



**NOTICE OF MEETING AND AGENDA
PLANNING COMMISSION
FEBRUARY 10, 2026 AT 7:00 P.M.**
City Council Chambers
110 South Main Street
Springville, Utah 84663

The agenda will be as follows:

Call to Order

- Approval of the Agenda
- Approval of Minutes: January 13, 2026

Administrative Session - No Items

Legislative Session – Public Hearing

- 1) Perry Sharma Capital requests an amendment to the Official Zone Map from NC Neighborhood Commercial to HC Highway Commercial for the property located at northwest corner of Wallace Drive and 1600 South Parcel 26:047:0195.
- 2) Springville Public Works requests a recommendation on the approval of the Transportation Impact Fee Facility Plan, and Impact Fee Analysis.
- 3) The Springville Planning Commission will hold a public hearing to review the Springville Station Area Plan and make a recommendation to the City Council. The plan sets a vision and policies for development and transportation around the FrontRunner station area.

Adjournment

THIS AGENDA SUBJECT TO CHANGE WITH A MINIMUM OF 24-HOURS NOTICE

This meeting was noticed in compliance with Utah Code 52-4-202 on February 6, 2026. Agendas and minutes are accessible through the Springville City website at www.springville.org/agendas-minutes. Planning Commission meeting agendas are available through the Utah Public Meeting Notice website at www.utah.gov/pmn/index.html. Email subscriptions to Utah Public Meeting Notices are available through their website.

In compliance with the Americans with Disabilities Act, the City will make reasonable accommodations to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the Community Development department at (801) 491-7861 at least three business days prior to the meeting.



MINUTES
Planning Commission
Regular Session
Tuesday, January 13, 2026

IN ATTENDANCE

Commissioners Present: Genevieve Baker, Ann Anderson, Ralph Calder, Brett Nelson, and Peter Pratt

Commissioners Excused: Hunter Huffman and Tyler Patching

City Staff: Josh Yost, Community Development Director
Heather Goins, Executive Assistant

City Council: Jake Smith

CALL TO ORDER

Vice Chair Nelson called the meeting to order at 7:00 p.m.

APPROVAL OF THE AGENDA

Commissioner Anderson moved to approve the agenda as written. Commissioner Calder seconded the motion. The vote to approve the agenda was unanimous.

APPROVAL OF THE MINUTES

December 9, 2025

Commissioner Calder moved to approve the December 9, 2025 meeting minutes. Commissioner Pratt seconded the motion. The vote to approve the meeting minutes was unanimous.

ADMINISTRATIVE SESSION

No Items

LEGISLATIVE SESSION:

1) Lakeside Landing Partners and Unified Business Alliance request an amendment to the Development Agreement for Lakeside Landing Property dated April 2022.

Josh Yost, Community Development Director, presented the proposed First Amendment to the Lakeside Landing Development Agreement, originally adopted in December 2021 and recorded in April 2022. He explained that the original agreement established vesting periods and park completion timelines, with park completion required by April 2025. Due to changes in development timing, the development parties are currently in default.

The proposed amendment addresses the park completion timing to replace the fixed completion date with a performance-based standard. No building permits will be issued beyond 40% of the total units in either the north or south development areas until the respective neighborhood park is completed. The vesting period reset leaves the regulatory/density rights (15-year vesting period beginning April 2022) unchanged. The design-related vesting rights (architectural, landscape, lot standards, etc.) are reset for an additional six-year period.

51 The Commissioners asked questions regarding development partners and ownership
52 structure, park responsibilities and funding, infrastructure progress (utilities, sewer,
53 pressurized irrigation) and development phasing and coordination among multiple
54 developers. The development groups are LGI Homes, Lakeside Landing, and UBA.

55
56 Commissioner Anderson asked about the progress of the project. Director Yost explained
57 that on the ground improvements are mostly done. LGI Homes intends to start home
58 construction this summer.

59
60 Commissioner Calder asked about developer parks. Director Yost noted there are two
61 public neighborhood parks covered by the agreement and that other open spaces are
62 privately maintained.

63
64 Chair Baker arrived at 7:10 p.m. Director Yost gave a quick recap to Chair Baker.

65
66 Chair Baker opened the public hearing at 7:12 p.m. Seeing no speakers, Commissioner
67 Calder moved to close the public hearing. Commissioner Anderson seconded. The public
68 hearing was closed at 7:12 p.m.

69
70 Commissioner Anderson moved to recommend approval of the First Amendment to the
71 Development Agreement for Lakeside Landing Property between the City of Springville,
72 Lakeside Land Partners, and Davies Design Build. Commissioner Nelson seconded the
73 motion. The vote to approve the Legislative Session item was unanimous.

74
75 **2) Springville Public Works requests a recommendation on the approval of the Drinking**
76 **Water Master Plan, Impact Fee Facility Plan and Impact Fee Analysis.**

77 **3) Springville Public Works requests a recommendation on the adoption of the Pressurized**
78 **Irrigation Master Plan, Impact Fee Facility Plan, and Impact Fee Analysis.**

79 Jeff Anderson, Assistant Public Works Director, presented. The master plans aim to plan for
80 upcoming growth, establish levels of service, and project and estimate growth.

81 He gave detailed statistics on the existing system, including miles of pipe, wells, tanks, and
82 pressure zones. Sufficient water rights are verified and worst-case scenarios are analyzed.

83 The plan includes estimates for future growth and the need for capital improvement projects.
84 Growth is picking up. There are several subdivisions ready to go. Growth pays for itself
85 through impact fees.

86 He showed existing drinking water wells, existing storage tanks, and 220 miles of pipelines.
87 Hydraulic models see some fire flow deficiencies.

88
89 Assistant Director Anderson spoke to aging pipes and replacement. Plat A has 100-year-old
90 pipes in the ground. It is expensive to replace. Just because it is old, doesn't mean it is at it's

91
92 **Pressurized Irrigation**

93 The City models and designs for peak times. There are 262 irrigated acres to expand to 615
94 in 10 years. Supplementing with culinary water needs to stop.

95
96 The system assets are Hobble Creek, Strawberry Reservoir and Bartholomew Pond. We
97 have a lot of water. We are at a surplus for water rights. But as growth comes, that will
98 change. Potential irrigation water rights have 2,976 acre feet available.

99

100 Chair Baker asked about water rights in Plat A. Assistant Director Anderson said it isn't in
101 the master plan to put PI in Plat A. He explained installation and costs with flood irrigation.
102 Commissioner Nelson expressed concern about how this is being communicated. Director
103 Stapley said PI is not in the plan for Plat A at this time.

104
105 Staff recommends keeping the drinking water impact fee at \$1,266. Secondary water is
106 proposed at \$2,305. The total is \$3,571. It is \$20 less than the current impact fee. We are
107 well below the county average. These fees meet our needs.

108
109 The Commissioners discussed aging infrastructure replacement strategy and bonding
110 considerations, long-term fiscal sustainability, historical replacement practices, PI system
111 expansion and implications for Plat A, equity and ratepayer impacts and redundancy and
112 emergency interconnections with neighboring systems.

113
114 Assistant Director Anderson clarified replacement costs are not impact-fee eligible,
115 development pays for new infrastructure; ratepayers fund maintenance and replacement
116 and replacement planning will be phased and may involve bonding.

117
118 Chair Baker opened the PI public hearing at 8:11 p.m.

119
120 Charles (last name inaudible) spoke. He mentioned the audio clarity on YouTube. Unless
121 people speak directly into the microphone, they cannot be heard. His interest is in PI
122 expansion in Plat A during future pipe replacement projects. Director Stapley noted PI
123 expansion in Plat A is a potential future consideration but not currently included in the
124 master plan.

125
126 Commissioner Anderson moved to close the PI public hearing. Commissioner Nelson
127 seconded. The public hearing was closed at 8:17 p.m.

128
129 Chair Baker opened the drinking water public hearing at 8:18 p.m. Seeing no speakers,
130 Commissioner Nelson moved to close the public hearing. The public hearing was closed at
131 8:18 p.m.

132
133 Commissioner Anderson moved to recommend approval of the Drinking Water Master Plan,
134 Impact Fee Facility Plan and Impact Fee Analysis. Commissioner Calder seconded the
135 motion. The vote to approve the Legislative Session item was unanimous.

136
137 Commissioner Pratt moved to recommend the adoption of the Pressurized Irrigation Master
138 Plan, Impact Fee Facility Plan and Impact Fee Analysis. Commissioner Nelson seconded
139 the motion. The vote to approve the Legislative Session item was unanimous.

140
141 With nothing further to discuss, Commissioner Nelson moved to adjourn the meeting.
142 Commissioner Anderson seconded the motion. Chair Baker adjourned the meeting at 8:21
143 p.m.



**PLANNING COMMISSION
STAFF REPORT**

Agenda Item #1
January 27, 2026

January 20, 2026

TO: Planning Commission Members

FROM: Carla Wiese, Planner/Econ Dev Specialist

RE: **Perry Sharma Capital requests an amendment to the Official Zone Map from NC Neighborhood Commercial to HC Highway Commercial for the property located at the northwest corner of Wallace Drive and 1600 South Parcel 26:047:0195.**

Petitioner: Perry Sharma Capital

Summary of Issues

Is the proposed zone amendment consistent with the General Plan?

Background

The Neighborhood Commercial (NC) Zone was established as part of the 2003 zoning overhaul. The NC district is intended to serve a limited area by providing commercial goods and services that support basic trade and personal needs on a daily or frequent basis.

At the time, development along 1600 South was minimal, with residential uses limited primarily to Phase 1 of the Kelvin Grove Subdivision. Construction of Phase 1 of the Dry Creek Substation around 2003 significantly altered the character of the 1600 South corridor. In 2019, initial funding was approved for the UDOT 1600 South interchange, a project that further reshaped the area’s development potential through roadway widening and the addition of a northbound exit.

The City was approached by the property owner with a potential site plan which didn’t meet the requirements for neighborhood commercial, and the property owner determined that he would request a rezone of the property to HC-Highway Commercial

Analysis

DEVELOPMENT REVIEW COMMITTEE (DRC)

The Development Review Committee reviewed the requested rezone on January 22, 2026, and had no concerns regarding the HC rezone. The consensus from DRC was that HC is compatible with the new 1600 S Corridor and that Kelvin Grove Park provides a buffer for the higher intensity uses of Highway Commercial.

Springville City Code defines the intent of the Highway Commercial as “... intended to provide an area abutting major arterial streets or interstate frontage roads for a full range of commercial and professional uses; however, the primary focus should be on uses which require large retail display or merchandise storage area and serve a regional market. Parking is to be provided on the site. Landscaping is required in all areas not necessary for building(s), storage, parking and

traffic circulation, with parking and storage areas being screened and an appropriate landscaped buffer and fencing adjacent less intense uses.”

The character of 1600 South will be strongly influenced by the completion of the Dry Creek Parkway Exchange and the Dry Creek Substation Phase 2, currently under construction. Increased traffic, as well as commercial development to the south, make a rezone to a higher intensity zone

The current General Plan Land Use Map identifies the area as commercial, making the requested rezone compatible with the General Plan.

Staff Recommendation

Staff finds that the requested rezone is compatible with the current development along the 1600 South Corridor and the intent of the General Plan.

Recommended Motion

Move to recommend approval of the amendment to the Official Zone Map from NC Neighborhood Commercial to HC Highway Commercial for the property located at the northwest corner of Wallace Drive and 1600 South Parcel 26:047:0195.

Alternate Motions

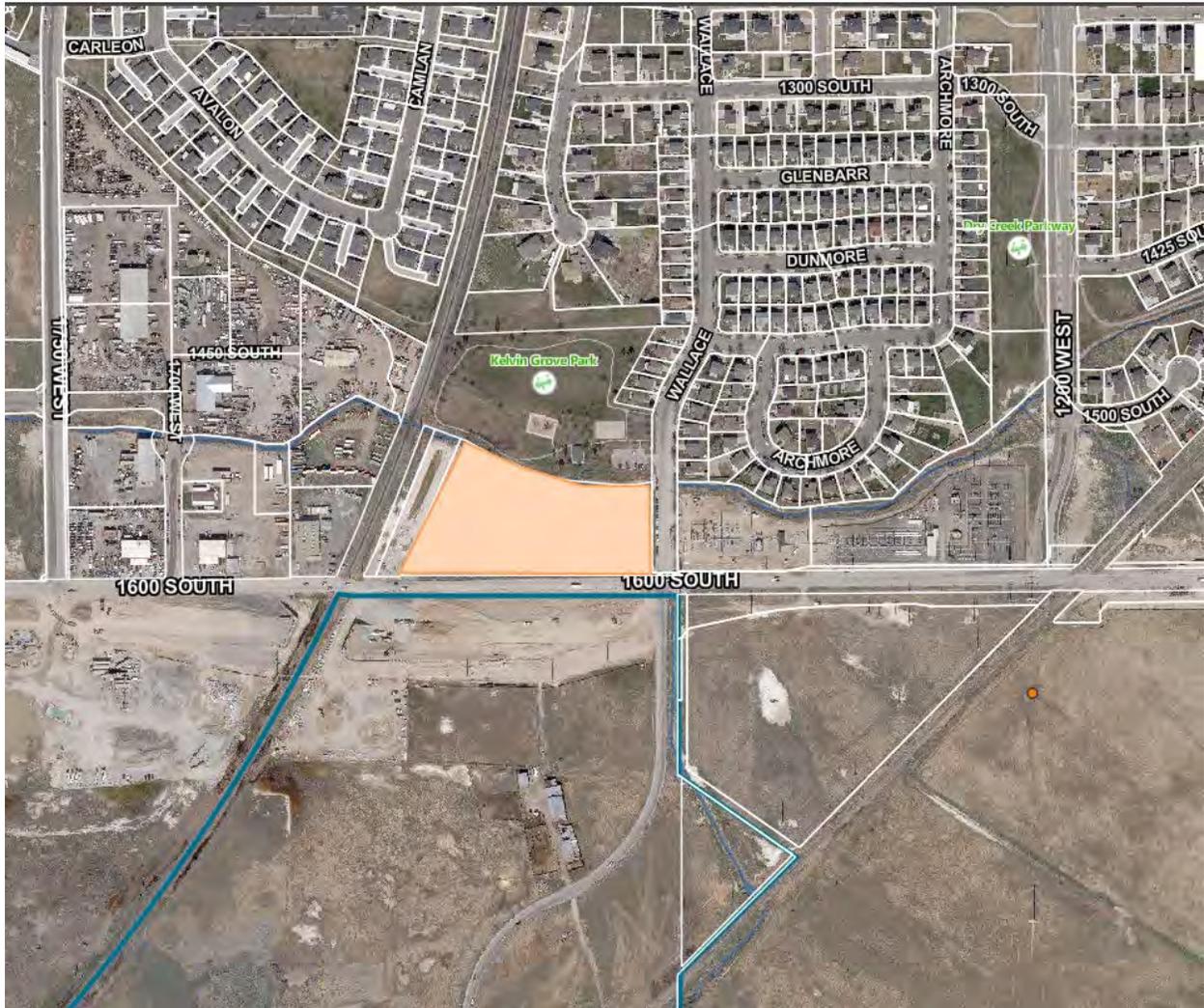
Move to recommend denial of the amendment to the Official Zone Map from NC Neighborhood Commercial to HC Highway Commercial for the property located at the northwest corner of Wallace Drive and 1600 South, Parcel 26:047:0195.

Move to continue discussion of the amendment to the Official Zone Map from NC Neighborhood Commercial to HC Highway Commercial for the property located at the northwest corner of Wallace Drive and 1600 South, Parcel 26:047:0195.

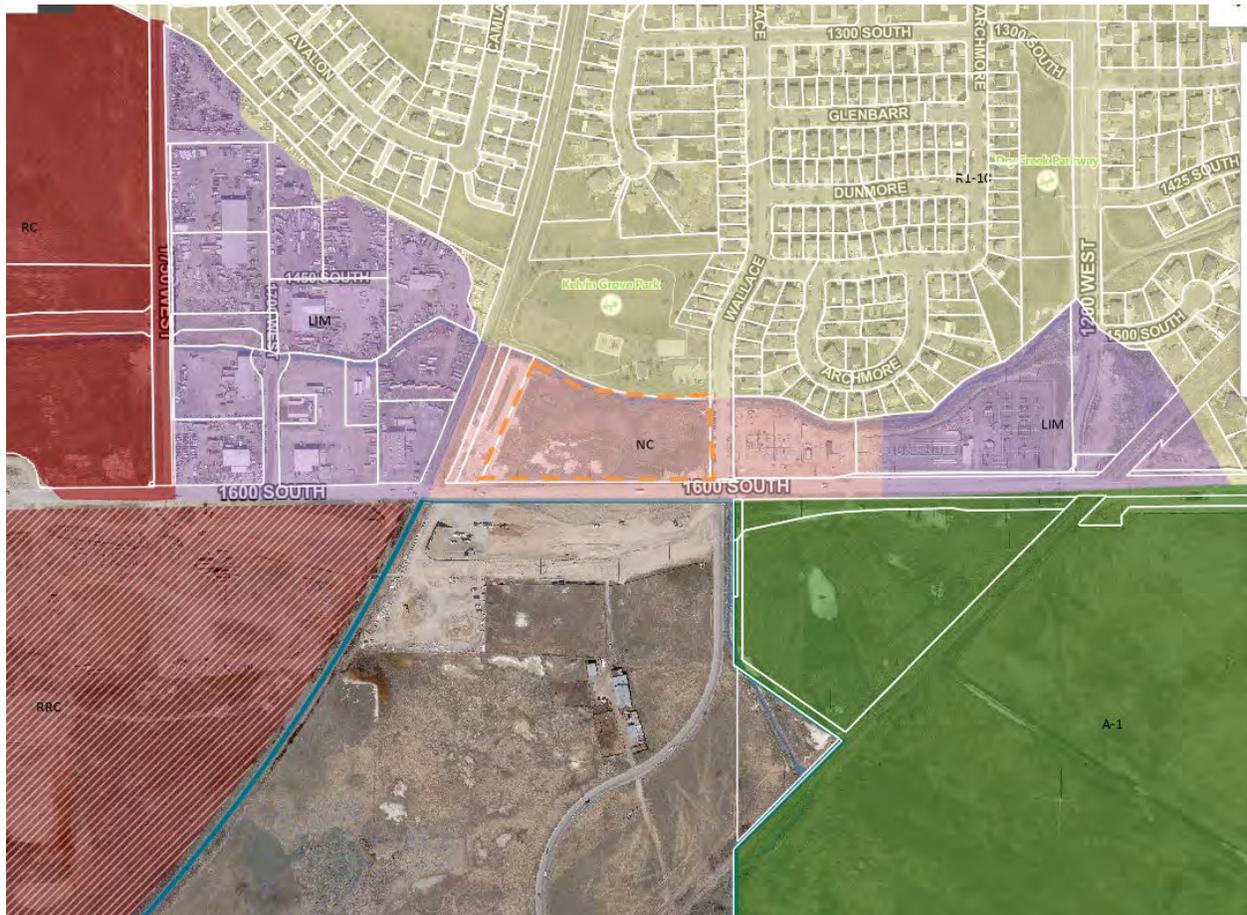
Attachments

- Attachment A-Aerials of Parcel 26:047:0195
- Attachment B-Current Area Zoning
- Attachment C-Springville Rezone Application

Attachment A-Aerial of Parcel 26:047:0195



Attachment B-Current Area Zoning



Attachment C-Springville Rezone Application

Ms. Carla Weise
Springville City Community Development
110 So. Main St.
Springville, Utah 84663

December 5, 2025

Re: Property rezone request: Neighborhood Commercial (NC) to Highway Commercial (HC)
Parcel Serial # 26:047:0195, Springville City, Utah

Ms. Weise,

Rajiv Sharma of Perry Sharma Capital respectfully requests approval of a zoning map amendment and rezone of his property located at the northwest corner of Wallace Drive and West 1600 South, from Neighborhood Commercial (NC) to Highway Commercial (HC).

Will the proposal be harmonious with the overall character of the existing property?

Because of the property's unique location along UDOT's newly re-aligned 1600 South and the proximity to the new elevated railroad "fly-over", limits to property's visibility have been created and access from the 1600 South to the rear portions of the property have been restricted. The termination of 1600 So. along the frontage of the property has created unique challenges that the owner believes can be overcome with the proposed re-zoning.

It is the owner's belief that Neighborhood Commercial zoning uses require significantly more visibility, traffic exposure and circulation than many of the destination type uses which are allowed and permitted within the Highway Commercial (HC) zoning. The owner believes the development will be more successful and marketable with the additional allowed uses, many of which are destination oriented.

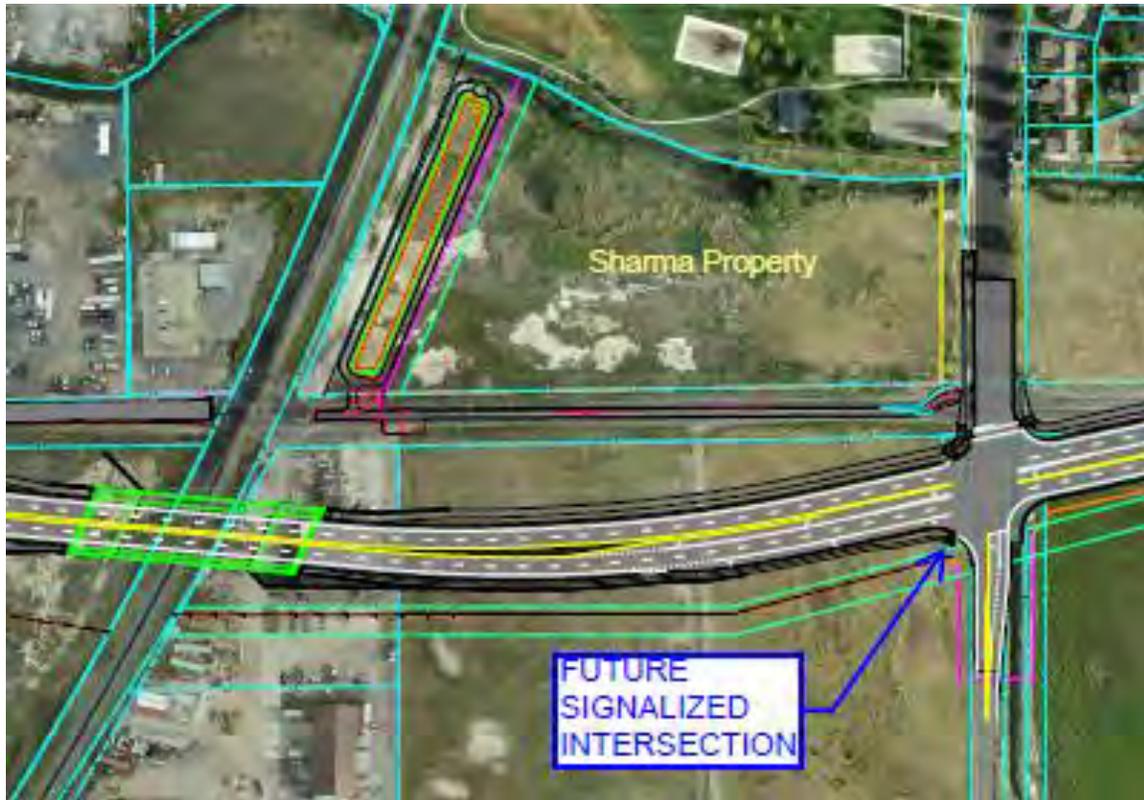
How will the change affect adjacent properties?

The property re-zone should have little if any negative effect on the surrounding properties. The UDOT retention basin and the two Sharp-Tintic railways are contiguous along the western boundary, while the terminated 1600 South right-of-way and UDOT "fly-over embankment are contiguous for the entire Southern boundary of the property. Dry creek and the required stream setback will serve as a natural buffer to the Kelvin Grove Park which adjoins the property for the entirety of the Northern boundary. The new Southern Utah Valley Power Substation is located across the street of the property and runs the entire length of the Eastern boundary.

Is the proposal consistent with the goals and objectives of the General Plan?

The proposed re-zoning and successful development of the property meets the goals and objectives of the General Plan and the 1600 South Corridor Plan in the following ways.

- The Highway Commercial zoning designation is consistent with the Springville City General Plan, particularly regarding corridor development and economic growth.
- It matches the 2023 Corridor Plan suggesting land-use patterns of commercial village and retail along 1600 South.
- Successful development of this property enhances the economic development potential of the property and broadens the range of viable commercial uses, and long-term sales-tax-generating uses.
- The re-zone allows the property to be developed in a manner that best utilizes its location, visibility, and access characteristics.



Sincerely,

Lance Richards

Lance Richards
Owners Agent

Legal Description for:
Parcel 26:047:0195
City of Springville
Utah County, Utah

Beginning at a point being North 56.11 Feet along the East Section Line and East 14.29 Feet from the Southeast Corner of Section 06, Township 08 South, Range 03 East of the Salt Lake Base & Meridian, and running;

Thence North 89°59'58" West 814.88 Feet;
Thence North 23°18'05" East 431.91 Feet to and along the Easterly Line of Parcel Number 26:047:0194 (owned by The Utah Department of Transportation) as found on file at the Utah County Recorder's Office;
Thence South 69°52'43" East 20.42 Feet;
Thence South 61°03'35" East 100.54 Feet;
Thence South 68°57'43" East 140.70 Feet;
Thence South 78°46'56" East 82.83 Feet;
Thence South 85°18'00" East 132.04 Feet;
Thence North 89°12'56" East 54.22 Feet;
Thence North 82°22'29" East 46.62 Feet;
thence South 261.70 Feet;
Thence North 89°38'25" East 78.00 Feet;
Thence South 56°57'27" East 17.04 Feet to the Point of Beginning.

Containing 200,813 Square Feet or 4.60 Acres, More or Less, As Described.



Community Development
110 South Main Street
Springville, UT 84663

801.491.7861
www.springville.org

PROPERTY OWNERS
CONSENT FORM

(We) (I) Rajiv Sharma, the undersigned owner(s)
of real property located at NW Corner of Wallace Dr. and 1600 South, Springville, Utah,
identified by tax serial number(s) 26- 047- 0195

hereby grant Lance Richards - Landmark Development permission to apply to the
Springville City Planning Commission for the following changes to the property:

- Zone Change from NC to Highway Commercial (HC)
- Subdivision Approval
- Other _____

Dated this 3rd day of December, 2025.

Rajiv Sharma

State of Utah)
 : ss.
County of Utah)

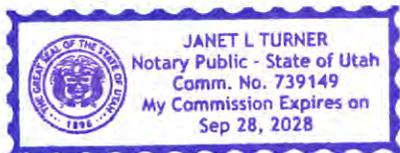
On this 3rd day of December, 2025, appeared before me

Rajiv Sharma, the signer(s) of the foregoing instrument

who acknowledged execution thereof.

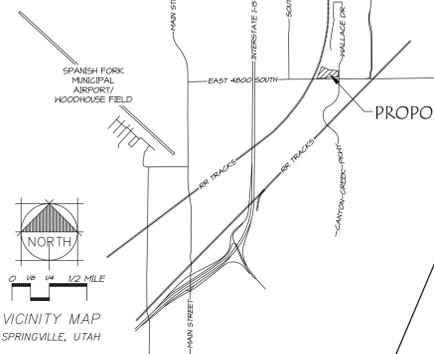
Janet L. Turner

NOTARY PUBLIC



PROJECT LOCATION

THE PROJECT IS LOCATED AT:
NEAR INTERSECTION OF WALLACE
DRIVE & E 4800 S
SPRINGVILLE, UTAH



ADJACENT PARCEL
26:047:0022
OWNER: ROBOTRONICS, INC.

ADJACENT PARCEL
26:047:0009
OWNER: ROBOTRONICS, INC.

ADJACENT PARCEL
26:050:0060
OWNER: UTAH DEPARTMENT OF TRANSPORTATION

ADJACENT PARCEL
26:050:0052
OWNER: UTAH DEPARTMENT OF TRANSPORTATION

ADJACENT PARCEL
26:050:0055
OWNER: SCHWARTZ INVESTMENTS, LLC

ADJACENT PARCEL
26:040:0073
OWNER: SOUTHERN UTAH VALLEY POWER SYSTEMS

ADJACENT PARCEL
26:053:0032
OWNER: GRANDALL PROPERTIES, LTD

ZONE CHANGE MAP PERRY SHARMA CAPITAL, LLC (ET AL)

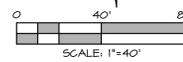
LOCATED IN SECTION 06, TOWNSHIP 08 SOUTH, RANGE 03 EAST OF THE SALT LAKE BASE AND MERIDIAN
IN THE CITY OF SPRINGVILLE, UTAH COUNTY, UTAH.
DEVELOPED BY: PERRY SHARMA CAPITAL, LLC

PARCEL NUMBER: 26:047:0195

ADJACENT PARCEL
441300850
KELVIN GROVE PARK
OWNER: SPRINGVILLE CITY

PARCEL No:
26:047:0195
PERRY SHARMA CAPITAL, LLC (ET AL)

200813 sq ft
4.61 acres



LEGAL DESCRIPTION:

BEGINNING AT A POINT BEING NORTH 56.11 FEET ALONG THE EAST SECTION LINE AND EAST 14.29 FEET FROM THE SOUTHEAST CORNER OF SECTION 06, TOWNSHIP 08 SOUTH, RANGE 03 EAST OF THE SALT LAKE BASE & MERIDIAN, AND RUNNING:

THENCE NORTH 89°59'58" WEST 814.88 FEET;
THENCE NORTH 23°18'05" EAST 431.91 FEET TO AND ALONG THE EASTERLY LINE OF PARCEL NUMBER 26:047:0194 (OWNED BY THE UTAH DEPARTMENT OF TRANSPORTATION) AS FOUND ON FILE AT THE UTAH COUNTY RECORDER'S OFFICE;
THENCE SOUTH 69°52'43" EAST 20.42 FEET;
THENCE SOUTH 61°03'35" EAST 100.54 FEET;
THENCE SOUTH 68°57'43" EAST 140.70 FEET;
THENCE SOUTH 78°46'56" EAST 82.83 FEET;
THENCE SOUTH 85°18'00" EAST 132.04 FEET;
THENCE NORTH 89°12'56" EAST 54.22 FEET;
THENCE NORTH 82°22'29" EAST 46.62 FEET;
THENCE SOUTH 261.70 FEET;
THENCE NORTH 89°38'25" EAST 78.00 FEET;
THENCE SOUTH 56°57'27" EAST 17.04 FEET TO THE POINT OF BEGINNING.

CONTAINING 200,813 SQUARE FEET OR 4.60 ACRES, MORE OR LESS, AS DESCRIBED.

DATE:	11/1/2025
JOB NO.:	14901-25
DESIGNED BY:	DSM
CHECKED BY:	JSS
DWG.:	Zone Change Map
DATE:	
REVISIONS:	

ROSENBERG
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CIVIL ENGINEERS • LAND SURVEYORS

352 East Riverside Drive
Suite A-2
St. George, Utah 84700
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www.rosberg.com

ZONE CHANGE MAP
FOR
PERRY SHARMA CAPITAL, LLC (ET AL)
SPRINGVILLE, UTAH

Z:\14000-14999\14901-25 Zone Change Map.dwg, 11/17/2025 11:47:45 AM, dkl, DWG to PDF, 3



Know what's below.
Call before you dig.

NOTE: EXISTING UTILITIES ARE SHOWN ON PLANS FOR THE CONVENIENCE OF THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND DEPTH OF ALL UTILITIES. THE DRAWING MAKES NO REPRESENTATION FOR UTILITIES NOT SHOWN OR SHOWN INCORRECTLY.



To: Planning Commission

From: Carla Wiese, Planner/Econ Dev

Date: January 23, 2026

Re: Transportation Impact Fee Facility Plan, and Impact Fee Analysis

Planning Commission Members,

In the following months, the Planning Commission will make recommendations on the master plans submitted by various departments. State Code, in the Land Use Development and Management Act, requires land use decisions to go before the municipality's planning commission, and recently the state legislature expanded the items that would be considered land use decisions to include "... specification, fee, or rule that governs the use or development of land...". Our City Attorney, John Penrod, has advised that the required impact fee facilities plans and analysis fall into this category and, therefore, should be submitted to the planning commission for recommendation to the City Council.

State Code also governs the requirements for cities to impose an impact fee on development. Title 11-36a is the Impact Fee Act, and it defines an impact fee as "... a payment of money imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure." Before a city can impose an impact fee, it must "...prepare an impact fee facilities plan to determine the public facilities required to serve development resulting from new development activity" and "prepare a written analysis of each impact fee".

Each city department that imposes an impact fee will update its Impact Fee Facility Master Plan and Impact Fee Analysis, and will bring these documents to the Planning Commission for recommendations to the City Council. The Mayor and City Council have directed the various departments to review these master plans annually to ensure that the fees are sufficient to fund the infrastructure required by new growth.



COMMUNITY
DEV



Springville Impact Fee Facilities Plan Update

January 2026



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I. INTRODUCTION

A. Background

This document is an update to the 2024 Springville City Impact Fee Facilities Plan (IFFP) completed by Horrocks and does not represent an entirely new project planning and impact fee process. This IFFP update is based on the 2024 Springville City Transportation Master Plan (TMP) completed by Horrocks. The following changes have been in coordination with Springville City staff as part of this update:

- Inflating project costs (5% per year) from 2024 TMP to represent 2026 costs
- Growing roadway volumes (2% per year) from the 2024 TMP to represent 2026 daily traffic volumes
- Minor updates in methodology to represent best practices
- Updates to inconsistencies in the 2024 IFFP
- Completed projects have been moved to the buy-in component
- Project funding sources have been updated to reflect the latest understanding of city versus outside funding splits

The 2024 TMP was not updated with the IFFP. Thus, the following was not changed:

- Project list (and specifically the need for these projects)
- Roadway capacities/cross-sections
- Original project cost estimates¹
- Original existing and future traffic volumes estimates

The 2024 TMP provides traffic volumes for 2024 and 2040 scenarios, not 2033. However, 2033 traffic volumes are provided in the previous IFFP. Thus, the traffic volumes used in this update are taken from the previous IFFP. When the TMP is updated, this IFFP should also be updated to reflect the most current analysis and traffic volumes.

B. Overview

The purpose of the Springville City Transportation Impact Fee Facilities Plan (IFFP) update is to identify public roadway improvements that are needed to accommodate anticipated development and to evaluate the amount that is impact fee eligible. Utah law requires cities to prepare an IFFP prior to preparing an impact fee analysis (IFA) and establishing an impact fee. According to Utah State Code Title 11, Chapter 36a, Section 302, the IFFP is required to accomplish the following:

- Identify the existing level of service (LOS)
- Establish a proposed LOS
- Identify any excess capacity to accommodate future growth at the proposed LOS
- Identify demands placed upon existing public facilities by new development activity at the proposed LOS
- Identify the means by which the political entity will meet those growth demands
- Include a general consideration of all potential revenue sources to finance system improvements

This analysis incorporates information from the Springville TMP (2024), which was completed by Horrocks. The TMP includes information regarding the existing and future demands on the transportation infrastructure and the proposed improvements to provide acceptable levels of service. The TMP also provides additional detail regarding the methodology used to determine future travel demand.

This document focuses on the improvements that will be needed over the next 6-10 years. Utah law requires that any impact fees collected for these improvements be spent within six years of being collected. This creates a rolling 6-10 year window depending on when fees are collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase due to additional development. The city council may choose to adopt a fee lower than the maximum impact fee identified, but not higher.

¹ Cost estimates were updated for a few bridge/culvert projects where the previous cost estimates appeared to be unrealistically low

C. Service Area

The service area for the transportation impact fee analysis is the city of Springville, shown below in **Figure 1**.

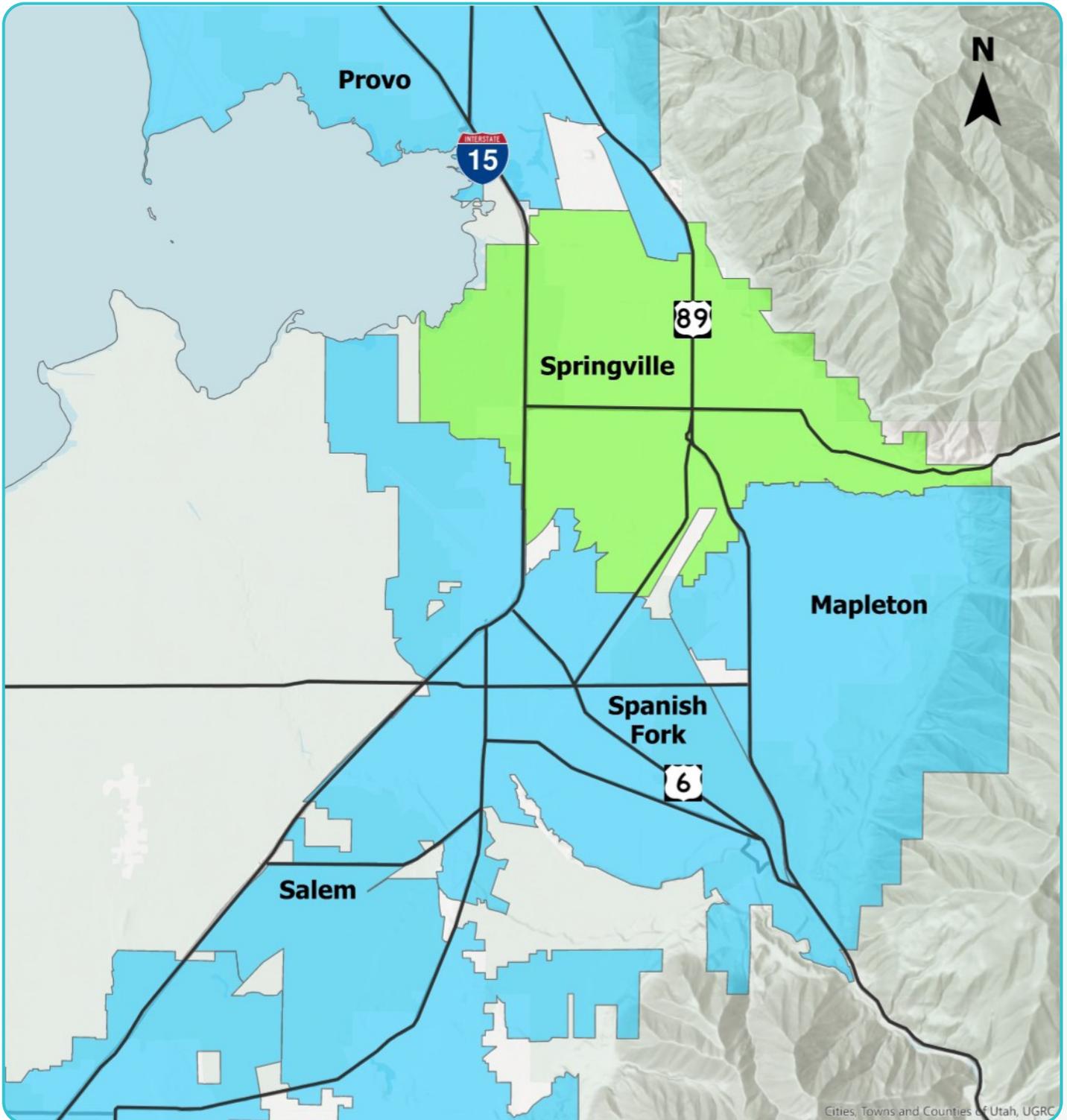


FIGURE 1: Service Area – Springville City

II. ANALYSIS METHODOLOGY

A. Purpose

The purpose of this chapter is to discuss the Level of Service (LOS) methodology and the proposed LOS threshold for Springville City roadways. According to Utah State Code Title 11, Chapter 36a, Section 102, LOS is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on a high-level analysis of the intersection.

B. Proposed LOS

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the least traffic congestion and F the most traffic congestion.

LOS methodology from the previous TMP (and thus also the IFFP) are utilized in this update. Information on their methodology is provided on Page 9 of the Springville TMP (2024). These daily capacity thresholds are based on providing LOS D or better during peak hours, and are provided below in **Table 1** and **Table 2**.

TABLE 1: SUBURBAN ARTERIAL LOS CAPACITY CRITERIA IN VEHICLES PER DAY (2024 IFFP TABLE 5)

Lanes	LOS C	LOS D	LOS E
3	12,400	15,100	17,700
5	28,500	32,800	40,300
7	43,000	50,500	63,400

Source: Utah/Wasatch Front Specific Daily Capacity Estimates; MAG & WFRC

TABLE 2: SUBURBAN COLLECTOR LOS CAPACITY CRITERIA IN VEHICLES PER DAY (2024 IFFP TABLE 6)

Lanes	LOS C	LOS D	LOS E
2	9,700	12,100	14,500
3	10,800	13,400	16,100
5	23,100	26,900	33,900

Source: Utah/Wasatch Front Specific Daily Capacity Estimates; MAG & WFRC

The proposed LOS provides a standard of evaluation for roadway conditions. This standard will determine whether or not a roadway will need improvements. According to Utah State Code Title 11, Chapter 36a, Section 302:

- “(b) A proposed level of service may diminish or equal the existing level of service.
- (c) A proposed level of service may:
 - (i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
 - (ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.”

As noted in the Springville TMP (2024):

LOS D was adopted by the Springville City Council with the general plan for system streets (collectors and arterials) as acceptable for future planning and was used in this TMP.

Therefore, improvements are recommended and eligible for impact fees for roadways that are projected to operate at LOS E or F in the future.

C. Excess Capacity

An important element of the IFFP is the determination of excess capacity on the roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. This capacity is available for new development in the City before additional infrastructure will be needed. This represents a buy-in component from the City if the existing residents and businesses have already paid for these improvements.

New roads do not have any existing excess capacity, and roads that are not under city jurisdiction have their capacity information removed from the calculations. The excess capacity for roadways that are identified as needing improvements in the IFFP was calculated and accounted for in the impact fee calculations.

D. Trips

The unit of demand for transportation impact is the PM peak hour vehicle trip. A vehicle trip is defined by the Institute of Transportation Engineers (ITE) as a “single or

one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site”. The total traffic impact of a new development can be determined by the sum of the total number of vehicle trips generated by a development during the PM peak hour of a typical weekday. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual, 12th ed. (2025). ITE’s trip data is based on data collection at numerous sites over several decades.

According to the 2024 IFFP ITE trip generation rates were divided by one-half. This same approach was taken in this updated IFFP.

There is a minor discrepancy in the way ITE calculates trips and the way trips or roadway volumes are calculated in the travel demand model used in the Springville TMP. This discrepancy is explained by the model roadway volumes and capacities being calculated using daily traffic volumes rather than trips on the roadway. Essentially, this means that a travel demand model “trip” or unit of volume is counted once as a vehicle leaves home, travels on the road network, and then arrives at work. These vehicles will only be counted as they travel on the roadway network. The ITE Trip Generation method uses driveway counts as its measure of a trip. Therefore, a vehicle making the same journey will be counted once as it leaves home and once again as it arrives at work for a total of two trips. This can be rectified simply by adjusting the ITE Trip Generation rates by one-half, this calculation will be evident in the IFA.

An additional consideration is that certain developments generate pass-by trips. Pass-by trips are stops taken on the way from one development to another. An example of this is someone stopping at a gas station on the way home from work. The pass-by trip is still counted at the gas station access. However, the pass-by trip was completed by a vehicle already on the road due to other developments.

Pass-by trips do not add additional traffic to the roadway and, therefore, do not create additional impact. Many land-use types in the ITE Trip Generation Manual have a suggested reduction for pass-by trips where applicable. In each case, the trip reduction rate will be applied to the trip generation rate used in the IFA.

E. Cut-through Trips

Trips that do not have an origin or destination within Springville City are referred to as “cut-through trips” or in the 2024 IFFP “pass-through trips”. These trips need to be removed from the impact fee calculation. For example, if the driver of a vehicle starts a trip in Mapleton, travels through Springville City, and ends that trip in Provo, this trip adds traffic to a Springville roadway. However, the cost of the incremental congestion it adds to Springville City roadways cannot be recovered through impact fees. The details behind these calculations are described in Chapter 4 of this document. The details behind the cut-through trips were described on page 16 of the 2024 IFFP.

This percentage is determined using the MAG Travel Demand Model. The Travel Demand Model determines pass-through traffic by keeping track of the origin, destination, and path for each vehicle trip generated. When the vehicle trip uses a roadway in Springville and the origin and destination of that trip is located outside of Springville, that trip is considered a pass-through trip.

F. Existing Overcapacity

If a project is identified for a roadway that is already operating with volumes in excess of the acceptable capacity, the volume of existing traffic that is above capacity is accounted for in calculating the percent of project cost that is eligible for inclusion in the impact fee. The volume of existing traffic that exceeds existing capacity is subtracted from the volume of future traffic that exceeds existing capacity when determining the amount of new development-related traffic projected to use the newly created roadway capacity.

No roadways in Springville with projects planned currently exceed their existing capacity, thus this category was not included in the final impact fee calculation table.

G. Intersection Projects

If trips resulting from new growth require an intersection to be upgraded, the full cost of the intersection is impact fee eligible. If it weren't for new development, the existing intersection configuration would be adequate. Thus, excess capacity is not accounted for with intersection projects.

H. System and Project Improvement

There are nine primary classifications of roads defined in the Springville TMP:

- Principal Arterial
- Major Arterial with Trail
- Major Arterial
- Minor Collector with 10' Trail
- Minor Collector (3-Lanes)
- Minor Collector (2-Lanes)
- Commercial Local
- Residential Local
- Country Lane

For the purpose of capacity in the IFFP, the capacities for arterials and collectors identified in the Existing Traffic Volumes and Level of Service section of the TMP were used.

Improvements made to collectors and arterials are considered system improvements as defined in the Utah Impact Fee Law, as these streets serve users from multiple developments. All intersection improvements on existing and future collectors and arterials are also considered system improvements. System improvements may include anything within the roadway, such as curb and gutter, asphalt, road base, sidewalks/trails, lighting, and signing for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

According to the 2024 IFFP, the City responsibility cost for each new road is determined as the percentage of the total project cost beyond a local street classification. For example, a Minor Collector Street is 17% more costly than a local street. Thus, the City responsible (impact fee eligible) portion of a new Minor Collector is 17%.

III. TRANSPORTATION DEMANDS

A. Purpose

The purpose of this chapter is to identify the existing and future transportation demands on Springville roadway facilities. Future transportation demands are based on new development in the City. Once defined, the transportation demands help identify roadways that have excess capacity and those that require additional capacity due to high transportation demands.

B. Existing Roadway Conditions

The existing LOS of major roadways in Springville City is shown in the TMP. As shown, all major City roadways are currently operating at an acceptable LOS (D or better). Two intersections are operating at LOS E or worse:

- Main Street (US-89) & 400 South (SR-77)
- 400 East & 400 South (SR-77)

C. Future Roadway Conditions

2033 traffic volumes were obtained from the 2024 IFFP (Table 5 on page 17). These volumes were then grown 2% per year to present 2036.

Based on the analysis in the 2024 Springville TMP, the anticipated growth from new development in Springville City will result in **27,255** PM trips in 2033. This is a 41 percent increase in PM peak hour trips from 2024 (19,738 PM peak hour trips). It was not necessary to grow these trips to reflect a 2036 condition as growing both the base-year and the future-year will cancel each other out (assuming the same linear growth for both years).



IV. MITIGATION PROJECTS

A. Purpose

The purpose of this chapter is to discuss the recommended improvements and new roadways that will mitigate capacity deficiencies on City roadways, as well as the cost of those improvements. The cost of the recommended improvements is critical in the calculation of the impact fees.

B. Future Projects

Poor levels of service on roadways are generally mitigated by building new roads or adding travel lanes. In some cases, additional lanes can be gained by re-striping the existing pavement width. This can be accomplished by eliminating on-street parking, creating narrower travel lanes, or adding two-way left-turn lanes where they don't currently exist. Improvements can also be made at intersections to improve LOS by adding turn lanes or by changing the intersection type or the intersection control. At signalized intersections, methods to improve intersection LOS include additional left- and right-turn lanes and signal-timing improvements.

For the purposes of this IFFP, only projects that are planned to be completed by 2036 will be considered. These projects represent a list of needed projects developed in the 2024 TMP and IFFP and do not reflect a full update of evaluating new project needs. **Table 3** and **Table 4** shows all City projects expected to be constructed by 2036, and thus to be included in the IFFP analysis. Project numbering is consistent with the 2024 TMP and IFFP. UDOT projects will be funded entirely with state funds and are therefore not eligible for impact fee expenditure and are not included in this analysis. The roadway and intersection projects planned to be completed by 2036 are shown in **Figure 2** and **Figure 3**, respectively.

The costs shown herein represent current 2026 costs. The impact fee analysis should be updated regularly to account for changes in cost estimates over time.

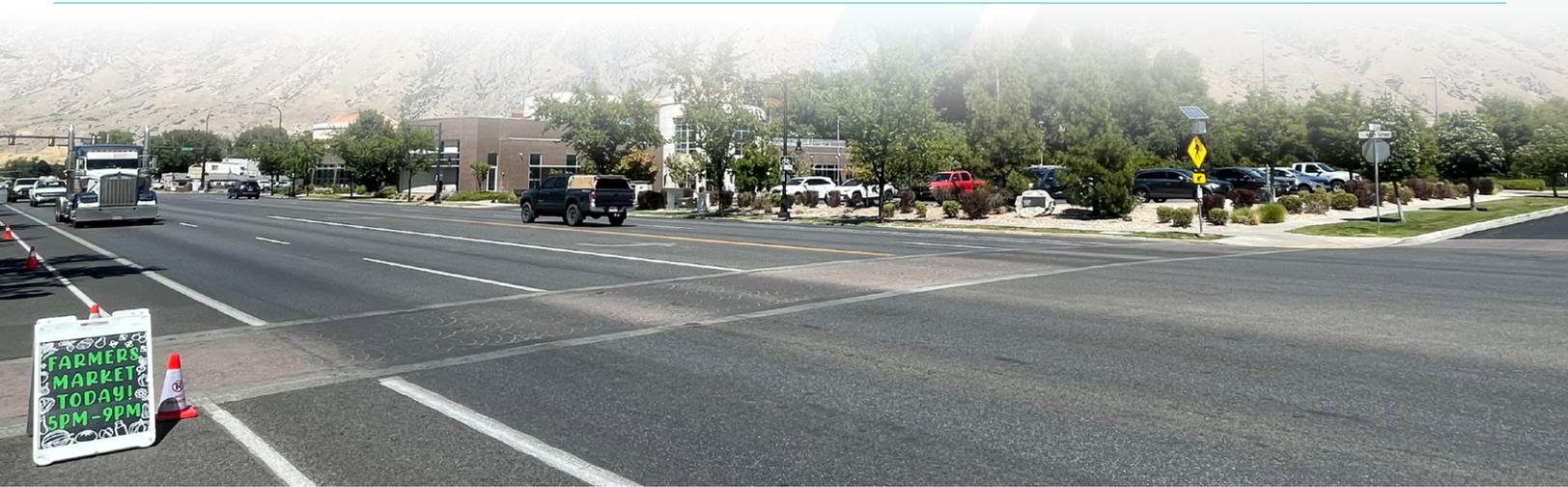


TABLE 3: SPRINGVILLE CITY 2036 ROADWAY PROJECT LIST

#	Project	Type	Functional Class	Responsibility	2026 Inflated Cost
7B	1200 West: 400 South to 550 North	New Construction	Major Arterial with Trail (5-Lanes)	Springville / MAG	\$6,472,000
7C	1200 West: 550 North to SR-75	New Construction	Major Arterial with Trail (5-Lanes)	Springville / MAG	\$7,998,000
7D	1200 West: 1600 South to Canyon Creek Parkway	New Construction	Major Arterial with Trail (5-Lanes)	Springville / MAG	\$2,616,000
8	1600 South: I-15 to State Street	Widening	Major Arterial (5-Lanes)	UDOT	\$51,408,000
11A	2600 West: 400 South to 500 North	New Construction	Major Arterial with Trail (5-Lanes)	Springville / MAG	\$5,698,000
15	900 South: Spring Canyon Way to SR-51	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$7,323,000
17	Connection of Wood Springs Drive and 1000 North	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$1,294,000
19	Center Street: Spring Oaks Drive to 2080 East	New Construction	Minor Collector (2-Lanes)	Springville	\$593,000
45	1500 West: 400 South to 900 South	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$7,173,000
46	New Road: Mapleton to Spanish Fork	New Construction	Minor Collector (2-Lanes)	Springville	\$8,557,000
47	1000 North: Spring Creek Road to 1000 North	New Construction	Commercial Local (2-Lanes)	Springville	\$3,367,000
49	550 West: 550 West to 450 West	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$4,732,000
51	700 South: 1500 West to 1250 West	New Construction	Minor Collector with Trail (3-Lanes)	Springville / Developer	\$2,125,000
52A	Frontage Road: 1000 North to Center Street (excluding culvert)	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$8,136,000
53	2600 West: 550 North to SR-75	New Construction	Major Arterial with Trail (5-Lanes)	Springville / MAG	\$11,153,700
60	900 South: 1750 West to 1500 West	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$2,314,000
64	950 West: Realignment 700 North to 850 North	Realignment	Minor Collector (2-Lanes)	Springville	\$1,046,000
66	1500 West: Center St to 400 S	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$5,142,000
67	900 South: 1500 West to 1200 West	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$2,690,000
70	450 West: 700 South to 1600 South	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$9,265,000
71	1600 South to Project 46	New Construction	Minor Collector (2-Lanes)	Springville	\$7,786,000
77a	1200 East: Canyon Road to 900 South (with signal)	New Construction	Minor Collector (2-Lanes)	Springville / School District	\$4,614,000
77b	620 South: Canyon Road to 900 South	Realignment	Minor Collector (2-Lanes)	Springville	\$4,449,000
81	Spanish Fork Main Street: 400 South to South Border	Widening	Major Arterial with Trail (5-Lanes)	Springville	\$3,478,000
89	550 North: 1500 West to 950 West	Complete Streets	Minor Collector (2-Lanes)	Springville	\$1,702,000
90	950 West: 550 North to 400 South	Complete Streets	Minor Collector (2-Lanes)	Springville	\$1,863,000
92	950 West: 400 South to 1000 South	Widening	Minor Collector (2-Lanes)	Springville	\$804,000
98	1150 North: Main Street to 200 East	Complete Streets	Minor Collector (2-Lanes)	Springville	\$146,000
102	800 East: Center Street to 100 South	Complete Streets	Minor Collector (2-Lanes)	Springville	\$25,000
103	800 East: Brookside Drive to 650 South	Complete Streets	Minor Collector (2-Lanes)	Springville	\$147,000
104	900 East: 400 North to 200 North	Complete Streets	Minor Collector (2-Lanes)	Springville	\$235,000
106	Center Street/2080 East: Spring Oaks Drive to New Road	New Construction	Minor Collector (2-Lanes)	Springville	\$513,000
108	2080 East: 700 South to Canyon Road	Complete Streets	Minor Collector (2-Lanes)	Springville	\$529,000
109	2000 East: Canyon Road to Southeast Border	Complete Streets	Minor Collector (2-Lanes)	Springville	\$1,321,000
110	600 West: 1450 South to Evergreen Road	New Construction	Commercial Local (2-Lanes)	Springville	\$1,207,000
111	Evergreen Road: State Street to 1200 West	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$11,025,000
112	950 West: 1600 South to south border	New Construction	Minor Collector (2-Lanes)	Springville / Developer	\$11,025,000

TABLE 4: SPRINGVILLE CITY 2036 INTERSECTION PROJECT LIST

#	Intersection	Improvement	Responsibility	2026 Inflated Cost
11B	2600 West / Center Street and 2600 West / 300 North	Roundabouts	Springville / Developer	\$2,413,000
11C	2600 West (between 400 South and 500 North)	Two TOUCAN bicycle signals	Springville / Developer	\$560,000
13	1750 West / 1000 North	Roundabout	Springville	\$1,207,000
21	2600 West / 400 South	Intersection Improvements	UDOT	\$280,000
22	1200 West / 400 South	Intersection Improvements	Springville / MAG	\$280,000
23	Wood Springs Drive / 400 South	Intersection Improvements	UDOT	\$280,000
27	1400 North / 1100 West	Intersection Improvements	UDOT	\$280,000
28	1600 South / 1200 West	Intersection Improvements	UDOT	\$280,000
29	Wallace Drive / 1600 South	Intersection Improvements	UDOT	\$280,000
30	1750 West / 1600 South	Intersection Improvements	UDOT	\$280,000
35	400 North / 450 West	Railroad Crossing	Springville	\$4,300,000
36	1500 West / 900 South	Railroad Crossing	UTA	\$5,513,000
38	900 South / 600 West	Railroad Crossing	Springville	\$777,000
52B	1000 North / Frontage Road	Bridge/Culvert	Springville	\$2,750,000
59	Canyon Road / 620 South	Signal	Springville	\$1,207,000
63	900 South / 800 East	Roundabout	Springville	\$876,000
72	500 North / 1200 West and Center Street / 1200 West	Roundabouts	Springville	\$4,826,000
73	1000 North / 1200 West	Intersection Improvements	Springville	\$1,207,000
105	Red Devil Drive / 620 South	Roundabout	Springville	\$1,158,000
113	950 West / 1600 South	Intersection Improvements	UDOT	\$1,207,000
114	600 West / 1600 South	Intersection Improvements	UDOT	\$1,207,000
115	400 West / 1600 South	Intersection Improvements	UDOT	\$1,207,000
116	1700 East / Canyon Road	Intersection Improvements	Springville	\$1,207,000
117	400 East / Center Street	Roundabout	Springville	\$1,207,000



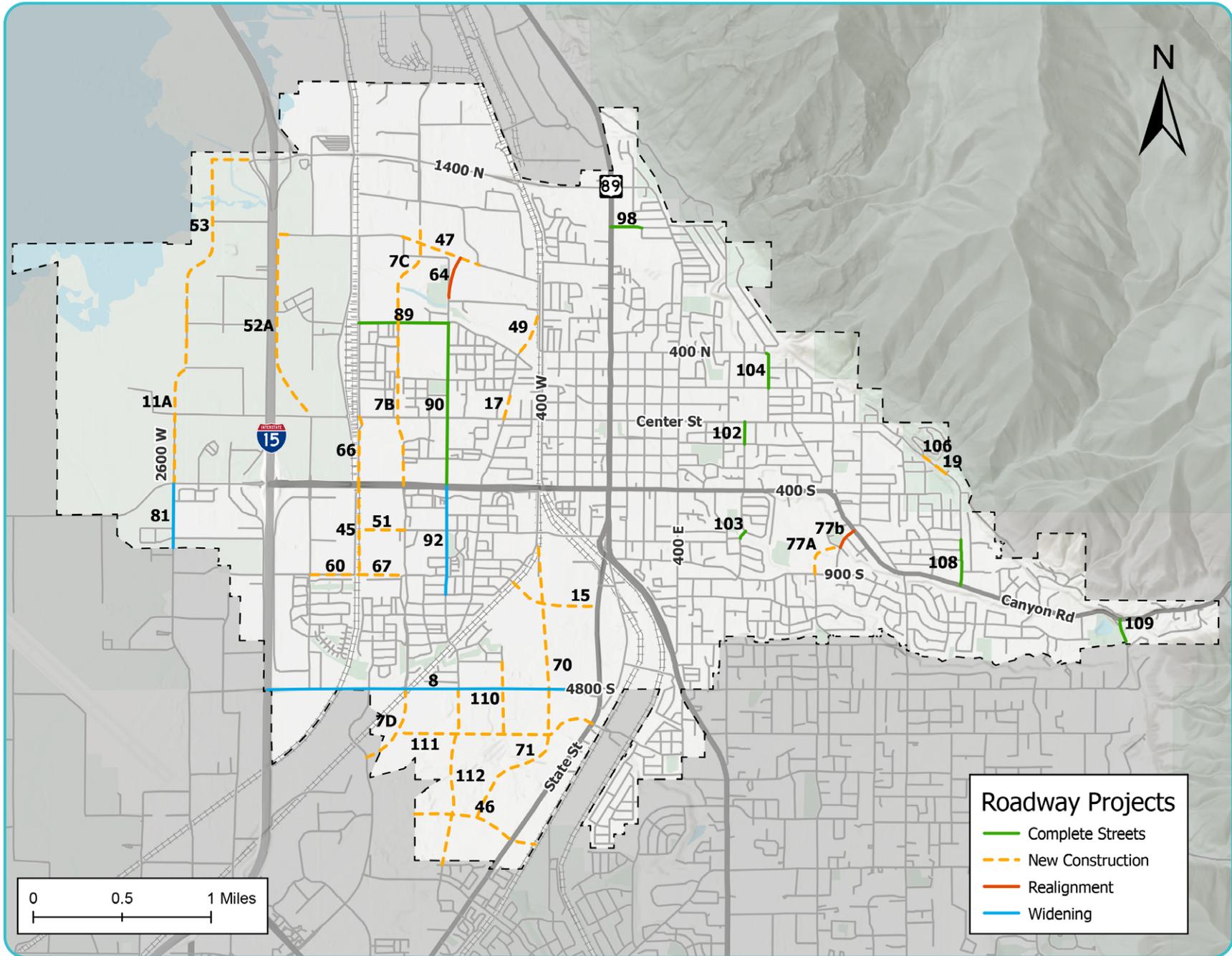


FIGURE 2: Phase 1 Roadway Projects

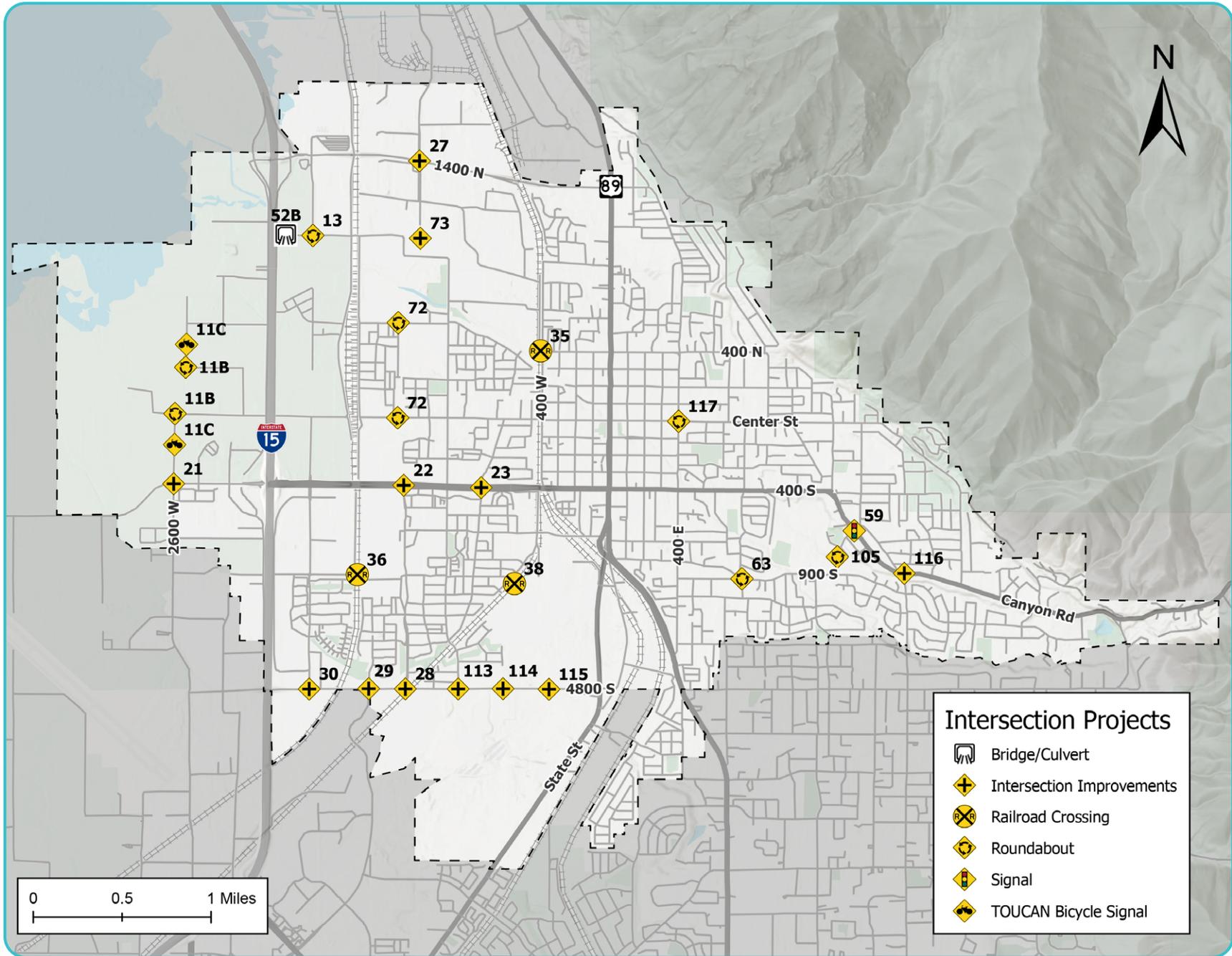


FIGURE 3: Phase 1 Intersection Projects

C. Project Costs Attributable to Future Growth

Table 3 and **Table 4** represent all projects expected to be constructed by 2036 based on the analysis in the TMP. The total cost for all projects is estimated to be **\$234,760,700**. Only a portion of the total cost is impact fee eligible. Some projects are expected to be partially or fully funded by developers. Funding for regional projects can also come through other sources, such as the local metropolitan planning organization, UDOT, or the County. The City will need to find funding to cover the portion of the projects that are not impact fee eligible, and are not fully funded by developers or outside sources. The cost due to future growth can be shared by new development through the assessment of transportation impact fees.

The amount of each project to be funded by impact fees varies depending on the cut-through traffic, projected traffic volumes, and capacity of each roadway. A vehicle trip is considered cut-through when the origin and the destination for a specific trip occurs outside the city limits. Specific cut-through values were assigned to each project roadway based on **Table 5**. Cut-through values which were not provided in this table were estimated based on engineering judgment and previous travel modeling work done for adjacent cities.

TABLE 5: CUT-THROUGH PERCENTAGES (2024 IFFP TABLE 4)

Project	Location	Added Capacity	Pass-Through Volume	Impact Fee Reduction%
7B	1200 West: 400 South to 550 North (New Road)	32,800	817	2%
7C	1200 West: 550 North to SR-75 (New Road)	32,800	817	2%
7D	1200 West: 1600 South to Canyon Creek Pkwy (New Road)	32,800	817	2%
14	900 South: 1200 West to RR Crossing (Project 38)	5,000	279	6%
16	Connection of Mattea Lane & 750 West (New Road)	12,100	242	2%
45	1500 West: Center Street to 900 South	5,000	17	1%
67	900 South: 1500 West to 1200 West	12,100	484	4%
69	700 South New Road: 950 West to 450 West (New Road)	5,000	15	1%
70	450 West New Road: 700 South to 1600 South	5,000	195	4%
81	Spanish Fork Main Street: 400 South to South Border	6,500	1,173	19%

The impact fee eligibility of each project was calculated by dividing the total new development-related component of the future (2036) traffic volume that exceeds existing capacity by roadway capacity added with construction of the proposed project. This eligibility percentage was then multiplied by the project cost to calculate the impact fee eligible cost for each project. The following formulas outline how the impact fee eligible cost was calculated.

$$2036 \text{ ADT in Excess of } 2026 \text{ Capacity} = 2036 \text{ ADT} - 2026 \text{ Capacity}$$

$$2026 \text{ ADT in Excess of } 2026 \text{ Capacity} = 2026 \text{ ADT} - 2026 \text{ Capacity}$$

¹ If 2036 ADT is greater than 2036 capacity, then use 2036 capacity

$$\% \text{ Impact Fee Eligible} = \frac{2036 \text{ ADT in Excess of } 2026 \text{ Capacity} - 2026 \text{ ADT in Excess of } 2026 \text{ Capacity}}{\text{New Capacity}} \times (1 - \% \text{ cut through})$$

$$\text{Impact Fee Eligible Cost} = \% \text{ Impact Fee Eligible} \times \text{Total Project Cost}$$

A summary of the costs and impact fee eligibility of each project is shown in **Table 6** and **Table 7**. As shown, the total impact fee eligible cost for planned Springville City projects expected to be completed by 2036 is **\$27,145,000**.

TABLE 6: SPRINGVILLE CITY 2036 ROADWAY PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

Project Number	Project	Type	Functional Class	2026 Inflated Cost ^{2,3}	Outside Funding Sources ¹	% Springville	Springville City Total	Existing Capacity	Built Capacity	Added Capacity	2036 Volume	Excess Capacity	Excess Capacity %	% Cut-through	% Impact Fee Eligible	Impact Fee Eligible Cost	
7B	1200 West: 400 South to 550 North	New Construction	Major Arterial with Trail (5-Lanes)	\$6,472,000	MAG	6.77%	\$438,000	0	32,800	32,800	27,900	4,900	15%	2%	83%	\$364,000	
7C	1200 West: 550 North to SR-75	New Construction	Major Arterial with Trail (5-Lanes)	\$7,998,000	MAG	6.77%	\$541,000	0	32,800	32,800	27,900	4,900	15%	2%	83%	\$449,000	
7D	1200 West: 1600 South to Canyon Creek Parkway	New Construction	Major Arterial with Trail (5-Lanes)	\$2,616,000	MAG	6.77%	\$177,000	0	32,800	32,800	13,800	19,000	58%	2%	40%	\$71,000	
8	1600 South: I-15 to State Street	Widening	Major Arterial (5-Lanes)	\$51,408,000	UDOT FULLY FUNDED												
11A	2600 West: 400 South to 500 North	New Construction	Major Arterial with Trail (5-Lanes)	\$5,698,000	MAG	50%	\$2,849,000	0	32,800	32,800	21,400	11,400	35%	0%	65%	\$1,859,000	
15	900 South: Spring Canyon Way to SR-51	New Construction	Minor Collector (2-Lanes)	\$7,323,000	Developer	17%	\$1,245,000	0	12,100	12,100	1,200	10,900	90%	0%	10%	\$123,000	
17	Connection of Wood Springs Drive and 1000 North	New Construction	Minor Collector (2-Lanes)	\$1,294,000	Developer	17%	\$220,000	0	12,100	12,100	2,400	9,700	80%	0%	20%	\$44,000	
19	Center Street: Spring Oaks Drive to 2080 East	New Construction	Minor Collector (2-Lanes)	\$593,000	-	100%	\$593,000	0	12,100	12,100	200	11,900	98%	0%	2%	\$10,000	
45	1500 West: 400 South to 900 South	New Construction	Minor Collector (2-Lanes)	\$7,173,000	Developer	17%	\$1,219,000	0	12,100	12,100	1,800	10,300	85%	1%	14%	\$169,000	
46	New Road: Mapleton to Spanish Fork	New Construction	Minor Collector (2-Lanes)	\$8,557,000	-	17%	\$1,455,000	0	12,100	12,100	4,200	7,900	65%	20%	15%	\$214,000	
47	1000 North: Spring Creek Road to 1000 North	New Construction	Commercial Local (2-Lanes)	\$3,367,000	NOT IMPACT FEE ELIGIBLE (LOCAL ROADWAY)												
49	550 West: 550 West to 450 West	New Construction	Minor Collector (2-Lanes)	\$4,732,000	Developer	17%	\$804,000	0	12,100	12,100	1,200	10,900	90%	0%	10%	\$80,000	
51	700 South: 1500 West to 1250 West	New Construction	Minor Collector with Trail (3-Lanes)	\$2,125,000	Developer	17%	\$361,000	0	13,400	13,400	2,100	11,300	84%	0%	16%	\$57,000	
52A	Frontage Road: 1000 North to Center Street (excluding culvert)	New Construction	Minor Collector (2-Lanes)	\$8,136,000	Developer	17%	\$1,383,000	0	12,100	12,100	6,100	6,000	50%	0%	50%	\$697,000	
53	2600 West: 550 North to SR-75	New Construction	Major Arterial with Trail (5-Lanes)	\$11,153,700	MAG	6.77%	\$755,000	0	32,800	32,800	8,000	24,800	76%	0%	24%	\$184,000	
60	900 South: 1750 West to 1500 West	New Construction	Minor Collector (2-Lanes)	\$2,314,000	Developer	17%	\$393,000	0	12,100	12,100	3,400	8,700	72%	4%	24%	\$95,000	
64	950 West: Realignment 700 North to 850 North	Realignment	Minor Collector (2-Lanes)	\$1,046,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
66	1500 West: Center St to 400 S	New Construction	Minor Collector (2-Lanes)	\$5,142,000	Developer	17%	\$1,271,000	0	12,100	12,100	1,100	11,000	91%	0%	9%	\$116,000	
67	900 South: 1500 West to 1200 West	New Construction	Minor Collector (2-Lanes)	\$2,690,000	Developer	17%	\$457,000	0	12,100	12,100	3,400	8,700	72%	4%	24%	\$110,000	
70	450 West: 700 South to 1600 South	New Construction	Minor Collector (2-Lanes)	\$9,265,000	Developer	17%	\$1,575,000	0	12,100	12,100	1,600	10,500	87%	4%	9%	\$145,000	
71	1600 South to Project 46	New Construction	Minor Collector (2-Lanes)	\$7,786,000	-	100%	\$7,786,000	0	12,100	12,100	1,800	10,300	85%	4%	11%	\$847,000	
77a	1200 East: Canyon Road to 900 South (with signal)	New Construction	Minor Collector (2-Lanes)	\$4,614,000	-	50%	\$2,307,000	0	12,100	12,100	3,700	8,400	69%	0%	31%	\$705,000	
77b	620 South: Canyon Road to 900 South	Realignment	Minor Collector (2-Lanes)	\$4,449,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
81	Spanish Fork Main Street: 400 South to South Border	Widening	Major Arterial with Trail (5-Lanes)	\$3,478,000	-	100%	\$3,478,000	12,100	32,800	20,700	10,500	22,300	81%	19%	0%	\$0	
89	550 North: 1500 West to 950 West	Complete Streets	Minor Collector (2-Lanes)	\$1,702,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
90	950 West: 550 North to 400 South	Complete Streets	Minor Collector (2-Lanes)	\$1,863,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
92	950 West: 400 South to 1000 South	Widening	Minor Collector (2-Lanes)	\$804,000	ALREADY BUILT - MOVED TO BUY-IN												
98	1150 North: Main Street to 200 East	Complete Streets	Minor Collector (2-Lanes)	\$146,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
102	800 East: Center Street to 100 South	Complete Streets	Minor Collector (2-Lanes)	\$25,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
103	800 East: Brookside Drive to 650 South	Complete Streets	Minor Collector (2-Lanes)	\$147,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
104	900 East: 400 North to 200 North	Complete Streets	Minor Collector (2-Lanes)	\$235,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
106	Center Street/2080 East: Spring Oaks Drive to New Road	New Construction	Minor Collector (2-Lanes)	\$513,000	-	100%	\$513,000	0	12,100	12,100	200	11,900	98%	0%	2%	\$8,000	
108	2080 East: 700 South to Canyon Road	Complete Streets	Minor Collector (2-Lanes)	\$529,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
109	2000 East: Canyon Road to Southeast Border	Complete Streets	Minor Collector (2-Lanes)	\$1,321,000	NOT IMPACT FEE ELIGIBLE (NO ADDED CAPACITY)												
110	600 West: 1450 South to Evergreen Road	New Construction	Commercial Local (2-Lanes)	\$1,207,000	NOT IMPACT FEE ELIGIBLE (LOCAL ROADWAY)												
111	Evergreen Road: State Street to 1200 West	New Construction	Minor Collector (2-Lanes)	\$11,025,000	Developer	17%	\$1,874,000	0	12,100	12,100	3,900	8,200	68%	0%	32%	\$604,000	
112	950 West: 1600 South to south border	New Construction	Minor Collector (2-Lanes)	\$11,025,000	Developer	17%	\$1,874,000	0	12,100	12,100	700	11,400	94%	0%	6%	\$108,000	
ROADWAY TOTAL				\$199,971,700	\$33,568,000			ROADWAY TOTAL									\$7,059,000

¹ MAG STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources ² Widening cost estimates represent the cost of widening for new growth. ³ Project and study costs based on actual costs or present day costs

TABLE 7: SPRINGVILLE CITY 2036 INTERSECTION PROJECT IMPACT FEE ELIGIBLE COST SUMMARY

Project Number	Intersection	Improvement	2026 Inflated Cost	Outside Funding Sources ¹	% Springville	Springville City Total	% Cut-through	% Impact Fee Eligible	Impact Fee Eligible Cost
11B	2600 West / Center Street and 2600 West / 300 North	Roundabouts	\$2,413,000	-	50%	\$1,207,000	-	100%	\$1,207,000
11C	2600 West (between 400 South and 500 North)	Two TOUCAN bicycle signals	\$560,000	-	50%	\$280,000	-	100%	\$280,000
13	1750 West / 1000 North	Roundabout	\$1,207,000	-	100%	\$1,207,000	-	100%	\$1,207,000
21	2600 West / 400 South	Intersection Improvements	\$280,000	UDOT FULLY FUNDED					
22	1200 West / 400 South	Intersection Improvements	\$280,000	MAG	6.77%	\$19,000	-	100%	\$19,000
23	Wood Springs Drive / 400 South	Intersection Improvements	\$280,000	UDOT FULLY FUNDED					
27	1400 North / 1100 West	Intersection Improvements	\$280,000	UDOT FULLY FUNDED					
28	1600 South / 1200 West	Intersection Improvements	\$280,000	UDOT FULLY FUNDED					
29	Wallace Drive / 1600 South	Intersection Improvements	\$280,000	UDOT FULLY FUNDED					
30	1750 West / 1600 South	Intersection Improvements	\$280,000	UDOT FULLY FUNDED					
35	400 North / 450 West	Railroad Crossing	\$4,300,000	-	100%	\$4,300,000	-	100%	\$4,300,000
36	1500 West / 900 South	Railroad Crossing	\$5,513,000	UTA FULLY FUNDED					
38	900 South / 600 West	Railroad Crossing	\$777,000	-	100%	\$777,000	6%	94%	\$730,000
52B	1000 North / Frontage Road	Bridge/Culvert	\$2,750,000	-	100%	\$2,750,000	-	100%	\$2,750,000
59	Canyon Road / 620 South	Signal	\$1,207,000	-	100%	\$1,207,000	5%	95%	\$1,147,000
63	900 South / 800 East	Roundabout	\$876,000	MAG	6.77%	\$59,000	-	100%	\$59,000
72	500 North / 1200 West and Center Street / 1200 West	Roundabouts	\$4,826,000	-	100%	\$4,826,000	-	100%	\$4,826,000
73	1000 North / 1200 West	Intersection Improvements	\$1,207,000	-	100%	\$1,207,000	-	100%	\$1,207,000
105	Red Devil Drive / 620 South	Roundabout	\$1,158,000	ALREADY BUILT - MOVED TO BUY-IN					
113	950 West / 1600 South	Intersection Improvements	\$1,207,000	UDOT FULLY FUNDED					
114	600 West / 1600 South	Intersection Improvements	\$1,207,000	UDOT FULLY FUNDED					
115	400 West / 1600 South	Intersection Improvements	\$1,207,000	UDOT FULLY FUNDED					
116	1700 East / Canyon Road	Intersection Improvements	\$1,207,000	-	100%	\$1,207,000	5%	95%	\$1,147,000
117	400 East / Center Street	Roundabout	\$1,207,000	-	100%	\$1,207,000	-	100%	\$1,207,000
INTERSECTION TOTAL			\$34,789,000			\$20,253,000			\$20,086,000

¹ MAG STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

V. FUNDING SOURCES

A. Purpose

The purpose of this chapter is to identify the funding sources that are available for roadway improvement projects. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Funding sources for transportation are essential to enable the recommended improvements in Springville City to be built. This chapter discusses the potential revenue sources that could be used to fund transportation needs.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State (UDOT), the County, and the local MPO (MAG). The City will need to continue to partner and work with these other jurisdictions to ensure adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials, collectors connect with collectors, etc.).

B. Federal Funding

Federal money is available to cities and counties through the federal-aid program. In Utah, UDOT administers these funds. To be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Statewide Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews all applications and then a portion of the applications are passed to the State Transportation Commission.

Transportation enhancements include twelve categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation.

MAG accepts applications for federal funds from local and regional government jurisdictions. The MAG Technical Advisory and Regional Planning Committees select projects for funding every two years. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- **Congestion relief** – spot improvement and corridor improvement projects intended to improve levels of service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high-congestion areas
- **Mode choice** – projects improving the diversity and/or usefulness of travel modes other than single-occupant vehicles
- **Air quality improvements** – projects showing demonstrable air quality benefits
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety

C. State/County Funding

The distribution of State Class B and C program funds is established by State Legislation and is administered by UDOT. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As some of the roads in Springville fall under UDOT jurisdiction, it is in the interest of the City that staff are aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT-owned roadways in the City.

Class B and C funds are allocated to each city and county based on the following formula: 50 percent based on the percentage that the population of the county or municipality bears to the total population of the state, and 50 percent based on the percentage that the B and C road weighted mileage of the county or municipality bears to the total Class B and Class C road total weighted mileage. Class B and C funds can be used for maintenance and construction projects.

D. City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is to create special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities is revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds can be used, if available, to fund the expansion or introduction of specific services. Providing a line item in the City budgeted general funds to address roadway improvements that are not impact fee eligible is a recommended practice to fund transportation projects, should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth. They may be considered as a reasonable method to address existing deficiencies.

Certain areas might have different needs or require different methods of funding than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. The municipality can create an SAA through a resolution declaring that public health, convenience, and necessity require the creation of an SAA. The boundaries and services provided by the district must be specified and a public hearing must be held before the SAA is created. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

E. Interfund Loans

Since infrastructure generally must be built ahead of growth, it is sometimes funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

F. Developer Dedications and Exactions

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer's dedications and/or exactions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the City. If the dedications and/or exactions of the developer are greater than the impact fee liability, the City may reimburse the developer the difference.

G. Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new development should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community, such as roadways. According to state law, impact fees can only be used to fund growth-related system improvements.

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only project costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

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

VI. IMPACT FEE CERTIFICATION

A. Overview

This report has been prepared in accordance with Utah Code Title 11, Chapter 36a, “Impact Fees Act.” This report (including its results and projections) relies upon the planning, engineering, land use, and other source data provided in the Springville City TMP (2024) completed by Horrocks.

In accordance with Utah Code Annotate, 11-36a-306(1), METHODS Consulting certifies that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. are projected to be incurred or encumbered within six years of the day on which each impact fee is paid;
2. Does not include:
 - a. costs of operation and maintenance of public facilities; or
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the LOS supported by existing residents; and
3. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following limitations:

- All of the recommendations for implementing this IFFP and IFA are followed in their entirety by the City.
- If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.

All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City or other outside sources.

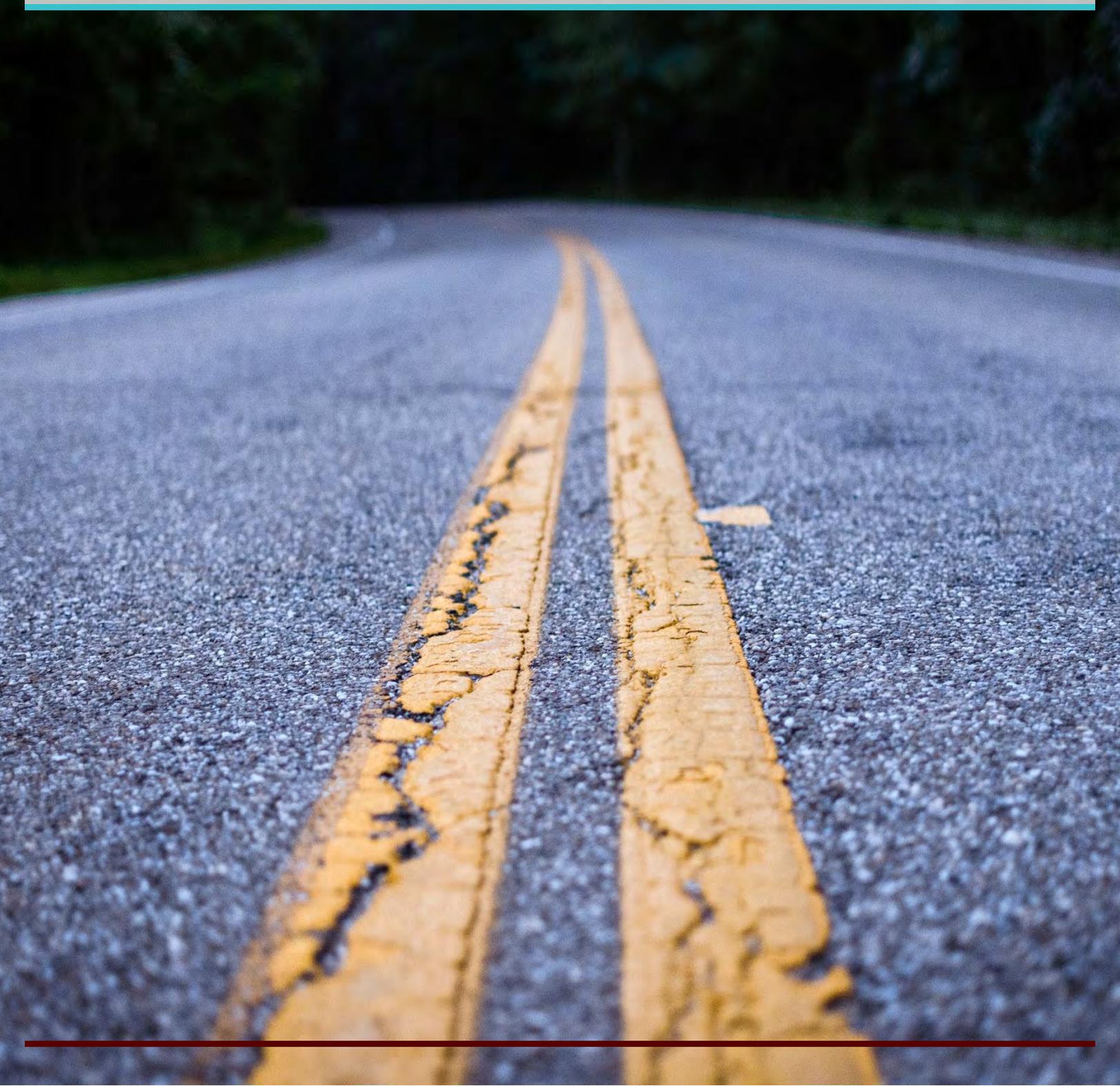




ZIONS PUBLIC FINANCE, INC.

DRAFT Transportation Impact Fee Analysis
Springville City

January 2026 Update



Transportation Impact Fee Analysis Update

Summary

This Impact Fee Analysis (IFA) is based on the information provided in the City’s Transportation Impact Fee Facilities Plan Update (“IFFP”) updated in January 2026 by Methods Consulting.

Projected Growth. The IFFP projects that new development in Springville City will grow by 7,877 PM peak hour trips by 2036 – from 20,153 trips in 2026 to 28,030 trips in 2036.¹ This growth will use up excess capacity on existing roads and will require the expansion of existing roads or development of new roads in order to maintain the existing levels of service.

Service Level. The IFFP states that “LOS D was adopted by the Springville City Council with the general plan for system streets (collectors and arterials) as acceptable for future planning.”²

Service Areas. Springville City (“City”) includes one roadway service area as recommended by the City’s engineers in the IFFP.

Excess Capacity. Springville City’s IFFP identifies \$621,473 of existing excess capacity that can be used to meet some of the demands of new development during the timeframe of this study.

New Construction. Springville City’s IFFP identifies a total of 37 roadway projects at a total cost of \$199,971,700. New development within the timeframe of this study (2026-2036) is responsible for \$7,059,00 of those costs. The IFFP also identifies a total of 24 intersection projects at a total cost of \$34,789,000, of which \$20,086,000 is attributable to new development projected to occur between 2026 and 2036. Some of the projects will be funded either solely or partially by UDOT and MAG and are therefore not eligible for impact fees. Adjustments have also been made to reflect the fact that new development, for the purposes of this IFA, is not responsible for pass-through traffic and for the excess capacity remaining in these new projects after the timeframe of this study.

Proportionate Share Analysis. A summary of the proportionate share analysis is as follows:

TABLE 1: PROPORTIONATE SHARE ANALYSIS

Summary of Cost per Trip	Cost per PM Peak Hour Trip
Buy-In Costs	\$78.90
New Construction Costs	\$3,446.11
Consultant Costs	\$2.54
Fund Balance Credit	(\$317.36)
Total Cost per Trip	\$3,210.19

The cost per PM peak hour trip is \$3,210.19.

¹ IFFP, p. 8

² IFFP, p. 5

The cost per trip is then applied to standards set by the Institute of Transportation Engineers (ITE) to evaluate the number of PM peak hour trips per development type.

The City may choose to combine many of the categories listed by ITE in order to avoid large differences in fees charged to retail developments of different types.

The following table shows groupings commonly used in Springville. Additional fee categories are available through ITE and in Appendix A if the need arises. The City may choose to enact any fee up to the maximum fees calculated.

TABLE 2: RECOMMENDED MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips*	Maximum Fee PM Peak Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	0.34	0	0.17	\$545.73
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.74	0	0.37	\$1,187.77
150	Warehouse	1000 Sq. Feet Gross Floor Area	0.18	0	0.09	\$288.92
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	0.15	0	0.08	\$240.76
210	Single-Family Detached Housing	Dwelling Units	0.94	0	0.47	\$1,508.79
220	Multi-Family / (Low-Rise 1-2 Levels)	Dwelling Units	0.51	0	0.26	\$818.60
221	Multi-Family (Mid-Rise 3-10 Levels)	Dwelling Units	0.39	0	0.20	\$625.99
222	Multi-Family (High-Rise >10 Levels)	Dwelling Units	0.32	0	0.16	\$513.63
240	Mobile Home / RV Park	Dwelling Units	0.58	0	0.29	\$930.95
254	Assisted Living Center	1000 Sq. Feet Gross Floor Area	0.24	0	0.12	\$385.22
310	Hotel	Rooms	0.59	0	0.30	\$947.01
445	Movie Theater	1000 Sq. Feet Gross Floor Area	6.17	0	3.09	\$9,903.43
492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.45	0	1.73	\$5,537.57
520	Elementary School	Students	0.16	0	0.08	\$256.82
522	Middle School / Junior High School	Students	0.15	0	0.08	\$240.76
525	High School	Students	0.14	0	0.07	\$224.71
534	Private High School	Students	0.19	0	0.10	\$304.97
560	Church	1000 Sq. Feet Gross Floor Area	0.49	0	0.25	\$786.50
565	Day Care Center	1000 Sq. Feet Gross Floor Area	11.12	0.44	3.11	\$9,995.24
590	Library	1000 Sq. Feet Gross Floor Area	8.16	0	4.08	\$13,097.57
610	Hospital	1000 Sq. Feet Gross Floor Area	0.86	0	0.43	\$1,380.38
710	General Office Building	1000 Sq. Feet Gross Floor Area	1.44	0	0.72	\$2,311.34
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.93	0	1.97	\$6,308.02
730	Government Office Building	1000 Sq. Feet Gross Floor Area	1.71	0	0.86	\$2,744.71
770	Business Park	1000 Sq. Feet Gross Floor Area	1.22	0	0.61	\$1,958.21
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	2.25	0	1.13	\$3,611.46
816	Hardware/Paint Store	1000 Sq. Feet Gross Floor Area	2.98	0.26	1.10	\$3,539.55
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94	0	3.47	\$11,139.35
820	Shopping Center (>150k)	1000 Sq. Feet Gross Leasable Area	3.4	0.29	1.21	\$3,874.70
841	Automobile Sales (Used)	1000 Sq. Feet Gross Floor Area	3.75	0	1.88	\$6,019.10
848	Tire Store	1000 Sq. Feet Gross Floor Area	3.75	0.25	1.41	\$4,514.33
850	Supermarket	1000 Sq. Feet Gross Floor Area	8.95	0.24	3.40	\$10,917.85
851	Convenience Market	1000 Sq. Feet Gross Floor Area	49.11	0	24.56	\$78,826.16
880	Pharmacy/Drugstore without Drive-Through Window	1000 Sq. Feet Gross Floor Area	2.16	0.53	0.51	\$1,629.49
881	Pharmacy/Drugstore with Drive-Through Window	1000 Sq. Feet Gross Floor Area	3.74	0.49	0.95	\$3,061.56
890	Furniture Store	1000 Sq. Feet Gross Floor Area	0.52	0.53	0.12	\$392.28
911	Walk-In Bank	1000 Sq. Feet Gross Floor Area	12.13	0	6.07	\$19,469.79

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips*	Maximum Fee PM Peak Fee
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	21.01	0.35	6.83	\$21,919.97
918	Hair Salon	1000 Sq. Feet Gross Floor Area	1.45	0	0.73	\$2,327.39
932	High-Turnover (Sit-Down) Restaurant	1000 Sq. Feet Gross Floor Area	9.05	0.43	2.58	\$8,279.88
933	Fast-Food Restaurant without Drive-Through Window	1000 Sq. Feet Gross Floor Area	33.21	0	16.61	\$53,305.17
934	Fast-Food Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	33.03	0.55	7.43	\$23,857.31
942	Auto Care Center	1000 Sq. Feet Gross Floor Area	3.11	0	1.56	\$4,991.84
944	Gasoline/Service Station	Vehicle Fueling Position	13.91	0.42	4.03	\$12,949.58
945	Gasoline/Service Station with Convenience Store	Vehicle Fueling Position	18.42	0.56	4.05	\$13,008.97
947	Self Service Car Wash	Wash Stalls	5.54	0	2.77	\$8,892.22
948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	77.5	0	38.75	\$124,394.78

*Trips are adjusted by 50% to align the model used with the ITE manual which counts trip ends. For example, ITE counts two trips as crossing the driveway if a vehicle leaves home and then returns.

Utah Code Legal Requirements

Utah law requires that communities prepare an Impact Fee Analysis (IFA) before enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFA. This IFA follows all legal requirements as outlined below. The City has retained Zions Public Finance Inc., to prepare this Amended Impact Fee Analysis in accordance with legal requirements.

Notice of Intent to Prepare Impact Fee Analysis

A local political subdivision must provide written notice of its intent to prepare an IFA before preparing the Plan (Utah Code §11-36a-503). This notice must be posted on the Utah Public Notice website.

Preparation of Impact Fee Analysis

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee analysis. (Utah Code 11-36a-304).

Section 11-36a-304 of the Utah Code outlines the requirements of an impact fee analysis as follows:

- (1) An impact fee analysis shall:
 - (a) identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;
 - (b) identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility;
 - (c) demonstrate how the anticipated impacts described in Subsections (1)(a) and (b) are reasonably related to the anticipated development activity;
 - (d) estimate the proportionate share of:
 - (i) the costs for existing capacity that will be recouped; and

- (ii) the costs of impacts on system improvements that are reasonably related to the new development activity; and
 - (e) identify how the impact fee was calculated.
- (2) In analyzing whether or not the proportionate share of the costs of public facilities are reasonably related to the new development activity, the local political subdivision or private entity, as the case may be, shall identify, if applicable:
- (a) the cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;
 - (b) the cost of system improvements for each public facility;
 - (c) other than impact fees, the manner of financing for each public facility, such as user charges, special assessments, bonded indebtedness, general taxes, or federal grants;
 - (d) the relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by such means as user charges, special assessments, or payment from the proceeds of general taxes;
 - (e) the relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;
 - (f) the extent to which the development activity is entitled to a credit against impact fees because the development activity will dedicate system improvements or public facilities that will offset the demand for system improvements, inside or outside the proposed development;
 - (g) extraordinary costs, if any, in servicing the newly-developed properties; and
 - (h) the time-price differential inherent in fair comparisons of amounts paid at different times.

Certification of Impact Fee Analysis

Utah Code states that an Impact Fee Analysis shall include a written certification from the person or entity that prepares the Impact Fee Analysis. This certification is included at the conclusion of this analysis.

Anticipated Impact on or Consumption of Any Existing Capacity of a Public Facility by the Anticipated Development Activity

Utah Code 11-36a-304(1)(a)

Consumption of Existing Capacity

Development activity in Springville is based on both residential and nonresidential growth. Growth projections are then used by the City's engineers as inputs in the MAG Travel Demand Model to forecast trip generation. Growth projections are as follows:

TABLE 3: PM PEAK HOUR TRIP GROWTH PROJECTIONS

PM Peak Hour Trips	PM Peak Hour Trips
PM Peak Hour Trips 2026	20,153
PM Peak Hour Trips 2036	28,030
PM Peak Hour Trip Growth 2026-2036	7,877

Excess capacity has been identified in nine roadway improvements. New development can be charged for buy-in costs to this excess capacity.

TABLE 4: PROJECTS WITH EXISTING EXCESS CAPACITY

Road Name	Project Cost	% to New Development	Amt to New Development
1200 West	\$477,454.19	69%	\$328,977.58
900 South	\$119,858.79	3%	\$3,367.93
Matte Ln/750 W	\$101,896.12	26%	\$26,947.73
100 West & 600 S	\$40,260.08	3%	\$1,291.93
1400 North	\$0.00	31%	\$0.00
2600 West	\$405,750.20	40%	\$163,511.27
400 S: 1850 E to 1950 E	\$70,164.70	47%	\$32,987.88
950 West: 400 South to 1000 South	\$135,000.00	7%	\$10,041.32
Red Devil Drive / 620 South	\$548,000.00	10%	\$54,347.11
TOTAL	\$1,898,384.08		\$621,472.76

Identify the Anticipated Impact on System Improvements Required by the Anticipated Development Activity to Maintain the Established Level of Service for Each Public Facility and Demonstrate How the Anticipated Impacts are Reasonably Related to the New Development Activity

Utah Code 11-36a-304(1)(b)(c)

Springville City's IFFP identifies a total of 23 projects necessitated by new development at a cost of \$7,059,000.³ However, several of the projects will be funded solely or partially by UDOT and MAG and a reduction in Springville City's costs has been made accordingly.

TABLE 5: SPRINGVILLE CITY PORTION OF NEW CONSTRUCTION COSTS – ROADWAY IMPROVEMENTS

#	Project	2026 Inflated Cost	Springville City Total	% Impact Fee Eligible	Impact Fee Eligible Cost
7B	1200 West: 400 South to 550 North	\$6,472,000	\$438,000	83%	\$364,000
7C	1200 West: 550 North to SR-75	\$7,998,000	\$541,000	83%	\$449,000
7D	1200 West: 1600 South to Canyon Creek Parkway	\$2,616,000	\$177,000	40%	\$71,000
11A	2600 West: 400 South to 500 North	\$5,698,000	\$2,849,000	65%	\$1,859,000
15	900 South: Spring Canyon Way to SR-51	\$7,323,000	\$1,245,000	10%	\$123,000
17	Connection of Wood Springs Drive and 1000 North	\$1,294,000	\$220,000	20%	\$44,000
19	Center Street: Spring Oaks Drive to 2080 East	\$593,000	\$593,000	2%	\$10,000
45	1500 West: 400 South to 900 South	\$7,173,000	\$1,219,000	14%	\$169,000
46	New Road: Mapleton to Spanish Fork	\$8,557,000	\$1,455,000	15%	\$214,000
49	550 West: 550 West to 450 West	\$4,732,000	\$804,000	10%	\$80,000
51	700 South: 1500 West to 1250 West	\$2,125,000	\$361,000	16%	\$57,000
52A	Frontage Road: 1000 North to Center Street (excluding culvert)	\$8,136,000	\$1,383,000	50%	\$697,000
53	2600 West: 550 North to SR-75	\$11,153,700	\$755,000	24%	\$184,000
60	900 South: 1750 West to 1500 West	\$2,314,000	\$393,000	24%	\$95,000
66	1500 West: Center St to 400 S	\$5,142,000	\$1,271,000	9%	\$116,000
67	900 South: 1500 West to 1200 West	\$2,690,000	\$457,000	24%	\$110,000
70	450 West: 700 South to 1600 South	\$9,265,000	\$1,575,000	9%	\$145,000
71	1600 South to Project 46	\$7,786,000	\$7,786,000	11%	\$847,000
77a	1200 East: Canyon Road to 900 South (with signal)	\$4,614,000	\$2,307,000	31%	\$705,000
81	Spanish Fork Main Street: 400 South to South Border	\$3,478,000	\$3,478,000	0%	\$0
106	Center Street/2080 East: Spring Oaks Drive to New Road	\$513,000	\$513,000	2%	\$8,000
111	Evergreen Road: State Street to 1200 West	\$11,025,000	\$1,874,000	32%	\$604,000
112	950 West: 1600 South to south border	\$11,025,000	\$1,874,000	6%	\$108,000
TOTAL					\$7,059,000

In addition, new development will require intersection improvements in the amount of \$20,086,000. While the City needs 24 new intersection improvements, only the 13 new projects necessitated by new development are included in Table 6.

TABLE 6: SPRINGVILLE CITY PORTION OF NEW CONSTRUCTION COSTS – INTERSECTION IMPROVEMENTS

#	Intersection	2026 Inflated Cost	Springville City Total	% Impact Fee Eligible	Impact Fee Eligible Cost
11 B	2600 West / Center Street and 2600 West / 300 North	\$2,413,000	\$1,207,000	100%	\$1,207,000
11 C	2600 West (between 400 South and 500 North)	\$560,000	\$280,000	100%	\$280,000
13	1750 West / 1000 North	\$1,207,000	\$1,207,000	100%	\$1,207,000

³ The IFFP identifies a total of 37 new projects; however, only the 23 projects necessitated by new development are included in Table 5.

#	Intersection	2026 Inflated Cost	Springville City Total	% Impact Fee Eligible	Impact Fee Eligible Cost
22	1200 West / 400 South	\$280,000	\$19,000	100%	\$19,000
35	400 North / 450 West	\$4,300,000	\$4,300,000	100%	\$4,300,000
38	900 South / 600 West	\$777,000	\$777,000	94%	\$730,000
52 B	1000 North / Frontage Road	\$2,750,000	\$2,750,000	100%	\$2,750,000
59	Canyon Road / 620 South	\$1,207,000	\$1,207,000	95%	\$1,147,000
63	900 South / 800 East	\$876,000	\$59,000	100%	\$59,000
72	500 North / 1200 West and Center Street / 1200 West	\$4,826,000	\$4,826,000	100%	\$4,826,000
73	1000 North / 1200 West	\$1,207,000	\$1,207,000	100%	\$1,207,000
116	1700 East / Canyon Road	\$1,207,000	\$1,207,000	95%	\$1,147,000
117	400 East / Center Street	\$1,207,000	\$1,207,000	100%	\$1,207,000
TOTAL		\$34,789,000	\$20,253,000		\$20,086,000

As stated above, adjustments have been made to the total cost of projects to account for developer contributions, UDOT and MAG payments, pass-thru trips and any other factors which would reduce the cost obligations of new development.

Estimate the Proportionate Share of (i) the Costs for Existing Capacity That Will Be Recouped; and (ii) The Costs of Impacts on System Improvements That Are Reasonably Related to the New Development Activity; and Identify How the Impact Fee was Calculated

Utah Code 11-36a-304(1)(d)(e)

The proportionate share analysis can legally include the proportionate share of any buy-in costs associated with the excess capacity in the existing system that will be consumed as a result of new development activity, as well as the proportionate share of new construction costs necessitated by new development.

Buy-In Calculation for Excess Capacity

The IFFP identifies nine roads with excess capacity. The actual cost of the roads was \$1,898,384. Based on the IFFP, new development will consume \$621,473 of the cost of the excess capacity by 2036. Therefore, the buy-in cost per trip is \$78.90.

TABLE 7: PROPORTIONATE SHARE CALCULATION – EXISTING EXCESS CAPACITY

Existing Excess Capacity	Amount
Total Cost of Existing System	\$1,898,384
Amount to New Development in 10 Yrs	\$621,473
Growth in Trips, 2026-2036	7,877
Cost per Trip	\$78.90

New Construction Cost Calculation

To maintain its LOS D, Springville City will need to construct additional facilities, as identified previously. New construction costs are calculated as follows:

TABLE 8: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTION COST

New Construction	Amount
Cost of New Construction, Roadways, 2026-2036	\$7,059,000
Cost of New Construction, Intersections, 2026-2036	\$20,086,000
Growth in Trips, 2026-2036	7,877
Cost per Trip	\$3,446.11

Other Cost Calculations

Utah law allows for the cost of developing the Impact Fee Facility Plan and Impact Fee Analysis to be included in the calculation of impact fees. These costs are then shared proportionately among the additional trips generated between 2026 and 2036.

TABLE 9: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consulting Costs	Amount
Total Consultant Costs	\$20,000
Growth in Trips, 2026-2036	7,877
Cost per Trip	\$2.54

Summary of Impact Fees

TABLE 10: SUMMARY OF COST PER TRIP

Summary	Amount
Buy-In Costs	\$78.90
New Construction Costs	\$3,446.11
Consultant Costs	\$2.54
Fund Balance Credit	(\$317.36)
Total Cost per Trip	\$3,210.19

The total cost per trip (is then applied to the daily PM peak hour trips generated by various land use types. The more trips that are associated with a particular land use or development, the greater its impact on the street system.

The IFFP explains that trips generated need to be divided by two in order to avoid double-counting such as when a person leaves home and goes to work.

“There is a minor discrepancy in the way ITE calculates trips and the way trips or roadway volumes are calculated in the travel demand modeling used in the Springville TMP. This discrepancy is explained by the model roadway volumes and capacities being calculated using daily traffic volumes rather than trips on the roadway. Essentially this means that a travel demand model “trip” or unit of volume is counted once as a vehicle leaves home, travels on the road network and then arrives at work. This vehicle will only be counted as it travels on the roadway network. The ITE Trip Generation method uses driveway counts as its measure of a trip. Therefore, a vehicle making the

same journey will be counted once as it leaves home and once again as it arrives at work for a total of two trips. This can be rectified simply by adjusting the ITE Trip Generation rates by one-half; this calculation will be evident in the IFA.”⁴

This adjustment by 50 percent has been made in the calculation of impact fees shown below, as well as adjustments for pass-thru traffic.

TABLE 11: SUMMARY OF IMPACT FEES

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	0.34	0	0.17	\$545.73
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.74	0	0.37	\$1,187.77
150	Warehouse	1000 Sq. Feet Gross Floor Area	0.18	0	0.09	\$288.92
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	0.15	0	0.08	\$240.76
210	Single-Family Detached Housing	Dwelling Units	0.94	0	0.47	\$1,508.79
220	Multi-Family / (Low-Rise 1-2 Levels)	Dwelling Units	0.51	0	0.26	\$818.60
221	Multi-Family (Mid-Rise 3-10 Levels)	Dwelling Units	0.39	0	0.20	\$625.99
222	Multi-Family (High-Rise >10 Levels)	Dwelling Units	0.32	0	0.16	\$513.63
240	Mobile Home / RV Park	Dwelling Units	0.58	0	0.29	\$930.95
254	Assisted Living Center	1000 Sq. Feet Gross Floor Area	0.24	0	0.12	\$385.22
310	Hotel	Rooms	0.59	0	0.30	\$947.01
445	Movie Theater	1000 Sq. Feet Gross Floor Area	6.17	0	3.09	\$9,903.43
492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.45	0	1.73	\$5,537.57
520	Elementary School	Students	0.16	0	0.08	\$256.82
522	Middle School / Junior High School	Students	0.15	0	0.08	\$240.76
525	High School	Students	0.14	0	0.07	\$224.71
534	Private High School	Students	0.19	0	0.10	\$304.97
560	Church	1000 Sq. Feet Gross Floor Area	0.49	0	0.25	\$786.50
565	Day Care Center	1000 Sq. Feet Gross Floor Area	11.12	0.44	3.11	\$9,995.24
590	Library	1000 Sq. Feet Gross Floor Area	8.16	0	4.08	\$13,097.57
610	Hospital	1000 Sq. Feet Gross Floor Area	0.86	0	0.43	\$1,380.38
710	General Office Building	1000 Sq. Feet Gross Floor Area	1.44	0	0.72	\$2,311.34
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.93	0	1.97	\$6,308.02
730	Government Office Building	1000 Sq. Feet Gross Floor Area	1.71	0	0.86	\$2,744.71
770	Business Park	1000 Sq. Feet Gross Floor Area	1.22	0	0.61	\$1,958.21
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	2.25	0	1.13	\$3,611.46
816	Hardware/Paint Store	1000 Sq. Feet Gross Floor Area	2.98	0.26	1.10	\$3,539.55
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94	0	3.47	\$11,139.35
820	Shopping Center (>150k)	1000 Sq. Feet Gross Leasable Area	3.4	0.29	1.21	\$3,874.70
841	Automobile Sales (Used)	1000 Sq. Feet Gross Floor Area	3.75	0	1.88	\$6,019.10
848	Tire Store	1000 Sq. Feet Gross Floor Area	3.75	0.25	1.41	\$4,514.33
850	Supermarket	1000 Sq. Feet Gross Floor Area	8.95	0.24	3.40	\$10,917.85
851	Convenience Market	1000 Sq. Feet Gross Floor Area	49.11	0	24.56	\$78,826.16
880	Pharmacy/Drugstore without Drive-Through Window	1000 Sq. Feet Gross Floor Area	2.16	0.53	0.51	\$1,629.49
881	Pharmacy/Drugstore with Drive-Through Window	1000 Sq. Feet Gross Floor Area	3.74	0.49	0.95	\$3,061.56
890	Furniture Store	1000 Sq. Feet Gross Floor Area	0.52	0.53	0.12	\$392.28
911	Walk-In Bank	1000 Sq. Feet Gross Floor Area	12.13	0	6.07	\$19,469.79
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	21.01	0.35	6.83	\$21,919.97

⁴ IFFP, p. 5

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee
918	Hair Salon	1000 Sq. Feet Gross Floor Area	1.45	0	0.73	\$2,327.39
932	High-Turnover (Sit-Down) Restaurant	1000 Sq. Feet Gross Floor Area	9.05	0.43	2.58	\$8,279.88
933	Fast-Food Restaurant without Drive-Through Window	1000 Sq. Feet Gross Floor Area	33.21	0	16.61	\$53,305.17
934	Fast-Food Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	33.03	0.55	7.43	\$23,857.31
942	Auto Care Center	1000 Sq. Feet Gross Floor Area	3.11	0	1.56	\$4,991.84
944	Gasoline/Service Station	Vehicle Fueling Position	13.91	0.42	4.03	\$12,949.58
945	Gasoline/Service Station with Convenience Store	Vehicle Fueling Position	18.42	0.56	4.05	\$13,008.97
947	Self Service Car Wash	Wash Stalls	5.54	0	2.77	\$8,892.22
948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	77.5	0	38.75	\$124,394.78

Calculation of Credits

The City has no roadway bonds outstanding and the IFFP does not identify any new projects needed to cure existing deficiencies. Therefore, no credits have been made.

The City may choose to credit certain development types, including affordable housing, but these credits are at the discretion of the City. Further, a City may choose to allow a developer to put in a transportation facility listed in the IFFP and reduce impact fees accordingly. Again, this is at the discretion of the City.

Certification

Zions Public Finance, Inc. certifies that the attached 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 the 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.

Appendix A

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee 2024
22	General Aviation Airport	Employees	1.57		0.785	\$2,520.00
30	Intermodal Truck Terminal	1000 Sq. Feet Gross Floor Area	1.87		0.935	\$3,001.53
90	Park-and-Ride Lot with bus or Light Rail	Occupied Parking Spaces	0.55		0.275	\$882.80
110	General Light Industrial	1000 Sq. Feet Gross Floor Area	0.65		0.325	\$1,043.31
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	0.34		0.17	\$545.73
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.74		0.37	\$1,187.77
150	Warehouse	1000 Sq. Feet Gross Floor Area	0.18		0.09	\$288.92
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	0.15		0.075	\$240.76
154	High-Cube Transload and Short-Term Storage Warehouse	1000 Sq. Feet Gross Floor Area	0.10		0.05	\$160.51
155	High-Cube Fulfillment Center Warehouse	1000 Sq. Feet Gross Floor Area	0.16		0.08	\$256.82
156	High-Cube Parcel Hub Warehouse	1000 Sq. Feet Gross Floor Area	0.64		0.32	\$1,027.26
157	High-Cube Cold Storage Warehouse	1000 Sq. Feet Gross Floor Area	0.12		0.06	\$192.61
160	Data Center	1000 Sq. Feet Gross Floor Area	0.09		0.045	\$144.46
170	Utility	1000 Sq. Feet Gross Floor Area	2.16		1.08	\$3,467.00
180	Specialty Trade Contractor	1000 Sq. Feet Gross Floor Area	1.93		0.965	\$3,097.83
190	Marijuana Cultivation and Processing Facility	1000 Sq. Feet Gross Floor Area	0.64		0.32	\$1,027.26
210	Single-Family Detached Housing	Dwelling Units	0.94		0.47	\$1,508.79
215	Single-Family Attached Housing	Dwelling Units	0.57		0.285	\$914.90
220	Multi-Family / (Low-Rise 1-2 Levels)	Dwelling Units	0.51		0.255	\$818.60
221	Multi-Family (Mid-Rise 3-10 Levels)	Dwelling Units	0.39		0.195	\$625.99
222	Multi-Family (High-Rise >10 Levels)	Dwelling Units	0.32		0.16	\$513.63
223	Affordable Housing	Dwelling Units	0.46		0.23	\$738.34
225	Off-Campus Student Apartment (Low-Rise)	Bedrooms	0.24		0.12	\$385.22
226	Off-Campus Student Apartment (Mid-Rise)	Bedrooms	0.21		0.105	\$337.07
227	Off-Campus Student Apartment (High-Rise)	Bedrooms	0.04		0.02	\$64.20
230	Low-Rise Residential with Ground-Floor Commercial (GFA 1-25K)	Dwelling Units	0.36		0.18	\$577.83
230	Low-Rise Residential with Ground-Floor Commercial (GFA 25-65K)	Dwelling Units	0.46		0.23	\$738.34
231	Mid-Rise Residential with Ground-Floor Commercial (GFA 1-25K)	Dwelling Units	0.17		0.085	\$272.87
231	Mid-Rise Residential with Ground-Floor Commercial (GFA 25-65K)	Dwelling Units	0.75		0.375	\$1,203.82
232	High-Rise Residential with Ground-Floor Commercial (GFA 1-25K)	Dwelling Units	0.21		0.105	\$337.07
240	Mobile Home / RV Park	Dwelling Units	0.58		0.29	\$930.95
251	Senior Adult Housing-Single-Family	Dwelling Units	0.30		0.15	\$481.53
252	Senior Adult Housing-Multifamily	Dwelling Units	0.25		0.125	\$401.27
253	Congregate Care Facility	Dwelling Units	0.18		0.09	\$288.92
254	Assisted Living Center	1000 Sq. Feet Gross Floor Area	0.24		0.12	\$385.22
255	Continuing Care Retirement Community	Units	0.19		0.095	\$304.97
260	Recreational Home	Dwelling Units	0.29		0.145	\$465.48
265	Timeshare	Dwelling Units	0.63		0.315	\$1,011.21
270	Residential Planned Unit Development	Dwelling Units	0.69		0.345	\$1,107.51
310	Hotel	Rooms	0.59		0.295	\$947.01
311	All Suites Hotel	Rooms	0.36		0.18	\$577.83
312	Business Hotel	Rooms	0.31		0.155	\$497.58
320	Motel	Rooms	0.36		0.18	\$577.83
330	Resort Hotel	Rooms	0.41		0.205	\$658.09

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee 2024
411	Public Park	Employees	7.41		3.705	\$11,893.75
416	Campground/Recreational Vehicle Park	Occupied Campsites	0.27		0.135	\$433.38
420	Marina	Berths	0.21		0.105	\$337.07
430	Golf Course	Holes	2.91		1.455	\$4,670.82
431	Miniature Golf Course	Holes	0.33		0.165	\$529.68
432	Gold Driving Range	Tees/Driving Positions	1.25		0.625	\$2,006.37
433	Batting Cages	Cages	2.22		1.11	\$3,563.31
434	Rock Climbing Gym	1000 Sq. Feet Gross Floor Area	1.64		0.82	\$2,632.35
435	Multipurpose Recreational Facility	1000 Sq. Feet Gross Floor Area	3.58		1.79	\$5,746.24
436	Trampoline Park	1000 Sq. Feet Gross Floor Area	1.50		0.75	\$2,407.64
437	Bowling Alley	Bowling Lanes	1.30		0.65	\$2,086.62
440	Adult Cabaret	1000 Sq. Feet Gross Floor Area	2.93		1.465	\$4,702.93
445	Movie Theater	1000 Sq. Feet Gross Floor Area	6.17		3.085	\$9,903.43
452	Horse Racetrack	Seats	0.06		0.03	\$96.31
453	Automobile Racetrack	Attendees	0.00		0	\$0.00
454	Dog Racetrack	Attendees	0.15		0.075	\$240.76
462	Professional Baseball Stadium	Attendees	0.15		0.075	\$240.76
465	Ice Skating Rink	Rinks	45.17		22.585	\$72,502.09
466	Snow Ski Area	Lifts	33.77		16.885	\$54,204.02
470	Bingo Hall	Seats	0.48		0.24	\$770.45
473	Casino	1000 Sq. Feet Gross Floor Area	22.61		11.305	\$36,291.17
480	Amusement Park	Employees	0.50		0.25	\$802.55
482	Water Slide Park	Employees	0.00		0	\$0.00
488	Soccer Complex	Fields	16.43		8.215	\$26,371.69
490	Tennis Courts	Tennis Courts	4.21		2.105	\$6,757.45
491	Racquet/Tennis Club	Tennis Courts	3.82		1.91	\$6,131.46
492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.45		1.725	\$5,537.57
493	Athletic Club	1000 Sq. Feet Gross Floor Area	6.29		3.145	\$10,096.04
495	Recreational Community Center	1000 Sq. Feet Gross Floor Area	2.50		1.25	\$4,012.73
501	Military Base	Employees	0.39		0.195	\$625.99
520	Elementary School	Students	0.16		0.08	\$256.82
522	Middle School / Junior High School	Students	0.15		0.075	\$240.76
525	High School	Students	0.14		0.07	\$224.71
528	School District Office	1000 Sq. Feet Gross Floor Area	2.04		1.02	\$3,274.39
530	Private School (K-8)	Students	0.26		0.13	\$417.32
532	Private School (K-12)	Students	0.17		0.085	\$272.87
534	Private High School	Students	0.19		0.095	\$304.97
536	Charter Elementary School	Students	0.16		0.08	\$256.82
538	Charter School (K-12)	Students	0.73		0.365	\$1,171.72
540	Junior/Community College	Students	0.11		0.055	\$176.56
550	University/College	Students	0.15		0.075	\$240.76
560	Church	1000 Sq. Feet Gross Floor Area	0.49		0.245	\$786.50
565	Day Care Center	1000 Sq. Feet Gross Floor Area	11.12	44%	3.1136	\$9,995.24
566	Cemetery	Employees	3.81		1.905	\$6,115.41
571	Adult Detention Facility	Beds	0.08		0.04	\$128.41
575	Fire and Rescue Station	1000 Sq. Feet Gross Floor Area	0.48		0.24	\$770.45
580	Museum	1000 Sq. Feet Gross Floor Area	0.18		0.09	\$288.92
590	Library	1000 Sq. Feet Gross Floor Area	8.16		4.08	\$13,097.57
610	Hospital	1000 Sq. Feet Gross Floor Area	0.86		0.43	\$1,380.38
620	Nursing Home	1000 Sq. Feet Gross Floor Area	0.59		0.295	\$947.01
630	Clinic	1000 Sq. Feet Gross Floor Area	3.69		1.845	\$5,922.80
640	Animal Hospital/Veterinary Clinic	1000 Sq. Feet Gross Floor Area	3.53		1.765	\$5,665.98
650	Free-Standing Emergency Room	1000 Sq. Feet Gross Floor Area	1.52		0.76	\$2,439.74
710	General Office Building	1000 Sq. Feet Gross Floor Area	1.44		0.72	\$2,311.34
712	Small Office Building	1000 Sq. Feet Gross Floor Area	2.16		1.08	\$3,467.00
714	Corporate Headquarters Building	1000 Sq. Feet Gross Floor Area	1.30		0.65	\$2,086.62
715	Single Tenant Office Building	1000 Sq. Feet Gross Floor Area	1.76		0.88	\$2,824.97
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.93		1.965	\$6,308.02
730	Government Office Building	1000 Sq. Feet Gross Floor Area	1.71		0.855	\$2,744.71

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee 2024
731	State Motor Vehicles	1000 Sq. Feet Gross Floor Area	0.20		0.1	\$321.02
732	United States Post Office	1000 Sq. Feet Gross Floor Area	11.21		5.605	\$17,993.10
750	Office Park	1000 Sq. Feet Gross Floor Area	1.30		0.65	\$2,086.62
760	Research and Development Center	1000 Sq. Feet Gross Floor Area	0.98		0.49	\$1,572.99
770	Business Park	1000 Sq. Feet Gross Floor Area	1.22		0.61	\$1,958.21
810	Tractor Supply Store	1000 Sq. Feet Gross Floor Area	1.40		0.7	\$2,247.13
811	Construction Equipment Rental Store	1000 Sq. Feet Gross Floor Area	0.99		0.495	\$1,589.04
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	2.25		1.125	\$3,611.46
813	Free-Standing Discount Superstore	1000 Sq. Feet Gross Floor Area	4.33	29%	1.53715	\$4,934.54
814	Variety Store	1000 Sq. Feet Gross Floor Area	6.70	34%	2.211	\$7,097.73
815	Free-Standing Discount Sore	1000 Sq. Feet Gross Floor Area	4.86	20%	1.944	\$6,240.61
816	Hardware/Paint Store	1000 Sq. Feet Gross Floor Area	2.98	26%	1.1026	\$3,539.55
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94		3.47	\$11,139.35
818	Nursery (Wholesale)	1000 Sq. Feet Gross Floor Area	5.24		2.62	\$8,410.69
820	Shopping Center (>150k)	1000 Sq. Feet Gross Leasable Area	3.40	29%	1.207	\$3,874.70
821	Shopping Plaza	1000 Sq. Feet Gross Leasable Area	9.03	40%	2.709	\$8,696.40
822	Strip Retail Plaza (<40k)	1000 Sq. Feet Gross Leasable Area	6.59		3.295	\$10,577.57
823	Factory Outlet Center	1000 Sq. Feet Gross Floor Area	2.29		1.145	\$3,675.67
840	Automobile Sales (New)	1000 Sq. Feet Gross Floor Area	2.42		1.21	\$3,884.33
841	Automobile Sales (Used)	1000 Sq. Feet Gross Floor Area	3.75		1.875	\$6,019.10
842	Recreational Vehicle Sales	1000 Sq. Feet Gross Floor Area	0.77		0.385	\$1,235.92
843	Automotive Parts Sales	1000 Sq. Feet Gross Floor Area	4.90	43%	1.3965	\$4,483.03
848	Tire Store	1000 Sq. Feet Gross Floor Area	3.75	25%	1.40625	\$4,514.33
849	Tire Superstore	1000 Sq. Feet Gross Floor Area	2.11		1.055	\$3,386.75
850	Supermarket	1000 Sq. Feet Gross Floor Area	8.95	24%	3.401	\$10,917.85
851	Convenience Market	1000 Sq. Feet Gross Floor Area	49.11		24.555	\$78,826.16
857	Discount Club	1000 Sq. Feet Gross Floor Area	4.19	34%	1.3827	\$4,438.73
858	Farmers Market	Acres	179.84		89.92	\$288,660.09
860	Wholesale Market	1000 Sq. Feet Gross Floor Area	1.76		0.88	\$2,824.97
861	Sporting Goods Superstore	1000 Sq. Feet Gross Floor Area	2.14		1.07	\$3,434.90
862	Home Improvement Superstore	1000 Sq. Feet Gross Floor Area	2.29	42%	0.6641	\$2,131.89
863	Electronic Superstore	1000 Sq. Feet Gross Floor Area	4.25	40%	1.275	\$4,092.99
864	Toy/Children's Superstore	1000 Sq. Feet Gross Floor Area	5.00		2.5	\$8,025.47
865	Baby Superstore	1000 Sq. Feet Gross Floor Area	1.82		0.91	\$2,921.27
866	Pet Supply Superstore	1000 Sq. Feet Gross Floor Area	3.55		1.775	\$5,698.08
867	Office Supply Superstore	1000 Sq. Feet Gross Floor Area	2.77		1.385	\$4,446.11
868	Book Superstore	1000 Sq. Feet Gross Floor Area	15.83		7.915	\$25,408.64
869	Discount Home Furnishing Superstore	1000 Sq. Feet Gross Floor Area	1.57		0.785	\$2,520.00
872	Bed and Linen Superstore	1000 Sq. Feet Gross Floor Area	2.22		1.11	\$3,563.31
875	Department Store	1000 Sq. Feet Gross Floor Area	1.95		0.975	\$3,129.93
876	Apparel Store	1000 Sq. Feet Gross Floor Area	4.12		2.06	\$6,612.99
879	Arts and Crafts Store	1000 Sq. Feet Gross Floor Area	6.21		3.105	\$9,967.63
880	Pharmacy/Drugstore without Drive-Through Window	1000 Sq. Feet Gross Floor Area	2.16	53%	0.5076	\$1,629.49
881	Pharmacy/Drugstore with Drive-Through Window	1000 Sq. Feet Gross Floor Area	3.74	49%	0.9537	\$3,061.56
882	Marijuana Dispensary	1000 Sq. Feet Gross Floor Area	18.92		9.46	\$30,368.38
890	Furniture Store	1000 Sq. Feet Gross Floor Area	0.52	53%	0.1222	\$392.28
895	Beverage Container Recycling Depot	1000 Sq. Feet Gross Floor Area	10.10		5.05	\$16,211.45
897	Medical Equipment Store	1000 Sq. Feet Gross Floor Area	1.24		0.62	\$1,990.32
899	Liquor Store	1000 Sq. Feet Gross Floor Area	16.62		8.31	\$26,676.66
911	Walk-In Bank	1000 Sq. Feet Gross Floor Area	12.13		6.065	\$19,469.79
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	21.01	35%	6.82825	\$21,919.97
918	Hair Salon	1000 Sq. Feet Gross Floor Area	1.45		0.725	\$2,327.39
920	Copy, Print, and Express Ship Store	1000 Sq. Feet Gross Floor Area	7.42		3.71	\$11,909.80
926	Food Cart Pod	Food Carts	6.16		3.08	\$9,887.38

ITE Code	Category	Units; Per	ITE Trips	Pass-By Trips	Adjusted Trips	Maximum Fee PM Peak Fee 2024
930	Fast Casual Restaurant	1000 Sq. Feet Gross Floor Area	12.55		6.275	\$20,143.93
931	Fine Dining Restaurant	1000 Sq. Feet Gross Floor Area	7.80	44%	2.184	\$7,011.05
932	High-Turnover (Sit-Down) Restaurant	1000 Sq. Feet Gross Floor Area	9.05	43%	2.57925	\$8,279.88
933	Fast-Food Restaurant without Drive-Through Window	1000 Sq. Feet Gross Floor Area	33.21		16.605	\$53,305.17
934	Fast-Food Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	33.03	55%	7.43175	\$23,857.31
935	Fast-Food Restaurant with Drive-Through Window and no Indoor Seating	Drive-Through Lanes	59.50	31%	20.5275	\$65,897.13
936	Coffee/Donut Shop without Drive-Through Window	1000 Sq. Feet Gross Floor Area	32.29		16.145	\$51,828.48
937	Coffee/Donut Shop with Drive-Through Window	1000 Sq. Feet Gross Floor Area	38.99		19.495	\$62,582.61
938	Coffee/Donut Shop with Drive-Through Window and no Indoor Seating	Drive-Through Lanes	15.08	98%	0.1508	\$484.10
941	Quick Lubrication Vehicle Shop	1000 Sq. Feet Gross Floor Area	8.70		4.35	\$13,964.32
942	Auto Care Center	1000 Sq. Feet Gross Floor Area	3.11		1.555	\$4,991.84
943	Automobile Parts and Service Center	1000 Sq. Feet Gross Floor Area	2.06		1.03	\$3,306.49
944	Gasoline/Service Station	Vehicle Fueling Position	13.91	42%	4.0339	\$12,949.58
945	Gasoline/Service Station with Convenience Store	Vehicle Fueling Position	18.42	56%	4.0524	\$13,008.97
947	Self Service Car Wash	Wash Stalls	5.54		2.77	\$8,892.22
948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	77.50		38.75	\$124,394.78
949	Car Wash and Detail Center	Wash Stalls	13.60		6.8	\$21,829.28
950	Truck Stop	Vehicle Fueling Position	15.42		7.71	\$24,750.55
970	Wine Tasting Station	1000 Sq. Feet Gross Floor Area	7.31		3.655	\$11,733.24
971	Brewery Tap Room	1000 Sq. Feet Gross Floor Area	9.83		4.915	\$15,778.07
975	Drinking Place	1000 Sq. Feet Gross Floor Area	11.36		5.68	\$18,233.87



TO: Springville Planning Commission

FROM: Josh Yost, Community Development Director

DATE: January 23, 2026

SUBJECT: Station Area Plan Adoption

On October 14, the Planning Commission considered Springville Community Development's request for review and recommendation of the Springville Station Area Plan.

The Planning Commission expressed concern about the apparent specificity of the proposed land use plan. The commission stated that the amount of detail in the plan, including clear blocks, streets, and other design features, could create the perception that this is the intended final block and street layout. Staff communicated that the plan was intended to be illustrative and its primary purpose is to show which land use types were to be applied in each general area. The city's consultant team addressed this concern by redesigning the future land use map to be much more diagrammatic, without any specific block or street layouts. Only pages 38-43 were affected. Other maps in the document retain these specifics to help convey the City's policy intent for block structure and the transportation network. Staff believes these new maps address the Commission's concern without sacrificing any clarity. Although the map looks very different, the planned land uses, product types, and densities are unchanged from the previous draft.

Second, the potential elevated crossing of 900 South over the proposed Frontrunner rail line was cited by many residents as a primary concern. Staff recognizes this concern and has added the underlined sentence to the plan's proposed circulation section on page 29, reproduced below.

Existing street infrastructure and the existing Union Pacific rail line help to drive the framework of the Station Area Plan. 400 South is the existing collector road separating the proposed community into north and south sides and in addition to 700 South are the primary east and west access points connecting the Station Area Plan to Downtown Springville and the existing commercial uses to the west. 900 South is a vital vehicular and pedestrian connection linking the east and west sides of the proposed neighborhoods. Coordination with UTA and the Union Pacific Railway is required to implement an at-grade crossing (It should be noted that UTA has preference for an elevated crossing due to Front Runner interactions with streets). Springville will work with UTA to minimize the impacts of any future elevated crossing on existing development. 1200 West must be a strong



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connection linking the north and south sides of the community. Reinforcing the existing multi-use trail connections along 1200 West will ensure safe pedestrian and bicycle access.

Staff proposes one additional change to the document. This is to broaden the housing types recommended for each land use category. This does not change the recommended density or maximum height for any of the land use types; it aligns the plan with the framework of the Westfields Overlay, where multiple housing types, from single-family detached to multi-family units, are permitted across all zones, but subject to each zone’s maximum density. This enables the desired diversity of housing types while maintaining the planned density. The altered portion of the Proposed Land Use Table is copied below, with an underlined X for each expanded unit type.

PROPOSED LAND USE

The proposed land use type table defines the building types, density, building heights, frontage setbacks, lot coverage and recommended parking requirements to help guide design standards.

PROPOSED LAND USE TYPE TABLE												
LAND USE TYPE	Average DU/AC	Height in Stories	SF Detached	2-4 Plex	8-Plex	Cottage Comm'ty	Townhome	Stacked Flat	Condo	Apartment	Retail/ Restaurant	
RES-10	10	2.5	X	X		<u>X</u>	X					
RES-15	15	3	X	X	X	X	<u>X</u>	<u>X</u>				
RES-20	20	3			X		X	<u>X</u>	<u>X</u>			
RES-30	30	4			<u>X</u>		<u>X</u>	<u>X</u>	X	X	X	
MU-RES-4	30	4		<u>X</u>	<u>X</u>		<u>X</u>	<u>X</u>	X	X	X	
MU-COM-3	n/a	3									X	
MU-COM-4	n/a	4									X	
COMM	n/a	3									X	

Staff recommends that the Planning Commission issue a recommendation for approval to the City Council.

