

## **ENOCH CITY COUNCIL NOTICE AND AGENDA**

November 5, 2025 at

6:00pm City Council

Chambers

City Offices, 900 E. Midvalley Road

**Join Zoom Meeting**

<https://us02web.zoom.us/j/86128086988>

**Meeting ID: 861 2808 6988**

### **1. CALL TO ORDER OF REGULAR COUNCIL MEETING**

- a. Pledge of Allegiance-
- b. Invocation (2 min.)-Audience invited to participate-
- c. Inspirational thought-
- d. Approval of Agenda for November 5, 2025-
- e. Approval of Minutes for October 15, 2025-
- f. Ratification of Expenditures-
- g. Conflict of Interest Declaration for this agenda-

### **2. PUBLIC COMMENTS**

### **3. PRESENTATION BY WATERWORTH**

### **4. PUBLIC HEARING FOR THE AMENDMENT OF THE RECREATION IMPACT FEE FACILITIES PLAN & IMPACT FEE ANALYSIS**

### **5. CONSIDER ORDINANCE NO 2025-11-05 AN ORDINANCE TO AMEND THE RECREATION IMPACT FEE FACILITIES PLAN & IMPACT FEE ANALYSIS**

### **6. CONSIDER RESOLUTION NO. 2025-11-05 A RESOLUTION TO ACCEPT A 3-YEAR CRACK SEALING CONTRACT WITH 24/7 ASPHALT**

### **7. CONSIDER THE 2025 AMENDMENT TO THE TRANSPORTATION IMPACT FEE FACILITIES PLAN & IMPACT FEE ANALYSIS AND SET A PUBLIC HEARING FOR NOVEMBER 19, 2025**

### **8. CONSIDER THE PURCHASE AGREEMENT BETWEEN ENOCH CITY & GOODBORO HOMES OF 3 ACRES FOR A FIRE STATION**

### **9. SET A SPECIAL CITY COUNCIL MEETING FOR TUESDAY, NOVEMBER 18, 2025 TO CANVASS THE GENERAL ELECTION AS REQUESTED BY THE IRON COUNTY CLERKS OFFICE**

### **10. COUNCIL/STAFF REPORT**

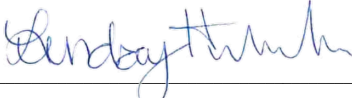
### **11. CLOSED SESSION TO DISCUSS ONE OR MORE OF THE FOLLOWING: THE CHARACTER, PROFESSIONAL COMPETENCE OR PHYSICAL OR MENTAL HEALTH OF AN INDIVIDUAL COLLECTIVE BARGAINING; PENDING OR REASONABLY IMMINENT LITIGATION, THE PURCHASE, EXCHANGE, OR LEASE OF REAL PROPERTY, INCLUDING ANY FORM OF WATER RIGHTS OR WATER SHARES; DEPLOYMENT OF SECURITY PERSONNEL, DEVICES OR SYSTEMS; INVESTIGATIVE PROCEEDINGS REGARDING ALLEGATIONS OF CRIMINAL MISCONDUCT.**

## 12. ADJOURN

In compliance with the Americans with Disabilities Act, persons needing auxiliary communicative aids and services for these meetings should call the City Offices at 435-586-1119, giving at least 24 hours advance notice. Meetings of the Enoch City Council may be conducted by electronic means pursuant to Utah Code Annotated, Section 52-4-207. In such circumstances, contact will be established and maintained by telephone or other electronic means and the meeting will be conducted pursuant to the Enoch City Code of Revised Ordinances, Chapter 3-500, regarding meeting procedures including electronic meetings.

### CERTIFICATE OF DELIVERY

I certify that a copy of the foregoing "Notice and Agenda" was delivered to each member of the City Council, posted on the Enoch City website, on the City Office entrance, and published on the Utah Public Meeting Notice website on 11/3/2025.



**Lindsay Hildebrand, Recorder**

11/3/2025

**Date**

**MINUTES**  
**ENOCH CITY COUNCIL**  
**October 15, 2025 at 6:00pm**  
**City Council Chambers**  
**City Offices, 900 E. Midvalley Road**

**MEMBERS PRESENT:**

**Mayor Geoffrey Chesnut**  
**Council Member Katherine Ross**  
**Council Member David Harris - Excused**  
**Council Member Shawn Stoor**  
**Council Member Bob Tingey**  
**Council Member Debra Ley**

**STAFF PRESENT:**

**Robert Dotson, City Manager**  
**Ashley Horton, Treasurer**  
**Justin Wayment, City Attorney**  
**Hayden White, Public Works Dir.**  
**Lindsay Hildebrand, Recorder**  
**Jackson Ames, Police Chief**

**Public Present:** Bryce Poulson, Delaine Finlay, Jonathan Wilson, Brent and Sarah Nelson, Su Wells, Noel Wells, Linda Hahne, Brenda Day, and Steve Nelson

**1. CALL TO ORDER OF REGULAR COUNCIL MEETING – by Mayor Chesnut**

- a. Pledge of Allegiance-** Led by Lindsay Hildebrand
- b. Invocation (2 min.)-Audience invited to participate-** Given by Council Member Stoor
- c. Inspirational thought-** Given by Council Member Ross
- d. Approval of Agenda for October 15, 2025-** Council Member Ross made a motion to amend the agenda and remove Andy Losee from item number three. Council Member Stoor seconded and all voted in favor.
- e. Approval of Minutes for October 1, 2025-** Council Member Ley noted that on page 3, the name Larry Jones should be Harry Jones. Council Member Stoor made a motion to approve the amended minutes. Council Member Tingey seconded and all voted in favor.
- f. Ratification of Expenditures-** Council Member Ross made a motion to ratify the expenditures for October 2025. Council Member Stoor seconded and all voted in favor.
- g. Conflict of Interest Declaration for this agenda-** None stated

**2. PUBLIC COMMENTS**

Worth Grimshaw, a lifelong resident of Enoch, expressed his disappointment regarding the destruction of a significant historical site in Enoch. He recounted that the previous week, he had participated in a meeting about the town's historical interests and was excited about the city's efforts in that area. After the meeting, he took two individuals to show them what he considered one of the three most historical sites in Iron County—the footprint of the old Spanish Trail in Enoch. However, he discovered that Enoch City had completely destroyed the site within the past week, with no possibility for replacement. Grimshaw emphasized the importance of that site, noting it was on land associated with key city facilities such as the city office, library, and police department, and that these land holdings would not exist if not for that historical site. He conveyed his strong dissatisfaction and stated that he would no longer provide Enoch City with anything of historical value and would discourage others from doing so, as he believed the city did not appreciate or preserve these sites. He acknowledged that the city had been informed of the site's significance

when the city office was built and expressed his regret, concluding that he would then simply forgive the city for its actions but wanted to make sure the council was aware of the destruction of the site.

**3. CONSIDER THE RE-APPOINTMENT OF LEONARD CORREA AND ANDY LOSEE TO THE PLANNING COMMISSION - 2 year term**

Council Member Ross said Mr. Correa wanted to serve another term. He is the currently the Planning Commission Chairman.

**Council Member Ross made a motion to reappoint Leonard Correa for another term on the Planning Commission. Council Member Tingey seconded and all voted in favor.**

**4. CERTIFICATION OF PETITION FOR ANNEXATION OF NELSON LIVING TRUST PROPERTY, PARCEL D-0648-0001-0000 AND SET A PUBLIC HEARING FOR NOVEMBER 19, 2025 – City Recorder (If no protest is filed)**

Lindsay, City Recorder, stated that this will start the notice process.

**Council Member Ross made a motion to set a public hearing for November 19, 2025. Council Member Stoor seconded and all voted in favor.**

**5. CONSIDER A REQUEST FOR ASSOCIATED FOODS DEVELOPMENT WAIVERS, Steve Miner, VP Associated Foods**

Steve Miner, Senior Vice President of Associated Food Stores and the Lin's organization, expressed his appreciation for the opportunity to speak. He shared that, on his way to the meeting, he had a phone call with Sterling Norton. Miner reminisced about meeting with Lynn and Reva Orton 37 years ago at the cattle auction by the restaurant, discussing plans to build a new store on Main Street. He recounted the company's acquisition of the corner parcel in 2014, waiting for population growth, and overcoming setbacks such as COVID-19 and economic downturns, which delayed their plans but did not deter them. Miner emphasized their excitement in recent months to reignite the project, especially after the groundbreaking ceremony for the Lin's store. He explained that in 2014 and 2015, when the CDRA and redevelopment area were established, discussions took place about the assistance needed to make the project financially feasible. Since then, they had been working on developing a hardware store, additional out parcels, and retail space. He noted a setback caused by the announcement of a Winco store in Cedar City, near the North Interchange, which could affect their project, but they decided to proceed despite the competitive threat, including concerns related to tariffs affecting costs. The project was approximately \$25 million, with investments in property, equipment, and inventory.

Miner stated that they were committed to bringing the store to Enoch, emphasizing the economic benefits such as sales tax, property tax, and job creation. He detailed projected sales of \$24 million in the first two years, which could generate approximately \$240,000 annually in sales tax revenue for the city. He also estimated that property taxes from the new store could add around \$123,000 per year to the city's revenue, with potential job creation for about 140 people, including many young workers. He referred to a letter sent to City Manager Dotson and the council that summarized their key requests, primarily assistance with permit impact fees and water shares, around four shares estimated at \$15,000 to \$20,000. The fees would amount to roughly \$247,000. He reiterated that their investment would be repaid through sales and property tax increments over time. Miner also discussed legislative changes, including House Bill 151 and Senate Bill 280, which could affect the city's ability to offer tax increment assistance, but indicated that their projects were likely grandfathered.

He concluded by asking the council to consider their 2014 requests for tax increment assistance, with the possibility of discussions after they commence construction. Miner expressed their commitment to the community, noting that they planned to sell turkeys by Thanksgiving and

contribute to local economic growth. He also conveyed the Orton family's gratitude for community support over the past 65 years and shared that, due to health issues, Lynn Riva Orton was unable to attend but wanted to thank the community on behalf of the family.

Council Member Stoor appreciated the explanation and desire to build in Enoch.

Council Member Tingey asked for an explanation for item number 2 in the 2014 letter to Associated Foods. City Manager Dotson explained that the second point related to the community development renewal agency, which was essentially the city council in a separate entity authorized to handle tax increment financing. This financing allowed for negotiations between the city and the development project to determine how sales tax and property tax revenues could be used to reimburse the company for its investment. He stated that the city had previously committed to rebate a percentage of the increase in property taxes generated by the store for the first five years. Additionally, they had agreed to rebate a negotiated portion of the profit taxes from years six through ten, with the typical arrangement being that the rebate amount would decrease by 20% each year over those five years, meaning that the company would receive a smaller rebate gradually, while the city retained a larger share of the increased taxes as time progressed.

Council Member Tingey asked, if possible, to see the estimate on the bottom line numbers. what it's going to cost the city above and beyond what things cost us now. Council Member Stoor expressed that, based on the previous agreement in 2014 and after reviewing the document, he appreciated the investment in the city and viewed it as a collaborative effort between the city and the developer. He conveyed his confidence that the project would benefit the community in the future. Stoor stated that he personally had no objection to Mr. Miner's request to move forward with starting the project and suggested that they could discuss additional details or conditions at a later time. Overall, he indicated that he did not have any objections to the current proposal.

Council Member Ley asked if they have to adhere to the 2014 letter and offer or if they could renegotiate. Mayor Chesnut said it was a proposal on our request and it sat for 11 years. The costs were exponentially different then. The water shares alone are a lot more. Council Member Ross addressed the water rights. City Manager Dotson explained that in 2007 the city purchased water rights and banked for economic development. That is the reason they were purchased.

City Manager Dotson reviewed the impact fee total numbers from 2014. They only had residential impact fees for residential units. They totaled \$7,604. They used residential impact fee amounts for commercial. The water sewer hookup fees were \$1,400. Council Member Ley asked if they needed to make a decision tonight. She suggested more time to look over the numbers. Council Member Ross agreed. City Attorney Wayment clarified that the Council was asking for a side-by-side comparison of what the store brings to the table for the benefit as well. They want to know what the old fees are, what the fees are now, but also what they benefit you with by coming here so they can make a balanced decision.

Steve Miner expressed that he believed there was a clear path for the city council to understand how the impact fees and tax sharing would be paid off. He explained that sales and property taxes were expected to increase alongside the project's growth, and that the city had the authority to approve items one and two—pertaining to permit and impact fees totaling approximately \$247,000, and four water shares—while all other requests could be declined. Miner assured that in the first two years, the city would likely fully recoup its investment through sales and property tax increments, even with conservative estimates. He emphasized that their projections of \$24 million in sales in year one were based on thorough market studies, performance expectations, and cash flow analyses, noting that the recent Winco store development illustrated the potential impact of large retail competitors.

Miner highlighted that the community's current sales tax revenue from the area was minimal, with most of the \$25 million in sales going to Cedar City, resulting in a loss of revenue and taxes for the local population. He underscored that Utah's structure meant sales taxes and property taxes were generated within the municipality, benefiting its budgets and services.

Addressing concerns about financial commitments, he reassured the council that the partnership was likely to be mutually beneficial and that the city could take time to make a decision if needed, because their eagerness was driven by a desire to move forward quickly. He concluded by affirming his confidence in reaching an agreement that would satisfy both parties, emphasizing their readiness to wait a few months if required for further deliberation.

There was more discussion about when to have a special meeting. Council Member Stoor explained that the total ask is the waiver of building permit and impact fees, totaling 247, 958.53. They also request 4 acre-feet of water rights that we already have banked. It was also suggested that the Council could review and negotiate the CDRA items regarding property and sales tax at a later time.

Council Member Tingey asked if the costs are offset by sales tax. Mayor Chesnut said in theory the costs would be recouped down the road through 1% sales tax and property tax in about 2 years. There was a discussion about this potentially setting a precedent for all incoming commercial businesses.

**Council Member Stoor made a motion to waive the building fee, plan review fee water connection fee, sewer impact fee, residential impact fee for police, residential impact fee for streets, residential impact fee for water, storm drainage impact fee, utility deposit, and the state 1% for a total amount of \$247,958.53 to be effective immediately and allocate 4 acre-feet of water from our bank shares. Council Member Ross seconded and Council Members Ross, Stoor and Tingey voted in favor. Council Member Ley did not vote.**

**6. CONSIDER THE AMENDMENT TO THE RECREATION IMPACT FEE FACILITIES PLAN & IMPACT FEE ANALYSIS AND SET A PUBLIC HEARING FOR NOVEMBER 5, 2025**

City Manager Dotson explained that the recreation impact fee facilities plan was scheduled for an update because the projects listed in the original plan were too large and not sufficiently detailed. The city had hired Sunrise Engineering, the previous company that prepared the initial plan, to conduct the update. The updated plan reflected a more detailed breakdown of projects over a six-year and twenty-year horizon. It included an analysis of the number of units to be built and the corresponding park and facility projects.

The memo provided to the council compared the previous impact fee projects with the new, revised projects, indicating that in the next six years, only two acres of parks would be developed instead of six, broken down into phases with specific costs. The phased approach allowed for smaller, manageable projects rather than a single large park. The impact fee maximum was identified as \$5,719, but the current fee charged was only \$1,200.

The memo suggested three options for the council: to accept the current impact fee, to not implement changes, or to modify the fee but keep it broken into phases. It was noted that any change to the impact fee would require a public hearing and a 90-day period before the city could collect the new fees. This information would be distributed to relevant organizations such as the Home Builders Association and the Board of Realtors to inform their discussions.

**Council Member Stoor made a motion to set a public hearing for the amendment to the Recreation Impact Fee Facilities Plan & Impact Fee Analysis for November 5, 2025. Council Member Ross seconded and all voted in favor.**

## 7. COUNCIL/STAFF REPORT

### Chief Ames

- The police department was at the school for the Rock, Ride, and Roll to school event to encourage kids to walk and exercise.
- They are busy with cases. They are up to 1,300 cases for the year, but nothing specific. It's a little higher than normal. In previous years they have had about 950 to 1200 cases.

### Lynn Nielson

- Keith Nader is working for Parowan as an inspector has been here in Enoch to learn and help us. It's been nice to have an extra body. It's been a good experience for him and it's been a great benefit for our city.
- They are as busy as ever. They are settling in on the other side of the city office building where the police department used to be.
- He reported on a couple of future projects in the works. He currently has 6 or 7 plan reviews on commercial buildings, and Gateway Academy/Burts will build a gym.

### Ashley Horton

- Mayor Chesnut and the council members liked the new format for line items on the ratification of expenditures.

### Hayden White

- We are getting ready to set up meter towers on Monday. They will include 76-foot poles
- The SCADA system is up to the new one.
- They have been getting ready for winter. The secondary water shuts down November 1<sup>st</sup>.

### Rob Dotson

- The City staff Christmas Party will be on December 17<sup>th</sup>.
- There will be an Emergency Action Planning Workshop for storms. Rob will send that information to the council. This is put together by the Utah Silver Jackets who are retired and semi-retired army engineers.
- Council Member Ley asked about meter reading towers and how they worked. City Manager Dotson explained that each meter sends a signal and an ID number. When the city truck passes by the home, the employee gets the data. Hayden had 4 towers donated to us from the power company and they are set up in strategic locations that pick those reads up automatically. This could potentially save us a lot of water usage. We just have 20 meters left to replace.
- MCM Engineering is working with the Governor's Office of Economic Opportunity. They are working on a grant with infrastructure. Rob applied for a grant to pay for 60% of it. It's due at the end of the month.

### Council Member Stoor

- City Manager Dotson reported that he had purchased the playground for the Cottonwood Subdivision Park. The neighbors are trying to figure out how to come up with the materials for a concrete border, which is about \$2,000.

Council Member Tingey

- Had an initial meeting of the History and Cultural group. About 8 people showed up. The purpose was to determine whether there was enough interest. Our consensus was to start an Enoch Historical Society. He hoped we would be ready at the next meeting to elect the board. He met with the attorney, Tyler Melling, for the 501 C3 and met with the head of the historical society in Cedar City, and reviewed their documents.

Council Member Ley

- She was concerned about what happened with the Spanish Trail behind the library. We need to have better information around the historic monument. Council Member Ross asked where was this at. City Manager Dotson said this is the dip in the ground where the bridge is, just behind the library. It's the only place where you could have seen the indentation of foot work. From the road to about the edge of the library. It was graded over. Council Member Tingey said this is another argument for having a historical society.

**8. CLOSED SESSION TO DISCUSS ONE OR MORE OF THE FOLLOWING: THE CHARACTER, PROFESSIONAL COMPETENCE OR PHYSICAL OR MENTAL HEALTH OF AN INDIVIDUAL COLLECTIVE BARGAINING; PENDING OR REASONABLY IMMINENT LITIGATION, THE PURCHASE, EXCHANGE, OR LEASE OF REAL PROPERTY, INCLUDING ANY FORM OF WATER RIGHTS OR WATER SHARES; DEPLOYMENT OF SECURITY PERSONNEL, DEVICES OR SYSTEMS; INVESTIGATIVE PROCEEDINGS REGARDING ALLEGATIONS OF CRIMINAL MISCONDUCT.**

**Council Member Stoor made a motion to close the regularly scheduled City Council meeting and go into a closed meeting for the discussion of acquisition, purchase, exchange or lease of real property. Council Member Ross seconded and a roll call vote was held as follows:**

**Council Member Stoor: Yes**

**Council Member Ross: Yes**

**Council Member Harris: Absent**

**Council Member Tingey: Yes**

**Council Member Ley: Yes**

**9. ACTION FROM CLOSED MEETING**

**Council Member Ross made a motion to instruct the administration to accept the second and execute the necessary documents. Council Member Stoor seconded and all voted in favor.**

City Manager Doston noted that the state legislature passed a law that allowed us to collect sales tax for public safety. The fire chief and others have been trying to get this passed. There are two ways to do it. Do a 0.3% sales tax that requires a public hearing. The other way is to implement a full 1% sales tax that requires to be on a ballot. According to the county and Cedar City, in their analysis of building two fire stations, the 1% sales tax will pay for both fire stations. Justin asked if they could do the 0.3% now and the 1% later to be on the ballot in two years? City Manager Dotson said yes. There was a discussion.

**10. ADJOURN – Council Member Ross made a motion to adjourn. Council Member Stoor seconded and all voted in favor.**

---

**Lindsay Hildebrand, Recorder**

**Date**

Enoch City Council Meeting  
October 15, 2025



---

## ENOCH CITY COUNCIL MEMORANDUM

---

**TO:** CITY COUNCIL  
**FROM:** ADMINISTRATION  
**DATE:** OCTOBER 15, 2025  
**SUBJECT:** IFFP UPDATE 2025 – PARKS & TRAILS



### BACKGROUND

In 2023, Enoch City Council approved a new “Recreation Impact Fee Facilities Plan & Analysis.” The Plan spelled out a demand analysis and impact fee plan for future parks and trails based upon the current level of service and the future growth demand for these services.

### REVISED PLAN

The 2023 Plan proposed large parks equaling 90 acres of new parks and 4 miles of proposed trails. The proposed MAXIMUM impact fee for these equaled \$9,671. The City Council approved an impact fee of \$1,200 per Equivalent Residential Unit.

Because the projects were so large in scope, it was determined that an update is needed to revise the Impact Fee Analysis & Plan to break up the projects into smaller pieces so as to be able to collect and use the impact fees within the legal timelines. This revised Recreation Impact Fee Analysis has been commissioned for this purpose.

2023 Parks:

Table 6-1: Proposed Parks

NO.	PARK NAME	CLASS	AREA (acres)	POTENTIAL CONSTRUCTION YEAR	% ELIGIBLE WITHIN PLANNING HORIZON	ACREAGE BUILT IN PLANNING HORIZON
1	Minersville Hwy Park	Neighborhood	6.0	2024	100%	6.0
2	South Enoch Community Park	Community	9.0	2029	100%	9.0
3	Enoch Regional Soccer Park	Regional	75.0	2034	20.4%	15.3
						30.3

2025 Parks:

Table 6-1: Proposed Parks

NO.	PARK NAME	CLASS	AREA (acres)	POTENTIAL CONSTRUCTION YEAR	% ELIGIBLE IN PLANNING HORIZON	ACREAGE BUILT IN PLANNING HORIZON
1	Minersville Hwy Park Land Purchase 1	Neighborhood	1.0	2027	100%	-
2	Minersville Hwy Park Land Purchase 2	Neighborhood	1.0	2028	100%	-
3	Minersville Hwy Park Design Phase I	Neighborhood	-	2030	100%	-
4	Minersville Hwy Park Construction Phase I	Neighborhood	2.0	2031	100%	2.0
5	Minersville Hwy Park Land Purchase 3	Neighborhood	1.0	2034	100%	-
6	Minersville Hwy Park Land Purchase 4	Neighborhood	1.0	2036	0%	-
7	Minersville Hwy Park Design Phase II	Neighborhood	-	2037	0%	-
8	Minersville Hwy Park Construction Phase II	Neighborhood	2.0	2037	0%	0.0
9	South Enoch Community Park	Community	9.0	2039	0%	0.0
10	Enoch Regional Soccer Park	Regional	75.0	2042	0%	0.0
						2.0

## 2023 Proposed Trails:

Table 6-2: Proposed Trails

NO.	TRAIL NAME	CLASS	LENGTH (miles)	POTENTIAL CONSTRUCTION YEAR	% ELIGIBLE IN PLANNING HORIZON	MILEAGE BUILT IN PLANNING HORIZON
1	Horseshoe Drive Trail	Trail	0.28	2024	100%	0.28
2	4800 N Trail	Trail	1.78	2026	65%	1.16
3	4600 N Trail	Trail	0.21	2028	100%	0.21
4	Maple Ln Trail	Trail	0.96	2030	100%	0.96
5	3800 N Trail	Trail	1.35	2032	100%	1.35
6	5200 N Trail	Trail	2.73		0%	0.00
7	600 E Trail	Trail	0.75		0%	0.00
8	Minersville Hwy Trail (UDOT)	Trail	4.45		0%	0.00
9	200 W Trail	Trail	0.51		0%	0.00
10	Driftwood Ln Trail	Trail	2.32		0%	0.00
11	Veterans Loop Trail	Trail	0.51		0%	0.00
12	Enoch Road Trail	Trail	1.52		0%	0.00
13	Ravine Rd Trail	Trail	1.32		0%	0.00
14	Highway 91 Trail (UDOT)	Trail	4.27		0%	0.00
15	900 W Trail	Trail	0.51		0%	0.00
						<b>4.0</b>

## 2025 Proposed Trails:

Table 6-2: Proposed Trails

NO.	TRAIL NAME	CLASS	LENGTH (miles)	POTENTIAL CONSTRUCTION YEAR	% ELIGIBLE IN PLANNING HORIZON	MILEAGE BUILT IN PLANNING HORIZON
1	Horseshoe Drive Trail	Trail	0.28	2028	100%	0.28
2	4600 N Trail	Trail	0.21	2030	100%	0.21
3	4800 N Trail	Trail	1.78		0%	0.00
4	Maple Ln Trail	Trail	0.96		0%	0.00
5	3800 N Trail	Trail	1.35		0%	0.00
6	5200 N Trail	Trail	2.73		0%	0.00
7	600 E Trail	Trail	0.75		0%	0.00
8	Minersville Hwy Trail (UDOT)	Trail	4.45		0%	0.00
9	200 W Trail	Trail	0.51		0%	0.00
10	Driftwood Ln Trail	Trail	2.32		0%	0.00
11	Veterans Loop Trail	Trail	0.51		0%	0.00
12	Enoch Road Trail	Trail	1.52		0%	0.00
13	Ravine Rd Trail	Trail	1.32		0%	0.00
14	Highway 91 Trail (UDOT)	Trail	4.27		0%	0.00
15	900 W Trail	Trail	0.51		0%	0.00
						<b>0.5</b>

## POTENTIAL ACTIONS

1. Approve the new Recreation Impact Fee Facilities Plan & Impact Fee Analysis” with the maximum allowable impact fee of \$5,719 per Housing Unit.

2. Approve the new Recreation Impact Fee Facilities Plan & Impact Fee Analysis” with the maximum allowable impact fee of \$5,719 per Housing Unit and reduce the current impact fee to a lower amount of your choosing.
3. Approve the new Recreation Impact Fee Facilities Plan & Impact Fee Analysis” with the maximum allowable impact fee of \$5,719 per Housing Unit and maintain the current impact fee of \$1,200 per ERU.

## LAY PERSON SUMMARY RECREATION IMPACT FEE ANALYSIS

*Enoch City, Utah – October 2025*

An Impact Fee Analysis for Enoch City's parks and recreation infrastructure has been completed; this summary, designed to be understood by a lay person, has been prepared pursuant to §11-36a-303 of the Utah Impact Fees Act.

A Recreation Impact Fee Analysis, as per the Utah Impact Fees Act, is a study conducted by local authorities to determine the impact of new developments on the parks and recreation infrastructure.

The purpose of this analysis is to evaluate how much new developments might contribute to an increased demand for more parks, trails, and public recreation areas. The analysis takes into account factors such as the city population and quantity of housing units.

By studying these factors, the analysis helps decide if an Impact Fee, a one-time charge to new developments for the purpose of paying for new or expanded public facilities should be assessed as a condition of development. An Impact fee is essentially a fair share contribution towards the cost of upgrading, maintaining, or constructing new recreational areas to handle the increased demand from the increasing population. The Impact Fee establishes the percentage of each proposed project that serves growth or future development. This percentage is the Impact Fee eligible percentage of each project. The Impact Fee helps ensure that new development projects don't burden the existing infrastructure.

The Enoch City Impact Fee Analysis proposes one 6-acre neighborhood park split into 3 phases, one 0.28-mile trail, one 0.21-mile trail, and an Impact Fee Facilities Plan and Impact Fee Analysis study conducted once every 5 years for a total of 2 studies.

The total of all 10-year planning window parks improvements projects are expected to cost \$4,382,100. The total of all 10-year planning window trails improvements projects are expected to cost \$584,700. The total of all 10-year planning window Impact Fee Facilities Plans and Impact Fee Analysis studies are expected to cost \$80,100. All the proposed projects are planned to serve future growth. The Impact Fee Analysis calculated that the average portion of all projects that support future growth or development is 100%; thus 100% of the infrastructure projects, as well as future Impact Fee Facilities Plan and Impact Fee Analyses, are Impact Fee eligible.

The total cost of Impact Fee eligible improvements is \$5,046,900. That total Impact Fee eligible cost was then divided by the 1,053 new housing units within Enoch City that are expected to be developed in the next 10 years to determine the average Impact Fee per housing unit. This calculates a maximum allowable Impact Fee of \$4,793 per housing unit.



11 North 300 West, Washington, Utah 84780  
Tel: 435.652.8450 | Fax: 435.652.8416

October 29, 2025

Rob Dotson, City Manager  
Enoch City  
900 East Midvalley Road  
Enoch, UT 84721

Subject: Amendment to "Recreation Impact Fee Facilities Plan & Impact Fee Analysis"

Dear Rob,

Sunrise Engineering LLC was requested to update the Enoch City Recreation Impact Fee Facilities Plan & Impact Fee Analysis dated January 2023 to reprioritize proposed parks and trails projects to reflect current infrastructure goals since the impact fee that was adopted in 2023. As requested by the City, Minersville Highway Park was divided into three separate phases with individual projects for purchasing land, design, and bidding and construction.

Please refer to the following pages for updates to the January 2023 report. Where no modifications have been made, this is noted within the corresponding section.

We appreciate the opportunity to assist Enoch City in reviewing and updating its Recreation Impact Fee Facilities Plan & Impact Fee Analysis. The updated results presented in this memorandum are intended to support the City's ongoing efforts to ensure that recreation infrastructure improvements are funded equitably and aligned with anticipated growth. Please let us know if any additional clarification or adjustments are needed.

Sincerely,

Brittany Darnell, PE  
Project Manager  
brittany.darnell@sunrise-eng.com  
435-652-8450

This document amends the "Recreation Impact Fee Facilities Plan & Impact Fee Analysis" dated January 2023, prepared by Sunrise Engineering, LLC. The original plan shall remain in full effect except as amended.

## 1. EXECUTIVE SUMMARY

### 1.1. USER ANALYSIS

Delete this section in its entirety and replace it with the following:

In the last few decades, Enoch City has experienced a growing population, presenting both challenges and opportunities as the City strives to maintain a high quality of life regarding parks and recreation for its citizens. A population and growth projection gives the City an idea of what future demands will be required and how the City should plan through a designated planning period. The following assumptions and calculations comprise the basis of analysis presented in this plan:

- Growth Rate = 3.5% Per Year
- 4.03 People per Household
- 10-Year Planning Period
- Existing Estimated Statistics For 2025:
  - *Population = 8,967*
  - *Occupied Households = 2,225*
  - *Total Housing Units = 2,565*
- Future Estimated Projections For 2035:
  - *Population = 12,649*
  - *Occupied Households = 3,139*
  - *Total Housing Units = 3,619*

### 1.2. INVENTORY

No change to this section.

### 1.3. DEMAND ANALYSIS

Delete this section in its entirety and replace it with the following:

The demand analysis focuses on the desired or target LOS, understood as the level of service the City desires to provide to its citizens, and the future efforts needed to meet the desired LOS. Discussions on the target LOS and future recreational facility demands due to growth are outlined in the plan.

- Target LOS:
  - *NRPA guidelines suggest 6.0 acres/1,000 people as a park facility LOS.*
  - *The City has elected to use its existing LOS as the target LOS for parks and trails. However, a lower target LOS has been set for the 10-year planning period for parks and trails.*
- Growth Demand for Planning Horizon:

- *Parks = 15.0 acres*
- *Trails = 2.0 miles*

#### 1.4. IMPACT FEE FACILITIES PLAN

Delete this section in its entirety and replace it with the following:

This facilities plan provides further analysis of the LOS and then outlines an action plan and recommended capital improvements to guide the City for the next 20 years.

- Park Facilities Plan
  - *Three Parks Identified = 90.0 acres*
  - *One three-phased park for 10-Year Horizon = 6.0 acres*
- Trail Facilities Plan
  - *Identified Trail Routes = 23.5 miles*
  - *Trails for 10-Year Horizon = 0.49 miles*
  - *Trail Material = Asphalt*

#### 1.5. IMPACT FEE ANALYSIS

Delete this section in its entirety and replace it with the following:

Impact fees are a significant source of funding for capital projects. It is required that these funds be directed toward parks and recreation improvements that will meet future needs of the community, supporting new development, and follow the facilities plan summarized in this report. Collection and expenditure of impact fees shall be in accordance with the Utah Impact Fees Act, Code 11-36a.

- Existing Impact Fee = \$1,250/ERU (\$1,250 per household)
- Estimated Unit Costs for New Infrastructure
  - *Parks = \$555,395.62 per acre*
  - *Trails = \$822,928.51 per mile*
  - *Facilities Plan = \$32,000 per plan*
- Total Impact Fee Eligible Costs = \$5,046,900
- New Housing Units in Planning Period = 1,053

Calculated Maximum Allowable Impact Fee = **\$4,793 per household**

## 2. INTRODUCTION

No change to this section.

## 3. USER ANALYSIS

### 3.1. GROWTH RATE

Delete Table 3-2 and replace it with the following:

YEAR	ESTIMATED POPULATION	PROJECTED HOUSEHOLDS	PROJECTED HOUSING UNITS
2025	8,967	2,225	2,565
2035	12,649	3,139	3,619
2045	17,843	4,428	5,105

### 3.2. LENGTH OF PLANNING HORIZON

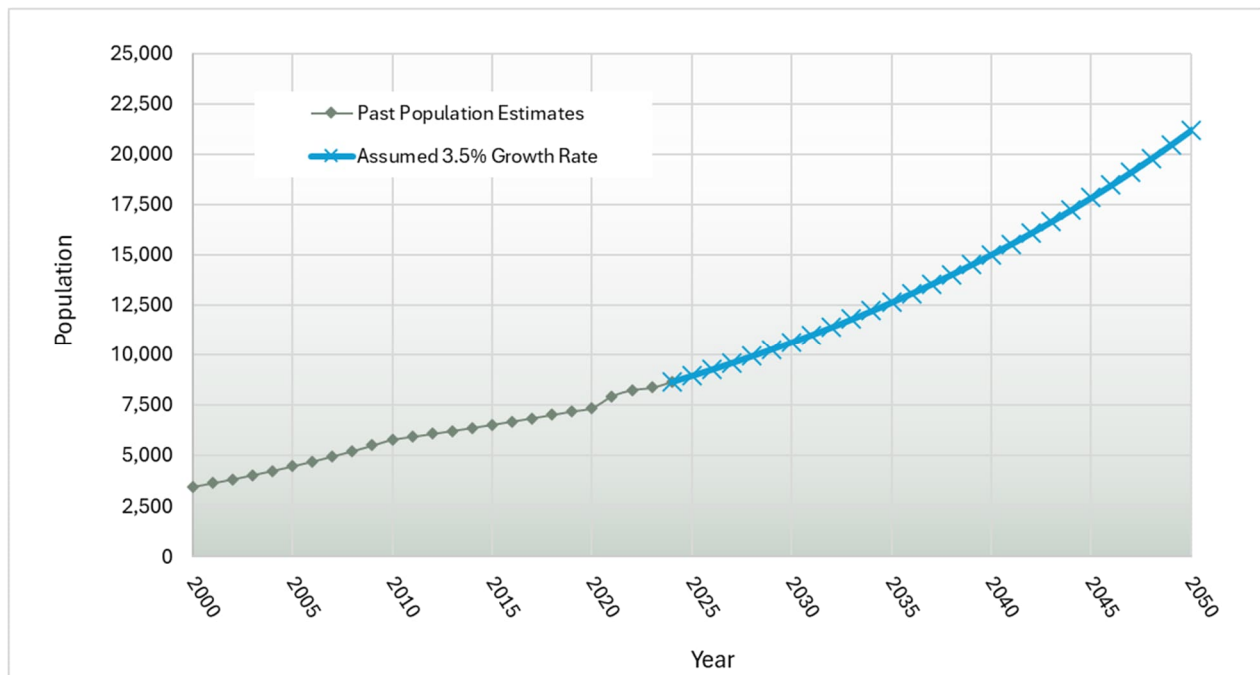
Delete this section in its entirety and replace it with the following:

It is typical for an impact fee facilities plan to use a 10- or 20-year planning horizon or period. This plan will assume a 10-year planning horizon, noting the following points:

- The City must expend or encumber collected impact fees for a permissible use within six years of their receipt.
- Assumptions, objectives, goals, etc. can change within a 10-year period. This change in conditions may especially be realized if dramatic population changes take place within the 10-year planning horizon.
- If actual growth rates are greater than anticipated, both revenues and expenditures advance forward in time, so the net effect on cash flow remains relatively constant. Similarly, if actual growth rates are lower than anticipated, impact fee revenues and demand for improvements are simultaneously delayed and remain relatively constant.

### 3.3. POPULATION PROJECTION

Delete Figure 3-1 and replace it with the following:



### 3.4. POPULATION CAPACITY

Delete this section in its entirety and replace it with the following:



While population data for this plan has been taken from the census, it is important to note the population figures presented in this plan may not fully reflect the population capacity of Enoch City as it relates to total housing units.

For example, the 2020 census reports 2,111 total housing units, but only 1,831 are occupied, with the remaining 280 being vacant. These vacant homes have been categorized as follows: for rent, rented but not occupied, for sale, sold but not occupied, seasonal, recreational, or occasional use, and vacant.

The population capacity for the 2020 census can be determined by taking the 2020 population divided by the number of housing units occupied and then multiplying by the total housing units as shown in the equation given below.

2020 Population Capacity:

$$\left( \frac{7,374 \text{ people}}{1,830 \text{ units occupied}} \right) 2,110 \text{ units total} = \mathbf{8,502 \text{ people}}$$

For non-census years, the ratio of total housing units to occupied housing units is assumed to remain constant. This ratio is multiplied by the projected population to determine the population capacity for that year. Calculations for the current and projected population capacity are illustrated in the following equations.

Current Population Capacity (2025):

$$\left( \frac{2,565 \text{ units total}}{2,225 \text{ units occupied}} \right) 8,967 \text{ people} = \mathbf{10,339 \text{ people}}$$

20-year Population Capacity (2045):

$$\left( \frac{5,105 \text{ units total}}{4,428 \text{ units occupied}} \right) 17,843 \text{ people} = \mathbf{20,571 \text{ people}}$$

The number of total housing units for a given year can be estimated using the 2020 population capacity and the 2020 census total housing unit number of 2,110. Alternatively, the number of total housing units can be calculated by taking the total population capacity and dividing it by the average household size of 4.03.

Average People Per Household (2020):

$$\left( \frac{7,374 \text{ people}}{1,830 \text{ units occupied}} \right) = \mathbf{4.03 \text{ people/unit}}$$

Current Occupied Housing Units (2025):

$$\frac{8,967 \text{ people}}{4.03 \text{ people/unit}} = \mathbf{2,225 \text{ occupied units}}$$

20-year Occupied Housing Units (2045):

$$\frac{17,843 \text{ people}}{4.03 \text{ people/unit}} = \mathbf{4,428 \text{ occupied units}}$$

More details of the population growth projections are found in Appendix B.

Important values in the user analysis and population growth projections include the existing population, used as the denominator in the equation to calculate existing LOS, and total housing units, used as the denominator in the per-unit impact fee calculation.

The total change in population over the 10-year planning period is estimated to be 3,682 people, and the change in total housing units (both occupied and other units) is estimated to be 1,053 units.

### 3.5. NON-RESIDENTIAL UNITS

No change to this section.

## 4. INVENTORY

No change to this section.

## 5. DEMAND ANALYSIS

### 5.1. TARGET LEVEL OF SERVICE

No change to this section.

### 5.2. GROWTH DEMANDS

Delete this section in its entirety and replace it with the following:

The additional growth demand or impact on recreational facilities in terms of additional population is calculated by taking the difference between future population at the end of the planning horizon (2035) and the current population (2025) as shown in the equation.

$$12,649 \text{ people} - 8,967 \text{ people} = 3,682 \text{ people}$$

Once the population increase due to growth over the planning period is calculated, this figure is simply multiplied by the existing LOS to obtain the increase in demand at the end of the planning period due to new growth, as shown in these equations:

Parks:

$$3,682 \text{ people} \left( \frac{3.88 \text{ acres}}{1,000 \text{ people}} \right) = \mathbf{15.0 \text{ acres}}$$

Trails:

$$3,682 \text{ people} \left( \frac{0.51 \text{ miles}}{1,000 \text{ people}} \right) = \mathbf{1.9 \text{ miles}}$$

The figures above represent the additional quantity of parks and trails that need to be provided over the 10-year planning period to maintain the existing LOS. **However, due to funding**

concerns and construction timeline feasibility, the City has elected to establish a lower LOS target. The target LOS is an additional 0.49 miles of trail and 6.0 acres of parks over the 10-year planning period. These figures provide the basis for the impact fee facilities plan and impact fee analysis.

## 6. IMPACT FEE FACILITIES PLAN

No change to this section.

### 6.1. PARK FACILITIES PLAN

Delete this section in its entirety and replace it with the following:

This impact fee facilities plan provides Enoch City with direction in terms of park development to meet future demands, meet the target LOS, and satisfy the recreational needs of the community. To meet the future demand for facilities, three parks, with corresponding classification and approximate acreage have been identified in Table 6-1 below.

Table 6-1: Proposed Parks

NO.	PARK NAME	CLASS	AREA (acres)	POTENTIAL CONSTRUCTION YEAR	% ELIGIBLE IN PLANNING HORIZON	ACREAGE BUILT IN PLANNING HORIZON
1	Minersville Hwy Park Land Purchase 1	Neighborhood	1.0	2026	100%	-
2	Minersville Hwy Park Land Purchase 2	Neighborhood	1.0	2027	100%	-
3	Minersville Hwy Park Design Phase I	Neighborhood	-	2028	100%	-
4	Minersville Hwy Park Construction Phase I	Neighborhood	2.0	2028	100%	2.0
5	Minersville Hwy Park Land Purchase 3	Neighborhood	1.0	2029	100%	-
6	Minersville Hwy Park Land Purchase 4	Neighborhood	1.0	2030	100%	-
7	Minersville Hwy Park Design Phase II	Neighborhood	-	2032	100%	-
8	Minersville Hwy Park Construction Phase II	Neighborhood	2.0	2032	100%	2.0
9	Minersville Hwy Park Land Purchase 5	Neighborhood	1.0	2033	100%	-
10	Minersville Hwy Park Land Purchase 6	Neighborhood	1.0	2034	100%	-
11	Minersville Hwy Park Design Phase III	Neighborhood	-	2035	100%	-
12	Minersville Hwy Park Construction Phase III	Neighborhood	2.0	2035	100%	2.0
13	South Enoch Community Park	Community	9.0	2038	0%	0.0
14	Enoch Regional Soccer Park	Regional	75.0	2043	0%	0.0
						<b>6.0</b>

A proposed 6.0 acres of neighborhood park, 9.0 acres of community park, and 75.0 acres of regional park for a total of 90 acres of park, have been identified by the City for future development. Maps showing the location of each of these parks can be found in Appendix A – Maps, entitled “Proposed Parks & Trails” (Figure 4).

In certain instances, neighborhood parks can be the responsibility of new development, to match the demand created by the development. These parks are sometimes built by the developer and then turned over to the City for ownership and maintenance. If this is the case, the City may require a minimum of 6.0 acres of park to be built. In exchange for the park built to City standards, the City may give an impact fee credit for the facility to the developer. This process benefits both parties given that the new development is more appealing with a neighborhood park and the City acquires the park acreage required to be constructed by this plan and new development.

In the case of community parks, the City will generally be responsible for the development and construction of these types of facilities since they typically serve multiple neighborhoods and often require a great deal of planning to be strategically located to serve the entire community.

Of the 90 acres of future park improvements identified in this plan, 6.0 acres have been included in the 10-year planning horizon. A potential construction year and a percent impact fee eligible are shown for these three parks in Table 6-1.

## 6.2. TRAIL FACILITIES PLAN

Delete this section in its entirety and replace it with the following:

This section of the facilities plan provides Enoch City with direction in terms of trail development to meet future demands and emphasizes safe travel for pedestrians to and from parks and around the community.

The focus on a trail system is as much on transportation as it is on recreation. The trail system improvements shown in Table 6-2 below represent the proposed new improvements generically, the specific sections of trail improvements will be named as the City seeks to implement certain sections from time to time.

Table 6-2: Proposed Trails

NO.	TRAIL NAME	CLASS	LENGTH (miles)	POTENTIAL CONSTRUCTION YEAR	% ELIGIBLE IN PLANNING HORIZON	MILEAGE BUILT IN PLANNING HORIZON
1	Horseshoe Drive Trail	Trail	0.28	2028	100%	0.28
2	4600 N Trail	Trail	0.21	2030	100%	0.21
3	4800 N Trail	Trail	1.78		0%	0.00
4	Maple Ln Trail	Trail	0.96		0%	0.00
5	3800 N Trail	Trail	1.35		0%	0.00
6	5200 N Trail	Trail	2.73		0%	0.00
7	600 E Trail	Trail	0.75		0%	0.00
8	Minersville Hwy Trail (UDOT)	Trail	4.45		0%	0.00
9	200 W Trail	Trail	0.51		0%	0.00
10	Driftwood Ln Trail	Trail	2.32		0%	0.00
11	Veterans Loop Trail	Trail	0.51		0%	0.00
12	Enoch Road Trail	Trail	1.52		0%	0.00
13	Ravine Rd Trail	Trail	1.32		0%	0.00
14	Highway 91 Trail (UDOT)	Trail	4.27		0%	0.00
15	900 W Trail	Trail	0.51		0%	0.00
						<b>0.49</b>

The proposed trail system consists of approximately 23.5 miles of new trails, trail extensions, and improvements to the trail network that have been identified in the Appendix A – Maps entitled “Proposed Parks & Trails” (Figure 4).

In some instances, these trails could be built with the arrival of new development. These trails are sometimes built by the developer and then turned over to the City. If this is the case, the City may require the trail material to be asphalt, which complies with its standard specifications, and the trail must be ten feet in width at a minimum. In exchange for a length of trail constructed to City standards, the City may give an impact fee credit for the trail length to the developer.

This process benefits both parties given that the new development is more appealing with a network of trails and ties into the City trail system and the City obtains the constructed trail mileage needed by this plan and new development.

Often with trails, the City will focus its efforts on implementing the major connections or trunk lines of the community trail system and let development drive the need, planning, and construction of the secondary trails.

### 6.3. ADDITIONAL CONSIDERATIONS

No change to this section.

## 7. IMPACT FEE ANALYSIS

### 7.1. EXISTING IMPACT FEE

No change to this section.

### 7.2. COST ANALYSIS

Delete this section in its entirety and replace it with the following:

An important part of calculating any impact fee is understanding and estimating the costs associated with new infrastructure. The total cost for each classification has been divided into three cost categories:

Construction: The cost for construction includes the capital cost of implementing the proposed improvements. Assumed construction costs are taken from bid tabulations of actual projects in neighboring communities for parks, trails, and recreation facilities. In recent years, construction of parks has seen a significant increase in costs; an assumed inflation rate of 3.0% was taken into account and construction prices represented in this plan include the actual cost at the time of construction inflated to 2025 dollars.

Incidentals: Incidental costs such as planning engineering design and construction services, bidding and negotiating, inspection, preliminary engineering, environmental compliance, geotechnical reporting and testing, survey, origination fees, permitting, etc. were based upon previous projects and assumed to be 18% of the construction costs (approximately 15% of total project cost).

Land: Land costs for parks were based upon a review of online real estate listings for undeveloped land at the time of plan preparation, coupled with discussions with Enoch City leadership regarding their knowledge of the current real estate market. Based on this review, it was concluded that a reasonable expectation for the City's cost of land is \$225,000 per acre. Land for trails was assumed to be within the right-of-way (ROW) or donated and therefore was not included in impact fee calculations.

The final unit costs calculated for all parks and trails including an impact fee facilities plan and impact fee analysis (IFFPA) update cost are summarized in the Table 7.2-1 in 2025 U.S. dollars. Detailed calculations on how these unit prices were calculated is found in Appendix D. Financing costs included in the calculations assume a 2.5% annual interest rate calculated on single annual payments on a loan term of 20 years.

Table 7.2-1: Cost Analysis Summary

COST CATEGORY	PARK	TRAIL	IFFPA
	(\$/acre)	(\$/mile)	(1 each)
Construction	\$ 279,996.29	\$ 697,397.04	-
Incidentals	\$ 50,399.33	\$ 125,531.47	
Land	\$ 225,000.00		
<b>Total</b>	<b>\$ 555,395.62</b>	<b>\$ 822,928.51</b>	<b>\$ 32,000.00</b>

**Parks Cost:** The impact fee eligible parks were based on the 4.0-acre demand identified in Section 6.2. These parks, with their eligible acreage, were then multiplied by the previously calculated unit park costs. The selected parks can be seen in Table 7-2 Impact Fee Calculations. **Considering the current costs for each park and adjusting for inflation and financing costs, the total estimated impact fee eligible cost for parks is \$4,382,100.**

**Trails Cost:** The impact fee eligible trails were based on the 0.49-mile demand identified in Section 6.3. These trails, with their eligible lengths, were then multiplied by the previously calculated unit trail costs. The selected trails can be seen in Table 7-2 Impact Fee Calculations. **Considering the current costs for each trail and adjusting for inflation and financing costs, the total estimated impact fee eligible cost for trails is \$584,700.**

**IFFPA Update Cost:** This plan is recommended to be updated as frequently as needed based upon the needs and growth of the City. It is recommended that impact fee facility plans and impact fee analyses be updated on average once every five years, that schedule being advanced or delayed depending on growth experienced by the City. Updates to an impact fee facilities plan are considered 100% impact fee eligible. **The total estimated impact fee eligible cost for two impact fee facility plan updates through the end of the 10-year planning period, including inflation, is \$80,100.**

Table 7.2-2: Impact Fee Calculations

Name	Size	Current Cost	Build Year	Future Cost	Financed Cost	% Impact Fee Eligible	Impact Fee Cost
Minersville Hwy Park Land Purchase 1	1.0 ac	\$ 225,000	2026	\$ 231,750	-	100%	\$ 231,800
Minersville Hwy Park Land Purchase 2	1.0 ac	\$ 225,000	2027	\$ 238,703	-	100%	\$ 238,700
Minersville Hwy Park Design Phase I	-	\$ 50,400	2028	\$ 55,073	-	100%	\$ 55,100
Minersville Hwy Park Construction Phase I	2.0 ac	\$ 560,000	2028	\$ 611,927	\$ 785,067	100%	\$ 785,100
Minersville Hwy Park Land Purchase 3	1.0 ac	\$ 225,000	2029	\$ 253,239	-	100%	\$ 253,200
Minersville Hwy Park Land Purchase 4	1.0 ac	\$ 225,000	2030	\$ 260,837	-	100%	\$ 260,800
Minersville Hwy Park Design Phase II	-	\$ 50,400	2032	\$ 61,986	-	100%	\$ 62,000
Minersville Hwy Park Construction Phase II	2.0 ac	\$ 560,000	2032	\$ 688,729	\$ 883,600	100%	\$ 883,600
Minersville Hwy Park Land Purchase 5	1.0 ac	\$ 225,000	2033	\$ 285,023	-	100%	\$ 285,000
Minersville Hwy Park Land Purchase 6	1.0 ac	\$ 225,000	2034	\$ 293,574	-	100%	\$ 293,600
Minersville Hwy Park Design Phase III	-	\$ 50,400	2035	\$ 67,733	-	100%	\$ 67,700
Minersville Hwy Park Construction Phase III	2.0 ac	\$ 560,000	2035	\$ 752,593	\$ 965,534	100%	\$ 965,500
<b>Total Acreage</b>	<b>6.0</b>					<b>Subtotal for Parks</b>	<b>\$ 4,382,100</b>
Horseshoe Drive Trail	0.28 mi	\$ 233,788	2028	\$ 255,466	\$ 327,749	100%	\$ 327,700
4600 N Trail	0.21 mi	\$ 172,815	2030	\$ 200,340	\$ 257,025	100%	\$ 257,000
<b>Total Mileage</b>	<b>0.5 mi</b>					<b>Subtotal for Trails</b>	<b>\$ 584,700</b>
Recreation IFFP/IFA Update	1 each	\$ 32,000	Every 5 Yrs	\$ 80,100	\$ 80,100	100.0%	\$ 80,100
<b>Total</b>							<b>\$ 5,046,900</b>
<b>New Housing Units</b>							<b>1,053</b>
<b>Impact Fee / Housing Unit</b>							<b>\$ 4,793</b>

All estimated impact fee eligible costs are shown in Table 7-2 for a total amount of \$5,046,900.

### 7.3. PROPOSED IMPACT FEE

Delete this section in its entirety and replace it with the following:

The demand analysis, included in Section 5, outlined the demand or impact to be placed on the Enoch City recreation facilities by growth over the planning period. These demands will result in a decrease in existing LOS if additional facilities are not constructed within the planning horizon. The impact fee facilities plan, described in Section 6, provides planned improvements, or means whereby Enoch City will be able to meet those demands and maintain the existing LOS.

The general idea behind calculating a maximum allowable impact fee amount is relatively simple: the total impact fee eligible expenses are divided by the total additional growth or in this case the growth in housing units as calculated in Section 3. The calculations for determining the maximum allowable impact fee amount are shown in the following equation and Table 7-2.

$$\frac{\$5,046,900}{1,053 \text{ Housing Units}} = \$4,793 \text{ per Unit}$$

This impact fee calculation represents the maximum amount that can be assessed by the City per housing unit. The City Council may set the actual impact fee at a lower value, but it may not exceed this maximum amount.

A cash flow spreadsheet has been prepared to show the collection and expenditure of impact fee funds based on the maximum allowable impact fee of \$4,793 and is found in Appendix E. Accompanying the spreadsheet are two charts showing the projected net annual impact fee cash flow and the projected annual impact fee fund balance. These charts demonstrate that the

impact fees are projected to cover the cost of the financed improvements to a zero balance through the period of debt service.

#### 7.4. IMPACT FEE RELATED ITEMS

No change to this section.

#### 7.5. FINANCING PLAN

No change to this section.

#### 7.6. RECOMMENDATIONS AND CONCLUSION

Delete this section in its entirety and replace it with the following:

The parks and recreation impact fee of \$4,793 that was calculated in Section 7.3 represents the maximum allowable impact fee that may be assessed by Enoch City. The impact fee that is adopted based on this impact fee analysis should be charged to new housing units until the following events occur:

1. New system improvements (other than those included in this analysis) are anticipated to support new growth, therefore becoming eligible for inclusion in the impact fee calculation.
2. The impact fee analysis is otherwise reviewed and updated; it is recommended that the impact fee facilities plan and impact fee analysis be updated every five years unless growth conditions require otherwise.

Enoch City has steadily grown over its history as a community, and continual growth is to be expected. In addition to residential growth, the City should also anticipate commercial and industrial growth in the municipality and outlying areas which may place additional demands on the parks and recreation system. This impact fee analysis will help the City appropriate the costs of system improvements and expansion to the new growth that the improvements will serve.

## APPENDIX A

No change to this section.



## APPENDIX B

Delete Table B-2 and replace it with the following:

Year	Population	Population Capacity	Occupied Households	Total Housing Units	Growth Rate (%)
1970	120				
1980	678				18.9%
1990	1,947				11.1%
2000	3,467				5.9%
2001	3,650				5.3%
2002	3,843				5.3%
2003	4,046				5.3%
2004	4,260				5.3%
2005	4,485				5.3%
2006	4,723				5.3%
2007	4,972				5.3%
2008	5,235				5.3%
2009	5,512				5.3%
2010	5,803	6,690	1,440	1,660	5.3%
2011	5,944	6,853	1,475	1,700	2.4%
2012	6,088	7,019	1,511	1,742	2.4%
2013	6,235	7,189	1,547	1,784	2.4%
2014	6,387	7,363	1,585	1,827	2.4%
2015	6,542	7,542	1,623	1,871	2.4%
2016	6,700	7,725	1,663	1,917	2.4%
2017	6,863	7,912	1,703	1,963	2.4%
2018	7,029	8,104	1,744	2,011	2.4%
2019	7,199	8,300	1,786	2,060	2.4%
2020	7,374	8,502	1,830	2,110	2.4%
2021	7,951	9,167	1,973	2,275	7.8%
2022	8,258	9,521	2,049	2,362	3.9%
2023	8,374	9,655	2,078	2,396	1.4%
2024	8,664	9,989	2,150	2,479	3.5%
2025	8,967	10,339	2,225	2,565	3.5%
2026	9,281	10,700	2,303	2,655	3.5%
2027	9,606	11,075	2,384	2,748	3.5%
2028	9,942	11,463	2,467	2,844	3.5%
2029	10,290	11,864	2,553	2,944	3.5%
2030	10,650	12,279	2,643	3,047	3.5%
2031	11,023	12,709	2,735	3,154	3.5%
2032	11,409	13,153	2,831	3,264	3.5%
2033	11,808	13,614	2,930	3,378	3.5%
2034	12,221	14,090	3,033	3,496	3.5%
2035	12,649	14,584	3,139	3,619	3.5%
2036	13,092	15,094	3,249	3,745	3.5%
2037	13,550	15,622	3,362	3,876	3.5%
2038	14,024	16,169	3,480	4,012	3.5%
2039	14,515	16,735	3,602	4,153	3.5%
2040	15,023	17,321	3,728	4,298	3.5%
2041	15,549	17,927	3,858	4,448	3.5%
2042	16,093	18,554	3,993	4,604	3.5%
2043	16,657	19,204	4,133	4,765	3.5%
2044	17,240	19,876	4,278	4,932	3.5%
2045	17,843	20,571	4,428	5,105	3.5%
2046	18,467	21,291	4,582	5,283	3.5%
2047	19,114	22,037	4,743	5,468	3.5%
2048	19,783	22,808	4,909	5,660	3.5%
2049	20,475	23,606	5,081	5,858	3.5%
2050	21,192	24,432	5,259	6,063	3.5%
2051	21,933	25,288	5,443	6,275	3.5%

## APPENDIX C

No change to this section.

## APPENDIX D

Delete Table D-2 and replace it with the following:

Owner	Name	Inflated Project Costs			
		Construction	Incidentals	Total	Cost/ Acre
Washington City	Cemetery Phase 3 Improvements	\$ 397,904.51	\$ 69,781.55	\$ 467,686.05	\$ 179,879.25
Lincoln County	Fairgrounds Phase 3	\$ 1,732,840.12	\$ 303,774.83	\$ 2,036,614.94	\$ 135,774.33
Mapleton City	Mapleton Ira Allan Park Sport Courts	\$ 1,444,930.46	\$ 253,352.03	\$ 1,698,282.49	\$ 849,141.25
Kane County	Jackson Flat Reservoir Improvement	\$ 214,092.42	\$ 37,560.48	\$ 251,652.90	\$ 167,768.60
South Jordan	South Jordan Pickleball	\$ 801,058.39	\$ 140,388.09	\$ 941,446.48	\$ 1,176,808.09
Washington City	Green Spring Park Improvements	\$ 355,710.57	\$ 62,329.53	\$ 418,040.10	\$ 119,440.03
Washington City	Boilers Park	\$ 1,991,157.43	\$ 349,021.49	\$ 2,340,178.92	\$ 668,622.55
St. George City	JC Snow Park Phase 2	\$ 255,063.90	\$ 44,657.56	\$ 299,721.46	\$ 149,860.73
St. George City	Little Valley Phase 2 Recons	\$ 2,290,007.41	\$ 401,439.44	\$ 2,691,446.85	\$ 283,310.20
St. George City	Hidden Valley Parks Courts	\$ 506,885.38	\$ 88,800.58	\$ 595,685.96	\$ 1,191,371.93
St. George City	Sun River Pickleball Court Replacement	\$ 717,330.37	\$ 125,780.13	\$ 843,110.51	\$ 843,110.51
St. George City	Little Valley Phase V - Sports Fields	\$ 2,750,461.87	\$ 482,113.69	\$ 3,232,575.56	\$ 355,134.91
St. George City	Bloomington Park Baseball Field 2	\$ 559,747.70	\$ 98,118.94	\$ 657,866.64	\$ 167,850.84
Washington City	Sullivan Virgin River Phase II	\$ 5,705,731.38	\$ 1,000,276.96	\$ 6,706,008.34	\$ 255,954.52
St. George City	Little Valley Pickleball Phase II	\$ 1,293,116.34	\$ 226,718.69	\$ 1,519,835.03	\$ 524,081.05
White Pine County	Camp Success	\$ 1,618,075.32	\$ 592,667.12	\$ 2,210,742.44	\$ 442,148.49
Lincoln County	Echo Canyon RV Campground	\$ 2,418,395.00	\$ 599,583.77	\$ 3,017,978.76	\$ 301,317.12
Lincoln County	Pioneer Park Phase I & II	\$ 1,068,892.94	\$ 224,842.49	\$ 1,293,735.43	\$ 404,292.32
St. George City	Royal Oaks Park	\$ 570,304.35	\$ 99,941.69	\$ 670,246.04	\$ 670,246.04
St. George City	Silkwood Park	\$ 533,345.31	\$ 93,435.79	\$ 626,781.10	\$ 417,854.06
St. George City	Sunset Park	\$ 776,416.78	\$ 136,070.19	\$ 912,486.97	\$ 380,202.90
White Pine County	Preston Park	\$ 221,563.24	\$ 52,040.27	\$ 273,603.51	\$ 390,862.16
White Pine County	North Ely Park	\$ 231,543.57	\$ 62,876.06	\$ 294,419.62	\$ 294,419.62
White Pine County	Bianchi Park	\$ 218,996.87	\$ 31,509.32	\$ 250,506.19	\$ 417,510.31
White Pine County	McGill Park	\$ 363,711.60	\$ 52,468.00	\$ 416,179.60	\$ 320,138.16
White Pine County	Steptoe Park	\$ 147,138.52	\$ 21,243.84	\$ 168,382.36	\$ 420,955.90
White Pine County	Courthouse Park	\$ 327,212.12	\$ 68,579.10	\$ 395,791.22	\$ 304,454.79
St. George City	Little Valley Pickleball	\$ 1,195,092.74	\$ 132,902.30	\$ 1,327,995.04	\$ 531,198.01
Lincoln County	Pioche Park Phase II	\$ 1,113,148.55	\$ 245,979.40	\$ 1,359,127.95	\$ 503,380.72
Washington City	Sullivan Virgin River Phase I	\$ 2,264,649.34	\$ 397,054.80	\$ 2,661,704.14	\$ 251,104.16
Lincoln County	Rachel Park	\$ 362,416.50	\$ 79,562.22	\$ 441,978.72	\$ 294,652.48
City of Caliente	Dixon Park	\$ 3,604,695.40	\$ 474,367.27	\$ 4,079,062.67	\$ 769,634.47
City of Caliente	Super Park	\$ 1,297,320.11	\$ 299,165.42	\$ 1,596,485.53	\$ 532,161.84
City of Caliente	Rose Park	\$ 652,709.53	\$ 140,492.05	\$ 793,201.58	\$ 610,155.06
Washington City	Green Springs Park	\$ 1,420,339.90	\$ 249,065.96	\$ 1,669,405.86	\$ 194,116.96
Subtotal		\$ 41,422,005.93	\$ 7,737,961.04	\$ 49,159,966.97	
Cost / Acre		\$ 279,996.29	\$ 52,305.54	\$ 332,301.83	

Delete Table D-4 and replace it with the following:

Owner	Name	Inflated Project Costs				
		Construction	Incidentals	Total	Cost / Mile	Cost / Foot
Sandy City	Sandy Canal Trail	\$ 704,341.38	\$ 123,474.14	\$ 827,815.53	\$ 1,313,992.90	\$ 248.86
Washington City	Three Rivers Trail Connection	\$ 1,661,080.64	\$ 291,194.74	\$ 1,952,275.39	\$ 841,498.01	\$ 159.37
Washington City	Three Rivers Trail Reconstruction	\$ 333,979.81	\$ 58,548.13	\$ 392,527.94	\$ 1,036,273.76	\$ 196.26
Washington City	Mill Creek Trail	\$ 58,325.46	\$ 10,224.71	\$ 68,550.17	\$ 685,501.69	\$ 129.83
Washington City	Virgin River Trail	\$ 157,666.30	\$ 27,639.60	\$ 185,305.90	\$ 370,611.80	\$ 70.19
St. George City	Virgin River Trail, South C	\$ 173,229.95	\$ 30,367.97	\$ 203,597.92	\$ 407,195.84	\$ 77.12
Subtotal		\$ 3,088,623.55	\$ 541,449.29	\$ 3,630,072.84	\$ 819,653.81	\$ 155.24
Cost / Mile		\$ 697,397.04	\$ 122,256.77	\$ 819,653.81		

Delete Table D-5 and replace it with the following:

Existing Eligible LOS	Parks	3.42
Existing Eligible LOS	Trails	0.45
Existing Population	2025	8,967
Future Population	2035	12,649
Change in Population	10 yr horizon	3,682
Acreage Req'd in Planning Horizon	Parks	12.6
Mileage Req'd in Planning Horizon	Trails	1.6

Delete Table D-6 and replace it with the following:

NO.	PARK NAME	CLASS	AREA (acres)	POTENTIAL CONSTRUCTION YEAR	% ELIGIBLE IN PLANNING HORIZON	ACREAGE BUILT IN PLANNING HORIZON	ESTIMATED 2025 PROJECT COST	CONSTRUCTION- YEAR PROJECT COST	FINANCED PROJECT COST (2.5%, 20 yrs)	IMPACT FEE ELIGIBLE PROJECT COST
1	Minersville Hwy Park Land Purchase 1	Neighborhood	1.0	2026	100%	-	\$ 225,000.00	\$ 231,750.00	-	\$ 231,800.00
2	Minersville Hwy Park Land Purchase 2	Neighborhood	1.0	2027	100%	-	\$ 225,000.00	\$ 238,702.50	-	\$ 238,700.00
3	Minersville Hwy Park Design Phase I	Neighborhood	-	2028	100%	-	\$ 50,400.00	\$ 55,073.44	-	\$ 55,100.00
4	Minersville Hwy Park Construction Phase I	Neighborhood	2.0	2028	100%	2.0	\$ 560,000.00	\$ 611,927.12	\$ 785,067.35	\$ 785,100.00
5	Minersville Hwy Park Land Purchase 3	Neighborhood	1.0	2029	100%	-	\$ 225,000.00	\$ 253,239.48	-	\$ 253,200.00
6	Minersville Hwy Park Land Purchase 4	Neighborhood	1.0	2030	100%	-	\$ 225,000.00	\$ 260,836.67	-	\$ 260,800.00
7	Minersville Hwy Park Design Phase II	Neighborhood	-	2032	100%	-	\$ 50,400.00	\$ 61,985.64	-	\$ 62,000.00
8	Minersville Hwy Park Construction Phase II	Neighborhood	2.0	2032	100%	2.0	\$ 560,000.00	\$ 688,729.36	\$ 883,600.22	\$ 883,600.00
9	Minersville Hwy Park Land Purchase 5	Neighborhood	1.0	2033	100%	-	\$ 225,000.00	\$ 285,023.27	-	\$ 285,000.00
10	Minersville Hwy Park Land Purchase 6	Neighborhood	1.0	2034	100%	-	\$ 225,000.00	\$ 293,573.97	-	\$ 293,600.00
11	Minersville Hwy Park Design Phase III	Neighborhood	-	2035	100%	-	\$ 50,400.00	\$ 67,733.39	-	\$ 67,700.00
12	Minersville Hwy Park Construction Phase III	Neighborhood	2.0	2035	100%	2.0	\$ 560,000.00	\$ 752,593.17	\$ 965,533.82	\$ 965,500.00
13	South Enoch Community Park	Community	9.0	2038	0%	0.0	\$ 555,400.00	\$ 815,623.62	\$ 1,046,398.27	\$ -
14	Enoch Regional Soccer Park	Regional	75.0	2043	0%	0.0	\$ 555,400.00	\$ 945,531.32	\$ 1,213,062.39	\$ -
						6.0	\$ 4,292,000.00	\$ 5,562,322.96	\$ 4,893,662.06	\$ 4,382,100.00

Delete Table D-7 and replace it with the following:

NO.	TRAIL NAME	CLASS	LENGTH (miles)	POTENTIAL CONSTRUCTION YEAR	% ELIGIBLE IN PLANNING HORIZON	MILEAGE BUILT IN PLANNING HORIZON	ESTIMATED 2025 PROJECT COST	CONSTRUCTION- YEAR PROJECT COST	FINANCED PROJECT COST (2.5%, 20 yrs)	IMPACT FEE ELIGIBLE PROJECT COST
1	Horseshoe Drive Trail	Trail	0.28	2028	100%	0.28	\$ 233,787.86	\$ 255,466.30	\$ 327,748.60	\$ 327,700.00
2	4600 N Trail	Trail	0.21	2030	100%	0.21	\$ 172,814.99	\$ 200,339.93	\$ 257,024.63	\$ 257,000.00
3	4800 N Trail	Trail	1.78		0%	0.00	\$ -	\$ -	\$ -	\$ -
4	Maple Ln Trail	Trail	0.96		0%	0.00	\$ -	\$ -	\$ -	\$ -
5	3800 N Trail	Trail	1.35		0%	0.00	\$ -	\$ -	\$ -	\$ -
6	5200 N Trail	Trail	2.73		0%	0.00	\$ -	\$ -	\$ -	\$ -
7	600 E Trail	Trail	0.75		0%	0.00	\$ -	\$ -	\$ -	\$ -
8	Minersville Hwy Trail (UDOT)	Trail	4.45		0%	0.00	\$ -	\$ -	\$ -	\$ -
9	200 W Trail	Trail	0.51		0%	0.00	\$ -	\$ -	\$ -	\$ -
10	Driftwood Ln Trail	Trail	2.32		0%	0.00	\$ -	\$ -	\$ -	\$ -
11	Veterans Loop Trail	Trail	0.51		0%	0.00	\$ -	\$ -	\$ -	\$ -
12	Enoch Road Trail	Trail	1.52		0%	0.00	\$ -	\$ -	\$ -	\$ -
13	Ravine Rd Trail	Trail	1.32		0%	0.00	\$ -	\$ -	\$ -	\$ -
14	Highway 91 Trail (UDOT)	Trail	4.27		0%	0.00	\$ -	\$ -	\$ -	\$ -
15	900 W Trail	Trail	0.51		0%	0.00	\$ -	\$ -	\$ -	\$ -
						0.49	\$ 406,602.84	\$ 455,806.24	\$ 584,773.23	\$ 584,700.00

## APPENDIX E

No change to this section.

## APPENDIX F

Delete this appendix and replace it with the following:

## CERTIFICATION OF IMPACT FEE ANALYSIS BY CONSULTANT

In accordance with Utah Code Annotated § 11-36a-306, Brittany Darnell, P.E., on behalf of Sunrise Engineering, LLC, make the following certification:

I certify that the attached Impact Fee Facilities Plan and Impact Fee Analysis:

1. Includes only the costs of public facilities that are:
  - a. Allowed under the Impact Fees Act; and
  - b. Actually incurred; or
  - c. Projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. Does not include:
  - a. costs of operation and maintenance of public facilities;
  - 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 cost accounting practices and that methodological standards set forth by the Federal Office of Management and Budget for federal grant reimbursement;
3. Offsets costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.

Brittany Darnell, P.E., makes this certification with the following qualifications:

1. All of the recommendations for implementation of the Impact Fee Facilities Plan ("IFFP") made in the IFFP documents or in the Impact Fee Analysis documents are followed in their entirety by the Enoch City, Utah, staff, and elected officials.
2. If all or a portion of the IFFP or Impact Fee Analyses are modified or amended, this certification is no longer valid.
3. All information provided to Sunrise Engineering, Inc., its contractors or suppliers, is assumed to be correct, complete and accurate. This includes information provided by Enoch City, Utah, and outside sources.

4. The undersigned is trained and licensed as a professional engineer and has not been trained or licensed as a lawyer. Nothing in the foregoing certification shall be deemed an opinion of law or an opinion of compliance with law which under applicable professional licensing laws or regulations or other laws or regulations must be rendered by a lawyer licensed in the State of Utah.
5. The foregoing Certification is an expression of professional opinion based on the undersigned's best knowledge, information and belief and shall not be construed as a warranty or guaranty of any fact or circumstance.
6. The foregoing certification is made only to Enoch City, Utah, and may not be used or relied upon by any other person or entity without the expressed written authorization of the undersigned.

Sunrise Engineering, LLC.

By: \_\_\_\_\_

Dated: \_\_\_\_\_

## APPENDIX G

No change to this section.

**ENOCH CITY CORPORATION  
ORDINANCE NO. 2025-11-05**

**AN ORDINANCE AMENDING THE RECREATION IMPACT FEE FACILITIES PLAN  
& POLICY AND AMENDING THE PARKS IMPACT FEE**

**WHEREAS**, the Enoch City Council recognizes the importance of parks and trails to the quality of life for its residents; and

**WHEREAS**, the Council approved a "Recreation Impact Fee Facilities Plan & Analysis" in 2023 to address the demand for future parks and trails based on current service levels and future growth; and

**WHEREAS**, the Council desires to revise the 2023 Plan to break up large projects into smaller, more manageable pieces for efficient collection and use of impact fees; and

**WHEREAS**, a public hearing was held by the Enoch City Council on November 5, 2025; and

**WHEREAS**, the Enoch City Council has held extensive discussions and consultations with Sunrise Engineering and agrees on the final form of the recreation plans and impact fee analysis;

**NOW, THEREFORE BE IT RESOLVED**, by the Mayor and City Council of Enoch City, the amended Recreation Impact Fee Facilities Plan and Impact Fee Analysis as produced by Sunrise Engineering was voted upon and adopted by the Enoch City Council at a regular City Council meeting held on the 5th day of November 2025. The Park impact fee is adopted as follows: \_\_\_\_\_. The impact fees will be in effect ninety (90) days after passage of this ordinance.

**DATED this 5th day of November 2025**

**ENOCH CITY CORPORATION**

\_\_\_\_\_  
Geoffrey L. Chesnut, Mayor

**VOTING:**

Katherine Ross

Yea\_\_\_ Nay\_\_\_

Shawn Stoor

Yea\_\_\_ Nay\_\_\_

David Harris

Yea\_\_\_ Nay\_\_\_

Bob Tingey

Yea\_\_\_ Nay\_\_\_

Debra Ley

Yea\_\_\_ Nay\_\_\_

**ATTEST:**

**SEAL:**

\_\_\_\_\_  
Lindsay Hildebrand, City Recorder



**GENERAL SPECIFICATIONS  
AND  
CONTRACT DOCUMENTS**

**ENOCH CITY CORPORATION  
CRACK-SEAL**

November 6, 2025

Prepared By  
Enoch City Manager

## TABLE OF CONTENTS

ITEM	PAGE
GENERAL SPECIFICATIONS.....	5
AGREEMENT AND NOTICE TO PROCEED.....	10
PERFORMANCE BONDS.....	13
CERTIFICATE OF INSURANCE.....	17
CHANGE ORDER.....	18
SPECIAL CONDITIONS.....	19

## **GENERAL SPECIFICATIONS**

The City maintains various asphalt surfaces within its municipal boundaries, all of which are owned and maintained by the City. The goal of the City is to preserve these surfaces in good condition and extend their useful life through regular maintenance practices, including crack sealing.

Different sections of roadway vary in age, construction type, and condition. Older pavement sections often exhibit greater cracking due to age, weather exposure, and traffic loading. The City implements an ongoing crack sealing program to address these conditions as budget and seasonal conditions allow. This preventative maintenance measure reduces water infiltration, prevents subgrade damage, and delays the need for more costly rehabilitation or reconstruction.

The streets to be maintained include Local (Residential), Collector, and Arterial classifications (see City Engineering Standards). Typical work includes routing and cleaning of cracks, application of hot-pour sealant material, debris removal, and traffic control as needed. Maintenance activities also include follow-up inspection and any necessary touch-up sealing to ensure the integrity of the pavement surface is maintained.

**AGREEMENT  
AND  
NOTICE TO PROCEED**

CONTRACTOR: \_\_\_\_\_ DATE: \_\_\_\_\_

PROJECT: Asphalt Crack-Sealing Maintenance      CITY: Enoch City Corporation

WHEREAS, City owns asphalt infrastructure requiring maintenance to extend its life; and,

WHEREAS, the City seeks a qualified contractor to provide Crack Seal Asphalt Maintenance Services; and,

WHEREAS, pursuant to City's purchasing policy, City solicited proposals for crack sealing maintenance activities;

NOW, THEREFORE, for good and valuable consideration, the sufficiency of which is hereby acknowledge, Contractor and City agree as follows:

1. Contractor shall complete all work in accordance with the Contract Documents, existing ordinances of County, Local, State, and National Regulations governing the work, including the Manual on Uniform Traffic Control Devices (MUTCD) standards, and Enoch City Corporation's Engineering Standards
2. The Contract period shall be for three years, with the entire Agreement to be completed by April 30, 2029
3. Upon execution of this Contract, Contractor shall obtain at its expense and provide to City a Performance Bond and Insurance documents before any work begins as contained in Exhibits "A" and "B" which shall remain in full force and effect during the period of this Contract. Contractor shall procure and/or maintain worker's compensation insurance and employer's liability insurance to the extent and with the limits required by applicable laws. In this connection, Contractor hereby waives any and all rights of recovery against City, or against its respective officers, agents, employees, and representatives, for any loss or damage occasioned to Contractor or its employees, or otherwise based on any injury while performing work for the City.
4. Contractor shall indemnify and hold City, its elected and appointed officials, its employees, agents and assigns harmless from any liability, damages, losses, costs, claims or any expenses of any kind, whether foreseen or unforeseen, including but not limited to attorney fees, engineering or expert fees that City may incur that arise during Contractor, its agents or employees performing any activities in connection with said

Project, or resulting through negligence of the same. Contractor shall at all times provide proper traffic control and devices to protect the general public from harm.

5. Payment shall be made as per Paragraph #17 in the Special Conditions

6. This Contract consists of the Contract Documents which are defined herein as the General Specifications, Agreement and Notice to Proceed, Performance Bonds, Certificate(s) of Insurance, Change Order Form and Special Conditions, all of which are incorporated herewith and expressly made a part of this Contract in accordance with the terms and conditions contained in each Document.

7. Contractor shall document and verify the citizenship or immigration status of each employee using an electronic verification system (UCA §63-99a-103), and require all subcontractors to certify the same by affidavit.

8. This is an integrated agreement and contains all the terms, responsibilities and duties that the parties intend to be bound to. All Change Orders to this Agreement must be by written document, duly approved in accordance with City's purchasing policy and duly signed by both parties. Individual job assignments do not constitute change orders.

9. This Agreement is to be interpreted and controlled by the laws of the State of Utah. All disputes that the parties are unable to resolve through means other than litigation shall be only subject to the Jurisdiction of the District Courts of the State of Utah. Venue is vested in the 5<sup>th</sup> Judicial District Court in and for Iron County, State of Utah.

ENOCH CITY CORPORATION

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

BY: \_\_\_\_\_  
Geoffrey L. Chesnut

TITLE: Mayor

(SEAL)

ATTEST:

\_\_\_\_\_  
Lindsay Hildebrand  
Enoch City Recorder

CONTRACTOR:

---

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

DRAFT

<b>CERTIFICATE OF INSURANCE</b>				Issue Date	
<b>Provider:</b>  <b>Phone#:</b> <b>Fax#:</b>			This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policies below.		
			<b>COMPANIES AFFORDING COVERAGE</b>		
<b>Insured:</b>			Company Letter A Company Letter B Company Letter C Company Letter D Company Letter E		
<b>Coverage</b> This is to certify that the policies of insurance listed below have been issued to the insured named above for the policy period indicated notwithstanding any requirement, term or condition of any contract or other document with respect to which this certificate may be issued or may pertain. The insurance afforded by the policies described herein is subject to all the terms, conclusions and conditions of such policies. Limits shown may have been reduced by paid claims.					
TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE	POLICY EXPIRATION DATE	LIMITS	
<b>General Liability</b> 9 Commercial general liability 9 Claims made 9 Occur 9 Owners & cont.'s prot. 9				General Aggregate	\$
				Products - comp.op.agg.	\$
				Personal & Adv. injury	\$
				Each Occurrence	\$
				Fire Damage (any one fire)	\$
				Med. Ext. (any one person)	\$
<b>Automobile Liability</b> 9 Any Auto 9 All Owned Autos 9 Scheduled Autos 9 Hired Autos 9 Non-Owned Autos 9 Garage Liability 9				Combined Single Limit	\$
				Bodily Injury (per person)	\$
				Bodily Injury (Per accident)	\$
				Property Damage	\$
<b>Excess Liability</b> 9 Umbrella Form 9 Other than umbr. Form				Each Occurrence	\$
				Aggregate	\$
<b>Worker's Compensation and Employer's Liability</b>				Statutory Limits	
				Each Accident	\$
				Disease-Policy Limit	\$
				Disease-Each Employee	\$
Other					
Description of operations/locations/vehicles/special items					
Certificate Holder Enoch City, its elected officials, appointed officials, employees, agents and volunteers as additional insured on policy.			<b>CANCELLATION</b> Should any of the above described policies be canceled before the expiration date thereof, the issuing company will mail 10 days written notice to the certificate holder named to the left.		

## CHANGE ORDER

Order No. \_\_\_\_\_

Date: \_\_\_\_\_

Agreement Date: \_\_\_\_\_

NAME OF PROJECT: \_\_\_\_\_

CITY: \_\_\_\_\_

CONTRACTOR: \_\_\_\_\_

The following changes are hereby made to the CONTRACT DOCUMENTS:

Description:

Justification:

Change to CONTRACT PRICE:

Original CONTRACT PRICE: \$ \_\_\_\_\_

Current CONTRACT PRICE adjusted by previous CHANGE ORDER \$ \_\_\_\_\_

The CONTRACT PRICE due to this CHANGE ORDER will be (increased) (decreased) by:  
\$ \_\_\_\_\_.

The new CONTRACT PRICE including this CHANGE ORDER will be \$ \_\_\_\_\_

Change to CONTRACT TIME:

The CONTRACT TIME will be (increased) (decreased) by \_\_ calendar days.

The date for completion of all work will be \_\_\_\_\_ (Date).

Ordered by: \_\_\_\_\_

(City)

Accepted by: \_\_\_\_\_

(Contractor)



## **SPECIAL CONDITIONS**

### **1. SCOPE OF WORK**

Contractor shall furnish all labor, materials, transportation apparatus, equipment, fuel, lights, and tools necessary for the complete and workmanlike execution of the Crack Seal Asphalt Maintenance Services. The work consists of maintaining and extending the life of the City's asphalt infrastructure through crack sealing.

A. Cleaning/Road Preparation: The Contractor shall clean the existing asphalt road surface of all dirt, sand, oil, grease, and loose materials by sweeping, blowing (e.g., using compressed air at 100 psi), or flushing with pressurized water as approved in advance. All cracks shall be dried before sealing. The Contractor shall clean out all cracks to remove any dirt or weeds. After crack seal is applied, the contractor shall clean sidewalks and driveways of any remaining debris.

B. Crack Sealing and Material: The Contractor shall apply sealant approved by Enoch City. The sealant (e.g., Estoflex 450, Elastoflex 650) shall meet manufacturer's specifications. Cracks (including edges where curb and gutter exist, and any alligatored areas of asphalt) shall be sealed to the full depth of the crack and filled flush with the existing pavement. The specification of a brand-name product is for designating the standard of quality, performance, and characteristics desired and is not intended to limit or restrict competition.

C. Optional Services: Services may include manual weed removal or mechanical removal of vegetation for areas with excessive growth, charged at an hourly rate of 75. Weed removal may also be handled by vacuum sweeping, charged hourly.

D. Contractor guarantees all work and materials for a period of 1 year from the date of completion against material failure or workmanship defects.

### **2. LOCATION**

The Project is in Enoch City, Iron County, Utah, on miscellaneous streets throughout the City. Locations for specific jobs and completion timelines will be assigned through direction by the Enoch City Public Works Director.

### **3. INSURANCE AND BONDING**

#### **A. Worker's Compensation:**

- |                                    |                           |
|------------------------------------|---------------------------|
| 1. State                           | Statutory                 |
| 2. Applicable Federal (e.g. USL&H) | Statutory                 |
| 3. Employer's Liability:           |                           |
| Bodily Injury by Accident          | \$1,000,000 Each Accident |

#### **B. Comprehensive or Commercial General Liability:**

Combined Single Limit:

- |    |  |             |                  |
|----|--|-------------|------------------|
| 1. | Premises/Operations  | \$1,000,000 | Each Occurrence  |
| 2. | Products/Completed Operations  | \$1,000,000 | Each Occurrence  |
|    |  | \$1,000,000 | Annual Aggregate |
| 3. | Personal Injury:   | \$1,000,000 | Each Occurrence  |
|    |  | \$1,000,000 | Annual Aggregate |
| 4. | Policies shall include premises/operations, products, completed operations, independent contractors, City's and Contractors' protective, explosion, collapse, underground hazards, broad form contractual, personal injury with employment contractual exclusions deleted, and broad form property damage. |             |                  |
| 5. | If policies are written on a Commercial General Liability form, the General Aggregate shall be at least two (2) times the each occurrence limit or be written on a "per project" basis.  |             |                  |
| 6. | If policies are written on a Claims Made form, the certificate should so specify and policies shall continue in force for one (1) year after completion of the project. The retroactive date of the policy must be no later than the date of the Agreement.  |             |                  |
| 7. | If policies are written for split limits, limits shall be equal for bodily injury and property damage liability.   |             |                  |

C. Payment and Performance Bond documents included in Contract.

4. ORDINANCES/REGULATIONS

All work shall be done in accordance with existing ordinances of the City, State and National Regulations governing the work, including, but not limited to the following:

- 1) Manual of Uniform Traffic Control Revised 2009 Edition (MUTCD)
- 2) Enoch City Ordinances
- 3) Enoch Engineering Standards

5. TIME OF COMPLETION

The completion date for the pavement work is on or before April 30th of each year following Enoch City's release of the Crack Seal Map. Work is expected to occur during suitable weather conditions (dry streets).

6. PERMITS/LICENSES

Contractor must meet State of Utah licensing requirements and supply City with license number(s) for those who would perform any work on the Project.

In performing the work for the Project under these specifications, Contractor shall pay for all permits, including Utah Department of Transportation (UDOT) permits to work in UDOT rights-of-way, certificates and licenses required by law for the execution of the work. Contractor shall comply with all federal, state or local laws, ordinances or rules

and regulations (including business license) relating to the performance of the work for the Project. City shall reimburse Contractor for all permits.

7. PERSONNEL AND EQUIPMENT

Contractor shall supply capable and experienced personnel and suitable equipment and machinery to perform the work necessary for the Project.

8. CLEAN UP

Contractor shall at all times keep the premises free for accumulations of waste material or rubbish caused by Contractor's employees or work; and, at the completion of the work, Contractor shall remove all the aforementioned rubbish from and about the site, as well as all tools, equipment and surplus materials, and shall leave the site in its original condition or its equivalent.

9. SAFETY AND SECURITY

Contractor shall comply in all respects with the Utah Occupational Safety and Health Act, Utah Code Annotated, §34A-6-1 *et seq.*, and the rules, regulations and standards promulgated thereunder by the Utah State Industrial Commission, as such acts, rules, regulations or standards now exist or as amended. Specifically, but not in limitation, Contractor shall comply with construction standards, rules and regulations, promulgated by the Utah Occupational Safety and Health Division, Utah State Industrial Commission.

10. PROTECTION OF UNDERGROUND UTILITIES

Contractor shall comply in all respects with Utah Code Annotated, §54-8a-2 *et seq.* and the rules and regulations promulgated thereunder, as it now exists or as amended, with regard to the protection of underground utility facilities during the performance of any work for the Project. Specifically, but not in limitation to, Contractor shall notify the appropriate public utility(s) when making an excavation with power equipment. Contractor shall further refrain from proceeding with excavation until such time as the appropriate public utility(s) have advised Contractor of the location of any underground facility(s) in the area(s) proposed for excavation by marking such facility(s) with stakes, paint, or other customary way, indicating horizontal location, within 24 inches, of the outside dimensions of both sides of the underground facility.

11. PROTECTION OF EXISTING IMPROVEMENTS

Contractor shall protect from damage or properly repair if damaged, all existing improvements at the site not designated for removal, relocation or replacement.

12. ELECTRIC POWER

Contractor will make arrangements for power if required in the Project. The cost of power will be included in the price bid for the respective items for which the power is used.

13. WORK AREA

Workers will be restricted to the project areas and other areas as required to complete the Project.

14. OCCUPANCY OF PROJECT

City reserves the right to use any portion of the Project site providing it does not interfere with Contractor's work. Use of the Project in no way indicates acceptance of the final project.

15. HOLD HARMLESS

Insofar as Contractor may legally do so, Contractor shall indemnify and hold City, its elected and appointed officials, its employees, agents and assigns harmless from any liability, damages or claims that may arise in the course of the Contractor, its agents or employees performing any activities in connection with the Project, or resulting through negligence of the same.

16. TERMINATION

This Agreement may be terminated at follows:

- A. By mutual agreement of the parties in writing
- B. By either City or Contractor for breach of any material term herein by the other party, sixty (60) days written notice of intent to terminate being required
- C. Upon satisfactory completion of the provisions of this Agreement
- D. By its own terms if the Project is not funded by the budgetary process of the Enoch City Council in any given fiscal year after the date of this Agreement

17. PAYMENT

Payment Basis: Measurement and payment will be made only for work completed as shown on work orders generated by the City and according to repair unit costs as shown on the Bid Schedule (Exhibit A). The Cost Proposal includes a cost breakdown for Crack Seal Asphalt Maintenance Services, including all labor, mobilization, traffic control, cleanup, and overhead. There should be no additional costs related to parts, labor, or subcontracting if unnecessary.

18. TRAFFIC CONTROL

During the progress of the work, adequate provision shall be made by Contractor to accommodate the normal traffic over the area being used so as to cause a minimum of inconvenience to the public. Means of ingress and egress for occupants of property adjacent to the work shall be provided for as far as practicable. Contractor shall provide and maintain barriers and post flaggers and watchers when and where necessary in order to effectively guard the public from danger involved with the work being done.

## Bid Tabulation: Asphalt Crack Sealing Proposals for Enoch City, Utah, dated September 2025.

Proposal Number	Pricing Structure	Key Pricing Detail / Total Cost
<b>Proposal 1</b>	Full Service (Application + Material)	<b>\$39,995</b> (Total for 19 tons, includes application and materials)
	Application Only (City provides 20 tons material)	<b>\$18,500</b> (Total, Rate: \$925/ton)
	Optional Weed Removal/Crack Preparation	\$75 per hour
<b>Proposal 2</b>	Unit Rates (Estimate #14784)	Crack Seal - Per Ton (Price excludes material): <b>\$1,250.00</b>
		Crack Seal Crew Day Rate (8 hours, includes cleaning/weed removal): <b>\$1,715.00</b>
		Crack Seal - Box Rate (Per box applied): \$20.00
<b>Proposal 3</b>	Application Only (City provides material)	Apply City purchased crack seal material on city streets (Rate per 1 ton installed): <b>\$1,200.00</b>
	Suggested Cost Efficiency	Suggests Enoch City purchase the product directly from the manufacturer to save money.
<b>Proposal 4</b>	Full Service (Includes all labor, equipment, material, traffic control, etc.)	<b>\$27,800.00</b> (Cost Proposal)
	Material Detail	Uses Maxwell Products, Inc. Elastoflex 650 crack seal material.

### Additional Context from Sources:

- **RFP Budget Context:** Proposal 1 explicitly states that the proposed pricing options are designed to maximize the budget, based on a \$40,000 budget.
- **Material Specifications:** Proposal 1 uses Estoflex 450, a premium hot-poured sealant meeting ASTM D5078 specifications. Proposal 4 uses Elastoflex 650, and includes the product data sheet in their submission.
- **Traffic Control Costs:** The RFP specifies that related costs for all traffic control, warning signs, and needed flagmen are the responsibility of the Contractor and shall not be paid as a separate item. Proposal 4 confirms that all labor, equipment, material, traffic control, etc., is included in their cost. Proposal 1 states that traffic control, signage, and flagging per MUTCD standards are included in their per-ton rate.

# ENOCH CITY CORPORATION

## RESOLUTION NO. 2025-11-05

### A RESOLUTION TO APPROVE A CONTRACT FOR CRACK SEALING SERVICES

**WHEREAS**, Enoch City recognizes the importance of preserving its investment in asphalt infrastructure and minimizing future repair costs; and

**WHEREAS**, regular crack sealing is a proven method for preventing water infiltration, slowing pavement deterioration, and extending the lifespan of asphalt surfaces, thus saving taxpayer dollars; and

**WHEREAS**, the City seeks a qualified contractor to provide Crack Seal Asphalt Maintenance Services;

**NOW, THEREFORE, BE IT RESOLVED**, by the Mayor and City Council of Enoch, Utah, that the contract for crack sealing services, attached as “Exhibit A”, is heretofore approved. This Resolution was made, voted upon, and passed by the Enoch City Council at a regular City Council meeting held on the 5th day of November 2025.

**DATED this 5th day of November 2025**

**ENOCH CITY CORPORATION**

\_\_\_\_\_  
Geoffrey L. Chesnut, Mayor

**ATTEST:**

\_\_\_\_\_  
Lindsay Hildebrand, City Recorder

**VOTING:**

Katherine Ross  
David Harris  
Shawn Stoor  
Bob Tingey  
Debra Ley

Yea \_\_\_ Nay \_\_\_  
Yea \_\_\_ Nay \_\_\_  
Yea \_\_\_ Nay \_\_\_  
Yea \_\_\_ Nay \_\_\_  
Yea \_\_\_ Nay \_\_\_

**SEAL:**



11 North 300 West, Washington, Utah 84780  
Tel: 435.652.8450 | Fax: 435.652.8416

October 31, 2025

Rob Dotson, City Manager  
Enoch City  
900 East Midvalley Road  
Enoch, UT 84721

Subject: Amendment to *Enoch City Transportation Impact Fee Impact Fee Analysis*, July 2023.

Rob,

Sunrise Engineering, LLC was requested to update the *Enoch City Transportation Impact Fee Analysis* (dated July 2023) to consider splitting the following two projects into phases for design, bidding, and construction:

- Project #1 (1000 East) – Midvalley Highway to 5600 North
- Project #2 (Midvalley Road) – 200 West to Old Highway 91

All other projects remain in the analysis to meet the target level of service, but with construction years modified and costs updated for inflation.

Please refer to the following pages for updates to the July 2023 report. Where no modifications have been made, this is noted within the corresponding section. This document serves as an amendment to the *Transportation Impact Fee Analysis* dated July 2023, prepared by Sunrise Engineering, LLC. The original report shall remain in full effect except as specifically amended herein.

We appreciate the opportunity to assist Enoch City in reviewing and updating its Transportation Impact Fee Analysis. The updated results presented in this memorandum are intended to support the City's continued efforts to ensure that transportation infrastructure improvements are funded equitably and aligned with anticipated growth. Please let us know if any additional clarification or adjustments are needed.

Sincerely,

Brittany Darnell, PE  
Project Manager  
brittany.darnell@sunrise-eng.com  
435-652-8450

## 1.0 Executive Summary

The planning period should be updated to reflect a project completion planning horizon of 2035.

The total estimated cost of recommended future improvements for projects during the 10-year Impact Fee Analysis should be updated to \$14,772,400.00.

The maximum allowable impact fee should be updated to \$21,165.24 per single family equivalent.

### 1.1. Impact Fee Eligible Costs

Table 1.1-1. Impact Fee Eligible Costs should be replaced with the following:

	Project	Locations	Future Road Classification	Improvement	Total Costs	City %	City Cost	% I.F. Eligible	I.F. Eligible Costs
1A	1000 East Design	Midvalley Highway to 5600 North	Major Collector	Widen with shoulder bikeway	\$ 111,200.00	100%	\$ 111,200.00	100%	\$ 111,200.00
2A	Midvalley Road Design	200 West to Old 91	Principal Arterial	Widen with sidepath	\$ 293,600.00	100%	\$ 293,600.00	100%	\$ 293,600.00
1B	1000 East Bidding & Construction	Midvalley Highway to 5600 North	Major Collector	Widen with shoulder bikeway	\$ 1,278,800.00	100%	\$ 1,278,800.00	100%	\$ 1,278,800.00
2B	Midvalley Road Bidding & Construction	200 West to Old 91	Principal Arterial	Widen with sidepath	\$ 3,376,400.00	100%	\$ 3,376,400.00	100%	\$ 3,376,400.00
3	Canyon Ranch Road	SR-130 to I-15 Tunnel	Minor Arterial	New road with sidepath	\$ 4,480,000.00	66%	\$ 2,956,800.00	100%	\$ 2,956,800.00
4	I-15 Tunnel	Old 91 to Canyon Ranch Road	Principal Arterial	Enhance Tunnel	\$ 3,180,000.00	100%	\$ 3,180,000.00	100%	\$ 3,180,000.00
5	Old 91	SR-130 to Cedar Valley Belt Route	Principal Arterial	Widen with sidepath	\$ 12,730,000.00	7%	\$ 891,100.00	100%	\$ 891,100.00
6	5200 North	1000 East to SR-130	Major Collector	New road with shoulder bikeway	\$ 2,280,000.00	59%	\$ 1,345,200.00	100%	\$ 1,345,200.00
7	3600 North	SR-130 to 1000 East	Major Collector	New road with bikelane	\$ 2,270,000.00	59%	\$ 1,339,300.00	100%	\$ 1,339,300.00
<b>Total Costs</b>					\$30,000,000.00				\$14,772,400.00

Table 1.1-2. Impact Fee Eligible Costs (After Adding Inflation) should be replaced with the following:

	Project	Locations	Potential Construction Year	Construction Year Project Cost	Financed Project Cost (2.5%, 20 yrs)	I.F. Eligible Costs
1A	1000 East Design	Midvalley Highway to 5600 North	2026	\$ 114,500.00	-	\$ 114,500.00
2A	Midvalley Road Design	200 West to Old 91	2027	\$ 311,500.00	-	\$ 311,500.00
1B	1000 East Bidding & Construction	Midvalley Highway to 5600 North	2028	\$ 1,397,400.00	\$ 1,792,800.00	\$ 1,792,800.00
2B	Midvalley Road Bidding & Construction	200 West to Old 91	2029	\$ 3,800,200.00	\$ 4,875,400.00	\$ 4,875,400.00
3	Canyon Ranch Road	SR-130 to I-15 Tunnel	2030	\$ 3,427,700.00	\$ 4,397,500.00	\$ 4,397,500.00
4	I-15 Tunnel	Old 91 to Canyon Ranch Road	2031	\$ 3,797,100.00	\$ 4,871,500.00	\$ 4,871,500.00
5	Old 91	SR-130 to Cedar Valley Belt Route	2032	\$ 1,095,900.00	\$ 1,406,000.00	\$ 1,406,000.00
6	5200 North	1000 East to SR-130	2033	\$ 1,704,100.00	\$ 2,186,300.00	\$ 2,186,300.00
7	3600 North	SR-130 to 1000 East	2034	\$ 1,747,500.00	\$ 2,241,900.00	\$ 2,241,900.00
Subtotal for Roadway Improvements					\$ 21,771,400.00	\$ 22,197,400.00
Transportation IFFP/IFA Update		1 each	Every 5 Years	\$ 137,175.00		\$ 137,200.00
Total IF Eligible:						\$ 22,334,600.00
New Trips:						9,951
Cost per Trips:						\$ 2,244.46
Single Family Equivalent (SFE):						\$ 21,165.24

### 1.2. Maximum Eligible Impact Fee

The calculated impact fee should be updated to \$2,244.46 per trip.

The maximum eligible impact fee amount per single family equivalent should be updated to \$21,165.24.

Table 1.2-1. Impact Fee Eligible Costs Per Unit should be replaced with the following:



Category	Land Use	Unit	Applicable ITE Code(s)	ITE Trip Ends per Unit (Weekday)	Heavy Vehicle %	Heavy Vehicle Adjustment	Pass-by Trip Adjustment	Diverted Trip Adjustment	Primary Trip Adjustment Factor	Effective Trip Ends per Unit	Demand Index (Single Family Equivalent)	*Max. Eligible Impact Fee Cost Per Unit
Residential	Single Family Detached	Dwelling Units	210	9.43	0%	1.00			1.00	9.43	1.00	\$ 21,165
	Single Family Attached	Dwelling Units	215	7.20	0%	1.00			1.00	7.20	0.76	\$ 16,160
	Assisted Living/Convalescent Care	Beds	254	2.60	0%	1.00			1.00	3.44	0.36	\$ 7,721
	Multifamily Low-Rise	Dwelling Units	220	6.74	0%	1.00			1.00	2.60	0.28	\$ 5,836
	Multifamily Mid-Rise	Dwelling Units	221	4.54	0%	1.00			1.00	4.54	0.48	\$ 10,190
	Multifamily High-Rise	Dwelling Units	222	4.54	0%	1.00			1.00	4.54	0.48	\$ 10,190
Office	Office Building	1,000 sq. ft.	710	10.84	2%	1.02			1.00	11.06	1.17	\$ 24,817
	Medical-Dental Office Building	1,000 sq. ft.	720	36.00	2%	1.02			1.00	36.72	3.89	\$ 82,416
Retail	Supermarket	1,000 sq. ft.	850	93.84	2%	1.02	0.36	0.38	0.26	24.89	2.64	\$ 55,856
	Less Intensive Retail	1,000 sq. ft.	890	6.30	2%	1.02	0.53	0.31	0.16	1.03	0.11	\$ 2,308
	Intensive Retail	1,000 sq. ft.	820	37.01	2%	1.02	0.34	0.26	0.40	15.10	1.60	\$ 33,891
Services	Quality Restaurant	1,000 sq. ft.	931	83.84	2%	1.02	0.44	0.27	0.29	24.80	2.63	\$ 55,662
	Fast Food	1,000 sq. ft.	934	467.48	2%	1.02	0.50	0.25	0.25	119.21	12.64	\$ 267,556
	Convenience Market w/ Gas Pumps	Pump Stations	945	265.12	2%	1.02	0.59	0.26	0.15	40.56	4.30	\$ 91,043
	Bank	1,000 sq. ft.	912	100.35	2%	1.02	0.35	0.22	0.43	44.01	4.67	\$ 98,786
Industrial	Industrial	1,000 sq. ft.	110	4.87	13%	1.13			1.00	5.50	0.58	\$ 12,351
	Manufacturing	1,000 sq. ft.	140	4.75	13%	1.13			1.00	5.37	0.57	\$ 12,047
	Warehousing	1,000 sq. ft.	150	1.71	20%	1.20			1.00	2.05	0.22	\$ 4,606
	Self Storage/RV Storage	Units	151	1.45	20%	1.20			1.00	1.74	0.18	\$ 3,905
Institutional	Elementary School	Students	520	2.27	0%	1.00			1.00	2.27	0.24	\$ 5,095
	Middle/Junior School	Students	522	2.10	0%	1.00			1.00	2.10	0.22	\$ 4,713
	High School	Students	525	1.94	0%	1.00			1.00	1.94	0.21	\$ 4,354
	Private School (K-12)	Students	530	2.48	0%	1.00			1.00	2.48	0.26	\$ 5,566
	Junior/Community College	Students	540	1.15	0%	1.00			1.00	1.15	0.12	\$ 2,581
	Day Care	1,000 sq. ft.	565	47.62	0%	1.00	0.00	0.56	0.44	20.95	2.22	\$ 47,028
	Library	1,000 sq. ft.	590	72.05	0%	1.00	0.50	0.00	0.50	36.03	3.82	\$ 80,857
	Church	1,000 sq. ft.	560	7.60	0%	1.00			1.00	7.60	0.81	\$ 17,058
Lodging	Hotel	Rooms	310/320	7.99	2%	1.02			1.00	7.99	0.85	\$ 17,926
	Motel	Rooms	330	3.35	2%	1.02			1.00	3.35	0.36	\$ 7,516

\* Table 1.2-1 is meant to be a quick reference to some of the most common land use types but is not all inclusive and is subject to changes based on updates to the ITE Trip Generation Manual. All max eligible impact fee values should be verified through Enoch City staff

### 1.3. Non-Standard Impact Fees

No changes have been made to this section from the July 2023 report.

### 1.4. Funding Plans and Revenue

No changes have been made to this section from the July 2023 report.

### 1.5. Impact Fee Certification

No changes have been made to this section from the July 2023 report.

### 1.6 Impact Fee Related Items

No changes have been made to this section from the July 2023 report.

## APPENDIX A

No changes have been made to this section from the July 2023 report.

## APPENDIX B

No changes have been made to this section from the July 2023 report.

## APPENDIX C

No changes have been made to this section from the July 2023 report.

## APPENDIX D

No changes have been made to this section from the July 2023 report.

## APPENDIX E

Delete this appendix and replace it with the following:

## CERTIFICATION OF IMPACT FEE ANALYSIS BY CONSULTANT

In accordance with Utah Code Annotated § 11-36a-306, Brittany Darnell, P.E., on behalf of Sunrise Engineering, LLC, make the following certification:

I certify that the attached Impact Fee Facilities Plan and Impact Fee Analysis:

1. Includes only the costs of public facilities that are:
  - a. Allowed under the Impact Fees Act; and
  - b. Actually incurred; or
  - c. Projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. Does not include:
  - a. costs of operation and maintenance of public facilities;
  - 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 cost accounting practices and that methodological standards set forth by the Federal Office of Management and Budget for federal grant reimbursement;
3. Offsets costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.

Brittany Darnell, P.E., makes this certification with the following qualifications:

1. All of the recommendations for implementation of the Impact Fee Facilities Plan ("IFFP") made in the IFFP documents or in the Impact Fee Analysis documents are followed in their entirety by the Enoch City, Utah, staff, and elected officials.
2. If all or a portion of the IFFP or Impact Fee Analyses are modified or amended, this certification is no longer valid.
3. All information provided to Sunrise Engineering, Inc., its contractors or suppliers, is assumed to be correct, complete and accurate. This includes information provided by Enoch City, Utah, and outside sources.

4. The undersigned is trained and licensed as a professional engineer and has not been trained or licensed as a lawyer. Nothing in the foregoing certification shall be deemed an opinion of law or an opinion of compliance with law which under applicable professional licensing laws or regulations or other laws or regulations must be rendered by a lawyer licensed in the State of Utah.
5. The foregoing Certification is an expression of professional opinion based on the undersigned's best knowledge, information and belief and shall not be construed as a warranty or guaranty of any fact or circumstance.
6. The foregoing certification is made only to Enoch City, Utah, and may not be used or relied upon by any other person or entity without the expressed written authorization of the undersigned.

Sunrise Engineering, LLC.

By: \_\_\_\_\_

Dated: \_\_\_\_\_

October 6, 2025

Rob Dotson, City Manager  
Enoch City  
900 East Midvalley Road  
Enoch, UT 84721

Subject: Amendment to *Enoch City Transportation Impact Fee Impact Fee Analysis*, July 2023.

Rob,

Sunrise Engineering, LLC was requested to update the *Enoch City Transportation Impact Fee Analysis* (dated July 2023) to consider only the following three projects identified for design, bidding, and construction:

- **Project #1 (Old Highway 91)** – SR-130 to Proposed Enoch Interchange
- **Project #2-B** – Old Highway 91 to Canyon Ranch Road
- **Project #7** – 3000 North to Midvalley Highway

Please refer to the following pages for updates to the July 2023 report. Where no modifications have been made, this is noted within the corresponding section. This document serves as an amendment to the *Transportation Impact Fee Analysis* dated July 2023, prepared by Sunrise Engineering, LLC. The original report shall remain in full effect except as specifically amended herein.

We appreciate the opportunity to assist Enoch City in reviewing and updating its Transportation Impact Fee Analysis. The updated results presented in this memorandum are intended to support the City's continued efforts to ensure that transportation infrastructure improvements are funded equitably and aligned with anticipated growth. Please let us know if any additional clarification or adjustments are needed.

Sincerely,

Brittany Darnell, PE  
Project Manager  
brittany.darnell@sunrise-eng.com  
435-652-8450

## 1.0 Executive Summary

The planning period should be updated to reflect a project completion planning horizon of 2035.

The total estimated cost of recommended future improvements for projects during the 10-year Impact Fee Analysis should be updated to \$14,772,400.00.

The maximum allowable impact fee should be updated to \$21,165.24 per single family equivalent.

## 1.1. Impact Fee Eligible Costs

Table 1.1-1. Impact Fee Eligible Costs should be replaced with the following:

	Project	Locations	Future Road Classification	Improvement	Total Costs	City %	City Cost	% I.F. Eligible	I.F. Eligible Costs
1A	1000 East Design	Midvalley Highway to 5600 North	Major Collector	Widen with shoulder bikeway	\$ 111,200.00	100%	\$ 111,200.00	100%	\$ 111,200.00
2A	Midvalley Road Design	200 West to Old 91	Principal Arterial	Widen with sidepath	\$ 293,600.00	100%	\$ 293,600.00	100%	\$ 293,600.00
1B	1000 East Bidding & Construction	Midvalley Highway to 5600 North	Major Collector	Widen with shoulder bikeway	\$ 1,278,800.00	100%	\$ 1,278,800.00	100%	\$ 1,278,800.00
2B	Midvalley Road Bidding & Construction	200 West to Old 91	Principal Arterial	Widen with sidepath	\$ 3,376,400.00	100%	\$ 3,376,400.00	100%	\$ 3,376,400.00
3	Canyon Ranch Road	SR-130 to I-15 Tunnel	Minor Arterial	New road with sidepath	\$ 4,480,000.00	66%	\$ 2,956,800.00	100%	\$ 2,956,800.00
4	I-15 Tunnel	Old 91 to Canyon Ranch Road	Principal Arterial	Enhance Tunnel	\$ 3,180,000.00	100%	\$ 3,180,000.00	100%	\$ 3,180,000.00
5	Old 91	SR-130 to Cedar Valley Belt Route	Principal Arterial	Widen with sidepath	\$ 12,730,000.00	7%	\$ 891,100.00	100%	\$ 891,100.00
6	5200 North	1000 East to SR-130	Major Collector	New road with shoulder bikeway	\$ 2,280,000.00	59%	\$ 1,345,200.00	100%	\$ 1,345,200.00
7	3600 North	SR-130 to 1000 East	Major Collector	New road with bikelane	\$ 2,270,000.00	59%	\$ 1,339,300.00	100%	\$ 1,339,300.00
<b>Total Costs</b>					\$30,000,000.00				\$14,772,400.00

Table 1.1-2. Impact Fee Eligible Costs (After Adding Inflation) should be replaced with the following:

	Project	Locations	Potential Construction Year	Construction Year Project Cost	Financed Project Cost (2.5%, 20 yrs)	I.F. Eligible Costs
1A	1000 East Design	Midvalley Highway to 5600 North	2026	\$ 114,500.00	-	\$ 114,500.00
2A	Midvalley Road Design	200 West to Old 91	2027	\$ 311,500.00	-	\$ 311,500.00
1B	1000 East Bidding & Construction	Midvalley Highway to 5600 North	2028	\$ 1,397,400.00	\$ 1,792,800.00	\$ 1,792,800.00
2B	Midvalley Road Bidding & Construction	200 West to Old 91	2029	\$ 3,800,200.00	\$ 4,875,400.00	\$ 4,875,400.00
3	Canyon Ranch Road	SR-130 to I-15 Tunnel	2030	\$ 3,427,700.00	\$ 4,397,500.00	\$ 4,397,500.00
4	I-15 Tunnel	Old 91 to Canyon Ranch Road	2031	\$ 3,797,100.00	\$ 4,871,500.00	\$ 4,871,500.00
5	Old 91	SR-130 to Cedar Valley Belt Route	2032	\$ 1,095,900.00	\$ 1,406,000.00	\$ 1,406,000.00
6	5200 North	1000 East to SR-130	2033	\$ 1,704,100.00	\$ 2,186,300.00	\$ 2,186,300.00
7	3600 North	SR-130 to 1000 East	2034	\$ 1,747,500.00	\$ 2,241,900.00	\$ 2,241,900.00
<b>Subtotal for Roadway Improvements</b>					\$ 21,771,400.00	\$ 22,197,400.00
Transportation IFFP/IFA Update		1 each	Every 5 Years	\$ 137,175.00		\$ 137,200.00
					<b>Total IF Eligible:</b>	<b>\$ 22,334,600.00</b>
					<b>New Trips:</b>	<b>9,951</b>
					<b>Cost per Trips:</b>	<b>\$ 2,244.46</b>
					<b>Single Family Equivalent (SFE):</b>	<b>\$ 21,165.24</b>

## 1.2. Maximum Eligible Impact Fee

The calculated impact fee should be updated to \$2,244.46 per trip.

The maximum eligible impact fee amount per single family equivalent should be updated to \$21,165.24.

Table 1.2-1. Impact Fee Eligible Costs Per Unit should be replaced with the following:

Category	Land Use	Unit	Applicable ITE Code(s)	ITE Trip Ends per Unit (Weekday)	Heavy Vehicle %	Heavy Vehicle Adjustment	Pass-by Trip Adjustment	Diverted Trip Adjustment	Primary Trip Adjustment Factor	Effective Trip Ends per Unit	Demand Index (Single Family Equivalent)	*Max. Eligible Impact Fee Cost Per Unit
Residential	Single Family Detached	Dwelling Units	210	9.43	0%	1.00			1.00	9.43	1.00	\$ 21,165
	Single Family Attached	Dwelling Units	215	7.20	0%	1.00			1.00	7.20	0.76	\$ 16,160
	Assisted Living/Convalescent Care	Beds	254	2.60	0%	1.00			1.00	3.44	0.36	\$ 7,721
	Multifamily Low-Rise	Dwelling Units	220	6.74	0%	1.00			1.00	2.60	0.28	\$ 5,836
	Multifamily Mid-Rise	Dwelling Units	221	4.54	0%	1.00			1.00	4.54	0.48	\$ 10,190
	Multifamily High-Rise	Dwelling Units	222	4.54	0%	1.00			1.00	4.54	0.48	\$ 10,190
Office	Office Building	1,000 sq. ft.	710	10.84	2%	1.02			1.00	11.06	1.17	\$ 24,817
	Medical-Dental Office Building	1,000 sq. ft.	720	36.00	2%	1.02			1.00	36.72	3.89	\$ 82,416
Retail	Supermarket	1,000 sq. ft.	850	93.84	2%	1.02	0.36	0.38	0.26	24.89	2.64	\$ 55,856
	Less Intensive Retail	1,000 sq. ft.	890	6.30	2%	1.02	0.53	0.31	0.16	1.03	0.11	\$ 2,308
	Intensive Retail	1,000 sq. ft.	820	37.01	2%	1.02	0.34	0.26	0.40	15.10	1.60	\$ 33,891
Services	Quality Restaurant	1,000 sq. ft.	931	83.84	2%	1.02	0.44	0.27	0.29	24.80	2.63	\$ 55,662
	Fast Food	1,000 sq. ft.	934	467.48	2%	1.02	0.50	0.25	0.25	119.21	12.64	\$ 267,556
	Convenience Market w/ Gas Pumps	Pump Stations	945	265.12	2%	1.02	0.59	0.26	0.15	40.56	4.30	\$ 91,043
	Bank	1,000 sq. ft.	912	100.35	2%	1.02	0.35	0.22	0.43	44.01	4.67	\$ 98,786
Industrial	Industrial	1,000 sq. ft.	110	4.87	13%	1.13			1.00	5.50	0.58	\$ 12,351
	Manufacturing	1,000 sq. ft.	140	4.75	13%	1.13			1.00	5.37	0.57	\$ 12,047
	Warehousing	1,000 sq. ft.	150	1.71	20%	1.20			1.00	2.05	0.22	\$ 4,606
	Self Storage/RV Storage	Units	151	1.45	20%	1.20			1.00	1.74	0.18	\$ 3,905
Institutional	Elementary School	Students	520	2.27	0%	1.00			1.00	2.27	0.24	\$ 5,095
	Middle/Junior School	Students	522	2.10	0%	1.00			1.00	2.10	0.22	\$ 4,713
	High School	Students	525	1.94	0%	1.00			1.00	1.94	0.21	\$ 4,354
	Private School (K-12)	Students	530	2.48	0%	1.00			1.00	2.48	0.26	\$ 5,566
	Junior/Community College	Students	540	1.15	0%	1.00			1.00	1.15	0.12	\$ 2,581
	Day Care	1,000 sq. ft.	565	47.62	0%	1.00	0.00	0.56	0.44	20.95	2.22	\$ 47,028
	Library	1,000 sq. ft.	590	72.05	0%	1.00	0.50	0.00	0.50	36.03	3.82	\$ 80,857
	Church	1,000 sq. ft.	560	7.60	0%	1.00			1.00	7.60	0.81	\$ 17,058
Lodging	Hotel	Rooms	310/320	7.99	2%	1.02			1.00	7.99	0.85	\$ 17,926
	Motel	Rooms	330	3.35	2%	1.02			1.00	3.35	0.36	\$ 7,516

\* Table 1.2-1 is meant to be a quick reference to some of the most common land use types but is not all inclusive and is subject to changes based on updates to the ITE Trip Generation Manual. All max eligible impact fee values should be verified through Enoch City staff

### 1.3. Non-Standard Impact Fees

No changes have been made to this section from the July 2023 report.

### 1.4. Funding Plans and Revenue

No changes have been made to this section from the July 2023 report.

### 1.5. Impact Fee Certification

No changes have been made to this section from the July 2023 report.

### 1.6 Impact Fee Related Items

No changes have been made to this section from the July 2023 report.