
Planned Facilities	\$31	\$0	\$31
Combined	\$733	\$423	\$1,156

Source: LRB, West Valley City

The timing of construction for growth-related park facilities will depend on the rate of development and the availability of funding. For purposes of this analysis, a specific construction schedule is not required. The construction of park facilities can lag behind development without impeding continued development activity. This analysis assumes that construction of needed park facilities will proceed on a pay-as-you-go basis.

EXCESS CAPACITY

The City currently has excess capacity in fitness center and parks buildings which are designed to serve development through buildout. The calculation of the buy-in component is shown in **Table 4.5**, based on a buildout population of approximately 156,000 people.

TABLE 4.5: PARKS AND RECREATION BUY-IN CALCULATION

	Original Cost
Buy-In Components	\$23,726,801
Buildout Population Served	156,000
Buy-In per Capita	\$152

FUTURE CAPITAL FACILITIES ANALYSIS

Future planning for parks and recreation is an ongoing process based on the changes in population and community preference. The City will purchase and improve parks and recreation amenities to maintain the LOS defined in this document. Actual future improvements will be determined as development occurs and the opportunity to acquire and improve parks and recreation amenities arise. Impact fees will only be assessed to maintain the existing LOS.

Based on the expected changes in population over the planning horizon, the City will need to invest approximately \$10.7 million in parks, including amenities, to maintain the existing LOS as shown in **Table 4.6**. The City may invest in parks and recreation at a higher level; however, impact fees cannot be used to increase the existing LOS.

TABLE 4.6: ILLUSTRATION OF PARKS AND RECREATION INVESTMENT NEEDED TO MAINTAIN LOS

Park Type	Land Value Per Capita	Improvement Value Per Capita	Total Value Per Capita	Population Increase IFFP Horizon	Cost to Parks & Public Lands over IFFP Horizon
Active Parks	\$478	\$423	\$901	9,297	\$8,374,027
Undeveloped Land	\$224	\$0	\$224	9,297	\$2,086,173
Planned Facilities	\$31	\$0	\$31	9,297	\$284,188
Combined	\$733	\$423	\$1,156	9,297	\$10,744,388

The estimated future investment in **Table 4.6** excludes buy-in to existing facilities. Future investment may be used to acquire additional parks and recreation land and fund new park improvements and amenities or make improvements to existing park facilities to add capacity to the system. The following types of improvements may be considered:

- Land Acquisition
- Sod and Irrigation Improvements
- Pavilions
- Restrooms and other Parks and Recreation Buildings
- Picnic Tables
- Playgrounds
- Trailways/Walkways
- Volleyball Courts
- Tennis Courts
- Basketball Courts
- Other Recreational Courts and Facilities
- Baseball/Softball Field Facilities
- Multi-Purpose Fields
- Field Lighting
- Concession/Buildings
- Parking
- Skate Parks
- Other Park and Recreation Amenities

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to the community at large.⁵ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.⁶ The Impact Fee Analysis may only include the costs of impacts on system improvements related to new growth within the proportionate share analysis. Only Park facilities that serve the entire community are included in the LOS.

FINANCING STRATEGY & CONSIDERATION OF ALL REVENUE RESOURCES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication (developer donated) of system improvements, which may be used to finance system improvements.⁷ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.⁸

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.⁹ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.¹⁰

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the City includes growth and non-growth-related projects. The capital projects that will be constructed to cure the existing system deficiencies will be funded through other revenues. All other capital projects within the next ten years, which are intended to serve new growth, will be funded through impact fees or on a pay-as-you-go approach. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects. Typical funding resources are described below.

Property Tax Revenues: It is anticipated that the City will continue to utilize property tax revenues, as part of the total General Fund revenues, to maintain existing park facilities. Impact fee revenues will be a continual source of revenue to fund growth related improvements.

Grants and Donations: The City does not anticipate any donations from new development for future system-wide capital improvements related to park facilities. A donor will be entitled to a reimbursement for the negotiated value of system improvements funded through impact fees if donations are made by new development. The City may receive grant money to assist with park construction and improvements. This analysis has removed all funding that has come from federal grants and donations to ensure that none of those infrastructure items are included in the LOS. Therefore, the City's existing LOS standards have been funded by the City's existing residents. Funding the future improvements through impact fees places a similar burden upon future users as that which has been placed upon existing users through impact fees, property taxes, user fees, and other revenue sources.

Impact Fee Revenues: Impact fees are an ideal mechanism for funding growth-related infrastructure. Impact fees are currently charged to ensure that new growth pays its proportionate share of the costs for the

⁵ 11-36a-102(20)

⁶ 11-36a102(13)

⁷ UC 11-36a-302(2)

⁸ UC 11-36a-302(3)

⁹ 11-36a-302(2)

¹⁰ 11-36a-302(3)



development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

Future Debt Financing: In the event the City has not amassed sufficient impact fees in the future to pay for the construction of time sensitive or urgent capital projects needed to accommodate new growth, the City must look to revenue sources other than impact fees for funding. The Impact Fees Act allows for the costs related to the financing of future capital projects to be legally included in the impact fee. This allows the City to finance and quickly construct infrastructure for new development and reimburse itself later from impact fee revenues for the costs of issuing debt (i.e. interest costs). Future debt financing has not been considered in the calculation of the parks and recreation impact fee.

PROPOSED PARKS AND RECREATION IMPACT FEE

The calculation of the park impact fee is based on the growth-driven approach, which is based on the **growth** in residential demand. The growth-driven methodology utilizes the existing LOS and perpetuates that LOS into the future. Impact fees are then calculated to provide sufficient funds for the entity to expand or provide additional facilities, as growth occurs within the community. Under this methodology, impact fees are calculated to ensure new development provides sufficient investment to maintain the current LOS standards in the community. This approach is often used for public facilities that are not governed by specific capacity limitations and do not need to be built before development occurs (i.e. park facilities).

PARKS AND RECREATION IMPACT FEE CALCULATION

Utilizing the estimated per capita land value and per capita improvement value by park type, the total fee per capita is shown in **Table 4.7** below.

TABLE 4.7: ESTIMATE OF IMPACT FEE VALUE PER CAPITA

	PROPOSED LOS PER 1,000	LAND COST PER ACRE	IMPROVEMENT VALUE PER ACRE	TOTAL COST PER ACRE	PER 1,000 POPULATION	PER CAPITA
Active Parks	1.37	\$350,000	\$309,464	\$659,464	\$900,724	\$901
Undeveloped Land	0.64	\$350,000	\$0	\$350,000	\$224,392	\$224
Planned Facilities	0.09	\$350,000	\$0	\$350,000	\$30,568	\$31
Buy-In						\$152
Professional Expense						\$1.01
Estimated Impact Fee per Capita						\$1,309

Based on the per capita fee, the proposed impact fee per household is summarized in **Table 4.8**.

TABLE 4.8: PARK IMPACT FEE SCHEDULE

HOUSEHOLD TYPE	PERSONS PER HH	RECOMMENDED FEE PER HH	EXISTING FEE PER HH	% CHANGE
Single Family	3.77	\$4,936	\$3,002	64%
Multi-Family (Including Mobile Homes)	2.86	\$3,739	\$2,348	59%
Source: Household Size Figures Calculated from US Census 2023 American Community Survey 5-Year Estimates				

NON-STANDARD IMPACT FEE

The proposed fees are based upon population growth. The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon park



facilities.¹¹ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

FORMULA FOR NON-STANDARD PARKS AND RECREATION IMPACT FEES:

Estimate Population x \$1,309 = Impact Fee

¹¹ 11-36a-402(1)(c)



SECTION 5: STORMWATER IFFP AND IFA

The purpose of this section is to address the Stormwater IFFP, with supporting IFA and to help the City plan for the necessary capital improvements for future growth. This section will address the future stormwater infrastructure needed to serve the City through the next ten years, as well as address the appropriate stormwater impact fees the City may charge to new growth to maintain the existing LOS.

According to Utah Code 11-36a-302, an impact fee facilities plan should consider the following:

- identify the existing LOS;
- establish a proposed LOS¹²;
- identify any excess capacity to accommodate future growth at the proposed LOS;
- identify demands placed upon existing public facilities by new development activity at the proposed LOS;
- identify the means by which the political subdivision or private entity will meet those growth demands.

The following sections identify the required IFFP elements and the resulting impact fee analysis.

DEMAND ANALYSIS AND SERVICE AREA

The unit of analysis in this study is the total amount of acres in the stormwater service area described in **Figure 3.2**, which only contains the Westridge and Riter areas. The demand used in this analysis will be the total amount of undeveloped acres in the service area, or 749 acres. This is approximately 10 percent of the total service area. The totals can be seen in **Table 5.1**.

TABLE 5.1: BASIN AREA SUMMARY OF UNDEVELOPED LAND

Basin Area Summary	Total Area in Basins (Acres)	Total City Area	Total Undeveloped in Basin	Percent Undeveloped
Westridge Area	676	-	26	4%
Riter Basin Area	6,562	-	723	11%
Total	7,238	22,944	749	10%

The Stormwater Service Area for this analysis includes only the Riter and Westridge Basin Storm Districts, as shown in **Figure 3.2**. However, the City is also recommending the Lee Creek Storm District impact fee be eliminated since it is a retention only district with no new facilities for anticipated future development. All other storm district impact fees will remain unchanged.

LEVEL OF SERVICE STANDARDS

Impact fees cannot be used to finance an increase in the LOS to current or future users of capital improvements. Therefore, it is important to identify the storm LOS to ensure that the new capacities of projects financed through impact fees do not exceed the established standard. The IFFP identifies the existing LOS for collection and treatment. According to the Impact Fee Act, the proposed LOS may diminish or equal the existing LOS.

¹² When evaluating levels of service, the Code clarifies that a proposed level of service may diminish or equal the existing level of service, or exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service. See Utah Code 11-36a-302(1)(c).



The methodology in determining what storm drain facilities will be required is based on standard engineering practices that are widely used in the industry. In general terms, the developer is expected to pay for the infrastructure to collect and detain the runoff generated in the 10-year return frequency storm.

According to the City, stormwater is based off a controlled release and retention system on a per acre basis. Therefore, future capital projects will serve both existing and new development and the impact fee is assessed per acre. To maintain the same LOS for dealing with the 10-year return frequency storm the projects in this IFFP are proposed. Project costs for future improvements will be allocated based on a percentage of undeveloped acres.

EXCESS CAPACITY AND EXISTING FACILITIES

The intent of the equity buy-in component is to recover the costs of the unused capacity in existing infrastructure from new development. While the storm drain system may have excess capacity in individual lines, it was determined that system-wide excess capacity is minimal or too difficult to evaluate. As a result, the City has chosen to exclude a buy-in portion within the calculation of the impact fee. The only exception to this is the Riter Canal Detention Basin and Riter Canal Overflow, as shown below.

TABLE 5.2: COST SUMMARY OF EXISTING DETENTION AND OVERFLOW INFRASTRUCTURE

	UNITS	PER UNIT COST	COST
Riter Canal Detention Basin			
Excavation	160,000 CY	\$12/CY	\$1,920,000
Control Structure	1 Lump Sum	\$150,000	\$150,000
Landscaping	32 acres	\$20,000/ac	\$640,000
Land Acquisition	32 acres	\$90,000/ac	\$2,880,000
Total			\$5,590,000
Riter Canal Overflow to Lee Creek			
BD4	5,350 LF Pipe	\$265	\$1,417,750
BD4	1 Overflow Structure	\$300,000	\$300,000
Total			\$1,717,750

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City has funded its existing capital infrastructure through a combination of different revenue sources, including general utility fund revenues, the issuance of debt, and revenues received from other governmental agencies. This analysis has removed all funding that has come from federal grants and donations from non-resident citizens to ensure that none of those infrastructure items are included in the level of service. None of the outstanding debt is for the city's stormwater system.

FUTURE CAPITAL FACILITIES ANALYSIS

The estimated costs attributed to new growth were analyzed based on existing development versus future development needs. From this analysis, a portion of future development costs were attributed to new growth and included in this impact fee analysis. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. The costs of projects related to curing existing deficiencies cannot be funded through impact fees. The main projects needed to maintain LOS for new developments in the service area include new lengths of pipe along main streets and the Riter Canal detention basin described above. Total future project costs equal \$3.8M. A summary is shown in **Table 5.3**.

TABLE 5.3: COST SUMMARY OF FUTURE STORM IMPROVEMENTS



	RUN NAME	FROM	TO	PIPE SIZE	PIPE LENGTH	COST	TOTAL
Basin Name: R5							
OHB4	7200 West	3615 S	3563 S	24 inch	550	\$115,500	
Westridge	4700 South	6400 W	5600 W	24 inch	4130	\$867,300	
Total							\$982,800
Basin Name: R6							
OHB5	6800 West	3720 S	3500 S	24 inch	1980	\$415,800	
Total							\$415,800
Basin Name: R7							
BA11	6400 West	3400 S	3300 S	36 inch	700	\$185,500	
BB20	6400 West	3460 S	3430 S	24 inch	300	\$63,000	
OHB2	6400 West	3850 S	3800 S	24 inch	416	\$87,360	
BB5	Parkway Blvd	5800 W	6400 W	24 inch	3500	\$735,000	
BA5	Parkway Blvd	6600 W	6400 W	18 inch	1150	\$207,000	
Total							\$1,277,860
Basin Name: R8							
WHB6	6400 West	3750 S	3643 S	24 inch	672	\$141,120	
WHB10	6400 West	3887 S	3771 S	18 inch	1118	\$201,240	
BB9	6000 West	3500 S	3400 S	36 inch	635	\$168,275	
Total							\$510,635
Basin Name: R10							
SA6	5400 West	3600 S	3400 S	30 inch	1340	\$308,200	
Total							\$308,200
Basin Name: R12							
SB5	5100 West	3635 S	3500 S	36 inch	1175	\$311,375	
Total							\$311,375
Combined Total							\$3,806,670

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities that are intended to provide services to service areas within the community at large.¹³ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.¹⁴ The Impact Fee Analysis may only include the costs of impacts on system improvements related to new growth.

FINANCING STRATEGY & CONSIDERATION OF ALL REVENUE RESOURCES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication (developer donated) of system improvements, which may be used to finance system improvements.¹⁵ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.¹⁶

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.¹⁷ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.¹⁸

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the

¹³ UC 11-36a-102(20)

¹⁴ UC 11-36a-102(13)

¹⁵ UC 11-36a-302(2)

¹⁶ UC 11-36a-302(3)

¹⁷ 11-36a-302(2)

¹⁸ 11-36a-302(3)



City includes growth and non-growth related projects. The capital projects that will be constructed to cure the existing system deficiencies will be funded through other revenues. All other capital projects within the next ten years, which are intended to serve new growth, will be funded through impact fees or on a pay-as-you-go approach. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects. Typical funding resources are described below.

Storm Water Enterprise Fund: The City assesses a stormwater utility fee for the management and maintenance of the stormwater system. This revenue serves as the primary funding source for stormwater operations and maintenance as well as capital projects. Impact fee eligible projects may be funded or partially funded with utility rate revenues. Impact fee revenues can reimburse any stormwater utility rate revenues used for impact fee eligible projects.

Grants and Donations: Should the City receive grant money to fund stormwater facilities, the impact fees will need to be adjusted accordingly to reflect the grant monies received. A donor will be entitled to a reimbursement for the value of the improvements funded through impact fees if donations are made by new development.

Impact Fee Revenues: Impact fees are a valid mechanism for funding growth-related infrastructure. Impact fees are charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth. Impact fees will be needed to cover the growth-related costs identified in this analysis.

Debt Financing: In the event the City has not amassed sufficient impact fees in the future to pay for the construction of time sensitive or urgent capital projects needed to accommodate new growth, the City must look to revenue sources other than impact fees for funding. The Impact Fees Act allows for the costs related to the financing of future capital projects to be legally included in the impact fee. This allows the City to finance and quickly construct infrastructure for new development and reimburse itself later from impact fee revenues for the costs of issuing debt (i.e. interest costs). Future debt financing has not been considered in the calculation of the stormwater impact fee.

PROPOSED STORMWATER IMPACT FEE

Impact fees can be calculated based on a defined set of costs specified for future development. The improvements are identified in a capital plan as growth-related projects. The total project costs are divided by the total demand units the projects are designed to serve. Impact fees are then calculated based on many variables centered on proportionality share and level of service. Since the stormwater system uses a controlled release and retention system, new development improvements will benefit the whole system. Therefore, new development will be allocated a proportionate share of the new stormwater infrastructure based on the remaining undeveloped acreage in the service area. The proposed impact fee is \$1,536 per acre as shown in **Table 5.4**. The Stormwater Service Area for this analysis includes only the Riter and Westridge Basin Storm Districts, as shown in **Figure 3.2**. All other storm district impact fees will remain unchanged.

TABLE 5.4: IMPACT FEE PER ACRE FOR RITER AND WESTRIDGE BASINS

Basin Wide Cost of Improvements (Buy-In and Future Facilities)	\$11,114,420	See Table 5.2 and 5.3
Total Acres in Basin	7,238	See Table 5.1
Undeveloped Acres in Basin	749	See Table 5.1



Percent New Development	10%	See Table 5.1
Total IFFP (cost allocated to undeveloped land)	\$1,150,528	Total Cost x Percent Undeveloped Land
New Impact Fee per Acre	\$1,536	Cost Allocated / Undeveloped Acres
Existing Fee	\$1,354	
% Change	13%	

NON-STANDARD STORMWATER IMPACT FEES

The City reserves the right under the Impact Fees Act¹⁹ to assess an adjusted fee that more closely matches the true impact that the land use will have upon the City's storm drain system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category.

FORMULA FOR NON-STANDARD STORM DRAIN IMPACT FEES:

Total Acres x \$1,536 = Impact Fee



SECTION 6: TRANSPORTATION IFA

The purpose of this section is to address the transportation IFA and to help the City plan for the necessary capital improvements for future growth. The 2025 Transportation IFFP was completed by Parametrix and this section will summarize their findings. This section will also address the appropriate transportation impact fees the City may charge to new growth to maintain the existing LOS.

SUMMARY OF IFFP ELEMENTS

According to Utah Code 11-36a-302, an impact fee facilities plan should consider the following:

- ☞ identify the existing LOS;
- ☞ establish a proposed LOS²⁰;
- ☞ identify any excess capacity to accommodate future growth at the proposed LOS;
- ☞ identify demands placed upon existing public facilities by new development activity at the proposed LOS; and,
- ☞ identify the means by which the political subdivision or private entity will meet those growth demands.

EXISTING AND PROPOSED LOS

LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The future roadway system was designed to achieve a LOS at a threshold equivalent to the performance of the existing road network. West Valley City's current and proposed transportation LOS is to provide adequate lane miles and intersection capacity to maintain LOS D according to the WFRC's Travel Demand Model²¹. The following LOS variables are used for this analysis.

TABLE 6.1: DAILY CAPACITY LEVEL OF SERVICE D IN WEST VALLEY CITY

LANES	ARTERIAL	COLLECTOR	ARTERIAL	COLLECTOR
	≥ ½ Mile Signal Spacing		< ½ Mile Signal Spacing	
2	12,500	11,200	11,300	9,800
3	19,100	17,500	16,000	13,500
4	38,300	30,900	32,500	22,700
5	41,000	37,200	35,000	31,000
6	52,800		46,000	
7	57,000		50,000	
8				

Source: Transportation IFFP p. 7

EXISTING FACILITIES AND EXCESS CAPACITY

According to the City, the existing system consists of the following types of amenities: roadways (lane miles), curb and gutter, sidewalks, accessible ramps, drive approaches, traffic signals, and crosswalk lights. A calibrated travel demand model was used to generate current traffic volumes for each segment in the City's current road network. For segments with capacity greater than volumes, there is existing excess capacity. For segments with capacity less than volumes, there is an existing deficiency. Road improvements occur as major investments in

²⁰ When evaluating levels of service, the Code clarifies that a proposed level of service may diminish or equal the existing level of service, or exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service. See Utah Code 11-36a-302(1)(c).

²¹ The travel demand model is the accepted model of the Wasatch Front Regional Council (WFRC) which represents an appropriate planning tool for estimating existing congestion levels and forecasting future congestion levels based on the impacts of growth.



anticipation of increased traffic volumes, as such, at any point in time there will be segments that are above capacity and segments that are below capacity. In addition, the travel demand model was used to form a consistent source of estimating existing traffic that can be used to forecast traffic growth in the future.²² However, the City has opted to exclude the cost of excess capacity in the transportation system due to insufficient data related to the original system value.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing infrastructure has been funded through a combination of General Fund revenues, impact fees, bonds, other governmental revenue, grants and donations. General Fund revenues include a mix of property taxes, sales taxes, federal and state grants, and any other available General Fund revenues. There are no General Obligation Bonds outstanding related to transportation system improvements. Therefore, a credit is not required for this component of the impact fee analysis.

DEMAND FROM NEW DEVELOPMENT

Parametrix worked with West Valley City staff to develop an IFFP that would encompass the period from 2024 to 2034. Traffic volume estimates were developed by road segment. Traffic volumes were estimated based on the existing conditions, and modeled conditions in the year 2034 based on planned improvements to be completed by 2034 by West Valley City. Although improvements to the State Highway System are not eligible for impact fees, improvements included in the WFRC's Regional Transportation Plan (Wasatch Choice 2050 Vision) were assumed in the modeling, allowing the most accurate representation of future conditions possible with the available information.²³ A total of 54,519 new trips are anticipated in the IFFP planning horizon. These represent average annual daily trips or "AADT".

FUTURE CAPITAL FACILITIES ANALYSIS

The City has identified the growth-related projects needed within the next ten years. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. Total future projects applicable to new development are shown in **Table 6.3**, which illustrates the estimated cost of future capital improvements within the Service Area, as identified in the IFFP. The total construction cost is \$19,140,529. The total cost attributable to the IFFP is \$8,923,553.

TABLE 6.3: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

ROADWAY	PROJECT TYPE	TOTAL COST	PERCENT ATTRIBUTABLE TO 10-YEAR GROWTH	ELIGIBLE COST
6200 South	Widening	\$8,042,973	15%	\$1,200,681
5900 West	New Road	\$7,642,005	56%	\$4,267,321
7200 West & 4100 South	New Signal	\$2,169,044	100%	\$2,169,044
2400 West & 3800 south	New Signal	\$1,118,419	100%	\$1,118,419
6400 West & 4100 South	Signal Improvement	\$168,088	100%	\$168,088
Total Roads:		\$19,140,529		\$8,923,553

Source: Transportation IFFP Table 4, Table 6, Appendix A.

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to service areas within the community at large.²⁴ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and

²² Paragraph excerpt from Parametrix IFFP pg.7

²³ Paragraph excerpt from Parametrix IFFP pg.7

²⁴ 11-36a-102(21)



considered necessary for the use and convenience of the occupants or users of that development.²⁵ To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

For the purposes of this analysis, system improvements are defined as arterial and collector streets, new and upgrades to traffic signalization, alternative modes of transportation including transit, bicycle, and pedestrian facilities, and related appurtenances. Each of these facilities are designed to manage new trips (auto, transit and non-motorized trips) within the Service Area and to maintain the existing level of service.

FINANCING STRATEGY AND CONSIDERATION OF ALL REVENUE SOURCES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.²⁶ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.²⁷

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the City includes growth and non-growth-related projects. The capital projects that will be constructed to cure the existing system deficiencies will be funded through General Fund revenues. All other capital projects within the next ten years, which are intended to serve new growth, will be funded through impact fees or on a pay-as-you-go approach. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects.

Other revenues such as grants can be used to fund these types of expenditures. The impact fees should be adjusted if grant monies are received. New development may be entitled to a reimbursement for any grants or donations received by the City for growth-related projects or for developer funded IFFP projects.

PROPOSED TRANSPORTATION IMPACT FEE

The transportation impact fee utilizes the New Facility – Plan Based Approach, which is based on a defined set of capital costs specified for future development. The proportionate share analysis determines the proportionate cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The total growth-related capital cost is \$8,923,553. The maximum impact fee cost per trip is shown in **Table 6.4**.

²⁵ 11-36a-102(14)

²⁶ 11-36a-302(2)

²⁷ 11-36a-302(3)



TABLE 6.4: MAXIMUM IMPACT FEE COST PER TRIP

Total Eligible Cost	\$8,923,553
Roadway Eligible Cost	\$5,468,002
Intersection Eligible Cost	\$3,455,551
Professional Expense	\$29,398
Number of New Trips in 2034	54,519
Maximum Allowable Impact Fee/ Per Trip	\$164.22

Source: Transportation IFFP, LRB. Figures may differ due to rounding.

The proposed impact fee by land use type is shown in **Table 6.5**.

TABLE 6.5: PROPOSED IMPACT FEE BY LAND USE TYPE

Land Use Group	Unit of Measure	ITE Code	ITE Land Use Category	Average Daily Trip Rate	Pass By Adjustment	Net New Trips per Unit of Measure*	Fee per Unit Land Use
Industrial	1,000 sq ft	110	Light Industrial	4.87	0%	2.44	\$401
	1,000 sq ft	150	Warehouse	1.71	0%	0.86	\$141
	1,000 sq ft	151	Mini-Warehouse	1.45	0%	0.73	\$120
Residential	dwelling	210	Single Family House	9.43	0%	4.72	\$775
	dwelling	220	Multifamily Housing (Low-	6.74	0%	3.37	\$553
	dwelling	221	Multifamily Housing (Mid-	4.54	0%	2.27	\$373
Hotel	room	310	Hotel	7.99	0%	4.00	\$657
Institutional	Students	520	Public Elementary School	2.27	0%	1.14	\$187
	Students	530	Public High School	4.11	0%	2.06	\$338
	Students	550	University/College	1.56	0%	0.78	\$128
	1,000 sq ft	560	Church	7.60	0%	3.80	\$624
	1,000 sq ft	565	Day Care	47.62	44%	13.33	\$2,189
Medical	1,000 sq ft	610	Hospital	10.77	0%	5.39	\$885
	1,000 sq ft	620	Nursing Home	6.75	0%	3.38	\$555
Office	1,000 sq ft	710	General Office	10.84	0%	5.42	\$890
	1,000 sq ft	720	Medical/Dental Office	36.00	0%	18.00	\$2,956
	1,000 sq ft	815	Free-Standing Discount	53.87	20%	21.55	\$3,539
	1,000 sq ft	820	Shopping Center	37.01	29%	13.14	\$2,158
	1,000 sq ft	840	Automobile Sales (New)	27.84	0%	13.92	\$2,286
	1,000 sq ft	841	Automobile Sales (Used)	27.06	0%	13.53	\$2,222
Retail/Service	1,000 sq ft	850	Supermarket	93.84	24%	35.66	\$5,856
	1,000 sq ft	851	Convenience Market-24 hr	762.28	51%	186.76	\$30,669
	1,000 sq ft	881	Pharmacy/Drugstore with	108.40	49%	27.64	\$4,539
	1,000 sq ft	912	Drive-In Bank	100.35	35%	32.61	\$5,355
	1,000 sq ft	843	Auto Parts Sales	54.57	43%	15.55	\$2,554
Restaurant/Drinking	1,000 sq ft	932	Restaurant: Sit-Down	107.20	43%	30.55	\$5,017
	1,000 sq ft	934	Fast Food, w/Drive-Up	467.48	55%	105.18	\$17,272

Source: ITETripGen Web-Based App, Tip Generation Manual, 11th Edition, Accessed 4.24.2025

Adjustment factors based on "List of Land Uses with Vehicle Pass-By Rates and Data", ITE Generation Manual, 11th Edition, Accessed 4.24.2025

*Average Daily Trips are adjusted by 50 percent to account for entering and existing trips.

NON-STANDARD IMPACT FEES



The City reserves the right under the Impact Fees Act²⁸ to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's transportation system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis.

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

**Estimate of Average Daily Trips x Adjustment Factor x 50% Entering/Existing Adjustment x \$164.22 =
Impact Fee**



SECTION 7: GENERAL IMPACT FEE CONSIDERATIONS

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment 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: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.²⁹ The facilities must be considered system improvements or be dedicated to the public, and offset the need for an improvement identified in the IFFP.

EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of capital infrastructure that relates to future growth. The impact fee calculations are structured for impact fees to fund 100 percent of the growth-related facilities identified in the proportionate share analysis as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. In those years, other revenues, such as General Fund revenues, will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees.

NECESSITY OF IMPACT FEES

An entity may only impose impact fees on development activity if the entity's plan for financing system improvements establishes that impact fees are necessary to achieve parity between existing and new development. This analysis has identified the improvements to public facilities and the funding mechanisms to complete the suggested improvements. Impact fees are identified as a necessary funding mechanism to help offset the costs of new capital improvements related to new growth. In addition, alternative funding mechanisms are identified to help offset the cost of future capital improvements.

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure.

EXPENDITURE OF IMPACT FEES

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the next six years should be spent on those projects outlined in the IFFP as growth-related costs to maintain the LOS. **Impact fees collected as a buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.**

GROWTH-DRIVEN EXTRAORDINARY COSTS

The City does not anticipate any extraordinary costs necessary to provide services to future development.

SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. This analysis includes an inflation component to reflect the future cost of facilities. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.

²⁹ 11-36a-402(2)



APPENDIX A: PARK EXISTING FACILITIES INVENTORY

NAME OF FACILITY	SIZE	FINAL ACRES	% CITY OWNED	% CITY FUNDED	IMPACT FEE ELIGIBLE	IMPACT FEE ACRES	LAND VALUE	SOD & IRRIGATION	PLAY STRUCTURES	SMALL PAVILIONS	MEDIUM PAVILIONS	LARGE PAVILIONS	TENNIS COURTS	BASKETBALL COURTS
Developed Active Parks														
Back Nine Park	0.18	0.18	100%	100%	100%	0.18	\$63,000	0.18	1.00	-	-	-	-	-
Bridle Farms	1.13	1.13	100%	100%	100%	1.13	\$395,500	1.13	1.00	-	-	-	-	-
Centennial	77.60	77.60	100%	100%	100%	77.60	\$27,160,000	77.60	2.00	-	-	2.00	8.00	8.00
City Park	25.07	25.07	100%	100%	100%	25.07	\$8,774,500	25.07	2.00	-	-	2.00	-	1.00
Country Mead.	1.72	1.72	100%	100%	100%	1.72	\$602,000	1.72	1.00	1.00	-	-	-	0.50
Crosstowne Trail		-	100%	100%	100%	-	\$0	-	-	-	-	-	-	-
Diamond Summit Trailhead	0.17	0.17	100%	100%	100%	0.17	\$59,500	0.17	-	-	-	-	-	-
Falcon Crest	1.50	1.50	100%	100%	100%	1.50	\$525,000	1.50	1.00	1.00	-	-	-	0.50
Fassio Farm	2.72	2.72	100%	100%	100%	2.72	\$952,000	2.72	1.00	1.00	-	-	-	-
Foxtail (Sugar P)	1.69	1.69	100%	100%	100%	1.69	\$591,500	1.69	1.00	-	-	-	-	-
Glenn Weaver @ the Vistas	3.02	3.02	100%	100%	100%	3.02	\$1,057,000	3.02	1.00	-	1.00	-	-	-
Granger	8.50	8.50	100%	100%	100%	8.50	\$2,975,000	8.50	8.50	2.00	-	-	1.00	-
Grand Vistas Park	2.75	2.75	100%	100%	100%	2.75	\$962,500	2.75	2.00	1.00				0.50
Grasmere Park	1.00	1.00	100%	25%	100%	0.25	\$87,500	1.00	1.00	1.00				-
Greater Southridge Trailhead	0.25	0.25	100%	100%	100%	0.25	\$87,500	0.25	-	-	-	-	-	-
Hunter Ridge	1.11	1.11	100%	100%	100%	1.11	\$388,500	1.11	1.00	1.00	-	-	-	-
Hunter Village Open Space	10.06	10.06	100%	100%	100%	10.06	\$3,521,000	10.06	-	-	-	-	-	-
Hunter Village Trail Head Park	1.00	1.00	100%	100%	100%	1.00	\$350,000	1.00	1.00	-	-	-	-	-
Hunter Village	5.57	5.57	100%	100%	100%	5.57	\$1,949,500	5.57	3.00	-	-	-	-	0.50
Ironwood	0.91	0.91	100%	100%	100%	0.91	\$318,500	0.91	-	1.00	-	-	-	-
Kingspointe	4.50	4.50	100%	100%	100%	4.50	\$1,575,000	4.50	1.00	-	1.00	-	-	0.50
Maple Mead.	1.40	1.40	100%	100%	100%	1.40	\$490,000	1.40	1.00	1.00		-	-	0.50
Meadowlands	2.29	2.29	100%	100%	100%	2.29	\$801,500	2.29	1.00	-	1.00	-	-	-
Parkway	7.00	7.00	100%	100%	100%	7.00	\$2,450,000	7.00	1.00	-	-	1.00	2.00	2.00
Peachwood	2.20	2.20	100%	100%	100%	2.20	\$770,000	2.20	1.00	-	-	-	-	0.50
Promenade/Plaza	4.08	4.08	100%	100%	100%	4.08	\$1,428,000	4.08	-	-	-	-	-	-
Rocky Ridge Park	1.44	1.50	100%	100%	100%	1.50	\$525,000	1.50	1.00		1.00			0.50
Riverside	3.56	3.56	100%	100%	100%	3.56	\$1,246,000	3.56	-	-	-	-	-	-
Scottsdale	2.46	2.46	100%	100%	100%	2.46	\$861,000	2.46	1.00	1.00	-	-	-	-
Sugarplum	1.23	1.23	100%	100%	100%	1.23	\$430,500	1.23	1.00	-	-	-	-	-
Sugar Plum Trails	14.07	14.07	100%	100%	100%	14.07	\$4,924,500	14.07	-	-	-	-	-	-
Sunset Hollow Park	3.09	3.09	100%	100%	100%	3.09	\$1,081,500	3.09	2.00		1.00			0.50
Terrace Ridge	2.65	2.65	100%	100%	100%	2.65	\$927,500	2.65	1.00	1.00	-	-	-	-
Trailblazer Park	1.49	1.49	100%	100%	100%	1.49	\$521,500	1.49	1.00	-	-	-	-	-
Utah Cultural Center Park	2.13	2.13	100%	100%	100%	2.13	\$745,500	2.13	-	-	-	-	-	-
West View	5.00	5.00	100%	100%	100%	5.00	\$1,750,000	5.00	1.00		1.00	-	2.00	-
West View Expansion	2.49	2.49	100%	100%	100%	2.49	\$871,500	1.00	1.00					-
Wheatland	1.00	1.00	100%	100%	100%	1.00	\$350,000	1.00	1.00	1.00	-	-	-	-
Woodledge	6.60	6.60	100%	100%	100%	6.60	\$2,310,000	6.60	1.00	1.00	1.00		2.00	0.50
							Amenity Total	213.2	43.5	14	7	5	15	16
Subtotal Active Parks	214.63	214.69				213.94	\$74,879,000	\$36,883,600	\$8,047,500	\$490,000	\$525,000	\$750,000	\$1,125,000	\$1,200,000
Undeveloped Properties														
Arlington Park	0.60	0.60	100%	100%	100%	0.60	\$210,000	-	-	-	-		-	-
Brock property	4.71	4.71	100%	100%	100%	4.71	\$1,647,625	-	-	-	-	-	-	
Mtn View Corridor Access	0.19	0.19	100%	100%	100%	0.19	\$66,500	-	-	-	-	-	-	
Beagley Sub Trail	1.00	1.00	100%	100%	100%	1.00	\$350,000	-	-	-	-	-	-	
East of Redwood Rd property	0.75	0.75	100%	100%	100%	0.75	\$262,500	-	-	-	-	-	-	
Riverside	3.56	3.56	100%	100%	100%	3.56	\$1,246,000	-	-	-	-	-	-	
Newton Farms Park	1.10	1.10	100%	100%	100%	1.10	\$383,250	-	-	-	-	-	-	
Pleasant Valley	0.52	0.52	100%	100%	100%	0.52	\$182,000	-	-	-	-	-	-	
Wetland Park	88.00	88.00	100%	100%	100%	88.00	\$30,800,000	-	-	-	-	-	-	

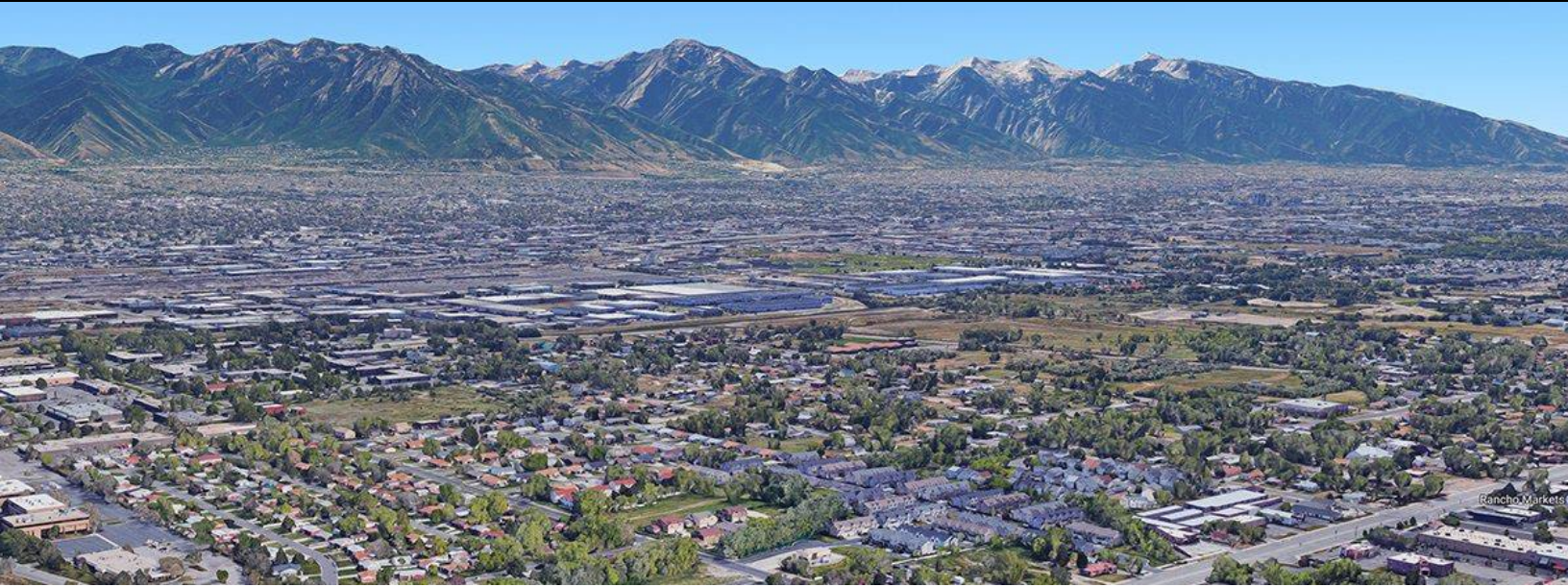
NAME OF FACILITY	SIZE	FINAL ACRES	% CITY OWNED	% CITY FUNDED	IMPACT FEE ELIGIBLE	IMPACT FEE ACRES	LAND VALUE	SOD & IRRIGATION	PLAY STRUCTURES	SMALL PAVILIONS	MEDIUM PAVILIONS	LARGE PAVILIONS	TENNIS COURTS	BASKETBALL COURTS
UDOT Properties	2.97	2.97	100%	0%	0%	-	\$0	-	-	-	-	-	-	
							Amenity Total	-	-	-	-	-	-	
Subtotal Undeveloped Land	103.39	100.42				100.42	\$35,147,875	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Planned Facilities														
Parkway Blvd. Wet.	6.00	6.00	100%	100%	100%	6.00	\$2,100,000	-	-	-	-	-	-	
Sugarplum Wet. & Drainage	3.48	3.48	100%	100%	100%	3.48	\$1,218,000	-	-	-	-	-	-	
Skip Jensen 20	20.00	-	0%	100%	100%	-	\$0	-	-	-	-	-	-	
P. V Wetland – Upland	4.20	4.20	100%	100%	100%	4.20	\$1,470,000	-	-	-	-	-	-	
							Amenity Total	-	-	-	-	-	-	
Subtotal Planned Facilities	33.68	13.68				13.68	\$4,788,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0

NAME OF FACILITY	BASEBALL/SOF	SOCCER	RESTROOM	IMPROVEMENT	BASE ELIGIBLE	DESIGN &	TOTAL
Developed Active Parks							
Back Nine Park	-	-	-	100%	\$216,140	\$32,421	\$248,561
Bridle Farms	-	-	-	100%	\$380,490	\$57,074	\$437,564
Centennial	8.00	5.00	4.00	100%	\$19,494,800	\$2,924,220	\$22,419,020
City Park	5.00	-	2.00	100%	\$6,932,110	\$1,039,817	\$7,971,927
Country Mead.	-	-	-	100%	\$555,060	\$83,259	\$638,319
Crosstowne Trail	-	-	-	100%	\$0	\$0	\$0
Diamond Summit Trailhead	-	-	-	100%	\$29,410	\$4,412	\$33,822
Falcon Crest	-	-	-	100%	\$517,000	\$77,550	\$594,550
Fassio Farm	1.00	1.00	-	100%	\$1,140,560	\$171,084	\$1,311,644
Foxtail (Sugar P)	-	-	-	100%	\$477,370	\$71,606	\$548,976
Glenn Weaver @ the Vistas	-	-	-	100%	\$782,460	\$117,369	\$899,829
Granger	-	-	1.00	100%	\$3,488,000	\$523,200	\$4,011,200
Grand Vistas Park				100%	\$918,250	\$137,738	\$1,055,988
Grasmere Park				100%	\$393,000	\$58,950	\$451,950
Greater Southridge Trailhead	-	-	-	100%	\$43,250	\$6,488	\$49,738
Hunter Ridge	-	-	-	100%	\$412,030	\$61,805	\$473,835
Hunter Village Open Space	-	-	-	100%	\$1,740,380	\$261,057	\$2,001,437
Hunter Village Trail Head	-	-	-	100%	\$358,000	\$53,700	\$411,700
Hunter Village	-	-	-	100%	\$1,556,110	\$233,417	\$1,789,527
Ironwood	-	-	-	100%	\$192,430	\$28,865	\$221,295
Kingspointe	-	1.00	-	100%	\$1,276,000	\$191,400	\$1,467,400
Maple Mead.	-	-	-	100%	\$499,700	\$74,955	\$574,655
Meadowlands	-	-	-	100%	\$656,170	\$98,426	\$754,596
Parkway	-	1.00	1.00	100%	\$2,346,000	\$351,900	\$2,697,900
Peachwood	-	-	-	100%	\$603,100	\$90,465	\$693,565
Promenade/Plaza	-	-	1.00	100%	\$1,005,840	\$150,876	\$1,156,716
Rocky Ridge Park				100%	\$557,000	\$83,550	\$640,550
Riverside	-		-	100%	\$615,880	\$92,382	\$708,262
Scottsdale	-	-	-	100%	\$645,580	\$96,837	\$742,417
Sugarplum	-	-	-	100%	\$397,790	\$59,669	\$457,459
Sugar Plum Trails	-	-		100%	\$2,434,110	\$365,117	\$2,799,227
Sunset Hollow Park				100%	\$1,017,070	\$152,561	\$1,169,631
Terrace Ridge	-	-	-	100%	\$678,450	\$101,768	\$780,218
Trailblazer Park	-	-	-	100%	\$442,770	\$66,416	\$509,186
Utah Cultural Center Park	-	-	-	100%	\$368,490	\$55,274	\$423,764
West View	1.00	1.00	1.00	100%	\$2,025,000	\$303,750	\$2,328,750
West View Expansion				100%	\$358,000	\$53,700	\$411,700
Wheatland	-	-	-	100%	\$393,000	\$58,950	\$451,950
Woodledge	-	-	-	100%	\$1,624,300	\$243,645	\$1,867,945
Amenity Total	15	9	10				
Subtotal Active Parks	\$3,750,000	\$1,800,000	\$3,000,000		\$57,571,100	\$8,635,665	\$66,206,765

NAME OF FACILITY	BASEBALL/SOF	SOCCER	RESTROOM	IMPROVEMENT	BASE ELIGIBLE	DESIGN &	TOTAL
Undeveloped Properties							
Arlington Park	-	-	-	100%	\$0	\$0	\$0
Brock property	-	-	-	100%	\$0	\$0	\$0
Mtn View Corridor Access	-	-	-	100%	\$0	\$0	\$0
Beagley Sub Trail	-	-	-	100%	\$0	\$0	\$0
East of Redwood Rd property	-	-	-	100%	\$0	\$0	\$0
Riverside	-	-	-	100%	\$0	\$0	\$0
Newton Farms Park	-	-	-	100%	\$0	\$0	\$0
Pleasant Valley	-	-	-	100%	\$0	\$0	\$0
Wetland Park	-	-	-	100%	\$0	\$0	\$0
UDOT Properties	-	-	-	0%	\$0	\$0	\$0
Amenity Total	-	-	-				
Subtotal Undeveloped Land	\$0	\$0	\$0		\$0	\$0	\$0
Planned Facilities							
Parkway Blvd. Wet.	-	-	-	100%	\$0	\$0	\$0
Sugarplum Wet. & Drainage	-	-	-	100%	\$0	\$0	\$0
Skip Jensen 20	-	-	-	100%	\$0	\$0	\$0
P. V Wetland – Upland	-	-	-	100%	\$0	\$0	\$0
Amenity Total	-	-	-				
Subtotal Planned Facilities					\$0	\$0	\$0



PUBLIC
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ADVISORS



WEST VALLEY CITY, UTAH

JUNE 2025

IMPACT FEE FACILITIES PLAN (IFFP)
& IMPACT FEE ANALYSIS (IFA)

POLICE AND FIRE AMENDMENT

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS
FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

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IMPACT FEE CERTIFICATION

IFFP AMENDMENT CERTIFICATION

LRB Public Finance Advisors (formerly Lewis Young Robertson & Burningham, Inc.) and West Valley City jointly certify that the Impact Fee Facilities Plan (IFFP) amendment prepared for police and fire:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and
3. complies in every relevant respect with the Impact Fees Act.

LRB PUBLIC FINANCE ADVISORS & WEST VALLEY CITY

IFA AMENDMENT CERTIFICATION

LRB Public Finance Advisors certifies that the Impact Fee Analysis (IFA) amendment prepared for police and fire:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
 - d. offsets costs with grants or other alternate sources of payment; and
3. complies in every relevant respect with the Impact Fees Act.

LRB Public Finance Advisors makes this certification with the following caveats:

1. All the recommendations for implementation of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA is modified or amended, this certification is no longer valid.
3. All information provided to LRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LRB PUBLIC FINANCE ADVISORS



SECTION 1: FIRE AMENDMENT

SUMMARY

The West Valley City fire impact fee, dated March 2021, is being amended to account for changes to capital improvements and estimated future facility costs, based on updated capital plans and revised cost estimates.

EXPLANATION

The City reviewed the capital cost assumptions included in the 2021 IFFP and IFA. This plan reevaluated future facility costs, prioritization, and timing based on current market conditions. As a result, IFFP and IFA **Table 5.8** will be amended to reflect these changes.

AMENDED TABLE 5.8: FIRE FUTURE FACILITIES ANALYSIS

	SF Needed	Total Cost	Demand Served (# of Calls)	10-Year Demand (# of Calls)	10-Year Demand as % of Total Demand Served	Cost to 10-Year Demand
New Fire Station	12,000	\$5,000,000	12,782	1,117	9%	\$436,913
New Warehouse	3,000	\$1,000,000	12,782	1,117	9%	\$87,383
New Fire Station	12,000	\$5,000,000	12,782	1,117	9%	\$436,913
New Fire Training Facility	22,500	\$10,000,000	12,782	1,117	9%	\$873,827
Facility Total	49,500	\$21,000,000	12,782	1,117	9%	\$1,835,037
Future Apparatus		\$1,200,000	5,036	739	15%	\$176,103
Apparatus Total	-	\$1,200,000	5,036	739		\$176,103

Based on the existing level of service ("LOS") for building square feet ("SF") and apparatus, which remains unchanged at 5.98 SF per call (70,566 facility SF / 11,793 average annual fire calls), the proposed facilities are proportionately allocated to new development and the new demand in the IFFP window. In addition, the City has indicated the above capital improvement plan will replace existing Station 75. Thus, this amendment removes the existing value of Station 75, resulting in the following changes to **Table 5.3**.

AMENDED TABLE 5.3: EXISTING FIRE FACILITIES

FACILITY	LOCATION	SQUARE FEE	VALUE
Station 71	4158 South 6400 West	6,446	
Station 72	4314 West 4100 South	11,935	
Station 73	2834 South Constitution BLVD.	15,600	
Station 74	5545 West 3100 South	17,511	
Station 75	3682 South 1950 West	7,890	
Station 76	5372 S. Upper Ridge Rd.	6,034	
Fire Department Administration Offices	3600 Constitution Boulevard	5,150	
Total Square Feet		70,566	
Base Value of Existing Facilities			\$9,750,708
Associated Interest			\$2,203,672
Total Value of Existing Facilities			\$11,954,380
Existing Apparatus over \$500K in Original Value			\$631,830

REVISED FIRE IMPACT FEE SCHEDULE

The revised fire impact fees proposed in this amendment will be assessed within the entire service area. It is anticipated that facility expansion will be needed to maintain the existing LOS and respond to calls for service



from new development activity. The cost per call is based on the existing calls per square footage with the proposed new facilities, which is the basis for the maximum impact fees per land use category.¹

AMENDED TABLE 5.9: ESTIMATE OF FIRE IMPACT FEE COST PER CALL

	Total Cost	% to IFFP	Cost to Impact Fees	% to Growth	Cost to Growth	Total Calls	Cost per Call
Existing Facilities	\$11,954,380	100%	\$11,954,380	9%	\$1,044,606	1,117	\$935
Future Facilities	\$21,000,000	100%	\$21,000,000	9%	\$1,835,037	1,117	\$1,643
Subtotal: Facilities	\$32,954,380		\$32,954,380		\$2,879,643		\$2,578
Apparatus							
Existing Apparatus	\$631,830	100%	\$631,830	15%	\$92,723	739	\$125
Future Apparatus	\$1,200,000	100%	\$1,200,000	15%	\$176,103	739	\$238
Subtotal: Apparatus	\$1,831,830		\$1,831,830		\$268,826		\$363
Other							
Professional Expense	\$7,830	100%	\$7,830	100%	\$7,830	1,117	\$7
Subtotal: Other	\$7,830		\$7,830		\$7,830		\$7
Residential							\$2,585
Non-Residential							\$2,948

REVISED FIRE IMPACT FEE BY LAND USE TYPE

The cost per call is then multiplied by the actual demand unit of measurement or calls per unit for each development type as shown in **Amended Table 5.10**. The total cost per call is for facilities, qualifying apparatus, and professional expenses.

AMENDED TABLE 5.10: PROPOSED FIRE IMPACT FEE BY LAND-USE TYPE

Development Type	Unit	Cost per Call	Calls per Unit	Total Impact Fee per Unit	Existing Fee	% Change
Single Family Residential	Per Residential Unit	\$2,585	0.17	\$448.00	\$270.00	66%
Multi-Family Residential	Per Residential Unit	\$2,585	0.10	\$253.00	\$153.00	65%
Commercial	Per 1K SF of Building	\$2,948	0.16	\$458.00	\$292.00	57%
Office	Per 1K SF of Building	\$2,948	0.21	\$609.00	\$389.00	57%
Industrial	Per 1K SF of Building	\$2,948	0.02	\$55.00	\$35.00	57%

NON-STANDARD FIRE IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon fire facilities.² This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis.

AMENDED FORMULA FOR NON-STANDARD FIRE IMPACT FEES:

Residential: Estimate of Annual Call Volume per Unit x \$2,585 = Impact Fee per Unit

Non-Residential: Estimate of Annual Call Volume per Unit x \$2,948 = Impact Fee per Unit

¹ UC 11-36a-402(1)(c)

² UC 11-36a-402(1)(c)



SECTION 2: POLICE AMENDMENT

SUMMARY

The West Valley City Police impact fee, dated March 2021, is being amended to account for changes to capital improvements and estimated future facility costs, based on updated capital plans and revised cost estimates.

EXPLANATION

The City recently reviewed the capital cost assumptions included in the 2021 IFFP and IFA. This plan reevaluated future facility costs, prioritization, and timing based on current market conditions. As a result, the IFFP and IFA will be amended to reflect these changes. The City has identified that a new training facility will be conducted in the IFFP planning horizon, and thus eligible for inclusion in the calculation of the impact fee.

ADDED TABLE 6.A PROPOSED CAPITAL FACILITIES

	SF Needed	Total Cost	Demand Served (# of Calls)	10-Year Demand (# of Calls)	10-Year Demand as % of Total Demand Served	Cost to 10-Year Demand
Police Training Facility	40,000	\$14,000,000	149,247	13,590	9%	\$1,274,777

REVISED POLICE IMPACT FEE SCHEDULE

The revised police impact fees proposed in this amendment will be assessed within the entire service area. It is anticipated that facility expansion will be needed to maintain the existing LOS and respond to calls for service from new development activity. The cost per call is based on the existing calls per square footage with the proposed new facilities, which is the basis for the maximum impact fees per land use category.

AMENDED TABLE 6.7: PROPOSED POLICE IMPACT FEE

	Total Cost	% to IFFP	Cost to Impact Fees	% to Growth	Cost to Growth	Total Calls	Cost per Call
Existing Facilities	\$45,685,249	94%	\$43,113,275	9%	\$3,925,700	13,590	\$289
Future Facilities	\$14,000,000	100%	\$14,000,000	9%	\$1,274,777	13,590	\$94
Subtotal: Facilities	\$59,685,249		\$57,113,275		\$5,200,477		\$383
Other							
Professional Expense	\$7,830	100%	\$7,830	100%	\$7,830	13,590	\$1
Total	\$59,693,079		\$57,121,105		\$5,208,307		\$384

REVISED POLICE IMPACT FEE BY LAND USE TYPE

The cost per call is then multiplied by the actual demand unit of measurement or calls per unit for each development type as shown in **Amended Table 6.8**. The total cost per call is for facilities and professional expenses.

AMENDED TABLE 6.8: REVISED POLICE IMPACT FEE SCHEDULE

Development Type	Unit	Cost per Call	Calls per Unit	Total Impact Fee per Unit	Existing Fee	% Change
Single Family Residential	Per Residential Unit	\$384	1.54	\$590.00	\$445.00	33%
Multi-Family Residential	Per Residential Unit	\$384	0.99	\$379.00	\$286.00	33%
Commercial	Per 1K SF of Building	\$384	2.07	\$793.00	\$599.00	32%
Office	Per 1K SF of Building	\$384	0.80	\$308.00	\$233.00	32%
Industrial	Per 1K SF of Building	\$384	0.18	\$70.00	\$53.00	32%



NON-STANDARD POLICE IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon police facilities.³ This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

AMENDED FORMULA FOR NON-STANDARD POLICE IMPACT FEES:

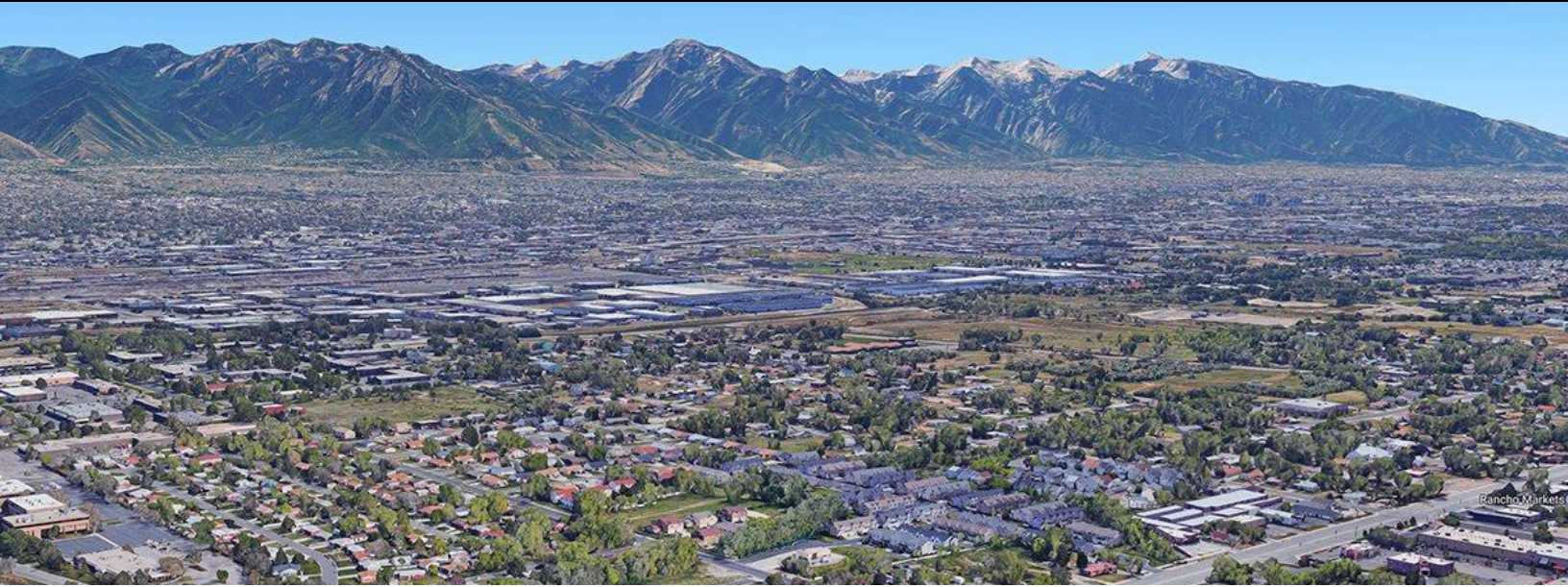
Estimate of Annual Call Volume per Unit x \$384 = Impact Fee per Unit

³ UC 11-36a-402(1)(c)





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ADVISORS



WEST VALLEY CITY, UTAH

JULY 2025

IMPACT FEE FACILITIES PLAN (IFFP) & IMPACT FEE ANALYSIS (IFA)

METHODOLOGY SUMMARY

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS
FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC.

IMPACT FEE METHODOLOGY SUMMARY

SUMMARY OF METHODOLOGY FOR EACH FEE

PARKS

The park impact fee is based on a level of investment approach (LOI), which is calculated based on the City's existing inventory of park land and amenities and the estimated value of each asset. The fee is affected by changes in the value of land and estimated value of amenities. The final fee is attributed to residential land uses, based on average household size statistics.

POLICE

The police fee is based on existing and projected calls for service for the different land uses within the City (e.g. residential, commercial, etc.). The analysis also considers non-residential building square footage by land use type. The impact fee will fluctuate based on the applicable cost of existing and future facilities (inflation), as well as the proportionate need for existing facilities vs. new facilities. The final fee is attributed to residential and non-residential land uses based on call statistics for the specified land use type.

FIRE

The fire fee is based on existing and projected calls for service for the different land uses within the City (e.g. residential, commercial, etc.). The analysis also considers non-residential building square footage by land use type. The impact fee will fluctuate based on the applicable cost of existing and future facilities (inflation), as well as the proportionate need for existing facilities vs. new facilities. The final fee is attributed to residential and non-residential land uses based on call statistics for the specified land use type.

STORM

The storm fee is based on projected storm run-off. The impact fee will fluctuate based on the applicable cost of existing and future facilities (inflation), as well as the proportionate need for existing facilities vs. new facilities. Since the City has a controlled run-off requirement, the final fee is attributed to residential and non-residential land uses based on acreage.

ROADS

The road fee is based on a travel demand model and the determination of trips on the existing and future road system. Typically, a portion of the existing system is needed to serve new development, as well as future facilities to maintain the level of service. The impact fee will fluctuate based on the applicable cost of existing and future facilities (inflation), as well as the proportionate need for existing facilities vs. new facilities. The final fee is attributed to residential and non-residential land uses based on trip statistics for the specified land use type.



West Valley City Impact Fee Facility Plan

Overview

Transportation

West Valley City's current and proposed transportation level of service (LOS) is to provide adequate lane mile and intersection capacity to maintain LOS D according to the Wasatch Front Regional Council's (WFRC) Travel Demand Model Version 9.0.2. The West Valley City system-wide transportation Impact Fee Facilities Plan (IFFP) has a total cost of approximately \$15.5 million in road projects and another \$3.5 million in intersection improvements. Approximately \$8.9 million of these projects are impact fee eligible, maintaining the current level of service as a result of new development and will be built between 2024 and 2034. Table 1 includes those capacity projects included in this transportation IFFP.

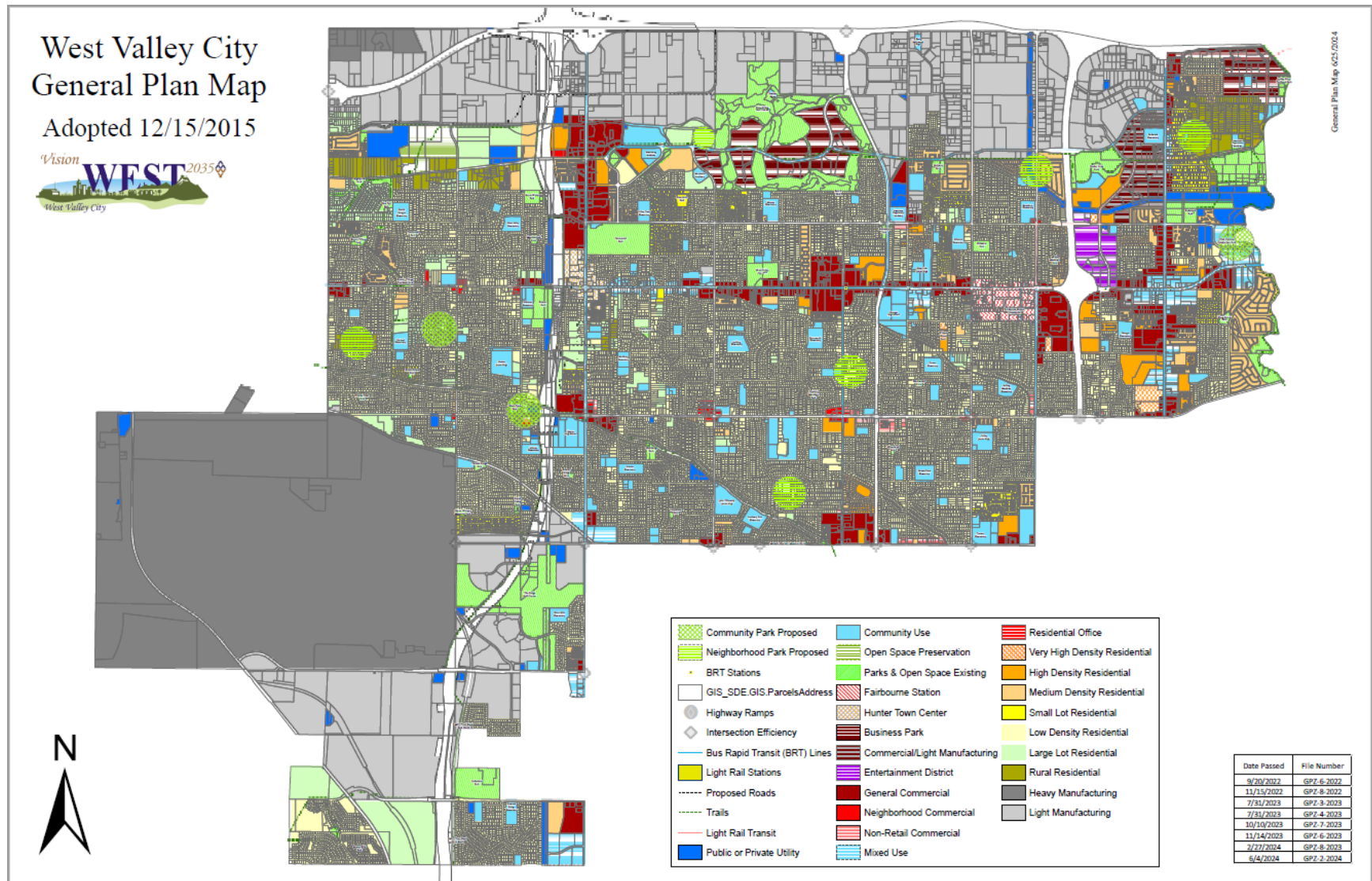
Table 1: Transportation Impact Fee Facilities Plan Roads

Project	Start	End	Project Type	Total Project Cost	IFFP Cost
6200 South	SR-111	MVC	Widening	\$8,042,973.00	\$1,200,681.45
5900 West	Parkway Blvd	Beagley Rd	New Road	\$7,642,005.00	\$4,267,320.55
7200 West & 4100 South			New Signal	\$2,169,044.00	\$2,169,044.00
2400 West & 3800 south			New Signal	\$1,118,419.00	\$1,118,419.00
6400 West & 4100 South			Signal Improvement	\$168,088.00	\$168,088.00
Source: Parametrix. See Appendix A for cost estimates			Total:	\$19,140,529.00	\$8,923,553.00

Growth

If West Valley City “builds out” according to the land use plan in Figure 1 by 2034, the City will have a population of approximately 155,000 people living in 52,000 households. New resident population is expected to occur primarily on currently vacant, residentially zoned land. This anticipated growth in households and resident population would be accompanied by an increase in commercial and industrial development. This six percent increase in population and 18 percent increase in households will require additional road infrastructure to serve the new development.

Figure 1: Future Land Use



For purposes of calculating an impact fee in the state of Utah, a ten-year growth horizon is used to ensure that the projects identified, and the fee imposed will be encumbered within the statutorily required six-year period. Table 2 provides current WFRC and West Valley City estimates and projections for the IFFP 10-year window based on the general plan land use map and input from the City.

Table 2: Demographic Projections

	WFRC Projections		West Valley City Projections	
	2024	2034	2024	2034
Population	145,562	149,876	145,562	154,859
Households	43,622	48,819	43,673	51,518
Employment	85,873	89,539	85,873	90,369

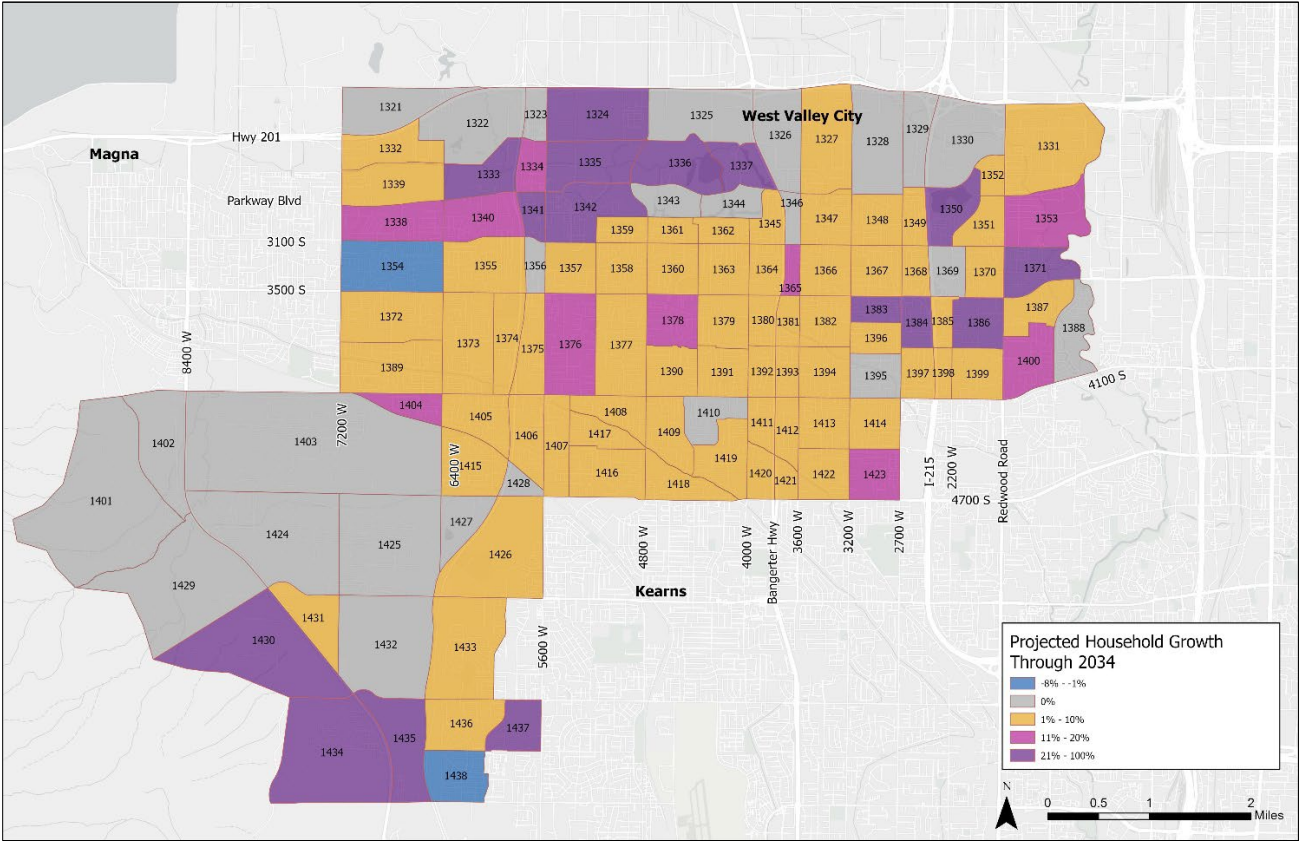
Source: WFRC Travel Demand Model V9.0.2, Parametrix

Future Growth Trends

West Valley City is projected to grow by 9,297 people and 7,845 households between 2024 and 2034. This residential growth represents a six percent increase in population and an 18 percent increase in households. At the same time employment is projected to grow by five percent.

Residential growth is anticipated to concentrate to the southwest and to the north, along Lake Park Blvd. The highest growth in employment occurs along SR-111 on the southwestern side of the City, and along Mountain View Corridor, south of SR-201. Figure 2 illustrates the areas of projected household growth through 2030.

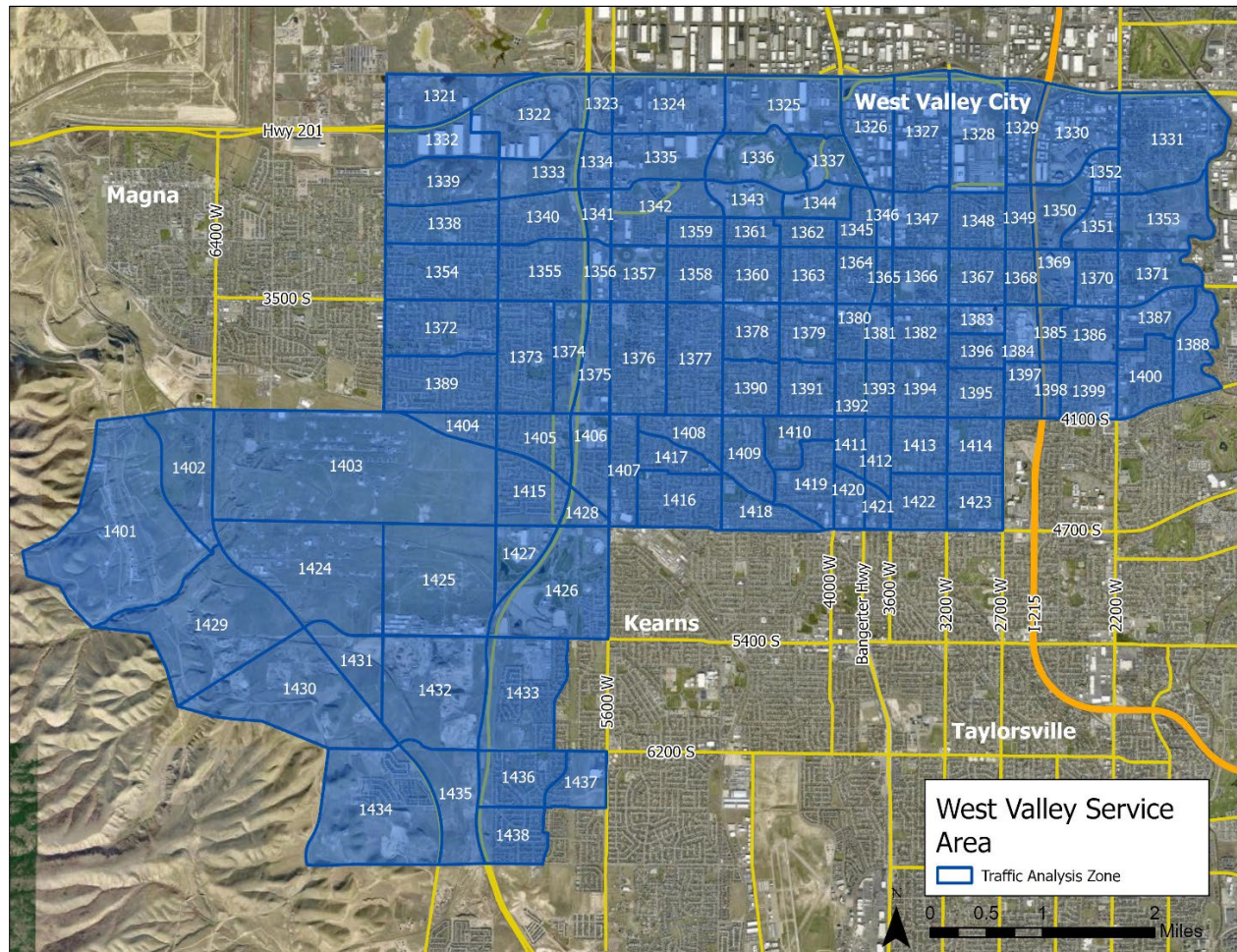
Figure 2: Projected Household Growth through 2030



Service Area

One service area was assumed for the IFFP encompassing the entire city boundary. Figure 3 shows the service area by traffic analysis zone.

Figure 3: West Valley City Service Area



Level of Service (LOS)

West Valley City's current and proposed transportation LOS is to provide adequate lane mile and intersection capacity to maintain LOS D according to the WFRC's Travel Demand Model¹. LOS standards are defined in the American Association of State and Territorial Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2018 (7th Edition) where LOS D is defined by traffic levels which represent "approaching unstable flow." This level can be measured by methods included in the Transportation Research Board (TRB), *Highway Capacity Manual 11th Edition (HCM)*, 2021.

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

1. number of travel lanes
2. number of turn lanes
3. number of trucks in the travel flow
4. the level of "platooning" of vehicles approaching each intersection
5. the timing of traffic signals and the coordination of multiple traffic signals
6. the number of turning vehicles
7. the vertical grade of the roadway and other horizontal alignment factors
8. the familiarity of drivers to local conditions
9. the availability of shoulders and lateral clearances
10. various natural environmental conditions

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

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

Table 3: Daily Capacity Level of Service D in West Valley City

Lanes	Maximum Daily Traffic Capacity Estimates (Suburban)			
	Arterial		Collector	
	$\geq \frac{1}{2}$ Mile Signal Spacing		$< \frac{1}{2}$ Mile Signal Spacing	
2	12,500	11,200	11,300	9,800
3	19,100	17,500	16,000	13,500
4	38,300	30,900	32,500	22,700
5	41,000	37,200	35,000	31,000
6	52,800	-	46,000	-
7	57,000	-	50,000	-
8	-	-	-	-

Source: Parametrix

Existing Facilities

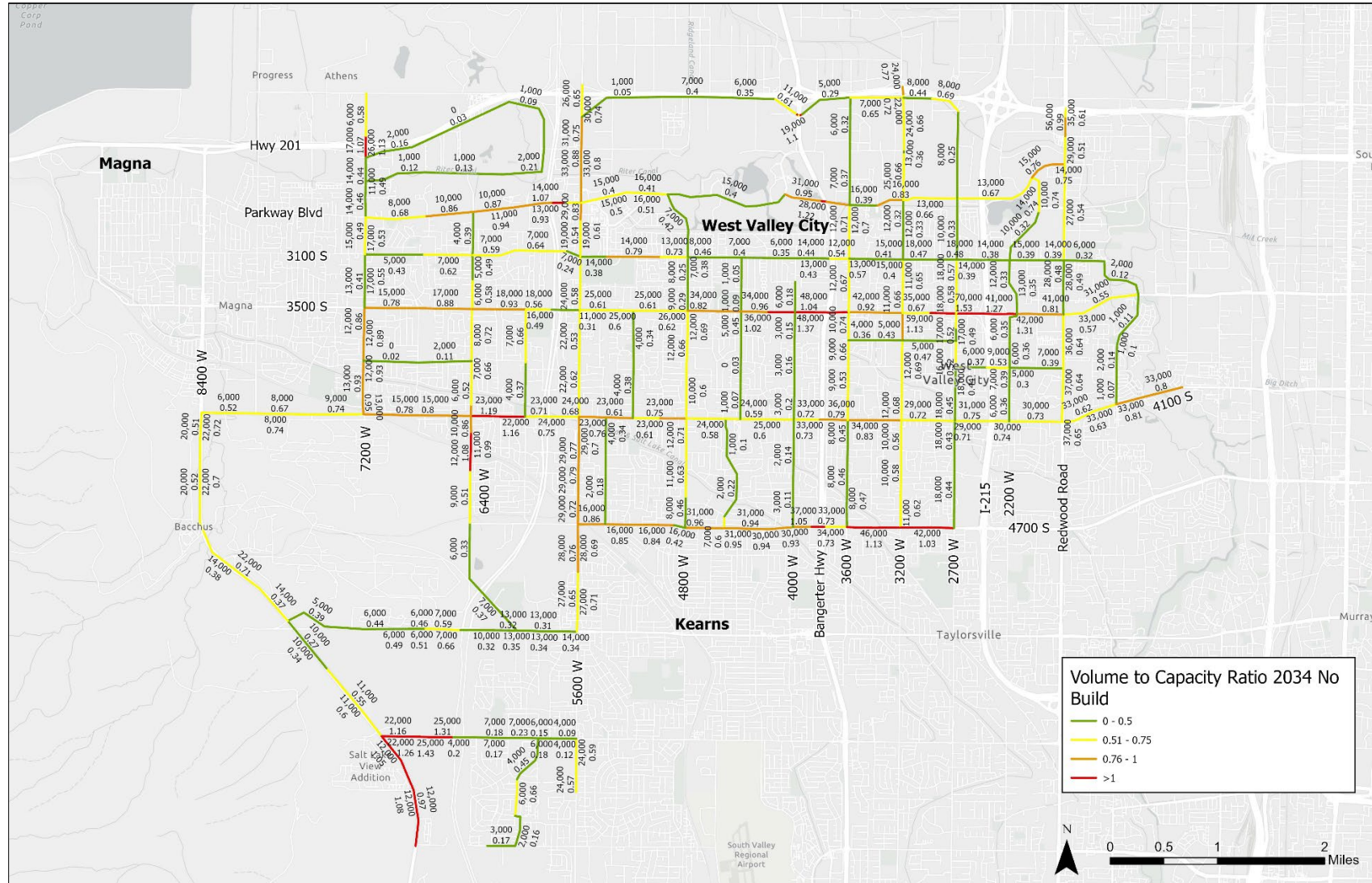
A calibrated travel demand model was used to generate current traffic volumes for each segment in West Valley City's current road network. For segments with capacity greater than volumes, there is existing excess capacity. For segments with capacity less than volumes, there is an existing deficiency.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

Impact of Growth

The travel demand model was also used to estimate the impact of the anticipated 4,314 new residents and 4,496 new jobs in 2034. Parametrix worked with West Valley City staff to develop an IFFP that would encompass the period from 2024 to 2034 which is based upon the City's Major Street Plan updated in 2025. Traffic volume estimates were developed by road segment. Traffic volumes were estimated based on the existing conditions, and modeled conditions in the year 2034 based on planned improvements to be completed by 2034 by West Valley City. Although improvements to the State Highway System are not eligible for impact fees, improvements included in the WFRC's *Regional Transportation Plan* (Wasatch Choice 2050 Vision) were assumed in the modeling, allowing the most accurate representation of future conditions possible with the available information.

Figure 4 depicts the forecasted LOS in a No-build scenario for the year 2034, where no improvements are made on the road network.

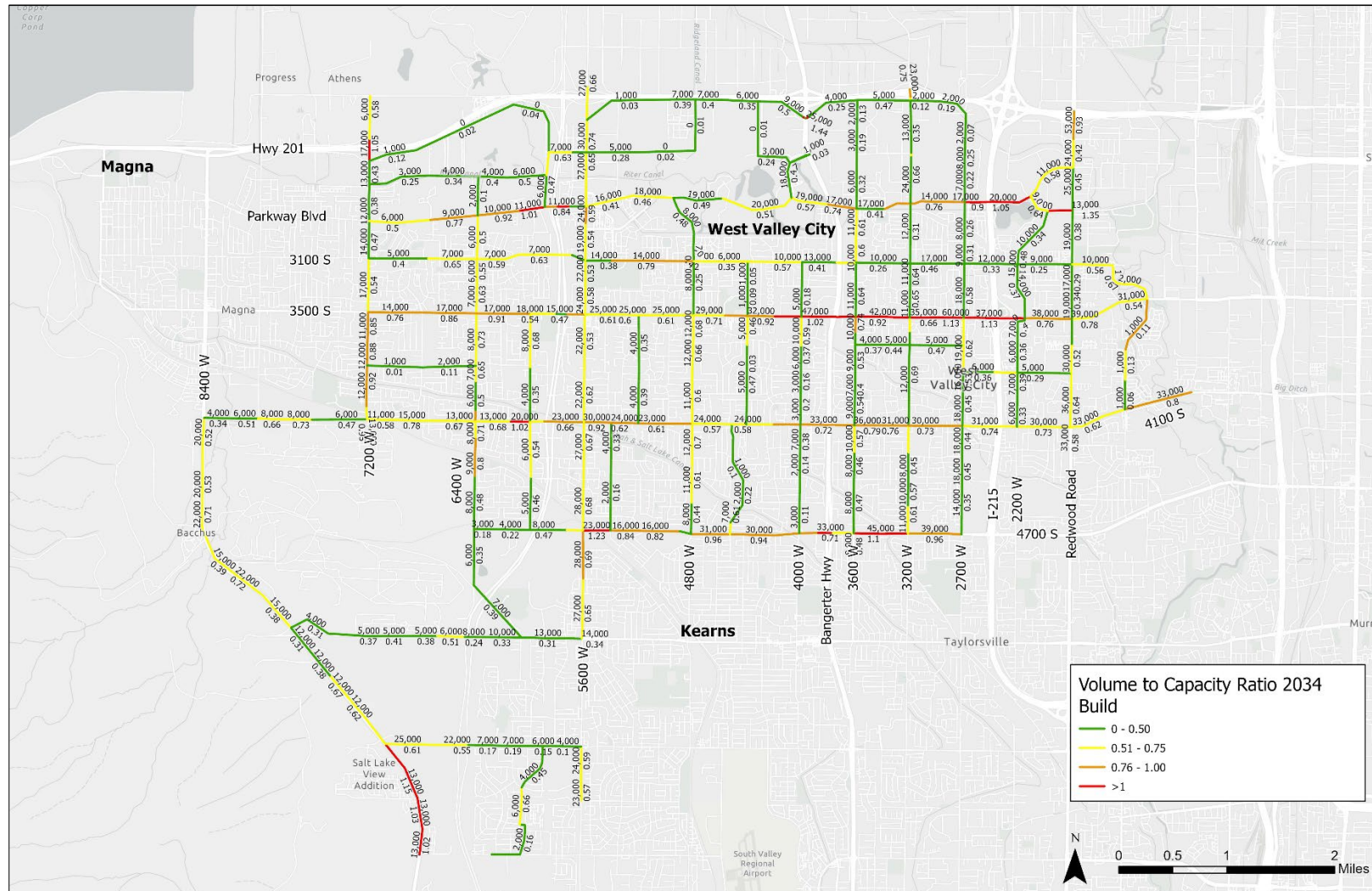
Figure 4: 2034 No Build Level of Service



Source: Parametrix, WFRM travel model V9.0.2.

Parametrix and West Valley City staff worked to develop capital improvement projects on the road segments that reflect the priorities of the City, will directly benefit expected new development, and relieve capacity deficiencies in the year 2034. Since the transportation system works as a network of improvements, projects were identified beyond those with 2034 estimated traffic volumes exceeding current, 2024, capacity at LOS D. Figure 5 depicts the forecasted LOS for the year 2034 in a scenario which includes IFFP projects.

Figure 5: 2034 Level of Service with Impact Fee Facilities Plan Projects



Source: Parametrix, WFRM travel model V9.0.2.

Future Facilities/Impact Fee Facilities Plan

To serve approximately 4,314 new residents and 4,496 new jobs projected through 2034, additional lane miles and intersection capacity are required. Figure 6 illustrates, and Table 4 lists, the projects included in the IFFP. The total cost is the planning level cost estimate to construct the project, while the IFFP cost is the cost attributable to the 10-year growth based upon existing and projected traffic volumes, pass-through traffic, existing deficiencies, and the amount of added capacity.

Figure 6: Impact Fee Facilities Plan

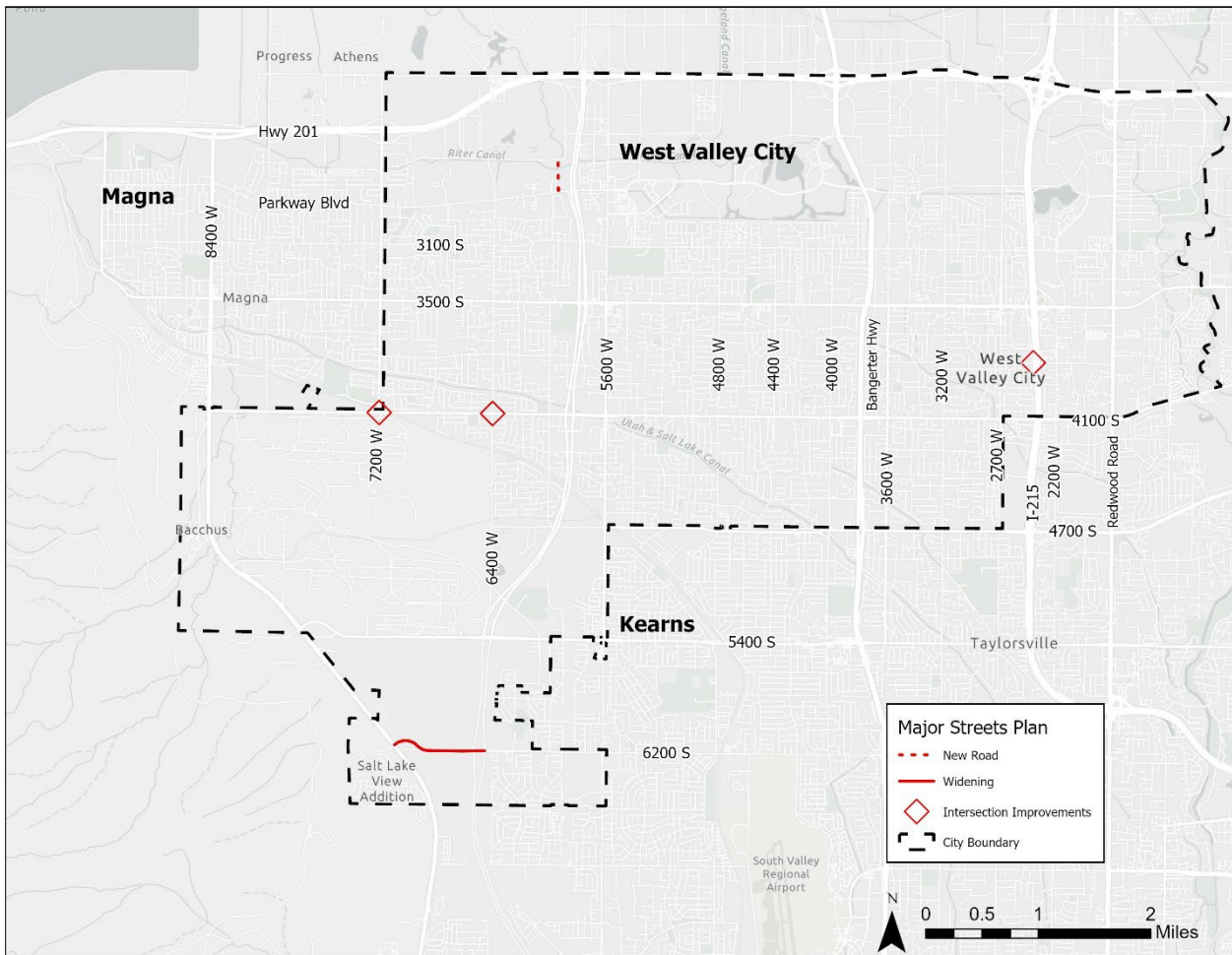


Table 4: Transportation Impact Fee Facilities Detail

Roadway	Start	End	Project Type	% Pass Through	New Capacity	Utilization of New Capacity by 10-year Growth ¹	Utilization of New Capacity by Existing Deficiencies	Total Cost	Cost for Existing Deficiencies	Cost for 10-Year Growth (IFFP)	Cost for Future Excess Capacity
6200 South	SR-111	MVC	Widening	64%	21,900	15%	22%	\$8,042,973.00	\$1,803,425.52	\$1,200,681.45	\$5,038,866.03
5900 West	Parkway Blvd	Beagley Rd	New Road	14%	9,800	56%	0%	\$7,642,005.00	\$0.00	\$4,267,320.55	\$3,374,684.45

¹Accounts for pass through traffic

Maximum Allowable Impact Fee

Table 6 summarizes the IFFP for West Valley City transportation. From the cost of the IFFP and the growth in trips by 2034, a maximum allowable transportation impact fee was calculated at \$202.99 for the West Valley service area.

Table 6: Maximum Allowable Impact Fee Calculation

Roadway Eligible Cost	\$5,468,002.00
Intersection Eligible Cost	\$3,455,551.00
Number of New Trips in 2034¹	54,519
Maximum Allowable Impact Fee/ Per Trip	\$163.68

Source: Parametrix

¹Based on the WFRC Travel Demand Model v9.0.2

Certification

I certify that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
 - a. Allowed under the Impact Fees Act; and
 - b. Actually incurred; or
 - c. Projected to be incurred or encumbered within six years after the day on which each impact fee is paid.
2. Does not include:
 - a. Costs of operation and maintenance of public facilities;
 - b. Costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; or
 - c. An expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and
3. complies in each and every relevant respect with the Impact Fees Act.

(Kai Tohinaka, Parametrix)

Appendix A – Cost Estimates

West Valley City - IFPP				
Opinion of Probable Costs - March, 2025				
6200 South (Mountain View Corridor to SR 111) - Widening 80' ROW - 5-Lane Minor Arterial - 3,825' Length				
Item	Unit	Unit Cost	Quantity	Cost
Roadway Excavation	C.Y.	\$55	17,914	\$985,290
Untreated Base Course	C.Y.	\$60	3,192	\$191,542
Granular Borrow	C.Y.	\$60	3,770	\$226,222
Curb and Gutter	L.F.	\$40	7,650	\$306,000
PCCP 9" Thick	S.Y.	\$115	7,650	\$879,750
Sidewalk	S.F.	\$10	45,900	\$459,000
Park Strip (Stamped Concrete)	S.F.	\$25	30,600	\$765,000
Pavement Marking	L.F.	\$2	26,775	\$53,550
Pavement Message	E.A.	\$200	60	\$12,000
Signs	E.A.	\$150	8	\$1,148
Weed Mitigation	S.F.	\$2	30,600	\$61,200
Subtotal - Construction Cost				\$3,940,702
SWPPP	L.S.	5%		\$197,035
Mobilization	L.S.	10%		\$394,070
Traffic Control	L.S.	5%		\$197,035
Utility Coordination	L.S.	10%		\$394,070
Subtotal - Construction Lump Sum Costs				\$1,182,211
Preconstruction Engineering	L.S.	15%		\$591,105
Construction Engineering	L.S.	12%		\$472,884
Subtotal - Engineering				\$1,063,990
Contingency	L.S.	30%		\$1,856,071
Total Project Cost				\$8,042,973

Notes:

- 1 Planning level IFPP estimate has a tolerance range of -50% to +200% and is subject to change based on design assumptions and existing conditions assessment.
- 2 Refer to Figure 3.2.1 in the 2020 West Valley City (WVC) Engineering Standards for the approved street sections.

West Valley City - IFFP Assumptions		
6200 South (Mountain View Corridor to SR 111) - Widening 80' ROW - 5-Lane Minor Arterial - 3,825' Length		
Parameters	Units	Qty
Portland Cement Concrete Pavement (PCCP)	IN	9
Untreated Base Course Thickness	IN	10
Granular Borrow Thickness	IN	12
Roadway Excavation Depth	FT	2.58
PCCP width	LF	24
Project Length	LF	3,825
Existing ROW Width	LF	106
Improved ROW Width	LF	106
ROW Width Change	LF	0
Estimate Year	AD	2025

Project Assumptions/Risks

- 1 Existing pavement removal and roadway excavation of the existing road.
- 2 Install one sign every 500 linear feet (LF).
- 3 Utility coordination will involve the integration of storm drainage systems.
- 4 Treatment of existing weeds will be provided for two years following the completion of construction.

West Valley City - IFFP				
Opinion of Probable Costs - March, 2025				
5900 West - New Road - 66' ROW				
3-Lane Collector				
Item	Unit	Unit Cost	Quantity	Cost
ROW Acquisition	S.F.	\$13	97,548	\$1,268,124
Bridge Structure	S.F.	\$250	2,800	\$700,000
Roadway Excavation	C.Y.	\$55	6,497	\$357,315
Untreated Base Course	C.Y.	\$60	2,090	\$125,400
Granular Borrow	C.Y.	\$60	2,518	\$151,084
Curb and Gutter	L.F.	\$40	2,956	\$118,240
PCCP 9" Thick	S.Y.	\$115	5,050	\$580,731
Sidewalk	S.F.	\$10	14,780	\$147,800
Park Strip (Stamped Concrete)	S.F.	\$25	14,780	\$369,500
Pavement Marking	L.F.	\$2	8,868	\$17,736
Pavement Message	E.A.	\$200	7	\$1,478
Sign	E.A.	\$150	3	\$443
Weed Mitigation	S.F.	\$2	14,780	\$29,560
Subtotal - Construction Cost				\$3,867,411
SWPPP	L.S.	5%		\$193,371
Mobilization	L.S.	10%		\$386,741
Utility Coordination	L.S.	10%		\$386,741
Subtotal - Construction Lump Sum Costs				\$966,853
Preconstruction Engineering	L.S.	15%		\$580,112
Construction Engineering	L.S.	12%		\$464,089
Subtotal - Engineering				\$1,044,201
Contingency	L.S.	30%		\$1,763,540
Total Project Cost				\$7,642,005

Notes:

- 1 Planning level IFFP estimate has a tolerance range of -50% to +200% and is subject to change based on design assumptions and existing conditions assessment.
- 2 Refer to Figure 3.2.1 in the 2020 West Valley City (WVC) Engineering Standards for the approved street sections.

West Valley City - IFFP		
Opinion of Probable Costs - March, 2025		
5900 West - New Road - 66' ROW		
3-Lane Collector - 1,478' Length		
Parameters	Units	Qty
Portland Cement Concrete Pavement (PCCP)	IN	9
Untreated Base Course Thickness	IN	10
Granular Borrow Thickness	IN	12
Roadway Excavation Depth	FT	2.58
Sidewalks	#	2
Curb to Curb width (TBC to TBC)	LF	46
Project Length	LF	1,478
Estimate Year	AD	2025

Project Assumptions/Risks

- 1 ROW acquisition is required from Rocky Mountain Power.
- 2 Install one sign every 500 linear feet (LF).
- 3 One pavement message will be placed every 200 linear feet (LF).
- 4 Utility coordination will involve the integration of storm drainage systems.
- 5 Treatment of existing weeds will be provided for two years following the completion of construction.

West Valley City - IFFP				
Opinion of Probable Costs - March, 2025				
7200 West 4100 South - Intersection Widening				
Item	Unit	Unit Cost	Quantity	Cost
Traffic Signal System	Lump	\$300,000	1	\$300,000
Road Queue Cutter at RR Xing	Lump	\$250,000	1	\$250,000
Asphalt Pavement Removal	S.Y.	\$25	2,389	\$59,722
Roadway Excavation	C.Y.	\$55	1,855	\$102,045
Untreated Base Course	C.Y.	\$60	664	\$39,815
Granular Borrow	C.Y.	\$60	796	\$47,778
HMA - 1/2 Inch	Ton	\$150	796	\$119,325
Pedestrian Access Ramps	E.A.	\$6,000	2	\$12,000
Sidewalk	S.F.	\$10	1,650	\$16,500
Curb and Gutter	L.F.	\$40	660	\$26,400
Park Strip (Stamped Concrete)	S.F.	\$25	1,650	\$41,250
Signs	E.A.	\$150	6	\$900
Pavement Message	E.A.	\$200	30	\$6,000
Pavement Marking	L.F.	\$2	800	\$1,600
Weed Mitigation	S.F.	\$2	3,300	\$6,600
Subtotal - Construction Cost				\$1,029,935
SWPPP	L.S.	5%		\$51,497
Mobilization	L.S.	10%		\$102,994
Traffic Control	L.S.	5%		\$51,497
Utility Coordination	L.S.	15%		\$154,490
Subtotal - Construction Lump Sum Costs				\$360,477
Preconstruction Engineering	L.S.	15%		\$154,490
Construction Engineering	L.S.	12%		\$123,592
Subtotal - Engineering				\$278,083
Contingency	L.S.	30%		\$500,549
Total Base Bid Cost				\$2,169,044

Notes:

- 1 Planning level IFFP estimate has a tolerance range of -50% to +200% and is subject to change based on design assumptions and existing conditions assessment.
- 2 Refer to Figure 3.2.1 in the 2020 West Valley City (WVC) Engineering Standards for the approved street sections.
- 3 Base Bid takeoffs extend south along 7200 W from the end of the existing sidewalk, covering 100 feet on either side of the 7200 W & 4100 S intersection.
- 4 See estimate 4100 South & Railroad - Intersection Widening for a breakdown of the bid alternate costs and exhibit. (\$1,860,756)

West Valley City - IFFP		
Opinion of Probable Costs - March, 2025		
7200 West 4100 South - Intersection Widening		
Parameters	Units	Qty
HMA Pavement Density	PCF	148
HMA Thickness (in) for reconstruction	IN	6
Untreated Base Course Thickness (in)	IN	10
Granular Borrow Thickness (in)	IN	12
Roadway Excavation Depth (Ft)	FT	2.16
Project Area (SF)	SF	21,500
New Sidewalk Connection (LF)	LF	330
Estimate Year	AD	2025

Project Assumptions/Risks

- 1 Traffic Signal System includes lighting luminaires fixed to signal poles, conduit, fixtures, connections, coordination, and utility relocation.
- 2 Construct a sidewalk along 4100 South and 7200 West, with curb, gutter, and a 5-foot park strip.
- 3 Partial reconstruction and widening of the T-intersection are necessary to meet future requirements for a 5-lane major arterial.
- 4 A new collector road from the development will connect to 4100 South, east of the railroad tracks.
- 5 Sidewalk crossing improvements at railroad are to be in accordance with FRA grade crossing standards.
- 6 Traffic signal system includes, but is not limited to: signal poles, supports, signal heads, detection systems, controller cabinet, signal timing and communication systems, concrete foundation, etc.
- 7 Railroad Crossing Safety Measures - A queue cutter will likely be required due to proximity of tracks to intersection.
- 8 Utility coordination will involve the integration of storm drainage systems.
- 9 Treatment of existing weeds will be provided for two years following the completion of construction.

West Valley City - IFPP				
Opinion of Probable Costs - March, 2025				
2400 West 3800 South - Intersection Update				
Item	Unit	Unit Cost	Quantity	Cost
Roadway Excavation	C.Y.	\$55	26	\$1,424
Sidewalk	S.F.	\$10	200	\$2,000
Curb and Gutter	L.F.	\$40	180	\$7,200
Traffic Signal System	Lump	\$500,000	1	\$500,000
Rotomilling	S.Y.	\$3	778	\$2,333
HMA - 1/2 Inch	Ton	\$120	86	\$10,319
Pedestrian Access Ramps	E.A.	\$6,000	3	\$18,000
Pavement Message	E.A.	\$200	30	\$6,000
Pavement Marking	L.F.	\$2	350	\$700
Subtotal - Construction Cost				\$547,976
SWPPP	L.S.	5%		\$27,399
Mobilization	L.S.	10%		\$54,798
Traffic Control	L.S.	5%		\$27,399
Utility Coordination	L.S.	10%		\$54,798
Subtotal - Construction Lump Sum Costs				\$164,393
Preconstruction Engineering	L.S.	15%		\$82,196
Construction Engineering	L.S.	12%		\$65,757
Subtotal - Engineering				\$147,953
Contingency	L.S.	30%		\$258,097
Total Project Cost				\$1,118,419

Notes:

- 1 Planning level IFPP estimate has a tolerance range of -50% to +200% and is subject to change based on design assumptions and existing conditions assessment.
- 2 Refer to Figure 3.2.1 in the 2020 West Valley City (WVC) Engineering Standards for the approved street sections.

West Valley City - IFFP		
Opinion of Probable Costs - March, 2025		
2400 West 3800 South - Intersection		
Parameters	Units	Qty
HMA Pavement Density	PCF	148
HMA Thickness for resurfacing	IN	2
Untreated Base Course Thickness	IN	N/A
Granular Borrow Thickness	IN	N/A
Rotomilling Depth	IN	2
Project Area	SF	7,000
Estimate Year	AD	2025

Project Assumptions/Risks

- 1 Split phase traffic signal system includes lighting luminaires fixed to signal poles, conduit, fixtures, connections, coordination, and utility relocation.
- 2 Pavement message consist of turning directional arrows and a green bike lane ladder pattern.
- 3 Existing curb and gutter to be removed (north side of intersection) and replaced with tighter curb radii to facilitate pedestrian movements & safety.
- 4 Asphalt within intersection to be resurfaced.
- 5 Existing pavement markings, including crosswalks, arrows, and safety indicators will be replaced.

West Valley City - IFFP				
Opinion of Probable Costs - March, 2025				
6400 West 4100 South - Intersection Update				
Item	Unit	Unit Cost	Quantity	Cost
Timing Adjustments	E.A.	\$5,000	1	\$5,000
Lighting System	E.A.	\$15,000	2	\$30,000
Rotomilling	S.Y.	\$3	833	\$2,500
HMA - 1/2 Inch	Ton	\$120	92	\$11,056
Pedestrian Access Ramps	E.A.	\$6,000	4	\$24,000
Pavement Message	E.A.	\$200	45	\$9,000
Pavement Marking	L.F.	\$2	400	\$800
Subtotal - Construction Cost				\$82,356
SWPPP	L.S.	5%		\$4,118
Mobilization	L.S.	10%		\$8,236
Traffic Control	L.S.	5%		\$4,118
Utility Coordination	L.S.	10%		\$8,236
Subtotal - Construction Lump Sum Costs				\$24,707
Preconstruction Engineering	L.S.	15%		\$12,353
Construction Engineering	L.S.	12%		\$9,883
Subtotal - Engineering				\$22,236
Contingency	L.S.	30%		\$38,789
Total Project Cost				\$168,088

Notes:

- 1 Planning level IFFP estimate has a tolerance range of -50% to +200% and is subject to change based on design assumptions and existing conditions
- 2 Refer to Figure 3.2.1 in the 2020 West Valley City (WVC) Engineering Standards for the approved street sections.

West Valley City - IFFP		
Opinion of Probable Costs - March, 2025		
6400 West 4100 South - Intersection		
Parameters	Units	Qty
HMA Pavement Density	PCF	148
HMA Thickness for resurfacing	IN	2
Untreated Base Course Thickness	IN	N/A
Granular Borrow Thickness	IN	N/A
Rotomilling Depth	IN	2
Project Area	SF	7,500
Estimate Year	AD	2025

Project Assumptions/Risks

- 1 Lighting includes luminaires fixed to signal poles, covering all conduit, fixtures, connections, coordination, and utility relocation.
- 2 Existing signal poles and heads are assumed to be adequate for future use.
- 3 Existing curb and gutter will remain, with striping and operational adjustments accommodating future traffic volumes.
- 4 The existing traffic signal heads, arms, and poles are adequate, requiring only signal timing adjustments.
- 5 Demolition includes pedestrian ramps, curb and gutter, and asphalt.
- 6 Existing pavement markings, including crosswalks, arrows, and safety indicators, are adequate and will be replicated during future restriping.