

ENOCH CITY COUNCIL NOTICE AND AGENDA

November 19, 2025 at

6:00pm City Council

Chambers

City Offices, 900 E. Midvalley Road

Join Zoom Meeting

<https://us02web.zoom.us/j/89754570076>

Meeting ID: 897 5457 0076

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 19, 2025-**
- e. **Approval of Minutes for November 5, 2025-**
- f. **Ratification of Expenditures-**
- g. **Conflict of Interest Declaration for this agenda-**

2. PUBLIC COMMENTS

3. PUBLIC HEARING FOR THE 2025 AMENDMENT TO THE TRANSPORTATION IMPACT FEE FACILITIES PLAN & IMPACT FEE ANALYSIS

4. CONSIDER ORDINANCE NO. 2025-11-19 AN ORDINANCE TO AMEND THE TRANSPORTATION IMPACT FEE FACILITIES PLAN & IMPACT FEE ANALYSIS

5. PUBLIC HEARING REGARDING THE ANNEXATION OF PROPERTY OWNED BY NELSON LIVING TRUST, PARCEL #D-0648-0001-0000

6. CONSIDER ORDINANCE NO. 2025-11-19-B AN ORDINANCE ANNEXING PROPERTY OWNED BY NELSON LIVING TRUST, PARCEL #D-0648-0001-0000, INTO THE CORPORATE BOUNDARIES OF ENOCH CITY

7. COUNCIL/STAFF REPORT

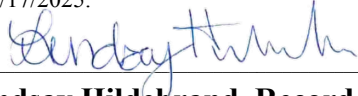
8. CLOSED SESSION TO DISCUSS ONE OR MORE OF THE FOLLOWING: THE CHARACTER, PROFESSIONAL COMPETENCE OR PHYSICAL OR MENTAL HEALTH OF AN INDIVIDUAL COLLECTIVE BARGAINING; PENDING OR REASONABLY IMMINENT LITIGATION, THE PURCHASE, EXCHANGE, OR LEASE OF REAL PROPERTY, INCLUDING ANY FORM OF WATER RIGHTS OR WATER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

9. 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 11/17/2025.



11/17/2025

Lindsay Hildebrand, Recorder

Date

MINUTES
ENOCH CITY COUNCIL
November 5, 2025 at 6:00pm
City Council Chambers
City Offices, 900 E. Midvalley Road

MEMBERS PRESENT:

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

STAFF PRESENT:

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

Public Present: Tyler Melling, Jim Rushton, Jonathan Wilson, David Adair, and Adakai Worthen

1. CALL TO ORDER OF REGULAR COUNCIL MEETING by Chairman Pro-tem Stoor

- a. **Pledge of Allegiance- Led by Council Member Ross**
- b. **Invocation (2 min.)-Audience invited to participate- Given by Jacob Miner**
- c. **Inspirational thought- None. Council Member Ley will have the thought at the next meeting.**
- d. **Approval of Agenda for November 5, 2025- Council Member Harris made a motion to approve the agenda. Council Member Tingey seconded and all voted in favor.**
- e. **Approval of Minutes for October 15, 2025- Council Member Ley made a motion to approve the agenda. Council Member Ley seconded and all voted in favor.**
- f. **Ratification of Expenditures- none**
- g. **Conflict of Interest Declaration for this agenda- none stated**

2. PUBLIC COMMENTS

Jonathan Wilson from Albert Drive addressed the council regarding the Spanish Trail situation. He suggested there was a narrow window for restoration, noting that dirt appeared to have been dumped on top of the trail, with the vegetation layer underneath possibly indicating its original path, along with rocks. Mr. Wilson acknowledged that restoration would be a labor-intensive process, as it involved restoring dirt from dirt. He proposed that Southern Utah University (SUU)'s archaeology department, known for its expertise, might be interested in using the site to teach students digging and restoration techniques. He concluded that this would likely require a request from the city council and would incur costs due to the labor involved.

3. PRESENTATION BY WATERWORTH

Jacob from Waterworth presented a comprehensive financial forecasting and revenue calibration solution used by hundreds of organizations across North America. He demonstrated how the tool helps utilities plan financially to avoid surprises and emergency rate hikes while making informed infrastructure investment decisions. The software displays a detailed dashboard showing projected operating expenses (with 3% annual inflation), current and proposed debt service, and capital projects against various revenue streams including sale of water services, miscellaneous revenues, and borrowed funds. Jacob explained how the model incorporates Enoch City's actual historical data and budgeted figures, showing the city's projected cash position through 2031, when projects and debt service are expected to outweigh expenses. The tool allows real-time adjustments to simulate different scenarios, such as rate increases or project timeline changes, helping the city determine appropriate funding strategies for future infrastructure needs like wells and water tanks.

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

Council Member Harris made a motion to close the regularly scheduled City Council meeting and open a public hearing for the amendment of the Recreation Impact Fee Facilities Plan & Impact Fee Analysis. Council member Tingey seconded and all voted in favor.

Tyler Melling, an Enoch City resident representing JP Jones companies, expressed appreciation for the city's notice regarding impact fees, stating that his company, which builds commercial and residential projects, valued the opportunity to review the study. He acknowledged that things cost money and that the City aims to maintain a level of service for all residents, to which they had no objection. Mr. Melling noted that determining a fair impact fee was up to the Council. He then requested consideration for an alternative, similar to storm drainage exemptions, where developers of larger master-planned projects who integrate publicly accessible parks and recreation could have an alternate means to meet the impact fee requirements. He highlighted that this would incentivize developers to build amenities not maintained at taxpayer expense, offering his company's help in facilitating discussions and cost analysis, believing they could build such facilities more cost-effectively than through government contracts. He reiterated his appreciation for the cooperation and the notice received.

Council Member Harris made a motion to close the public hearing and reconvene the regularly scheduled City Council meeting. Council Member Tingey seconded and all voted in favor.

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

The Council discussed and approved an amendment to the Recreation Impact Fee Facilities Plan and Impact Fee Analysis, maintaining the current impact fee of \$1,200 per ERU with a maximum allowable fee of \$4,793. The amendment involved phasing proposed parks and trails into smaller, more manageable projects spread over time rather than attempting to build all facilities at once. Brittany from Sunrise Engineering explained that while this approach extends the timeline for completing all planned facilities, it creates a more practical funding roadmap with approximately one project per year. She noted that building a full six-acre park at once would cost in the four

million dollar range, but breaking it into phases for land purchase and design provides clearer spending breakpoints. The plan still includes six acres of parks in the 10-year planning horizon and half a mile of trails, though the city wouldn't reach the target level of service until the 20-year mark under this approach. Council members expressed support for the phased approach and discussed the possibility of creating incentives for developers to include parks in their developments as a more cost-effective alternative to city-built facilities. Councilman Tingey noted that when developers donate land and build parks themselves, it's "much more affordable" for the city, which could still use impact fees for playground equipment and improvements. The Council agreed to direct the Planning Commission to explore options for park development credits against impact fees.

Council Member Harris made a motion to approve Ordinance No. 2025-11-05, an ordinance to amend the Recreation Impact Fee Facilities Plan & Impact Fee Analysis adopting to approve with the max allowable of \$4,793.00 impact fee and maintain the current of \$1,200 per ERU. Council Member Ross seconded and a roll call vote was held as follows:

Council Member Ross: Yes

Mayor Pro-Tem Stoor: Yes

Council Member Harris: Yes

Council Member Tingey: Yes

Council Member Ley: Yes

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

The Council approved a three-year crack sealing contract with 24-7 Asphalt, which was selected as the lowest bidder among five companies that submitted proposals. Public Works Director Hayden explained that all five companies proposed using the same materials and methods, with price per ton being the differentiating factor. The contract includes provisions allowing termination within 60 days if work is unsatisfactory, and also contains a clause that if the city cannot budget funds for crack sealing in a given year, the contract would not be in effect for that period. The contractor must complete the annual work by April 30th each year, with winter being the preferred season for application as temperatures below 60 degrees prevent the sealant from sticking to vehicle tires. Hayden noted that this contract will allow the city to apply 27 pallets of crack sealant for the same price they previously paid for only 7-8 pallets, representing significant cost savings. The contract also includes flexibility for emergency situations - if the city runs out of materials, the contractor can supply them, and if road preparation such as weed removal is needed, the contractor can perform that work at an additional cost. Hayden clarified that in cases where additional work is required, the contractor must notify the city beforehand, and typically the city would assign its own staff to handle preparation work as it's more cost-effective than having the contractor do it. City Attorney Justin reviewed the contract terms and confirmed their appropriateness.

Council Member Harris made a motion to approve Resolution No. 2025-11-05, a resolution to accept a 3-year crack-sealing contract with 24/7 asphalt. Council Member Ross seconded and a roll call vote was held as follows:

Council Member Ross: Yes

Mayor Pro-Tem Stoor: Yes

Council Member Harris: Yes

Council Member Tingey: Yes

Council Member Ley: Yes

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

Brittany with Sunrise Engineering explained that this amendment involved fewer changes than the recreation impact fee plan, maintaining the same target level of service for roads while adjusting the timeline for projects. The amendment broke down projects under Enoch City's control into separate phases for design, bidding, and construction, rather than combining them as single line items. Projects dependent on UDOT or surrounding areas remained unchanged. While the maximum fee saw minimal change from the prior plan, the numbers were adjusted for inflation and construction timelines were modified. Council Member Harris noted that Project 1 and Project 2B, which address improvements to Highway 91, remained in the plan.

Council Member Harris made a motion to set a public hearing for the Transportation Impact Fee Facilities Plan & Impact Fee Analysis for November 19, 2025. Council Member Ross seconded and all voted in favor.

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

Hayden said he didn't have a contract to share. No Action was taken.

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

Council Member Harris made a motion to set a special City Council meeting for Tuesday November 18, 2025 at 7pm to canvass the general election. Council Member Ross seconded and all voted in favor.

10. COUNCIL/STAFF REPORT

Chief Ames

- He reported completion of a BDA system installation at their new building to enhance radio communications with dispatch and other officers throughout the area. The system was installed by Hunt Electric and improves radio signal strength within the building to ensure reliable communication. The Chief also mentioned they were staying busy with various projects and "digging into" their new facility. Dancing with the Community Stars will be November 18, 2025 at Festival Hall. Its one of the biggest fund raisers.

Hayden White

- He reported progress on the fuel station installation, noting it was halfway completed and that the state would take over maintenance and refilling responsibilities once finished. He also mentioned ongoing drainage projects, including work on Ravine Road where the city acquired property through a trade. Additionally, he reported they were finishing the replacement of water meters, with only three more towers to change out, though they were waiting on federal government approval for the last one due to a shutdown.

Lindsay Hildebrand

- She reported on processing invoices, business licenses, and other routine administrative tasks. She also mentioned that she and Carrie had delivered ballots to Parowan the previous night and were staying busy with regular office duties.

Council Member Ross

- She reported that the Planning Commission needs two new members as two current members have decided not to continue after their terms ended. She encouraged council members to refer interested individuals to the city office to complete an application for these positions.

Council Member Stoor

- The Recreation Committee will need a meeting. They have been working with Iron works Park.

Council Member Harris

- He reported that the Water Advisory Committee meeting scheduled for today was canceled due to several members being unable to attend. The meeting has been rescheduled for next Wednesday, and he committed to keeping the council updated on what transpires at that meeting. He also mentioned his plans to participate in the upcoming Wreaths Across America event on December 13th.

Council Member Tingey

- He announced the formation of the Enoch Historical Society, which is now functioning with paperwork expected to be filed by Friday. The society has held two meetings with 12 different people attending and seven others expressing interest. They have elected four board members out of a planned seven positions and established five committees. Bob invited anyone interested in history to join the society, noting they need more volunteers for the various committees. The next meeting is scheduled for tomorrow night at 7:00 PM in the council room.

Council Member Ley

- She discussed contacting SUU's archaeology department regarding Spanish Trail restoration, following up on Jonathan Wilson's public comment about the Spanish Trail situation where dirt was dumped on top of the trail. Wilson had suggested that SUU's archaeology department could help restore the trail by teaching students restoration techniques at the site. Debra volunteered to reach out to SUU about this possibility, as it would require specialized knowledge to carefully restore the trail while preserving the vegetation layer underneath that indicates where the trail was originally located. The restoration would be labor-intensive as they would be "trying to restore dirt from dirt," but SUU's archaeology students could potentially help with the detailed work required.

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.

Council Member Ross made a motion to close the regularly scheduled City Council meeting for the character, professional competence, or physical or mental health of an individual, collective bargaining, pending, or reasonable imminent litigation; imminent litigation, the purchase 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 Harris seconded and a roll call vote was held as follows:

Council Member Ross: Yes

Council Member Harris: Yes

Council Member Ley: Yes

Mayor Pro-Tem Stoor: Yes

Council Member Tingey: Yes

Lindsay Hildebrand, Recorder

Date



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
Total Costs					\$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: _____

LAY PERSON SUMMARY RECREATION IMPACT FEE ANALYSIS

Enoch City, Utah – November 2025

An Impact Fee Analysis for Enoch City's Transportation Impact Fee Analysis 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 Transportation 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 transportation infrastructure.

The purpose of this analysis is to evaluate how much new developments might contribute to an increased demand for roadway improvements and new roads. The analysis takes into account factors such as the number of average daily trips (ADT), city population, current and planned land use, and number 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 roads to handle the increased ADT 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 5 roadway improvements projects and 2 new roadway projects. 2 of the improvement projects are split up into a design project and a bidding & construction project. It is recommended that an Impact Fee Facilities Plan and Impact Fee Analysis study is conducted once every 5 years for a total of 2 studies.

The total of all 10-year planning window transportation improvements projects are expected to cost \$21,197,400. The total of all 10-year planning window Impact Fee Facilities Plans and Impact Fee Analysis studies are expected to cost \$137,200. 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 \$22,334,600. The projected increase in ADT at the end of the planning window is 9,951. This gives a total cost per trip of \$2,244.46. The single-family equivalent (SFE) trips is given to be 9.43 per the Trip Generation Manual of Engineers. Multiplying the SFE trips by the cost per trip gives a maximum allowable Impact Fee of \$21,165.24 per single family equivalent unit.

**ENOCH CITY CORPORATION
ORDINANCE NO. 2025-11-19-A**

**AN ORDINANCE AMENDING THE TRANSPORTATION IMPACT FEE FACILITIES PLAN &
IMPACT FEE ANALYSIS**

WHEREAS, the Enoch City Council recognizes the importance of maintaining a safe and efficient transportation network to support the quality of life and economic development of its residents; and

WHEREAS, the Council approved a “Transportation Impact Fee Facilities Plan & Analysis” in July 2023 to address the need for transportation improvements resulting from future growth; and

WHEREAS, the Council requested Sunrise Engineering, LLC to prepare an amendment to the 2023 Plan, to separate key roadway projects into phased design, bidding, and construction segments and to update project costs and timing to account for inflation; and

WHEREAS, a public hearing was held by the Enoch City Council on November 19, 2025, following proper notice as required by law; and

WHEREAS, the Enoch City Council has held extensive discussions and consultations with Sunrise Engineering, LLC, and agrees on the final form of the amended Transportation Impact Fee Facilities Plan and Impact Fee Analysis;

NOW, THEREFORE, BE IT ORDAINED by the Mayor and City Council of Enoch City that the amended Transportation Impact Fee Facilities Plan and Impact Fee Analysis, as produced by Sunrise Engineering, LLC, is hereby adopted and approved. The Transportation Impact Fee shall be established at _____ per single-family equivalent unit (SFE). The amended Transportation Impact Fee will take effect ninety (90) days after passage of this ordinance.

DATED this 19th day of November 2025

ENOCH CITY CORPORATION

VOTING:

Geoffrey L. Chesnut, Mayor

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

**ENOCH CITY CORPORATION
ORDINANCE NO. 2025-11-19-B**

**AN ORDINANCE ANNEXING PROPERTY OWNED BY NELSON LIVING TRUST,
D-0648-0001-0000 INTO THE CORPORATE BOUNDARIES OF
ENOCH CITY**

WHEREAS, the applicants filed a Petition for Annexation of 4.62 acres of property into the corporate boundaries of Enoch City; and

WHEREAS, the Enoch City Council accepted the petitions for further consideration, and

WHEREAS, the City Recorder determined the petition met the requirements for annexation according to the Utah Code Annotated and certified the petition; and

WHEREAS, notice of the petition was published within the area proposed for annexation, with the notice including the necessary items required, including a statement of how and where a protest could be filed; and no timely protest was filed; and

WHEREAS, the Enoch City Council held a public hearing concerning the annexation petition during a regular City Council meeting held on November 19, 2025 after notice of the hearing was published;

NOW, THEREFORE, BE IT ORDAINED, by the Mayor and City Council of Enoch, Utah that the property owned by and described on the attached Annexation Map prepared by Platt & Platt, Inc. be annexed into the Enoch City boundaries.

This Ordinance was made, voted upon and passed by the Enoch City Council at a regular City Council meeting held on the 19th day of November 2025. It shall take effect immediately upon signing by the Mayor and City Recorder.

ENOCH CITY CORPORATION

Geoffrey L. Chesnut, Mayor

ATTEST:

Lindsay Hildebrand, City Recorder

VOTING:

Katherine Ross	Yea___	Nay___
David Harris	Yea___	Nay___
Shawn Stoor	Yea___	Nay___
Bob Tingey	Yea___	Nay___
Debra Ley	Yea___	Nay___

SEAL

NELSON ANNEXATION BOUNDARY:

BEGINNING AT A POINT ON THE EAST RIGHT-OF-WAY LINE OF UTAH STATE ROUTE NO. 130 WHICH IS SITUATED N.00°15'42"E. ALONG THE SECTION LINE 443.12 FEET AND WEST 1219.62 FEET FROM THE EAST QUARTER CORNER OF SECTION 23, TOWNSHIP 35 SOUTH, RANGE 11 WEST, SLB&M, THENCE S88°37'00"E A DISTANCE OF 631.19 FEET TO THE EAST LINE OF GRANTOR'S LAND, THENCE S0°21'29"E ALONG THE EAST LINE OF THE GRANTOR'S LAND AS EVIDENCED BY AN EXISTING FENCE LINE FIXING THE LIMIT OF OCCUPATION AND POSSESSION THEREBY AND BY THEIR PREDECESSORS-IN-INTEREST IN EXCESS OF FIFTY YEARS A DISTANCE OF 315.18 FEET TO THE NEW RIGHT-OF-WAY LINE OF 3600 NORTH STREET, THENCE S9°00'37"E 67.09 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID 3600 NORTH STREET, THENCE N88°40'27"W, ALONG SAID RIGHT-OF-WAY LINE 642.46 FEET TO EAST LINE OF SAID STATE ROUTE NO. 130, THENCE N0°08'19"W ALONG SAID RIGHT OF WAY 381.80 FEET TO THE POINT OF BEGINNING.

CONTAINS 5.54 ACRES OF LAND.

BASIS OF BEARINGS NOTE: BEARINGS UPDATED TO CURRENT ENOCH CITY COORDINATE SYSTEM WHICH CORRESPONDS TO N0°15'42"E ALONG THE EAST LINE OF SECTION 23 - T35S, R11W, SLB&M.

