



**GRANTSVILLE CITY
ORDINANCE NO. 2026-01**

**AN ORDINANCE OF GRANTSVILLE CITY APPROVING AMENDMENTS TO THE
PARKS AND TRANSPORTATION CAPITAL FACILITIES PLANS, IMPACT FEE
FACILITIES PLANS, AND IMPACT FEE ANALYSES FOR GRANTSVILLE CITY**

Be it enacted and ordained by the City Council of Grantsville City, Utah as follows:

WHEREAS, Grantsville City (the “City”) has adopted Capital Facilities Plans (“CFPs”), Impact Fee Facilities Plans (“IFFPs”), and Impact Fee Analyses (“IFAs”) for various public facilities pursuant to the Utah Impact Fees Act, Utah Code Title 11, Chapter 36a; and

WHEREAS, the Utah Impact Fees Act requires that impact fees be based upon current and adopted capital facilities plans and corresponding impact fee facilities plans and analyses; and

WHEREAS, the City has prepared proposed amendments to the Parks Capital Facilities Plan and the Transportation Capital Facilities Plan, together with corresponding amendments to the Parks and Transportation Impact Fee Facilities Plans and Impact Fee Analyses (collectively, the “Amended Plans”); and

WHEREAS, the proposed Amended Plans update project lists, cost estimates, growth assumptions, and related data to ensure compliance with state law and to reflect current and projected service demands; and

WHEREAS, notice of the proposed amendments was provided and a public hearing was held in accordance with the requirements of the Utah Impact Fees Act; and

WHEREAS, the City Council has reviewed the proposed Amended Plans and finds that they are consistent with the City’s long-term planning objectives, are necessary to provide adequate public facilities, and comply with applicable provisions of state law.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF GRANTSVILLE CITY, STATE OF UTAH, AS FOLLOWS:

Section 1: Approval of Amendments: The proposed amendments to the Parks and Transportation Capital Facilities Plans, the Parks and Transportation Impact Fee Facilities Plans, and the Parks and Transportation Impact Fee Analyses, as presented in **Exhibit “A”** to the City Council and maintained on file with the City Recorder, are hereby approved and adopted.

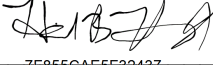
Section 2. Authorization: The Mayor, City Recorder, and City staff are hereby authorized and directed to take all actions necessary to implement this Ordinance and the Amended Plans, including updating City records and ensuring continued compliance with applicable state law.

Section 3: Effective Date: This Ordinance shall take effect immediately upon its passage and approval as provided by law.

Section 4. Severability clause: If any part or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance and all provisions, clauses and words of this Ordinance shall be severable.

ADOPTED AND PASSED BY THE CITY COUNCIL OF GRANTSVILLE CITY, THIS
7th DAY OF JANUARY, 2026.

BY THE ORDER OF THE GRANTSVILLE CITY COUNCIL:

DocuSigned by:

7F855CAE5F32437...
By Mayor Heidi Hammond

ATTEST

Signed by:

F01A072EA0B44C6...
Alicia Fairbourne, City Recorder

Approved as to Form:

Signed by:

F6489758F006404...
Tysen J. Barker, Grantsville City Attorney

Capital Facilities Plan, Impact Fee Facilities Plan, and Impact Fee Analysis 2025 Amendments



December 2025

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Grantsville City

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- Appendix L Grantsville City Storm Drainage Design Guidelines
- Appendix M Storm Drainage Cost Estimates

Level of Service

Defined performance standard or unit of demand for each capital component of a public facility within a service area.

LID

Low Impact Development is a storm water management strategy which seeks to mitigate the impacts of increased runoff and storm water pollution by managing runoff as close to its source as possible.

Manning's n

Unitless coefficient which represents the roughness or friction applied to the flow of a conduit or a channel.

Master Plan

Dynamic long-term planning document providing a conceptual layout to guide future growth and development.

Major Head Losses

Major head losses or friction losses is the loss of pressure or “head” in pipe flow due to the effect of the fluid’s viscosity near the surface of the pipe or duct.

Minor Head Losses

Minor head losses are local pressure losses or pressure drops of various hydraulic elements such as bends, fittings, valves, elbows, tees or heated channels.

Multi-Unit

Any attached housing units not limited to: town homes, condos, apartments, duplexes, etc..

NOAA ATLAS 14 Precipitation Data

Point precipitation frequency estimates for a specific area in the United States available on NOAA’s website.

Non-Residential

A non-residential use such as a warehouse, commercial building, or business.

Occurrence

Term used in storm water terminology to estimate the frequency of a storm water event.

Outdoor Use

Hydraulic loading imposed on the system typically by an irrigation system.

Par

A par rate is the special loan (grant) interest rate that a lender charges for access to a specific loan.

Peak Day Demand

Amount of water utilized by a water supplier on the day of highest consumption, generally expressed in gallons per day (gpd) or millions of gallons per day (MGD). Demand is typically used in irrigation or drinking water terminology.

Peak Day Flow

Amount of wastewater utilized by a wastewater supplier on the day of highest consumption, generally expressed in gallons per day (gpd) or millions of gallons per day (MGD).

Peak Discharge

Maximum rate of flow during a storm event. Term typically used in storm water terminology.

Peaking Factors

Ratio of a peak day or instantaneous flow/demand to the average day or daily flow/demand.

Peak Inflow

Highest inflow of wastewater into a wastewater treatment facility.

Peak Instantaneous Demand

Calculated or estimated highest demand which can be expected through any water main of the distribution network of a water system at any instant in time, generally expressed in gpm or cfs.

Peak Instantaneous Flow

Calculated or estimated highest flowrate which can be expected through any wastewater collection system at any instant in time, generally expressed in gpm or cfs.

Peak Rainfall Depth

The point at which the amount of rain received is at its highest depth.

Percolation Rate

Flow rate by which water enters the soil and recharges streams, lakes, rivers, and underground aquifers. Typically, specified in minutes per inch. Term typically used in storm water terminology.

Pervious

Term typically used in storm water terminology to define an area which is pervious or allows storm water to infiltrate into the soil such as a parking strip or lawn.

Planning Period

The period of time, typically in years, used in a plan. A planning period of 10-years is typically used in Impact Fee Facilities Plans. Master or General Plans may use planning periods from 20 to 50 years.

Pressure Reducing Valve

Valve provided to reduce pressure in a water distribution system. Typically, used to reduce pressure greater than 100 psi to 50 – 65 psi depending on specific distribution system requirements.

Pressure Zone

A pressure zone in a distribution system is established with a minimum and maximum pressure range which is maintained without the use of ancillary control equipment (e.g. booster pumps, pressure reducing valves, etc.). Maximum static pressures in a typical drinking water pressure zone are 100 to 120 psi with minimum static pressures from 50 to 65 psi.

Professional Expenses

Expenses of a professional consultant. An example is engineering design and construction administrative fees from an engineering company.

Proportionate Share

Cost of public facility improvements which are roughly proportionate and reasonably related to the service demands and needs of any development activity.

Retention

Term typically used in storm water terminology to define a storm water storage site which retains storm water without releasing at a controlled discharge rate and instead infiltrates stored storm water into the ground.

Runoff

Precipitation which does not soak or absorb into the soil surface.

Runoff Coefficients

Percentage of precipitation leaving a particular site as runoff.

Safety Factor

Engineering term utilized to describe how much stronger a system or structure is than it is required to be to fulfil its purpose under expected conditions.

SCS Method

Soil Conservation Service (SCS) Method is a hydrologic modeling method for computing the volume of surface runoff for a given rainfall event from small agricultural, forest, and urban watersheds.

Service Area

Geographic area designated by an entity which a facility, or a defined set of facilities, provides service within the area.

Single Family

Residence used by a single private family which serves no other purpose.

Source

Term used in irrigation or drinking water terminology to specify where the supply of water originates. Examples include groundwater wells or springs.

Static Pressure

The pressure exerted by a liquid or gas, especially water or air, on a body at rest.

Storm and Sanitary Analysis

Comprehensive hydrology and hydraulic analysis application which assists in planning and design of storm water and sanitary sewer systems.

Storm Event

Amount of precipitation which occurs during a specific duration and recurrence interval for the location of the storm event. An example is a 100-year storm event during a 24-hour duration.

Surplus Capacity

The amount of surplus or excess capacity a system has available to future development.

SWMM Method

Storm Water Management Model (SWMM) Method is used throughout the world for planning, analysis and design related to storm water runoff, combined and sanitary sewers, and other drainages. SWMM is a Windows-based, open source, desktop program.

Time of Concentration

Time required for water to flow from the most remote point in a watershed to the point of interest within the watershed. It is a function of topography, geology and land use within the watershed and is computed by summing all the travel times for consecutive components of the drainage conveyance system.

Total Dynamic Head

Total Dynamic Head is the total equivalent height that water needs to be pumped or lifted vertically while also factoring in the friction losses of the pipe and minor head losses in valves and fittings.

TR-55

Technical Release 55 (TR-55) presents simplified procedures to calculate storm runoff volume, peak rate of discharge, hydrographs, and storage volumes required for storm water detention or retention.

Transmission Pipeline

For drinking water or irrigation, a transmission pipeline is typically defined as the pipe from a storage reservoir to the distribution system. A transmission pipeline typically does not have any user water connections.

Trunk Line

Sewer line which receives wastewater flow from the collector sanitary sewer lines and conveys this wastewater either to an interceptor line or a wastewater treatment or reclamation facility.

Waterline

A line formed by the surface of the water on a structure.

Water Line

Pipe or conduit which contains and conveys water.

Water Right

The right to use water diverted at a specific location on a water source, and putting it to recognized beneficial uses at set locations.

Water Wise, Waterwise, or Water-Wise

Generally a functional, attractive, and easily maintained landscape in its natural surroundings. A water wise landscape helps conserve water. Note: Local jurisdiction may have specific definition of water wise landscaping.

Table ES 4: Public Safety System Improvements

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Satellite Fire Station East	2030	\$3,227,356.00	\$3,967,244.55	43.8%	\$1,738,252.17
Aerial Truck	2030	\$1,500,000.00	\$1,843,882.99	43.8%	\$807,899.18
Pumper Truck	2030	\$800,000.00	\$983,404.26	43.8%	\$430,879.56
Animal Control Shelter	2026	\$3,028,682.80	\$3,244,400.73	19.1%	\$620,378.95
Justice Center Police Expansion	2032	\$1,246,608.00	\$1,641,544.68	59.8%	\$982,225.58
Total		\$9,802,646.80	\$11,680,477.22		\$4,579,635.43

Table ES 5: Parks System Improvements

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Scott Bevan Memorial Park ADA Improvements	2025	\$52,971.24	\$54,825.23	0.0%	\$0.00
West Street Park	2025	\$274,332.25	\$283,933.88	21.6%	\$61,319.05
Scenic Slopes Park, Utilities, Pump Track, Site Improvements	2026	\$3,171,402.33	\$2,421,402.33 ²	100.0%	\$2,421,402.33
Desert Edge Park	2027	\$2,601,943.52	\$2,884,821.29	0% ¹	\$0.00
Scenic Slopes Parking, Park Amenities, Ball Courts	2028	\$2,427,352.20	\$2,785,442.48	100.0%	\$2,785,442.48
President's Park	2028	\$1,637,342.81	\$1,878,888.53	100.0%	\$1,878,888.53
Scenic Slopes Park Baseball and Soccer Field	2030	\$3,170,886.71	\$3,897,829.38	100.0%	\$3,897,829.38
Twenty Wells Park	2032	\$8,628,500.00	\$11,362,086.78	0% ¹	\$0.00
Highlands Park	2033	\$3,275,329.82	\$4,463,938.34	0% ¹	\$0.00
Clark Farm Park	2034	\$3,283,473.65	\$4,631,663.86	0%	\$0.00
Total		\$28,523,534.53	\$34,664,832.11		\$11,044,881.78

¹ The proportionate share is 0% because the project is expected be constructed by developers.

² Construction Year Cost based on Resolution No. 2025-71 not inflated, without grant of \$750k which is not impact fee eligible.

Table ES 6: Wastewater System Improvements

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Willow Street Sewer Improvements	2025	\$1,197,398.80	\$1,239,307.76	14.3%	\$177,556.86
Northwest Interceptor Extension	2025	\$1,801,705.50	\$1,864,765.19	0% ²	\$0.00
SR112 Interceptor	2025	\$2,784,419.10	\$2,881,873.77	0% ²	\$0.00
West Bank Interceptor	2025	\$4,167,210.00	\$4,313,062.35	0% ²	\$0.00
Southeast Sewer Line	2026	\$1,459,551.20	\$1,563,507.73	0% ²	\$0.00
Northwest Interceptor Replacement	2031	\$7,223,751.25	\$9,190,628.91	12.5%	\$1,144,606.27
Northwest Lift Station - Upsize Force Main	2027	\$187,790.40	\$208,206.57	100%	\$208,206.57
Proposed Wastewater Treatment Facility	2025	\$39,114,318.00	\$40,483,319.13	19.3%	\$7,813,280.59
Public Works Improvements	2028	\$1,318,982.50 ¹	\$1,513,562.76	37.0%	\$560,095.12
Total		\$59,255,126.75	\$63,258,234.18		\$9,903,745.42

¹ The cost shown for the Public Works Improvements project is half of the total cost estimate because this project cost will be split evenly between the wastewater and drinking water utilities.

² The proportionate share is 0% because the project is expected be constructed by developers.

Table ES 7: Transportation System Improvements

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Nygreen Street (Section 3)	2030	\$1,896,299.88 ¹	\$2,331,036.73	18.6%	\$434,365.42
Matthews Lane	2025	\$1,190,510.48 ¹	\$1,232,178.35	0.0%	\$0.00
Cherry Street	2027	\$1,807,807.59	\$2,004,348.59	8.00%	\$160,280.40
Durfee Street	2025	\$1,008,995.78	\$843,715.92 ²	54.2%	\$457,281.15
Willow Street Widening	2028	\$771,049.13	\$884,796.61	0.00%	\$0.00
Total		\$6,674,662.86	\$7,296,076.20		\$1,051,926.96

¹ The cost shown is for the portion of the project funded by the City, not the entire project cost.

² Construction Year Cost based on contract amount not inflated, without proportional percentage of grant, \$165,280, which is not impact fee eligible.

Impact fees were then calculated considering buy-in costs to be charged for existing facilities with excess capacity, the proposed system improvements, and any loans which are anticipated to fund proposed projects. There is no impact fee charged for storm drainage because the required projects are associated with correcting existing deficiencies, and it is the responsibility of the developers, not the City, to construct facilities required to meet the specified level of service. The impact fee for water rights acquisition is calculated by multiplying the required

quantity of water rights shown in Table ES 12 and Table ES 13 by the typical cost of water rights of \$29,000 per acre-foot. The proposed impact fees for each utility are shown in Table ES 8 through Table ES 14 with the maximum allowable impact fees for each infrastructure type. Where appropriate, the maximum allowable fee is adjusted to reflect the proportional infrastructure needs of different land use types. In case of excess capacity, new development contributions to existing infrastructure are included to calculate the final recommended impact fee.

Table ES 8: Proposed Drinking Maximum Allowable Water Impact Fees

Water Meter Size (inches)	Maximum Flow Rate (gpm)	ERCs	Impact Fee
3/4	25 ¹	1	\$2,497.04
1	40 ¹	1.6	\$3,995.27
1 1/2	50 ¹	2	\$4,994.08
2	100 ¹	4	\$9,988.16
3	200 ²	8	\$19,976.33
4	400 ²	16	\$39,952.65
6	800 ²	32	\$79,905.30
8	1,000 ²	40	\$99,881.63
Non-Residential Development Indoor			\$25.46 per fixture unit
Non-Residential Development Outdoor			\$15,780.55 per irrigated acre

¹ From AWWA M6 Table 5-3 Displacement Meters.

² From AWWA M6 Table 5-3 Electromagnetic and Ultrasonic Meter Type 1.

Table ES 9: Proposed Public Safety Maximum Allowable Impact Fees

Land Use	Impact Fee
Single Family	\$1,037.12 per Dwelling Unit
Multi-Unit	\$448.05 per Dwelling Unit
Non-Residential	\$615.28 per 1,000 sq ft building area

Table ES 10: Proposed Parks Maximum Allowable Impact Fees

Land Use	Impact Fee
Single Family and Multi-Unit	\$4,032.45 per Dwelling Unit

Table ES 11: Proposed Wastewater Maximum Allowable Impact Fees

Water Meter Size (inches)	Maximum Flow Rate (gpm)	ERCs	Impact Fee
3/4	25 ¹	1	\$5,949.41
1	40 ¹	1.6	\$9,519.05
1 1/2	50 ¹	2	\$11,898.81
2	100 ¹	4	\$23,797.63
3	200 ²	8	\$47,595.25
4	400 ²	16	\$95,190.50
6	800 ²	32	\$190,381.00
8	1,000 ²	40	\$237,976.25
Non-Residential Development			\$247.89 per fixture unit

¹ From AWWA M6 Table 5-3 Displacement Meters.

² From AWWA M6 Table 5-3 Electromagnetic and Ultrasonic Meter Type 1.

Table ES 12: Indoor Use Water Rights Requirements

Land Use	Water Right Quantity (ac-ft)	Impact Fee	Unit
Single Family Residential	0.218	\$6,322.00	per Dwelling Unit
Multi-Unit Residential	0.107	\$3,103.00	per Dwelling Unit
Non-Residential	0.00908	\$263.32	per fixture unit

Table ES 13: Outdoor Use Water Rights Requirements

Land Use	Water Right Quantity (ac-ft)
No Waterwise Landscaping	
Category 1	= (lot size ¹ , acres) * (0.64) * (3.33 ac-ft/irr. ac)
Category 2	= (irrigated area, acres) * (3.33 ac-ft/irr. ac)
Waterwise Landscape Front Yard Only	
Category 1	= (lot size ¹ , acres) * [(0.18) * (2.28 ac-ft/irr. ac) + (0.46) * (3.33 ac-ft/irr. ac)]
Category 2	= (front yard irrigated area, acres) * (2.28 ac-ft/irr. ac) + (remaining irrigated area, acres) * (3.33 ac-ft/irr. ac)
Waterwise Landscape Entire Lot	
Category 1	Reduction not allowed (use front yard only formula)
Category 2	= (irrigated area, acres) * (2.28 ac-ft/irr. ac)

¹ Lot size capped at 1 acre.

Table ES 14: Proposed Transportation Maximum Allowable Impact Fees

Development Type	Peak Hour Trips Rate	Impact Fee	Units
Single Family	0.99	\$460.61	per Dwelling Unit
Multi-Unit	0.56	\$260.55	per Dwelling Unit
Non Residential	Per Trip Generation or Traffic Impact Study	\$465.26	per Peak Hour Trip

Section 5 Parks

5.1 Capital Facilities Plan and Impact Fee Facilities Plan

5.1.1 Inventory of Existing Facilities

Grantsville City's existing City parks are shown in Figure 5-1. These parks have a varying level of amenities as listed in Table 5-1. The City does not have any long-term debt associated with its park facilities.

Table 5-1: Existing Park Facilities

Facility	Area (ac)	Amenities	Cost ¹
Old Lincoln Park	1.08	Restroom, dog park, pavilion, playground, and drinking fountains	\$240,986.42
Academy Square	0.65	Pavilion	N/A
Rodeo Grounds	6.26	Arena	\$98,353.45
Scott Bevan Memorial Park	1.73	Flex trail and playground	\$553,691.10
Cherry Street Park	19.58	Playground, picnic benches, soccer fields, tennis courts, baseball fields, softball fields, restrooms, skate park, four pavilions, T-ball field, water fountain, tot park, pickleball courts	\$1,096,726.37
Hollywood Park	12.69	Shaded playground, restrooms, pavilion, basketball hoops, soccer field, ball field, splash pad	\$1,696,554.79
Total	41.99		\$3,686,312.13

¹ The costs shown are historical costs which may include initial construction, acquiring land, improvements, planning, and engineering.

5.1.2 Level of Service

The existing level of service for park facilities is 4 acres of park area per 1,000 population, as established in the City's previous Capital Facilities Plans as well as the Grantsville General Plan dated January 15, 2020. This CFP/IFFP will continue to use the established level of service of 4 acres per 1,000 population.

5.1.3 Capacity of Existing Facilities

The capacity of existing park facilities was calculated based on the park area needed to meet the level of service at the City's current population compared to the existing park area, as shown in Table 5-2.

Table 5-2: Capacity of Existing Parks

Population (2024)	Park Area LOS (ac/1,000 Population)	Park Area Required (ac)	Existing Park Area (ac)	Excess / (Deficit) (ac)
15,925	4	63.70	41.99	(21.71)

5.1.4 Demands of Future Development

Utilizing the demographic projections from Section 2.7, the park area required to meet the level of service throughout the planning period was calculated as shown in Table 5-3.

Table 5-3: Future Park Requirements

Year	Population	Park Area Required (ac)	Excess / (Deficit) (ac)
2024	15,925	63.70	(21.71)
2025	16,681	66.72	(24.73)
2026	17,477	69.91	(27.92)
2027	18,311	73.24	(31.25)
2028	19,188	76.75	(34.76)
2029	20,111	80.44	(38.45)
2030	21,076	84.30	(42.31)
2031	22,093	88.37	(46.38)
2032	23,159	92.64	(50.65)
2033	24,280	97.12	(55.13)
2034	25,454	101.82	(59.83)

5.1.5 Proposed Projects

Grantsville City plans to construct the parks listed in Table 5-4 within the planning period to satisfy the future park area requirements. Also shown in the table are the proposed areas, recommended years to begin planning and complete the project by, and the current year cost estimates (see Appendix H).

Table 5-4: Proposed Park Projects

Project	Proposed Area (ac)	Construction Priority		Current Year (2024) Cost Estimate
		Begin Planning	Completion	
Scott Bevan Memorial Park ADA Improvements	N/A	N/A	2025	\$52,971.24
West Street Park	27.69	N/A ¹	2025	\$274,332.25
Scenic Slopes Park, Utilities, Pump Track, Site Improvements	7.02	2025	2026	\$3,171,402.33 ²
Desert Edge Park	5	2025	2027	\$2,601,943.52
Scenic Slopes Parking, Park Amenities, Ball Courts	5.38	2026	2028	\$2,427,352.20
President's Park	10	2026	2028	\$1,637,342.81
Scenic Slopes Park Baseball and Soccer Field	7.02	2028	2030	\$3,170,886.71
Twenty Wells Park	27	2030	2032	\$8,628,500.00
Highlands Park	10	2031	2033	\$3,275,329.82
Clark Farm Park	30	2032	2034	\$3,283,473.65
Total	129.11			\$28,523,534.53

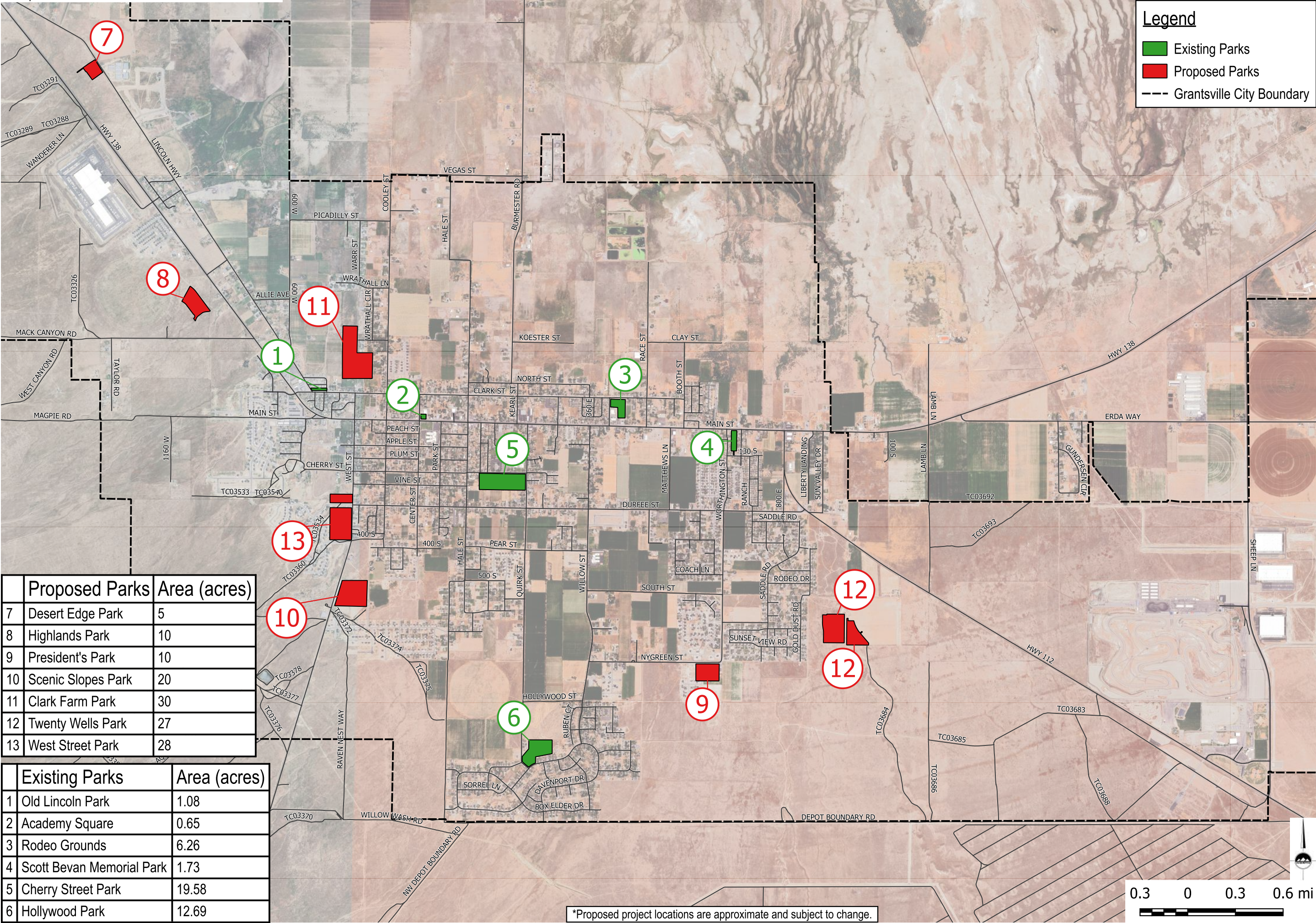
¹ The City has already begun the planning process.

² Cost Estimate based on Resolution 2025-71.

The proposed locations of these parks are shown in Figure 5-1, but these are approximate locations which are subject to change, and the exact locations will be determined during the planning phase of each project. It should be noted the City does not maintain parks less than 10 acres but will work with developers for impact fee credits associated with parks less than 10 acres which are HOA maintained. The City also has the option to utilize parks as retention/detention basins, although this is typically not permitted.

5.1.6 Methods of Financing

The City funds park projects as much as possible through grants and impact fees. Parks may also be funded through loans, developer dedications, taxes, and reserves in the Capital Project Fund.



Legend

Existing Parks

Proposed Parks

Grantsville City Boundary

ENSIGN

THE STANDARD IN ENGINEERING

SANDY

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Sandy, UT 84070

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LAYTON

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TOOELE

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CITY OF GRANTSVILLE

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GRANTSVILLE, UTAH 84029

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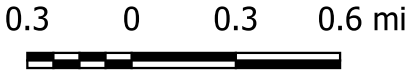
GRANTSVILLE CFP, IFFP, AND IFA

GRANTSVILLE, UTAH

	Proposed Parks	Area (acres)
7	Desert Edge Park	5
8	Highlands Park	10
9	President's Park	10
10	Scenic Slopes Park	20
11	Clark Farm Park	30
12	Twenty Wells Park	27
13	West Street Park	28

	Existing Parks	Area (acres)
1	Old Lincoln Park	1.08
2	Academy Square	0.65
3	Rodeo Grounds	6.26
4	Scott Bevan Memorial Park	1.73
5	Cherry Street Park	19.58
6	Hollywood Park	12.69

*Proposed project locations are approximate and subject to change.



PARK FACILITIES

PROJECT NUMBER

11637

PRINT DATE

2025-10-03

PROJECT MANAGER

R. ROUSSELLE

DESIGNED BY

C. DUNKEL

FIG 5-1

5.2 Impact Fee Analysis

5.2.1 Existing Facilities

As discussed in Section 5.1.3, there is no excess capacity for existing parks to serve future development. Therefore, no buy-in cost can be charged for existing park facilities.

5.2.2 System Improvements

The system improvements for park facilities which are needed to meet the demands of future development in the planning period were determined in Section 5.1.5. A proportionate share for each new park project was calculated based on the added park acreage to meet the level of service, as shown in Table 5-5. Any portion of a project associated with correcting an existing deficiency was excluded from the proportionate share calculation. The City does not charge impact fees for projects which are expected to be constructed by developers so they have a proportionate share of 0%. If it is determined the City will pay for any portion of these projects as the development agreements are finalized then this plan should be amended to include the project.

Table 5-5: Proposed Parks Proportionate Share

Project	Park Area (ac)	Existing (2024) Deficit (ac)	Future (2034) Deficit (ac)	Proportionate Share
West Street Park	27.69	21.71	59.83	21.6%
Scenic Slopes Park Bike Pump Track	4.02	0	32.14	100%
Desert Edge Park	5	0	28.12	0% ¹
Scenic Slopes Park Amenities	6.68	0	23.12	100%
President's Park	10	0	32.14	100%
Scenic Slopes Park Baseball and Basketball	8.72	0	22.14	100%
Twenty Wells Park	27	0	13.42	0% ¹
Highlands Park	10	0	0	0% ¹
Clark Farm Park	30	0	0	0%

¹ The proportionate share is 0% because the project is expected be constructed by developers.

The cost of each project which is eligible for impact fees is based on the portion of the project associated with serving future development in the planning period, excluding any portion of the project attributed to correcting an existing deficiency. This was calculated in Table 5-6 by multiplying the total project cost by the proportionate share shown above. In order to account for

the time-price differential inherent with future costs, the current year cost estimates were inflated at a rate of 3.5% to the anticipated construction year.

Table 5-6: Parks Impact Fee Eligible Costs

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Scott Bevan Memorial Park ADA Improvements	2025	\$52,971.24	\$54,825.23	0.0%	\$0.00
West Street Park	2025	\$274,332.25	\$283,933.88	21.6%	\$61,319.05
Scenic Slopes Park, Utilities, Pump Track, Site Improvements	2026	\$3,171,402.33	\$2,421,402.33 ²	100.0%	\$2,421,402.33
Desert Edge Park	2027	\$2,601,943.52	\$2,884,821.29	0% ¹	\$0.00
Scenic Slopes Parking, Park Amenities, Ball Courts	2028	\$2,427,352.20	\$2,785,442.48	100.0%	\$2,785,442.48
President's Park	2028	\$1,637,342.81	\$1,878,888.53	100.0%	\$1,878,888.53
Scenic Slopes Park Baseball and Soccer Field	2030	\$3,170,886.71	\$3,897,829.38	100.0%	\$3,897,829.38
Twenty Wells Park	2032	\$8,628,500.00	\$11,362,086.78	0% ¹	\$0.00
Highlands Park	2033	\$3,275,329.82	\$4,463,938.34	0% ¹	\$0.00
Clark Farm Park	2034	\$3,283,473.65	\$4,631,663.86	0%	\$0.00
Total		\$28,523,534.53	\$34,664,832.11		\$11,044,881.78

¹ The proportionate share is 0% because the project is expected be constructed by developers.

² Construction Year Cost based on Resolution No. 2025-71 not inflated, without grant of \$750k which is not impact fee eligible.

In addition to impact fee eligible project costs, planning costs can also be included in the calculation of impact fees. Due to the uncertainty that comes with long-term development projections, this plan is expected to be amended annually. The future professional expenses expected to occur within the planning period were inflated at a 3.5% rate as shown in Table 5-7.

Table 5-7: Parks Professional Expenses

Year	Cost
2024	\$4,187.07
2025	\$5,300.00
2026	\$5,485.50
2027	\$5,677.49
2028	\$5,876.20
2029	\$6,081.87
2030	\$6,294.74
2031	\$6,515.05
2032	\$6,743.08
2033	\$6,979.09
2034	\$7,223.36
Total	\$66,363.45

5.2.3 Methods of Financing

As discussed in Section 5.1.6, the parks system improvements are expected to be funded through impact fees, loans, developer dedications, taxes, and Capital Project Fund reserves. The City expects to finance the Scenic Slopes Park Amenities project with a loan, which is necessary to prevent the impact fee fund balance from going negative (see Section 5.2.5). This loan was assumed to be a 30-year bond with a 4.0% interest rate, 1.5% cost of issuance, 0.5% bond insurance, and a \$20,000 surety policy. The interest cost for this bond attributed to development within the planning period can be included in the impact fee calculation. Table 5-8 shows the details of this bond along with the impact fee eligible interest cost.

Table 5-8: Parks Future Debt Financing

Project	Proceeds	Par Amount ¹	Debt Service (Interest)	Debt Service (Principal + Interest)	Proportionate Share	Impact Fee Eligible Debt Service (Interest)
Scenic Slopes Parking, Park Amenities, Ball Courts	\$2,785,442.48	\$1,440,575.66	\$1,058,683.34	\$2,499,259.01	100.0%	\$1,058,683.34

¹ Includes cost of issuance, bond insurance, and surety policy. It is assumed bond will be 50% of construction cost.

5.2.4 Impact Fee Calculation

Impact fees for parks are charged based on the number of dwelling units. Per Utah Code Section 11-36a-202, it is prohibited to charge schools impact fees for park facilities. Additionally, park facilities only benefit residential development in the City, so only single family and multi-unit developments are charged impact fees for parks and were the only development types



considered in the impact fee calculation shown in Table 5-9. The growth of these development types was projected in Table 2-3. The proposed impact fees are summarized in Table 5-10.

Table 5-9: Parks Impact Fee Calculation

Project	Impact Fee Eligible Cost	Planning Period (2024-2034) Dwelling Units ¹	Cost per Dwelling Unit
West Street Park	\$61,319.05	3,018	\$20.32
Scenic Slopes Park, Utilities, Pump Track, Site Improvements	\$2,421,402.33	3,018	\$802.32
Scenic Slopes Parking, Park Amenities, Ball Courts	\$2,785,442.48	3,018	\$922.94
Scenic Slopes Parking, Park Amenities, Ball Courts Debt Service (Interest)	\$1,058,683.34	3,018	\$350.79
President's Park	\$1,878,888.53	3,018	\$622.56
Scenic Slopes Park Baseball and Soccer Field	\$3,897,829.38	3,018	\$1,291.53
Professional Expenses	\$66,363.45	3,018	\$21.99
Total			\$4,032.45

¹ Includes only residential dwelling units (single family and multi-unit).

Table 5-10: Proposed Parks Maximum Allowable Impact Fees

Land Use	Impact Fee
Single Family and Multi-Unit	\$4,032.45 per Dwelling Unit

5.2.5 Impact Fee Cashflow

The anticipated impact fee revenues and expenses over the 10-year planning period are shown in Table 5-11. The expenses represent only what is attributable to planning period development and include capital project costs, the expenditure of buy-in costs, and proposed bond payments. The impact fee cashflow (Table 5-12) estimates the end of year impact fee fund balance throughout the planning period by comparing the impact fee revenues, total expenses, and interest income calculated at 4.5% of the fund balance.

5.2.6 Impact Fee Credits

The City currently has procedures in place for credits, appeals, and exemptions of impact fees, refer to Appendix B for the City’s current impact fee ordinance.

Table 5-11: Parks Impact Fee Revenues and Expenses

Year	Dwelling Units ¹	Annual Dwelling Unit Increase ¹	Impact Fee Revenues	Impact Fee Eligible Project Costs	Bond Payments	Bond Proceeds	Professional Expenses	Total Expenses
2024	5,005	-	-	-	-	-	(\$4,187.07)	(\$4,187.07)
2025	5,245	240	\$967,787.56	(\$61,319.05)	-	-	(\$5,300.00)	(\$66,619.05)
2026	5,496	251	\$1,012,144.49	(\$2,421,402.33)	-	-	(\$5,485.50)	(\$2,426,887.83)
2027	5,760	264	\$1,064,566.32	-	-	-	(\$5,677.49)	(\$5,677.49)
2028	6,038	278	\$1,121,020.59	(\$4,664,331.01)	-	\$2,785,442.48	(\$5,876.20)	(\$1,884,764.74)
2029	6,330	292	\$1,177,474.86	-	(\$83,308.63)	-	(\$6,081.87)	(\$89,390.51)
2030	6,636	306	\$1,233,929.14	(\$3,897,829.38)	(\$83,308.63)	-	(\$6,294.74)	(\$3,987,432.75)
2031	6,958	322	\$1,298,448.31	-	(\$83,308.63)	-	(\$6,515.05)	(\$89,823.69)
2032	7,296	338	\$1,362,967.48	-	(\$83,308.63)	-	(\$6,743.08)	(\$90,051.71)
2033	7,651	355	\$1,431,519.10	-	(\$83,308.63)	-	(\$6,979.09)	(\$90,287.72)
2034	8,023	372	\$1,500,070.72	-	(\$83,308.63)	-	(\$7,223.36)	(\$90,531.99)
Total		3,018	\$12,169,928.57	(\$11,044,881.78)			(\$66,363.45)	(\$8,825,654.55)

¹ Includes only residential dwelling units (single family and multi-unit)

Table 5-12: Parks Impact Fee Cashflow

Year	Impact Fee Revenues	Total Expenses	Interest Income	End of Year Balance
2024	-	(\$4,187.07)	-	\$1,413,470.27
2025	\$967,787.56	(\$66,619.05)	\$63,606.16	\$2,378,244.94
2026	\$1,012,144.49	(\$2,426,887.83)	\$107,021.02	\$1,070,522.62
2027	\$1,064,566.32	(\$5,677.49)	\$48,173.52	\$2,177,584.96
2028	\$1,121,020.59	(\$1,884,764.74)	\$97,991.32	\$1,511,832.13
2029	\$1,177,474.86	(\$89,390.51)	\$68,032.45	\$2,667,948.94
2030	\$1,233,929.14	(\$3,987,432.75)	\$120,057.70	\$34,503.03
2031	\$1,298,448.31	(\$89,823.69)	\$1,552.64	\$1,244,680.29
2032	\$1,362,967.48	(\$90,051.71)	\$56,010.61	\$2,573,606.67
2033	\$1,431,519.10	(\$90,287.72)	\$115,812.30	\$4,030,650.35
2034	\$1,500,070.72	(\$90,531.99)	\$181,379.27	\$5,621,568.34

Section 9 Transportation

9.1 Capital Facilities Plan and Impact Fee Facilities Plan

9.1.1 Inventory of Existing Facilities

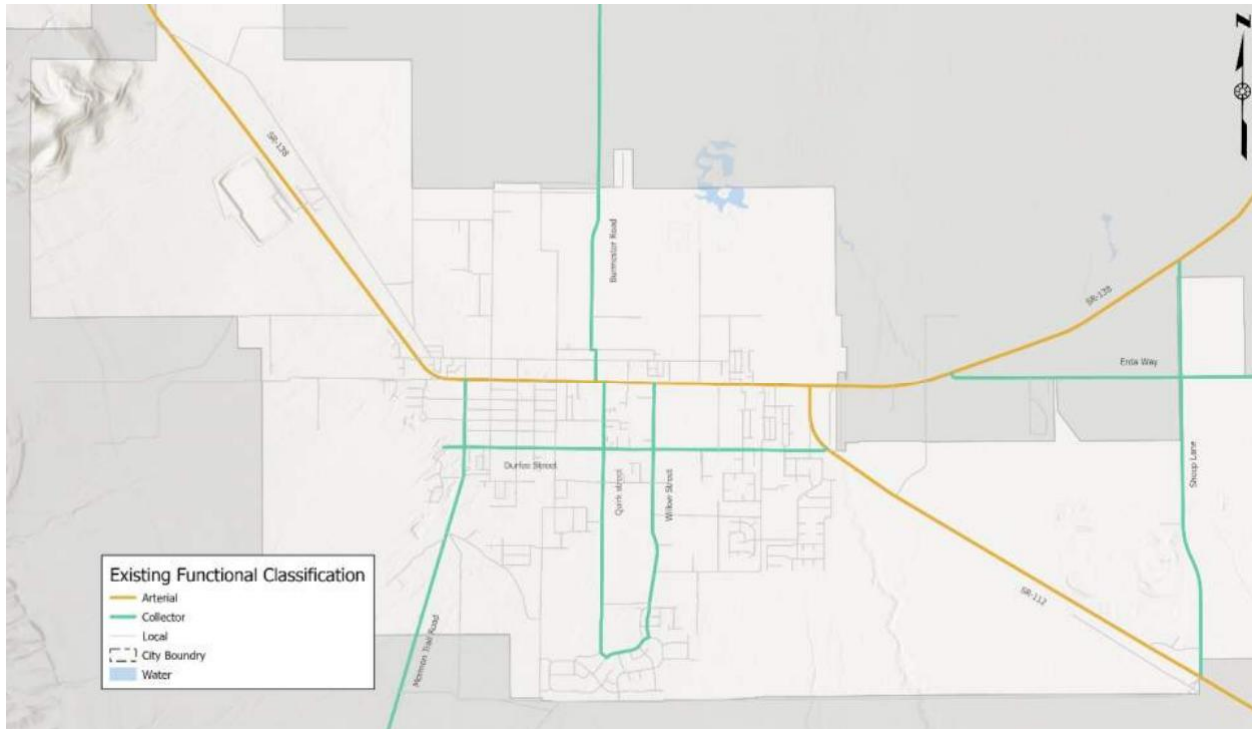
Grantsville City constructs and maintains transportation facilities to provide mobility for residents and visitors to the community. The City transportation network includes three basic types of roadways: arterials, collectors, and local streets, as shown in Figure 9-1.

Arterials - These high-capacity facilities include highways emphasizing through movement of traffic. Land access is subordinate to this primary function. Generally, these roadways operate at high speeds and serve regional trips. Currently Main Street (SR-138) and SR-112 are the only arterials located within the City limits, both are State routes owned and maintained by Utah Department of Transportation (UDOT). Capital costs associated with these roadways have not been included this analysis.

Collectors - These roadways accumulate traffic from local streets and distribute to higher capacity arterial facilities. Collectors provide both mobility and land access. Generally, trip lengths, speeds, and volumes are moderate. Travel demand impacts from future developments were evaluated on collector roadways. Erda Way, Durfee Street, Mormon Trail Road, Burmester Road, Quirk Street, Willow Street, and Sheep Lane are the existing primary collectors located within the City limits.

Local Streets - Their primary function is to provide land access. Travel speeds and volumes are generally low, trips are shorter, and through traffic is usually discouraged. Capital improvements to local streets are generally assumed to be included in the construction of future developments and are not included in this analysis.

Figure 9-1: Existing Roadway Functional Classification



Source: Grantsville City Transportation Master Plan, 2022

9.1.2 Level of Service

The Grantsville City Transportation Master Plan, August 2022 (TMP) includes an evaluation of existing roadways by using Highway Capacity Manual (HCM) methodologies. This Federally funded manual includes the industry standard for analyzing and classifying the performance of transportation facilities. The manual includes performance measures for roadways by assigning a Level of Service (LOS) based on the degree of mobility provided. The LOS performance measures range from the following classifications of A to F:

LOS A: Represents primarily free-flow operation. Motorists are almost completely unimpeded in their ability to maneuver within the traffic stream.

LOS B: Characterized by reasonably unimpeded operation. The ability of motorists to maneuver with the traffic stream is slightly restricted.

LOS C: Represents stable operation. The ability to maneuver within the traffic stream is restricted but not congested. Travel speed is reduced.

LOS D: Represents a less stable condition in traffic operations. Small increases in flow may cause substantial increases in delay and reduction in travel speed.

LOS E: Characterized by unstable operation. High traffic volumes contribute to significant congestion and delay.

LOS F: Characterized by traffic flow at extremely low speed, high congestion, and extensive queueing. The traffic volume exceeds the capacity of the roadway.

Ideally, all transportation facilities would perform at LOS A, providing maximum mobility and minimal delay; however, limited financial resources, impacts to private right-of-way, and preservation of environmental resources makes this impractical. The Grantsville TMP was developed with the assumption that LOS D would be the minimum acceptable LOS for roadways within the City limit during peak hours. This threshold is used for capacity analysis of existing roadways and future transportation projects in this CFP, IFFP, and IFA.

For planning level analysis of the Grantsville transportation network, peak hour service flow rates were developed to estimate the LOS performance, capacity, and utilization of collector and arterial roadways. Table 9-1 shows the LOS D peak hour flow rates for various lane configurations and roadway types. These values are based on data provided in the Grantsville TMP. Figure 9-2 shows the existing LOS of current collector and arterial roadways within the City during peak hours.

Table 9-1: Peak Hour Service Flow Rates

Road Classification	Lanes	LOS D Peak Hour Flow Rate (Veh/Hr)
Collector	2	1,216
	3	1,347
Arterial	2-3	1,518
	4-5	3,297

Figure 9-2: Existing Arterial and Collector LOS



Source: Grantsville City Transportation Master Plan, 2022

9.1.3 Capacity of Existing Facilities

The Grantsville TMP includes an analysis of existing collector and arterial roadways in the City. Table 9-2 includes a summary of peak hour volumes (PHV), flow rates, and capacities for roadways in Grantsville. This data is based on traffic volumes included in the TMP. The amount of excess capacity was calculated for each roadway by subtracting the existing peak hour volumes from the LOS D service flow rates included in Table 9-1.

Table 9-2: Capacity of Existing Roadways

Roadway	Segment Limits	Current (2024) Peak Hour Volume (Veh/Hr) ¹	LOS D Flow Rate (Veh/Hr)	Excess / (Deficit) (Veh/Hr)
Erda Way	Main Street to Sheep Lane	453	1,216	763
Erda Way	Sheep Lane to City Limits	578	1,216	638
Durfee Street	West Street to Quirk Street	340	1,216	876
Durfee Street	Quirk Street to SR-112	767	1,216	449
Mormon Trail Road	City Limits to Pear Street	118	1,216	1,098
West Street	Pear Street to Main Street	313	1,216	903
Burmester Road	North Street to Vegas Street	171	1,216	1,045
Burmester Road	Vegas Street to City Limits	195	1,216	1,021
Race Street (N/S)	Main Street to Race Street (E/W)	89	1,216	1,127
Quirk Street	Legend Drive to Durfee Street	757	1,216	459
Quirk Street	Durfee Street to Main Street	730	1,216	486
Willow Street	Legend Drive to Main Street	377	1,216	839
Matthews Lane	Main Street to Durfee Street	287	1,216	929
Nygreen Street	Willow Street to Worthington Street	381	1,216	835
Mack Canyon Road	City Limits to Main Street	27	28	1
Sheep Lane	SR-112 to Erda Way	518	1,216	698
Sheep Lane	Erda Way to SR-138	442	1,216	774

¹ Based on data collected for the Grantsville TMP, 2022

9.1.4 Demands of Future Development

Travel resulting from new development in Grantsville City was estimated by comparing trips currently generated with anticipated trips generated at the end of the planning period. The demographics data provided in Section 2.7 of this plan provides estimated growth projections for the major categories of existing development and new development through the next 10 years. A trip generation value was calculated for each development type by using rates available in the ITE Trip Generation Manual (11th Edition), multiplied by the quantity of each development type. Table 9-3 includes the rates and units of measure for estimating the trips generated by developments. The various categories of developments shown were used to estimate existing and future travel demand in the City.

Table 9-3: ITE Trip Generation Factors

No.	Description	Average Peak Hour Rate	Unit
140	Manufacturing	0.74	Trips per 1,000 SF
150	Warehousing	0.18	Trips per 1,000 SF
210	Single-Family Detached Housing	0.99	Trips per House
220	Multifamily Housing (Low-Rise)	0.56	Trips per Unit
240	Mobile Home Park	0.46	Trips per Home
520	Elementary School	0.74	Trips per Student
522	Middle/Jr High School	0.67	Trips per Student
525	High School	0.52	Trips per Student
560	Church	0.49	Trips per 1,000 SF
822	Strip Retail Plaza (<40k)	6.59	Trips per 1,000 SF
710	General Office Building	1.44	Trips per 1,000 SF
850	Supermarket	8.95	Trips per 1,000 SF
934	Fast Food with Drive-Thru	33.3	Trips per 1,000 SF

Source: ITE Trip Generation Manual, 11th Edition

To estimate travel demand generated by schools, the number of students for each school was multiplied by the associated ITE factor to determine estimated trips. The total number of trips was divided by the total number of students to develop a weighted average of trips per student for the City (see Table 9-4).

Table 9-4: Grantsville School Attendance

School	Students ¹	ITE Rate	Trips
Grantsville Elementary	638	0.74	472
Willow Elementary	451	0.74	334
Twenty Wells Elementary	597	0.74	442
Grantsville Junior High	530	0.67	355
Grantsville High	1127	0.52	586
Total	3,343		2,189
Average Trips per Student:			0.655

¹ Values provided by Tooele School District

Trips associated with future development only include trips that begin and/or end inside the City limits. Based on the geography and roadway network of Grantsville, pass-through traffic was assumed to be isolated to SR-138 (Main Street), SR-112, Mormon Trail Road, Burmester Road, and Sheep Lane. Trips on all other roadways were assumed to include an origin and/or destination within the City limits. To estimate trips within the City, all trips generated by residential units were counted. Trips generated by commercial developments were assumed to

include 50% originating inside City limits and 50% outside City limits. Commercial development trips were reduced by 50% to avoid double-counting trips within the City. Trips for schools were reduced by 90% based on an assumption that the majority of students live within the City and many teachers and other staff live outside the City. Calculations assumed that 90% of church attendees live within the City. Table 9-5 includes an estimate of existing and future peak hour trips that will be generated in the City. Single family, multi-unit, and trailer quantities are based on values provided in Section 2.7. Industrial/manufacturing, warehousing, retail, and church quantities were based on results from a Google Mapping and Street View survey conducted by Lochner. Growth rates for all types of development are based on data provided in Section 2.7.

Table 9-5: Future Transportation Demands

Development Type	Peak Hour Trips Rate	Current (2024)			Future (2034)		
		Units		Trips	Units		Trips
Single Family	0.99	4,503	Dwelling Units	4,458	7,335	Dwelling Units	7,262
Multi-Unit	0.56	290	Dwelling Units	162	476	Dwelling Units	267
Trailer	0.46	212	Dwelling Units	98	212	Dwelling Units	98
Industrial / Manufacturing	0.37 ¹	607	1,000 SF Building	224	988	1,000 SF Building	366
Warehousing	0.09 ¹	1,706	1,000 SF Building	154	2,779	1,000 SF Building	250
Retail	3.295 ¹	221	1,000 SF Building	729	360	1,000 SF Building	1,187
Church	0.049 ²	297	1,000 SF Building	15	484	1,000 SF Building	24
School	0.0655 ²	3,343	Students	219	5,445	Students	357
Office	0.72 ¹	0 ³	1,000 SF Building	0	0 ³	1,000 SF Building	0
Total				6,058			9,808
							Increase: 3,751

¹ Rates reduced by 50% to estimate external City origin/destination trips.

² Rates reduced by 90% to estimate external City origin/destination trips.

³ Current and future office units were accounted for in the industrial/manufacturing development type.

9.1.5 Proposed Projects

The Grantsville TMP includes an analysis of future road conditions and a recommendation for future roadway projects to accommodate future travel demand at LOS D through the year 2031. Table 9-6 includes a list of these projects. This CFP/IFFP assumes no additional roadway improvements are needed from 2031 to 2034. Many of the projects will be funded by the Federal Government, the State of Utah, Grantsville, other jurisdictions, and private funding sources. Only projects or portions of projects funded by Grantsville City are eligible for funding through impact fees.

Sheep Lane is not anticipated to be widened in the 10-year planning period even though the City's current Transportation Master Plan shows improvements. The City anticipates road rehabilitation will be performed in the 10-year planning period for Sheep Lane which will not be impact fee eligible.

The City is currently updating the Transportation Master Plan and will review and complete an amendment to the Transportation Capital Facilities Plan, Impact Fee Facilities Plan, and Impact Fee Analysis after the updates are complete in 2026.

Table 9-6: Transportation Master Plan 2031 Capital Improvement Projects

Project No.	Project Name	Length (ft)	Collector/ Arterial	ROW Width	Project Cost	Funding Source
1	Northern Arterial (as collector)	26,420	Collector	108	\$41,657,304	Developers
2	Race Street E/W	9,110	Collector	90	\$13,288,688	TBD
3	Mack Canyon Road	1,320	Collector	90	\$1,925,474	Developers
4	Main Street (SR-138)	12,500	Arterial	106	\$19,201,116	UDOT
5	Nygreen Street (Section 1)	9,080	Arterial	108	\$13,916,265	Developers
6	Nygreen Street (Section 2)	4,390	Arterial	108	\$6,728,238	Developers
7	Nygreen Street (Section 3)	4,187	Collector	90	\$6,107,544	City/Developers ¹
8	Cooley Street	8,170	Collector	90	\$11,917,517	TBD
9	Race Street (N/S)	5,490	Collector	90	\$8,008,221	TBD
10	Matthews Lane	2,730	Collector	73	\$1,381,266	City/UDOT ²
11	SR-112 Extension	13,490	Collector	108	\$21,270,137	Developers
12	Sheep Lane Rehabilitation	12,680	Collector	90	\$2,794,469	City/Others ³
13	Cherry Street	2,440	Collector	66	\$1,807,808	City
14	Durfee Street	1,360	Collector	90	\$1,008,996	City
15	Willow Street Widening ⁴	2,750	Collector	66	\$771,049	City
Total					\$151,784,092	

Note: Vegas Street, Kearl St, Southern Collector, Worthington Street, and Lamb Lane were shown as 2031 capital improvement projects in the Transportation Master Plan but have been removed. Cherry Street, Durfee Street, and Willow Street Widening were not shown in the Transportation Master Plan and have been added.

¹ It is anticipated the City will pay for the portion of the Nygreen Street (Section 3) project from Worthington Street to Saddle Road, and developers will pay for the remaining portion of the project.

² It is anticipated the City will pay for half of the Main Street improvements associated with the Matthews Lane project and UDOT will pay the other half.

³ It is anticipated the City will pay for 41% of the Sheep Lane project with other jurisdictions funding the remainder because it was estimated 59% of trips occurring on Sheep Lane are from traffic with an origin and destination outside of Grantsville City.

⁴ Willow Street is planned for widening of pavement only at this time for two lanes and a center turn lane without any right-of-way acquisition.

9.1.6 Methods of Financing

The City uses a variety of funding sources to construct transportation infrastructure to meet the mobility needs of residents and businesses and to accommodate for future growth. SR-138 (Main Street) and SR-112 are State routes that provide regional mobility for motorists traveling to destinations in Grantsville and other locations in Tooele County and Utah. The State provides funding for these routes. An analysis conducted by Lochner estimated 59% of the trips occurring on Sheep Lane are from traffic with an origin and destination outside of Grantsville City. Therefore, it is anticipated 59% of this project cost will be funded by other jurisdictions and Grantsville City will fund the 41% of the project associated with trips occurring within the City. The remainder of the public roadways in Grantsville are funded by the City using the following sources of revenue:

Federal Funding: The Federal-Aid Highway Program provides assistance to local public agencies for constructing specific transportation projects. These projects are administered by UDOT and included in the Surface Transportation Program (STP). They are generally prioritized for roadways with a functional class of “collector” or higher and include improvements in mobility, air quality, or safety.

State Funding: The Class B & C road funding program was established by the Utah Legislature in 1937 as a means of providing assistance to counties and incorporated municipalities for the improvement of local roads and streets throughout the state. These funds are subject to administrative direction by UDOT. Similar to Federal programs, Utah also has funding sources for transportation projects that are prioritized throughout the State. These sources include the following: Joint Highway Committee, Safe Sidewalk Program, Transportation Alternatives Program, and Safe Routes to School Program.

City Funding: Grantsville could use a variety of revenue sources for transportation improvements including the following: private funding, general fund, general obligation bonds, special improvement districts, special assessment areas. The City has considered the available funding sources and will use the most applicable funds for each use.

Impact Fees: Impact fees are a common revenue stream used to assist in construction of infrastructure to accommodate growth within a city. Infrastructure constructed with impact fees would not be needed if there was no additional development within the City.

9.2 Impact Fee Analysis

9.2.1 Existing Facilities

As discussed in Section 9.1.3, many of the existing roadways in the City have excess capacity to serve future development, but there are no available records of the construction costs for most of these roadways. Buy-in costs can only be charged for projects that have records of construction or improvement costs, as shown in Table 9-7. The proportionate share was calculated by dividing the increase in peak hour volume projected in the planning period by the total capacity of the road (LOS D flow rate).

Table 9-7: Transportation Buy-In Cost

Project	Project Cost	Current (2024) PHV (Veh/Hr) ¹	Future (2034) PHV (Veh/Hr) ¹	PHV Increase (2024-2034) (Veh/Hr)	LOS D Flow Rate (Veh/Hr)	Proportionate Share	Buy-In Cost
Nygreen Street Paving	\$451,359.70	381	1,038	657	1,216	54.0%	\$243,904.55
Race St (N/S) Paving	\$129,000.00	89	208	119	1,216	9.77%	\$12,600.97
Total							\$256,505.51

¹ Based on data collected for the Grantsville TMP, 2022

9.2.2 System Improvements

The transportation system improvement projects, which will be funded by the City, and are expected to be constructed by the end of the planning period, were determined in Section 9.1.5. The proportionate share for each proposed project was calculated based on TMP analysis results estimating the current and future traffic volumes for each road. The estimated peak hourly trips at the end of the planning period in excess of the existing road capacity was divided by the increase in road capacity due to the proposed project, as shown in Table 9-8.

Table 9-8: Proposed Transportation Projects Proportionate Share

Project Name	Current (2024) Capacity (Veh/Hr)	Future (2034)		Future (2034) PHV in Excess of Current (2024) Capacity (Veh/Hr)	Capacity Increase from Project (Veh/Hr)	Proportionate Share
		PHV (Veh/Hr)	Capacity (Veh/Hr)			
Nygreen Street (Section 3)	0	251	1,347	251	1,347	18.6%
Matthews Lane	1,216	725	1,347	-491	131	0%
Sheep Lane Rehabilitation	1,216	1,216	1,216	0	0	0% ¹
Cherry Street	28	123	1,216	95	1,188	8.00%
Durfee Street	1,216	1,287	1,347	71	131	54.2%
Willow Street Widening	1,216	503	1,347	-713	131	0%

¹ Sheep Lane is not impact fee eligible because it is a rehabilitation project.

The cost of each project which is attributed to new development in the planning period, and therefore eligible for impact fees, was calculated by multiplying the project cost by the proportionate share as shown in Table 9-9. The project costs included in this calculation are the costs anticipated to be funded by the City and do not include costs expected to be paid by others (see Table 9-6 for this breakdown). In order to account for the time-price differential inherent with future costs, the current year cost estimates were inflated at a rate of 3.5% to the anticipated construction year.

Table 9-9: Transportation Impact Fee Eligible Costs

Project	Construction Year	Current Year (2024) Cost Estimate	Construction Year Cost Estimate	Proportionate Share	Impact Fee Eligible Cost
Nygreen Street (Section 3)	2030	\$1,896,299.88 ¹	\$2,331,036.73	18.6%	\$434,365.42
Matthews Lane	2025	\$1,190,510.48 ¹	\$1,232,178.35	0.0%	\$0.00
Cherry Street	2027	\$1,807,807.59	\$2,004,348.59	8.00%	\$160,280.40
Durfee Street	2025	\$1,008,995.78	\$843,715.92 ²	54.2%	\$457,281.15
Willow Street Widening	2028	\$771,049.13	\$884,796.61	0.00%	\$0.00
Total		\$6,674,662.86	\$7,296,076.20		\$1,051,926.96

¹ The cost shown is for the portion of the project funded by the City, not the entire project cost.

² Construction Year Cost based on contract amount not inflated, without proportional percentage of grant, \$165,280, which is not impact fee eligible.

In addition to impact fee eligible project costs, planning costs can also be included in the calculation of impact fees. Due to the uncertainty that comes with long-term development projections, this plan is expected to be amended annually. The future professional expenses expected to occur within the planning period were inflated at a 3.5% rate as shown in Table 9-10.

Table 9-10: Transportation Professional Expenses

Year	Cost
2024	\$11,927.00
2025	\$6,300.00
2026	\$6,520.50
2027	\$6,748.72
2028	\$6,984.92
2029	\$7,229.39
2030	\$7,482.42
2031	\$7,744.31
2032	\$8,015.36
2033	\$8,295.90
2034	\$8,586.25
Total	\$85,834.78

9.2.3 Methods of Financing

As discussed in Section 9.1.6, transportation projects are expected to be funded through federal funding, state funding, city funding, and impact fees. The City expects to finance the Durfee Street project with a loan, which is necessary to prevent the impact fee fund balance from going negative (see Section 9.2.5). This loan was assumed to be a 30-year bond with a 4.0% interest rate, 1.5% cost of issuance, 0.5% bond insurance, and a \$20,000 surety policy. The interest cost for this bond attributed to development within the planning period can be included in the impact fee calculation. Table 9-11 shows the details of this bond along with the impact fee eligible interest cost.

Table 9-11: Transportation Future Debt Financing

Project	Proceeds	Par Amount ¹	Debt Service (Interest)	Debt Service (Principal + Interest)	Proportionate Share	Impact Fee Eligible Debt Service (Interest)
Durfee Street	\$843,715.92	\$880,590.23	\$647,148.38	\$1,527,738.62	54.2%	\$350,744.54

9.2.4 Impact Fee Calculation

Transportation impact fees were determined based on the increase in peak hour trips within the City over the planning period (see Table 9-5). The maximum allowable impact fees were calculated by dividing the impact fee eligible costs by this increase in peak hour trips as shown in Table 9-12.

Table 9-12: Transportation Impact Fee Calculation

Project	Impact Fee Eligible Cost	Planning Period (2024-2034) Peak Hour Trips	Cost per Peak Hour Trip
Buy-In Cost	\$256,505.51	3,751	\$68.39
Nygreen Street (Section 3)	\$434,365.42	3,751	\$115.81
Cherry Street	\$160,280.40	3,751	\$42.73
Durfee Street	\$457,281.15	3,751	\$121.92
Durfee Street Debt Service (Interest)	\$350,744.54	3,751	\$93.52
Professional Expenses	\$85,834.78	3,751	\$22.89
Total			\$465.26

The City charges impact fees for transportation based on development type. As shown in Table 9-13, the maximum allowable impact fees were calculated by multiplying the cost per peak hour trip shown above by the peak hour trips rates discussed in Section 9.1.4 for single family and multi-unit residential. Non residential peak hour trips are accessed based on a developments trip generation or traffic impact study.

Table 9-13: Proposed Transportation Maximum Allowable Impact Fees

Development Type	Peak Hour Trips Rate	Impact Fee	Units
Single Family	0.99	\$460.61	per Dwelling Unit
Multi-Unit	0.56	\$260.55	per Dwelling Unit
Non Residential	Per Trip Generation or Traffic Impact Study	\$465.26	per Peak Hour Trip

9.2.5 Impact Fee Cashflow

The anticipated impact fee revenues and expenses over the 10-year planning period are shown in Table 9-14. The expenses represent only what is attributable to planning period development and include capital project costs, the expenditure of buy-in costs, and proposed bond payments. The impact fee cashflow (Table 9-15) estimates the end of year impact fee fund balance throughout the planning period by comparing the impact fee revenues, total expenses, and interest income calculated at 4.5% of the fund balance.

9.2.6 Impact Fee Credits

The City currently has procedures in place for credits, appeals, and exemptions of impact fees, refer to Appendix B for the City's current impact fee ordinance.

Table 9-14: Transportation Impact Fee Revenues and Expenses

Year	Peak Hour Trips	Annual Peak Hour Trips Increase	Impact Fee Revenues	Impact Fee Eligible Project Costs	Bond Payments	Bond Proceeds	Buy-In Cost Expenses	Professional Expenses	Total Expenses
2024	6,058	-	-	-	-	-	-	(\$11,927.00)	(\$11,927.00)
2025	6,356	298	\$138,719.40	(\$457,281.15)	-	\$457,281.15	(\$20,390.86)	(\$6,300.00)	(\$26,690.86)
2026	6,668	312	\$145,344.81	-	(\$27,600.37)	-	(\$21,364.75)	(\$6,520.50)	(\$55,485.62)
2027	6,997	328	\$152,769.31	(\$160,280.40)	(\$27,600.37)	-	(\$22,456.11)	(\$6,748.72)	(\$217,085.59)
2028	7,342	345	\$160,736.25	-	(\$27,600.37)	-	(\$23,627.19)	(\$6,984.92)	(\$58,212.48)
2029	7,705	363	\$168,789.11	-	(\$27,600.37)	-	(\$24,810.91)	(\$7,229.39)	(\$59,640.68)
2030	8,085	380	\$176,932.19	(\$434,365.42)	(\$27,600.37)	-	(\$26,007.89)	(\$7,482.42)	(\$495,456.10)
2031	8,485	400	\$186,091.23	-	(\$27,600.37)	-	(\$27,354.21)	(\$7,744.31)	(\$62,698.89)
2032	8,905	420	\$195,349.73	-	(\$27,600.37)	-	(\$28,715.15)	(\$8,015.36)	(\$64,330.88)
2033	9,346	441	\$205,173.28	-	(\$27,600.37)	-	(\$30,159.15)	(\$8,295.90)	(\$66,055.42)
2034	9,808	462	\$215,106.49	-	(\$27,600.37)	-	(\$31,619.27)	(\$8,586.25)	(\$67,805.89)
Total		3,751	\$1,745,011.80	(\$1,051,926.96)			(\$256,505.51)	(\$85,834.78)	(\$1,185,389.41)

Table 9-15: Transportation Impact Fee Cashflow

Year	Impact Fee Revenues	Total Expenses	Interest Income	End of Year Balance
2024	-	(\$11,927.00)	-	\$0.00
2025	\$138,719.40	(\$26,690.86)	-	\$112,028.54
2026	\$145,344.81	(\$55,485.62)	\$5,041.28	\$206,929.01
2027	\$152,769.31	(\$217,085.59)	\$9,311.81	\$151,924.53
2028	\$160,736.25	(\$58,212.48)	\$6,836.60	\$261,284.90
2029	\$168,789.11	(\$59,640.68)	\$11,757.82	\$382,191.16
2030	\$176,932.19	(\$495,456.10)	\$17,198.60	\$80,865.85
2031	\$186,091.23	(\$62,698.89)	\$3,638.96	\$207,897.15
2032	\$195,349.73	(\$64,330.88)	\$9,355.37	\$348,271.37
2033	\$205,173.28	(\$66,055.42)	\$15,672.21	\$503,061.45
2034	\$215,106.49	(\$67,805.89)	\$22,637.77	\$672,999.82

Appendix H Parks Cost Estimates

ENGINEERS ESTIMATE OF PROBABLE COSTS					
These costs are opinions only and should not be considered as a formal construction estimate. These quantities and costs are based on information derived from the master plan and are therefore subject to change. Ensign has no control over costs of labor, materials, bidding procedures, unidentified field conditions, or other factors. Ensign cannot and does not make any warranty, promise, or guarantee as to the accuracy of this estimate.					
Project: Grantsville City CFP, IFFP, and IFA			Project No.: 11637		
By: Matthew Sanford			Checked By: Robert Rousselle		
Date: 12/11/2025					
ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST ¹	COST
West Street Park					
1	Mobilization	LS	1	\$12,000.00	\$12,000.00
2	Earthwork	CY	654	\$9.98	\$6,529.14
3	Erosion Control and Revegetation	LS	1	\$6,000.00	\$6,000.00
4	Fine Grading	SY	1,300	\$2.00	\$2,600.00
5	Gravel Parking Lot	SF	11,800	\$3.00	\$35,400.00
6	RV Dump Station	LS	1	\$89,891.82	\$89,891.82
7	Disc Golf	LS	1	\$18,000.00	\$18,000.00
8	Existing Trail Improvements	LF	6,581	\$12.00	\$78,972.00
9	Land Acquisition ⁴	AC	0	\$133,046.15	\$0.00
Subtotal					\$249,392.96
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$24,939.30
Total West Street Park Cost					\$274,332.25
Scenic Slopes Park, Utilities, Pump Track, Site Improvements					
1	Mobilization	LS	1	\$63,000.00	\$63,000.00
2	Earthwork	CY	46,996	\$9.98	\$469,024.07
3	Erosion Control and Revegetation	LS	1	\$31,000.00	\$31,000.00
4	Fine Grading	SY	31,331	\$2.00	\$62,661.87
5	Hydroseed	SF	592,000	\$0.13	\$76,960.00
6	Gravel Parking Lot	SF	11,800	\$3.00	\$35,400.00
7	Lights	EA	8	\$7,849.72	\$62,797.76
8	Bike Pump Track	LS	1	\$528,602.40	\$528,602.40
9	Land Acquisition ⁴	AC	0	\$133,046.15	\$0.00
Subtotal					\$ 3,096,673.72
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$ 74,728.61
Total Scenic Slopes Park, Utilities, Pump Track, Site Improvements Cost					\$ 3,171,402.33
Scenic Slopes Parking, Park Amenities, Ball Courts					
1	Mobilization	LS	1	\$105,000.00	\$105,000.00
2	Erosion Control and Revegetation	LS	1	\$51,000.00	\$51,000.00
3	Fine Grading	SY	9,680	\$2.00	\$19,360.00
4	Turf	SF	10,890	\$12.00	\$130,680.00
5	Irrigation System	SF	10,890	\$0.27	\$2,940.30
6	Restroom	LS	1	\$275,405.52	\$275,405.52
7	Paved Parking Lot	SF	11,800	\$5.99	\$70,682.00
8	Concrete (Sidewalk)	LF	1,500	\$11.61	\$17,419.35
9	Lights	EA	12	\$7,849.72	\$94,196.64
10	Amenities ²	LS	1	\$1,440,000.00	\$1,440,000.00
11	Land Acquisition ⁴	AC	0	\$133,046.15	\$0.00
Subtotal					\$2,206,683.81
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$220,668.38
Total Scenic Slopes Parking, Park Amenities, Ball Courts Cost					\$2,427,352.20

Scenic Slopes Park Baseball and Soccer Field					
1	Mobilization	LS	1	\$137,000.00	\$137,000.00
2	Erosion Control and Revegetation	LS	1	\$67,000.00	\$67,000.00
3	Fine Grading	SY	52,982	\$2.00	\$105,963.73
4	Turf	SF	98,692	\$6.00	\$592,154.64
5	Irrigation System	SF	98,692	\$0.27	\$26,646.96
6	Baseball Park	LS	1	\$450,000.00	\$450,000.00
7	Dugouts	LS	1	\$144,000.00	\$144,000.00
8	Lights	LS	1	\$144,000.00	\$144,000.00
9	Stands	LS	1	\$14,400.00	\$14,400.00
10	Basketball Courts	LS	1	\$288,000.00	\$288,000.00
11	Soccer Goals	LS	1	\$90,000.00	\$90,000.00
12	Trails	LF	3,640	\$24.00	\$87,360.00
13	Lights	LS	1	\$165,000.00	\$165,000.00
14	Stands	LS	1	\$45,000.00	\$45,000.00
15	Paved Parking Lot	SF	80,000	\$5.99	\$479,200.00
16	Trees	EA	47	\$997.85	\$46,898.95
17	Land Acquisition *	AC	0	\$133,046.15	\$0.00
Subtotal					\$2,882,624.28
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$288,262.43
Total Scenic Slopes Park Baseball and Soccer Field Cost					\$3,170,886.71
Desert Edge Park					
1	Mobilization	LS	1	\$113,000.00	\$113,000.00
2	Earthwork	CY	12,100	\$9.98	\$120,758.00
3	Erosion Control and Revegetation	LS	1	\$55,000.00	\$55,000.00
4	Fine Grading	SY	24,200	\$2.00	\$48,400.00
5	Hydroseed	SF	152,000	\$0.13	\$19,760.00
6	Irrigation System	SF	152,000	\$0.27	\$41,040.00
7	Restroom	LS	1	\$275,405.52	\$275,405.52
8	Group Pavilion	LS	1	\$240,000.00	\$240,000.00
9	Asphalt Trail	SF	22,211	\$3.99	\$88,695.93
10	Paved Parking Lot	SF	12,100	\$5.99	\$72,479.00
11	Trees	EA	52	\$997.85	\$51,888.20
12	Lights	EA	15	\$7,849.72	\$117,745.80
13	Hoseshot Pits	LS	1	\$36,000.00	\$36,000.00
14	Basketball Courts	LS	1	\$420,000.00	\$420,000.00
15	Land Acquisition	AC	5	\$133,046.15	\$665,230.75
Subtotal					\$2,365,403.20
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$236,540.32
Total Desert Edge Park Cost					\$2,601,943.52
President's Park					
1	Mobilization	LS	1	\$71,000.00	\$71,000.00
2	Earthwork	CY	24,200	\$9.98	\$241,516.00
3	Erosion Control and Revegetation	LS	1	\$35,000.00	\$35,000.00
4	Fine Grading	SY	48,400	\$2.00	\$96,800.00
5	Hydroseed	SF	305,000	\$0.13	\$39,650.00
6	Irrigation System	SF	305,000	\$0.27	\$82,350.00
7	Restroom	LS	1	\$275,405.52	\$275,405.52
8	Paved Parking Lot	SF	11,800	\$5.99	\$70,682.00
9	Trees	EA	50	\$997.85	\$49,892.50
10	Lights	EA	30	\$7,849.72	\$235,491.60
11	Amenities ²	LS	1	\$290,705.84	\$290,705.84
12	Land Acquisition *	AC	0	\$133,046.15	\$0.00
Subtotal					\$1,488,493.46
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$148,849.35
Total President's Park Cost					\$1,637,342.81

Twenty Wells Park ³					
1	Land Acquisition	LS	1	\$1,050,000.00	\$1,050,000.00
2	Landscaping / Scrapping / Haul Off-On	LS	1	\$1,700,000.00	\$1,700,000.00
3	Irrigation Lines	LS	1	\$600,000.00	\$600,000.00
4	Water Lines	LF	1,850	\$70.00	\$129,500.00
5	Sewer	LF	500	\$110.00	\$55,000.00
6	Storm Drain	LS	1	\$175,000.00	\$175,000.00
7	Buildings	LS	1	\$1,250,000.00	\$1,250,000.00
8	Pickle Ball Courts	LS	1	\$350,000.00	\$350,000.00
9	Baseball / Softball Fields	LS	1	\$750,000.00	\$750,000.00
10	Dugouts	LS	1	\$240,000.00	\$240,000.00
11	Fire Hydrants	LS	1	\$24,000.00	\$24,000.00
12	Fencing	LS	1	\$210,000.00	\$210,000.00
13	Concrete (Sidewalk)	LF	3,100	\$9.68	\$30,000.00
14	Concrete (C&G)	LF	4,350	\$25.29	\$110,000.00
15	Lights	LS	1	\$275,000.00	\$275,000.00
16	Stands	LS	1	\$75,000.00	\$75,000.00
17	Additional Sports Fields	LS	1	\$110,000.00	\$110,000.00
18	Goal Posts for Football	LS	1	\$200,000.00	\$200,000.00
19	Soccer Goals	LS	1	\$75,000.00	\$75,000.00
20	Score Board	LS	1	\$125,000.00	\$125,000.00
21	Parking Lot	SF	110,530	\$2.94	\$325,000.00
22	Parking Lot Lights	LS	1	\$45,000.00	\$45,000.00
23	Power	LS	1	\$125,000.00	\$125,000.00
24	Gas	LS	1	\$75,000.00	\$75,000.00
25	Materials	LS	1	\$525,000.00	\$525,000.00
Total Twenty Wells Park Cost					\$8,628,500.00
Highlands Park					
1	Mobilization	LS	1	\$142,000.00	\$142,000.00
2	Earthwork	CY	24,200	\$9.98	\$241,516.00
3	Erosion Control and Revegetation	LS	1	\$69,000.00	\$69,000.00
4	Fine Grading	SY	48,400	\$2.00	\$96,800.00
5	Hydroseed	SF	305,000	\$0.13	\$39,650.00
6	Irrigation System	SF	305,000	\$0.27	\$82,350.00
7	Restroom	LS	1	\$275,405.52	\$275,405.52
8	Paved Parking Lot	SF	11,800	\$5.99	\$70,682.00
9	Trees	EA	50	\$997.85	\$49,892.50
10	Lights	EA	30	\$7,849.72	\$235,491.60
11	Amenities ²	LS	1	\$344,323.44	\$344,323.44
12	Land Acquisition	AC	10	\$133,046.15	\$1,330,461.50
Subtotal					\$2,977,572.56
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$297,757.26
Total Highlands Park Cost					\$3,275,329.82
Clark Farm Park					
1	Mobilization	LS	1	\$142,000.00	\$142,000.00
2	Earthwork	CY	72,600	\$9.98	\$724,548.00
3	Erosion Control and Revegetation	LS	1	\$69,000.00	\$69,000.00
4	Fine Grading	SY	145,200	\$2.00	\$290,400.00
5	Hydroseed	SF	915,000	\$0.13	\$118,950.00
6	Irrigation System	SF	915,000	\$0.27	\$247,050.00
7	Restroom	LS	1	\$275,405.52	\$275,405.52
8	Paved Parking Lot	SF	11,800	\$5.99	\$70,682.00
9	Trees	EA	150	\$997.85	\$149,677.50
10	Lights	EA	90	\$7,849.72	\$706,474.80
11	Amenities ²	LS	1	\$190,788.23	\$190,788.23
12	Land Acquisition ⁴	AC	0	\$133,046.15	\$0.00
Subtotal					\$2,984,976.05
Engineering, Surveying, and Construction Management and Inspection Costs (10%)					\$298,497.60
Total Clark Farm Park Cost					\$3,283,473.65

¹ Unit costs are generally from the 2022 Grantsville CFP/IFA and inflated to current year (2024).
² Amenities vary by park but generally include benches, playground equipment, sports fields, pavillions, etc.
³ Cost estimate provided by developer.
⁴ Land acquisition is not included because the City already owns the land or the land will be dedicated to the City.