Cedar City

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CITY COUNCIL WORK MEETING
MARCH 4, 2026
5:30 P.M.

The City Council meeting will be held in the Council Chambers at the City Office, 10 North Main Street. The City Council Chambers may be an anchor location for participation by electronic means. The agenda will consist of the following items:

I. Call to Order

II. Agenda Order Approval

III. Administration Agenda
- Mayor and Council Business
- Staff Comments

IV. Business Agenda

Public

1. Public hearing to consider an ordinance for a General Plan change from Low Density Residential to Medium Density Residential and a zone change from Annexed Transition (AT) to Residential Dwelling – Two Unit (R-2-2) in the vicinity of 1000 N 3900 W. Watson Engineering / Randall McUne
2. Public hearing to consider an ordinance annexing 5.00 acres of land located at approximately 100 E 3000 N. Rick Holman / Randall McUne

V. Staff

3. Public hearing to consider modifications to Cedar City Ordinance 26-IV-16 pertaining to commercial and industrial building materials. Don Boudreaux / Randall McUne
4. Discussion/recommendations regarding event street closures. Darin Adams, Ryan Marshall, Brandon Burk
5. Consider construction agreement with Maxwell Products for AIO-054. Tyler Galetka
6. Consider AIP-055 Grant Application to reconstruct Taxiway A and East Apron, Phase 1. Tyler Galetka
7. Discuss contract for utility auditing services. Paul Bittmenn
8. Discuss installation of commemorative monument by Triple Duce. Paul Bittmenn
9. Public Hearing to consider adopting, enacting, and/or modifying an Impact Fee Facilities Plan and Impact Fee Enactment by ordinance for Parks and Recreation, Fire, Police, Stormwater, Transportation, Sewer, and Culinary Water. Paul Bittmenn / Fred Philpot

Dated this 2nd day of March 2026.

Renon Savage
City Recorder

CERTIFICATE OF DELIVERY:

The undersigned duly appointed and acting recorder for the municipality of Cedar City, Utah, hereby certifies that a copy of the foregoing Notice of Agenda was delivered to the Daily News, and each member of the governing body this 2nd day of March 2026.

Renon Savage
Renon Savage
City Recorder

Cedar City Corporation does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in employment or the provision of services.

If you are planning to attend this public meeting and, due to a disability, need assistance in accessing, understanding or participating in the meeting, please notify the city not later than the day before the meeting and we will try to provide whatever assistance may be required.

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CEDAR CITY COUNCIL

AGENDA ITEM – 1

TO: Mayor and City Council

FROM: City Attorney

DATE: March 2, 2026

SUBJECT: Requested General Plan and zone change for property located at 1000 N 3900 W

DISCUSSION:

The owner of this property seeks to change the General Plan designation and zone to allow better use of the property. The approximately 22.45-acre property is currently zoned Annexed Transition, and the General Plan designates it as Low Density Residential. The owner seeks to change the General Plan designation to Medium Density Residential and the zone to R-2-2. The property is surrounded by a mix of properties with some labeled as low density and some as medium density in the General Plan and Annexed Transition, R-2, and R-2-1 on the zoning map, although there is some R-2-2 nearby as well.

The Planning Commission discussed this matter and gave a negative recommendation to the requested General Plan and zone changes, preferring a zoning setup more akin to Magnolia Fields immediately to the north of this property, where the lots closest to 3900 West are zoned R-2-2 and the lots further away being single family homes (i.e, R-2-1 or R-1-1).

Please consider whether to approve the requested General Plan and zone changes.

3. PUBLIC HEARING
   General Plan Amendment Low-Density Residential to Med-Density Residential (Recommendation) — 1000 North 3900 West — Watson Engineering

4. PUBLIC HEARING
   Zone Change AT to R-2-2 (Recommendation) — 1000 North 3900 West — Watson Engineering

Darryl Brown: Watson Engineering, yes, I hope this one is also barely worth coming for. We've got this property,
Jett: Where are we at?
Darryl: We've got 3900 West. Right here along the east boundary. If you can see that, we've got Magnolia Fields.
Jett: Yes, okay now I know where we are.
Darryl: This is a this is a portion of uh CV Land and Livestock 22 about 22 acres. Currently it's annex transition zone and low density. We're proposing medium density and R-2-2 zoning. We're budding up right up against the south side of Magnolia Fields here. You can see we've got R 2-2 and Magnolia Fields along 3900 West, and then across the street and about kitty corner from our property, another R 2-2 zoned property.
Jett: What is Magnolia Fields zoned?
Darryl: R 2-1 and R 2-2. Here in the R 2-2 area, we've got twin homes. The developer who developed Magnolia Fields is also developing these 22 acres that we're proposing.
Jett: What is it master or general planned?
Darryl: Right now, it's uh general plan low-density.
Jett: That's one, that's R-1?
Darryl: We are proposing medium-density and R 2-2 zone.
Kent: General plan is showing low-density residential. R-2-2, the proposal is that it would be compatible with what is around it. That's why they're proposing the general plan change to the medium density.
Jett: Paul, you have a good memory. Was the Magnolia Fields adjacent to the south? Was it R-1, and then we changed it to R-2?
Don: I think that was the case. That's what I recall.
Jett: I'll tell you my problem is I struggle with going outside the general plan, and there's exceptions to every rule. There are exceptions, and I need to figure out what you can give me a reason for an exception?
Darryl: I don't know if I've a reason for an exception, but I'll talk a little bit about the product that he's wanting to put up there. He wants to do a twin home subdivision.
Jett: You said next to it is twin homes too?
Darryl: Correct, not necessarily. It's not contiguous to twin homes, but we're basically a lot away from twin homes. Up here in this R-2-2 area will all be twin homes. We're proposing twin homes down in these 22 acres. The developer's thought is that he wants to provide more

affordable homes. That's one of the biggest reasons why he's proposing this and wanting to build a twin home subdivision.
Jett: Who's the developer?
Darryl: It's Premier Development Scott Faler.
Jett: He owns that property already or he's acquiring that property.
Darryl: He is in the process of acquiring it. Right now, it's under CV London Livestock.
Jett: Randall, this is a question for you, can we rezone someone else's property without them.
Don: We checked for their permission Tom, sorry Randall.
Randall: No, you're good. Um.
Don: We don't move forward unless we have the property owner's permission for the zone change.
Jett: Okay. All right. You're hedging your bets a little bit.
Randall: It's not an uncommon thing when someone is trying to purchase a property that they'll have that contingent upon a zone change. I'm assuming that is one of the contingencies in the sale.
Darryl: Correct.
Don: Tom, I share your concerns when we change the general plan. There are certainly pluses and minuses. If we go through the general plan goals and policies, upzoning does help us with our state housing plan. That's that's something we have told the state we would do. Not in every case where it doesn't make sense. We talked with Darrell and and who was the owner again?
Darrly: Scott Failer,
Don: We talked about maybe more of a mix and match. I don't want to speak for him.
Jett: What do you mean mix and match?
Don: Well, maybe some single family, as opposed to just a sea of twin homes or a sea of R-1. He'd mentioned there's some resistance when when you do that as far as marketing the homes. I can't speak to how true that is. It is not totally inconsistent with with some of the stuff that's being built out there. Staff's concerns, one, we want to make sure we have some internal circulation. We don't want to see this just a looped subdivision off that master plan road. We talked quite a bit about that, right Darryl?
Darryl: Correct.
Jett: Why?
Don: For transportation purposes, to try to get a grid out there. We are not continuously looping and forcing left- hand turns onto. Connectivity to the north with what he's already got going on. Then there were some discussions about the primary access road there off that master plan road. We try to alleviate some of the concerns that this proposal could propose.
Kent: The developer has been very open to the suggestions we've made on that. We feel like we're moving in a good direction.
Jett: Regarding the transportation portion.
Kent: Correct.
Webster: Commission, any other comments thoughts.
Decker: I'm not sure whether this is either here or there and I've shared this in the pastum. People come in quite often and say, we want to do twin homes, or we want to do high density housing because it's affordable. There's some truth to that. There's an awful lot of truth about the more units you can put on a piece of land, the more money the developer is going to make. I think that's the main motivation. I just sometimes cringe when I say we need more affordable housing. Well then let's build affordable homes, we don't have necessarily do twin homes or

high-density housing. I've run a lot of cost breakdowns in my career. I know it's doable. I just I don't know it just makes me cringe. Sometimes when I say we need to put more houses on one piece of property to make it more affordable. Again, there's some truth to that I get it, but also that's just a means to for the developer to make more money. I'm glad people make money, but I think our responsibility is to the city and not to the developers here. I think we need to do what's best for the city. Whatever that may be.
Jett: Can you tell me the estimated square footage of the lots is being proposed, or is that too premature?
Darryl: No, I don't have that information off the top of my head. We'll at least have the minimum.
Jett: I think that's seven. Is that right, Randall? Seven thousand square feet?
Darryl: I don't know if it's.
Randall: Yeah, I'm double checking because it changed.
Jett: I think we changed it down to seven. Because it was nine.
Don: I think you're right Tom, I just don't want to give you an incorrect answer. We did change that not too long ago.
Randall: You're correct, seven thousand square feet. If you're aiming for twin homes.
Don: Then we've reduced the width too. Down to 50.
Jett: Okay, I remember that.
Don: You'll probably end up with a wider product just because of the setbacks that were not reduced,
Darryl: I want to say it's going to be closer to 8, 000 square feet.
Don: You almost need at least 35-40 feet on each side to make that work?
Webster: Any other questions from the commission?

Open Public Hearing

Ann Clark: No surprise here, I'm completely opposed to this. It's so interesting that we always say, well, you know, it's adjacent to something that's already there. It fits in if we use that line of thinking. We'll just then build on to more twin homes. Medium density is high density. I'm sorry. We need to follow the general plan. The other thing is, I'm sick of hearing the reason about the state. The state never gives you an amount. I would like the state to come out and say, a certain percentage of your population has to have enough high- density housing for them or a certain percentage of your housing. It's not with the state, it is never enough. They will want more, and we need to say no to the state. It's like this federal government's blackmail. On this piece right here to say that you know well, there's townhomes there, twin homes there. We can use that for every single piece of property to change the general plan. I say we stick with the general plan, and I agree with Wayne Decker. It's mostly for the developer to make more money. It may shave off a few thousand dollars for the consumer but not much. The thing that we need to do is make affordable housing, single family homes. Where we're not piling people on top of each other because. Soon, Cedar City is just going to be a sea of high-density housing. Go look at St. George. I was just down there. I just went, oh my gosh, it's getting worse. At some point we have to say no, enough is enough. Sorry to the developers, this was R-1. We're sticking with R-1, and I think if we said no to the developers, honestly, they would come up with a way to make affordable single-family homes. I think they will, but they don't have to thank you. Or and we thank you,

Jett: Ann. We can flip that around, and you say sorry to the developers. You might want to say sorry to the people that can't buy a home here.
Ann: I believe, I think back to the first house I bought. It was a small little house. It didn't have granite countertops. It had none of that. We could build smaller houses with smaller lots, with less frills. If you want to call it that, there are upgrades. People could get into a house where they're not on top of each other.
Jett: Yep, and interest rates were 10% and the home was$ 65, 000.
Ann: My first house was 14%.
Jett: Okay, and the house was$ 65, 000?
Ann: No.
Jett: Well, I just know that it's we've got to figure out something.
Ann: The twin homes are$ 350, 00, townhomes are at least starting at three hundred and fifty thousand.
Jett: Yeah, I get it.
Ann: If you, if we don't at some point, say to the state, Parowan said no. We're not going to do that. If we don't at some at some point, put our foot down and say, I am sorry to the developers and everyone else. I bet, if you say no, this is our one, then if they don't buy it, somebody else will buy it that will try to put it in, but we they don't ever have to do you see what I mean
Jett: Have you driven out there recently Anne? Have you driven?
Ann: No, I haven't.
Jett: Well, there is townhomes across the street, I think what are those townhomes? Or what are those homes twin homes across the street from.
Burgess: Magnolia? They're single family across the street.
Jett: On the other side of on the west side of Magnolia, aren't those twin homes.
Jett: No, those are all singles.
Ann: Tom, if we use the excuse, well, these are twin homes. Then we might as well change that lot next to it to twin homes. Well then, we might have changed the next lot to twin homes. Do you see what I mean? It never ends because you're always going to allow a change because whoever last built there built, R-3 or something like that.
Jett: Let me ask you a fair question. I'm being serious because this is an issue that's going to have to be addressed. Would you be saying the same thing if it was all modular homes in that subdivision? They're all single family, but they're all modular.
Ann: Oh, prefab homes you mean?
Jett: Yeah, prefab. Would you be?
Ann: To be honest with you, I think a single-family home that's prefab would be better than people being built on top of each other. I look at all these high-density housing. Just wait till a fire comes through there. I'm just telling you. I'm just saying we've got to at some point say to the developers. No, this is R-1. We stick with our general plan, and I understand Tom, there's always some exceptions. I get that. We can't just change the general plan because a developer says, hey, right by us are twin homes. We're just going to add twin homes down here. It'll all work out. See what I mean? Because then who's going to buy the next piece of property and wants to change it? Yeah. Anyway, thank you.
Webster: Thank you, Ann.
Don: If I could just clarify for a moment when we talk about the state. Their moderate-income housing plans, the state gives us a menu, so to speak, in the state code of options that we can pursue. I don't recall how many there are, but there's probably twenty maybe more. I think

there's more than last year. Quite a few years ago, we chose three options which are required by the state. The state says you shall do three of these things. Because of our history with looking at these higher density zone changes, That was proposed to the commission and council, and that was chosen as an option that we would demonstrate compliance with. It is not necessarily mandatory by the state that we do these things. This is something we told the state we would do. If the commission doesn't like those things. That's something we can revisit on what options the planning commission. Ultimately, the city council thinks we should pursue.
Jett: Could you bring those to us one of these days?
Don: I can. We can just certainly have an open discussion with it. Come this March, who knows what they're going to do with the housing plan? We just don't know. That's certainly something I can bring to you, and you guys can look at.
Webster: Can you pull up the master plan again or the general plan and, zoom out just a little so we can kind of see.
Kent: This is general plan you're seeing here.
Kent: This is low density, Residential. This is the medium density here. We've got medium density general plan for all of Magnolia. It's not all zoned R-2-2. Only the portion where the twin homes are. It's all general planned the medium density. Then we have the medium density over here just off 800 North and 3 900 West. They're proposing to extend the medium density down and zone to the R two. Does that help?
Webster: Yes. Up to the north of uh just south of sixteen hundred, that's equestrian, is that right?
Kent: Equestrian here, yes.
Webster: Then everything this way is high density, right? The yellow.
Kent: Then if I turn the zoning back on you have, the R-2-1 and the R-2-2.
Burgess: What's that orange just to the west of what we're talking about, the half the pivot?
Kent: Over here, that is annex transition zone with medium density residential.
Burgess: What about on the other half of the pivot?
Kent: Annex transition and high density residential.
Webster: There is opportunity out and around there.
Burgess: As the person who's usually the very pro developer when it comes to arguments. I do think when you make a master plan. You ideally want to put the high density within a buffer of medium density within outside of that. The low density and the fact that there's so much already out there that is zoned appropriately. My initial thought is to try to maintain as much as that kind of Utah shaped part of that pivot right there. As Stevie's property has a low density just because there's already so much to the side of it. That's all already higher density. This is a very small project, to me it's not the end of the world because it's not loads more. I agree with Ann that it makes it easier for the next piece to the south to kind of go the same way. Then suddenly, we have this weird strip in no man's land in the middle of medium density. That's supposed to be single or low density. Then it just makes the argument easier for that to once again when there already is so much higher density, especially a little bit further um to the west. I mean that that's a huge amount. Of high and medium density over there.
Don: The idea between those or the idea in 2022, and none of these ideas are ever perfect, is that we as the as the industry grew out there. We may need some higher density to try to support the jobs that might be generated out there.
Jett: Can we feather? Like what you've done at Magnolia.
Darryl: To answer your question, similar to?

Jett: Do you have twin up and toward the front portion? Multi- family toward a single family toward the rear.
Darryl: The proposal is all twin home lots in here. Can you clarify your question about feathering?
Jett: Like twin toward the front and singles toward the rear. Is that kind of what you did in Magnolia?
Darryl: I think that is what we did at Magnolia.
Jett: Yes, I'm just asking if that was ever a part of the conversation.
Darryl: Yes, it was.
Jett: They just don't see the economics of it
Darryl: Right?
Jett: Chairman, may I ask that if we have somebody from the public. If they can speak I can kind of here what other people's thoughts might be. If they if they have some.
Decker: It's already open for discussions.
Burgess: One of the things I'm just looking at is coming off 56. That is a much easier argument to make, I think for closer to the major roads to be to be considered. What's the zoning of that down closer to 56.
Kent: That's all county here.

Carter Wilkey: I was on the, you know I was part of that committee that redid the master plan. This one's a little bit different than normal. Normally, what you would do is you'd have your higher density closer to the main road, and you'd go lower density as you go away. In this situation where this is all I&M, and this is kind of what Don was just alluding to, where this is all I&M. We went in the opposite direction. We put the higher density next to the I&M, and then we went lower density going away from it. That's why this one's a little backwards from what you normally would see. Normally, it would make sense to have your higher density closer to the road. Then as you mentioned, you would feather it. Headed this way, but with I&M right here, you also want to put the higher density as close to the I&M as possible. That's how come it goes backwards in this one section. I don't know if that helps or adds to what you guys are talking about here. That's kind of where my only other thing is. Kent, where does this come in with our needing to get water down 3900 West in that whole area? We're already hurting and now we're adding. Because of Magnolia Fields phase 2 was what put us over the top.
Burgess: Didn't that already get ran?
Carter: Yes.
Kent: As I recall and someone else can correct me if I'm wrong. The direction we got from council was. To establish that reimbursement area but not hold up development. We are pursuing the project to try to get it built. We're just collecting the fee and keep letting people develop while we work to get the solution built.
Carter: I guess my question is whether it's R-2 or R-1 with that new pipe. It's not going to make a difference either way, right? We're going to size it enough that.
Kent: Correct. Once that gets looped up uh the water system will be fine either way.
Carter: We won't care, okay. Sounds good
Burgess: Can someone tell me where this Staley West stuff's happening right here?
Carter: Well, this is Staley owns this piece right here.
Burgess: Then the argument then is going to be made also, okay, they've got to have industrial right there. If I was going to develop it, I would think right above that green square of Staley's

that would make more sense for a higher density to kind of be the buffer between industrial and our and low density.
Carter: Is that what he's doing right here? Is industrial? See that's not in the city. That's all-in county. We don't have any idea what's going on there.
Randall: That is what we were told.
Burges: If you make the argument, you want the buffer between the industrial, you want the buffer from the main roads and the buffer.
Carter: This was industrial.
Burgess: There's not going to be any low density left here.
Carter: Well, going to what you're saying, I think Mr. Burgess. If you had industrial here, you could in theory say high density right here, medium density right here, and low density right there. It's this is this whole piece right here because of industrial here now industrial here. You're kind of in a conundrum in this little piece of the world.
Don: This one is complicated.
Carter: This one is, and then the other thing is too. It is low density. That's what he was talking about where it's not technically continuous because there is one road, half of a road of low density between the two.
Burgess: The R-2-1?
Carter: Yes, because the R-2-1 does a little.
Burgess: They're like they're all single family back there
Carter: Along that road as well.
Burgess: Outside of that one little rectangle.
Kent: Commissioners, if I could just add one other one other thought to what Mr. Wilkey mentioned. Part of what makes this higher density here makes sense. In addition to it being against the industrial is that there is the master planned minor arterial road that would come through here. That would be you know, along a major roadway in the future.
Burgess: That will probably make 3900 a little bit less busy also hopefully.
Jett: That would put access into this subdivision.
Burgess: The goal would have both at Mid Valley.
Darryl: How wide is a minor arterial? Is that 75?
Kent: Yes.
Darryl: 39 is the same.
Kent: Yes, 3900 West and 4500 West are both master planned as minor arterials.
Darryl: 75 feet wide.
Burgess: They're the same size it's not, 45's not bigger? They're similar. What was the shape again? Can we throw that picture back up?
Darryl: It's just a little, it's just a square rectangular, yeah right there.
Burgess: I'd prefer it if it was rectangular the other way to have longer.
Darryl: Main road frontage than back and kind of do like what they did and have some R-2-1, at least back behind.
Decker: Is there still a buffer between that and the Staley development, proposed Staley development?
Burgess: The rest of the CV farm is all right there.
Decker: How big is that area between the two?
Darryl: That's probably thirty-five acres.
Decker: Okay.

Darryl: Or more including this.
Decker: I misunderstood that.
Burgess: This at 69 acres in including that piece
Decker: That piece is how many acres?
Darryl: 22.
Decker: Approximately 40 acres?
Darryl: Yes. Single family portion of Magnolia is all medium density.
Decker: That changes the picture for me considerably considering that Staley development I didn't have my bearings straight on that.
Burgess: It's going to be hard for R-1 to thrive here. R-2-1 maybe, but you're surrounded by somewhat unappealing low-density.
Decker: Yeah, that changes the potential.
Lunt: What is to the east of 3900 to Lund Highway up? What is all that?
Burgess: That's all Schmidt new stuff, and it changed too.
Randall: Those multicolored ones you're talking about are Cedar 106, once known as Plum Creek. It starts with on its east side, higher commercial than high density to low density. It does the feathering you guys were talking about within itself.
Burgess: It also changed the road.
Don: It's changed three or four times.
Randall: We've done threading four development agreements on that one so far.
Burgess: There is a big part of low density, that big rectangle on the top. It's not part of that development, but behind it to the north is all still low density.
Don: I think we got two maps on there. It's hard for me.
Kent: That is currently zoned as annex transition general plan is low density, right.
Don: That t Cedar 106 is a poster child, so to speak, for that kind of feathering concept. It is very divisive. I mean it looks kind of stark on the map. Right? I'm not a big believer that all the high density we use as cannon fodder for our roads and industrial plants. I think for transportation wise and for jobs, some of that higher density makes sense. This one is a little bit more difficult. There's no perfect answer for some of these questions, whether that R-2-2 makes sense. My original suggestion was we could kind of mix and match this, do an R-2-2 and not just have a sea for 1 type of development. I think ideally, it'd be great to have some twin homes mixed with some smaller single family residential. My understanding is there's some resistance to that in the marketplace. Jennifer might know that better than I do. This is a difficult one to chew on.
Decker: Some resistance to what in the marketplace?
Don: Darryl, you correct me if I'm wrong. If there's, let's say on one side of the street, it's all twin homes or there's a mixture of twin and singles. Sometimes, the single-family folks, that's not the neighborhood they want to buy into, right?
Darryl: That's what he's experiencing.
Don: That's what I was told by the developer.
Burgess: That's why we did to our subdivision is just off the map to the south here. We have the stuff close to the highway commercial, higher density than as you get farther back. I mean ours are only R-2-1, not any R-1, but like they're all single-family homes. It feels like a low-density kind of feel to it.
Don: That's the townhomes, right?
Burgess: Even that like we did that development trying to go. They are affordable, like trying to reach kind of people that are being priced out of single-family homes. Those are also the people

who have the hardest time getting approved for a loan also. It hasn't done as well as I'd rather probably sell houses to baby boomers than young families, because they can get loans.
Carter: One other thing, commission just remember. You're looking at two agenda items, but you're looking at them kind of together. They don't necessarily have to go together. Your medium density is also what would allow the R-2-1. Which is single family home, single home, smaller lot. In theory, you still have the option to change the density or the general plan portion of it, but not the zone portion of it. They are two separate different items just so you know. The medium density would also include R-2-1.
Burgess: I think the R-2-1 is universally liked. Because all the people like Ann saying, like we want single family, but maybe a little more affordable.
Carter: I think in today's market, the R-2-1 is probably the model that you're going to see a lot of developers move towards, or even smaller
Burgess: All of Iron West is that because of that reason gives us smaller lots.
Carter: That's what all the rest of Magnolia Fields is R-2-1. I just wanted to make sure you guys yeah clarification that there is two separate things there.
Decker: That's a good clarification, thank you.
Don: The R 21 is 7000 square foot lots and 50-foot widths. It was changed not too long ago as well.
Ann Clark: I just wanted to say one thing. Imagine that you have, and I realize that there's just a few of the R-1 houses. Imagine you came and you looked at that map and you said, Hey, but across the street from me or next to me or whatever is going to be an R-1. I'm okay because it's zoned R-1. Even though we have other high density around us, we will have R-1 houses, The problem here in this city is nobody can count on the city. I'm just going to say it. I've said it before, the man that bought across the street from me, kind of on the corner, I asked him, why did you buy here? He said because every time I went out with a realtor, there was an empty piece of land. They said, well, it's zoned R one or whatever, but you never can trust that it will be changed. I understand that we can say hey, it's mostly high density, so we might as well just make it high density. It might be more convenient. I always think of the people that are sitting there that are in R-1 houses that trusted the city when they zoned it R-1. Now, they're going to wake up with a big surprise one day. And that's all I'm saying. If we don't hold on to what we say we're going to do, there's a lot of lack of trust in it with the citizens in this city. Because they can't trust the general plan. They don't know what's going to happen. They think, hey, I think I'm safe and then you know suddenly, they voted you out. I'm just saying that when you think about this, I understand you're thinking about other people but think about the people that are already there too. What they thought when they were buying there. Thank you.
Burgess: That also includes the landowner who is going to get a lot of different prices for his land versus what the zoning is also.
Jett: You are saying that if, R-2 has a higher premium than R-1, R-2-1 okay.
Burgess: Per acre.
Webster: Well, despite it being in the county, the green portion is still mostly R-1, right?
Burgess: Until it becomes I&M-1 or I&M-2.
Webster: Any other thoughts? Don, any additional thoughts from you?
Don: I don't really have a whole lot more to add. I do think the R-2-1 could help us meet our housing if a little bit higher density. It would be consistent with what we've got going on to the north, and it would still be a single-family product. Which I think could meet the spirit of maybe the higher density R-1. That might be a suggestion for the commission to pursue here.

Decker: I'm open to change my mind, but I would right now be comfortable with R-2-1, but not with R-2-2.
Burgess: I would be comfortable with that, But I would also be more comfortable with R-2-2 if they flipped it, and it didn't go deep into this. We could keep that kind of middle ground as R-2-1 or R-1. Keep this stuff on the main road, which will be harder to do lower density anyway. I don't like the idea of it going deep into it and skinny. I'd rather go skinny along 3900.
Jett: Well said. So how far back are you proposing to do R-2 off 3900? How deep is that lot?
Burgess: Well, just in I don't know about that one, but even just looking at what they've already started there in Magnolia. I like the idea of Magnolia that skinnier strip. If you kind of continue that same idea on. Instead of way back. Then the bulk of the property in the back can end up being buffered lower density.
Jett: Are you proposing in your thinking that we'd just do a little sliver or the whole front would be R-2?
Burgess: I don't care if it goes all the way down across the whole thing. It probably would make sense just because of that main road, and it's just harder to do lower density stuff off there.
Lunt: You want to extend that west boundary of the R-2-2 and just bring it clear down to the Staley property.
Burgess: I honestly wouldn't care if it even matched Magnolia all the way down. Because you'll get single family homes in that lighter yellow in the R-2-1.
Decker: Isn't the only proposal before us to change from A-T to R-2-2? Our opinions may be nor here or there. The proposals to change or not to change. That's my understanding.
Don: I think we have to stick within, even if we follow that idea with the R-2-2 adjacent to the main road. We have to stick within the geography that is proposed tonight.
Jett: I'm real torn and I said my comments at the very beginning. I'm very much pro development, developers, and builders. That's the only way we can help hopefully bring down our prices a little bit is to supply. It goes back to my original comment that I struggle with changing without. You make some good arguments, and this body has made some good arguments. Carter's made some good arguments going up against industrial. The art is some kind of level of compromise. I see that kind of what and correct me if I'm speaking wrong. That's what some of the people are thinking, kind of split the baby a little bit. If we put high density in the front and put low density in the back. The low density is going up against unless I'm not understanding an industrial area.
Decker: There's just one proposal before us.
Jett: Yeah, I get that. I'm just saying this is.
Decker: Let's decide on this proposal or recommendation, not a decision. We don't make any decisions.
Jett: Yeah, that's what I'm trying to figure out.
Lunt: Sir, is your developer, talked about rotating that piece and going with the road? Or this is the only yes,
Darryl: Yes, that this portion that we're proposing is what CV is willing to sell. He's not willing to sell the frontage along 3900.
Burgess: I don't want to make too many assumptions, but my assumption on that point would be because he probably thinks there's a premium for the one on 3900 for even higher density.
Tom: Say that again.
Burgess: I don't know him. I don't know what his thoughts are, if this was my property and someone came and wanted to buy 20 acres. I would push them deep as well because I would

look at the 3900 frontage as something I could continue to do more of higher density ongoing as well with the argument that it's on 3900. If he got approached to buy. It might have to do with were kind of, he's going to continue to farm in the meantime or other things. It could be a lot of things, but I would be thinking that it would be easier to rezone. The 3900, and then you could get this one part of R-2 because it's next to Magnolia. Then I could maybe later get more R-2, too, along 3900 because of its proximity to it.
Jett: How wide is that lot? I know it's about 1800 deep but how wide is it? Then you're the one you're looking at.
Darryl: Yes, it's five something. It's shown on the uh on the PDF.
Randall: Show it as 522 feet.
Hitz: The gentleman that owns this property owns that whole section. He's just willing only willing to sell the upper section that you're presenting.
Darryl: Yes, that is correct.
Jett: Mr. Bittman, you're our chief executive officer for the city. I want you to share some of our pain. Do you have any input?
Paul: I am glad to say, I am not member of the Planning Commission.
Burgess: Well spoken.
Webster: Is there anybody that would like to make a recommendation?
Hitz: Jace, I think if I understand you, Jace is that Ann's argument seems correct. It would just be a domino effect.
Burgess: That would be my, gut reaction. I'm not saying that's right, that's saying that would be my thinking. It might have just as much to do with where his pivots are and easier to keep. I'm not much of a farmer.
Jett: I just know that we have to figure out some way to balance the economy a little bit. We're not so high on our prices. I looked at the market very closely, and it's obscene what our market is.
Burgess: Part of that is the as a developer, the price of land is high, you almost have to get a higher density to make it worth even doing. This is a tough one for me. I'm not terribly opposed to this section being R-2-2. I would feel better if it matched the Magnolia as far as east and west. We're not cutting into that one section of low density in the middle that's still left.
Carter: The market will do that on its own.
Jett: Well, I get that.
Webster: You wipe out all your opportunity for low density.
Burgess: Correct.
Jett: We're trying, we're skewing the market sometimes and I'm trying to figure outlet the market naturally. Gravitate to a balancing point.

Cindy Lafoon: I live in Equestrian Point, and I've been there for 12 years, and I moved out there because it was rural. It was quarter acre, half acre, one acre, five acre lots. Now I'm getting high density all around me. We're becoming the island. I am not opposed to development. I understand that we need affordable housing. I think changing the general plan and changing zoning every time a developer comes in and wants to put high density. I don't think that's the answer to affordable housing.
Jett: Do you have an answer?
Cindy: As someone who's been there for over ten years. What do you say to the people that that moved into a rural area?

Jett: Completely agree with you.
Cindy: That we didn't have to have high density everywhere. Once you change the zone, then there's just going to be more. I'm torn because I know that we need some answers. I don't have those answers. If I did, I would clearly be the smartest person in the room, but I'm not. I don't know what the answer is to affordable housing. I don't think that just taking every available piece of dirt and putting apartments or high-density housing is the answer because that creates more problems down the road. In my opinion,
Jett: I know thousands of combined man and woman answers hours were put into this, read the master plan when we, when we did this in 2020-21, something like that and yeah.
Webster: To my way of thinking, the general plan or the master plan isn't against high density housing. It's just saying this is where we want it, and we want it away from here, and we want it away from here, and we want it away from here, and we want to be able to keep some of the feel of equestrian point.
Decker: Are we through with public hearing? I would like to move this along unless there's more public hearing.

Close Public Hearing

Jett motions for a Negative Recommendation for the General Plan Amendment change from Low Density to Medium Density; all in favor for a unanimous vote.

Jett motions for a Negative Recommendation for the Zone Change from AT to R-2-2; Decker seconds; all in favor for a unanimous vote.

CEDAR CITY ORDINANCE NO. 0311-26

AN ORDINANCE OF THE CEDAR CITY COUNCIL AMENDING CEDAR CITY'S GENERAL LAND USE PLAN FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL IN THE VICINITY OF 1000 N 3900 W

WHEREAS, Aaron Sevy, on behalf of Sevy Land & Livestock, LLC, the owner of the property at issue, located in the vicinity of 1000 N 3900 W, has petitioned Cedar City to change the current General Land Use Plan from Low Density Residential to Medium Density Residential for Iron County Parcel Numbers B-1889-0003-0000 (22.22 acres). The property is more particularly described as shown in Exhibit A.

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed general land use amendments and gave the proposal a negative recommendation; and

WHEREAS, the City Council after duly publishing and holding a public hearing to consider the proposed general land use change finds the proposed change furthers the City's policy of establishing and maintaining sound, stable, and desirable development within the City, promoting more fully the objectives and purposes of the City's General Land Use Plan, or correcting manifest errors.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's General Land Use Plan is amended from Low Density Residential to Medium Density Residential for a property in the vicinity of 1000 N 3900 W, and more particularly described herein and shown in Exhibit A, and City staff is hereby directed to make the necessary changes to the City's General Land Use Plan.

This ordinance, Cedar City Ordinance No. 0311-26 , shall become effective immediately upon passage by the City Council and published in accordance with State Law.

Council Vote:

Phillips -
Cox -
Wilkey -
Schmidt -
Galan -

Dated this _____ day of March 2026.

_____
STEVE NELSON, MAYOR

[SEAL]

ATTEST:

_____
RENON SAVAGE, RECORDER

Exhibit A

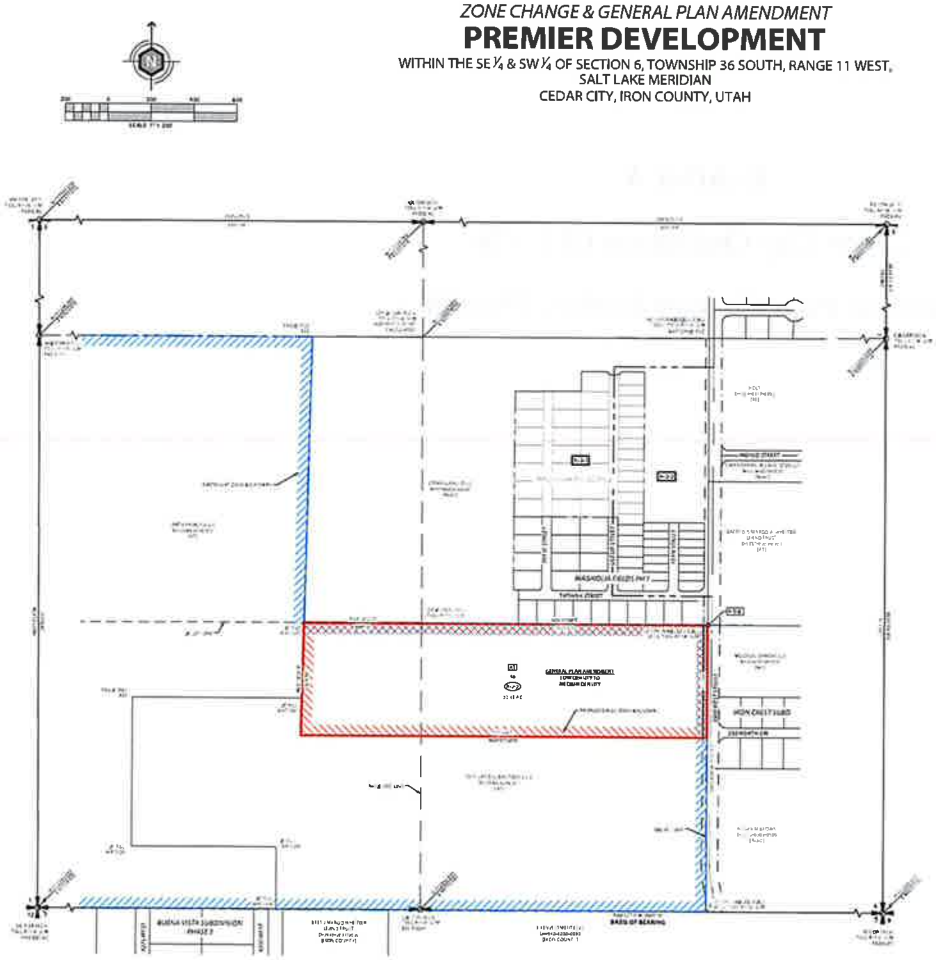
Cedar City Ordinance 0311-26

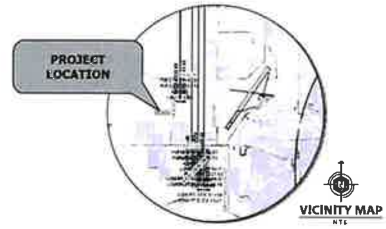
- General Plan Change 1000 N 3900 W -

ZONE CHANGE & GENERAL PLAN AMENDMENT

PREMIER DEVELOPMENT

WITHIN THE SE ¼ & SW ¼ OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN
CEDAR CITY, IRON COUNTY, UTAH





BOUNDARY DESCRIPTION

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (SOUTHEAST SIXTEENTH CORNER), OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN, THENCE ALONG THE EAST SIXTEENTH LINE OF SAID SECTION S00°00'29"W 632.08 FEET, THENCE DEPARTING SAID SIXTEENTH LINE N89°[illegible]W 1879.67 FEET, THENCE N01°[illegible]E 621.10 FEET TO A POINT ON THE SOUTH SIXTEENTH LINE OF SAID SECTION, THENCE ALONG SAID SOUTH SIXTEENTH LINE N89°56'22"E 344.15 FEET TO THE CENTER SOUTH SIXTEENTH CORNER OF SAID SECTION, THENCE CONTINUING ALONG SAID SOUTH SIXTEENTH LINE S89°57'08"E 1523.80 FEET TO THE POINT-OF-BEGINNING (P.O.B.) AND CONTAINS 27.45 ACRES

BASIS OF BEARING

THE BASIS OF BEARINGS IS N89°[illegible]W ALONG THE SECTION LINE FROM THE SOUTHEAST SECTION CORNER (IRON COUNTY BRASS CAP) TO THE SOUTH QUARTER CORNER (SET REBAR & CAP) OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN

COORDINATES SHOWN HEREON ARE ON THE CEDAR CITY ENGINEERS CONTROL NETWORK USING THE CITY'S GPS BASE STATION AND CALIBRATION

NOTES

1. THE PURPOSE OF THIS PLAT IS TO ZONE CHANGE THE SUBJECT PROPERTY FROM ANNEX TRANSITION (AT) TO RESIDENTIAL-3-3 (R-3-3), AND TO AMEND THE GENERAL LAND USE FROM "LOW DENSITY RESIDENTIAL" TO "MEDIUM DENSITY"
2. THIS IS NOT A RECORD OF SURVEY PLAT. NO PROPERTY CORNERS WHERE SET BY WATSON ENGINEERING AS A PART OF THIS ZONE CHANGE

WATSON ENGINEERING COMPANY, INC.
472 N 2150 W, Suite 7
Cedar City, UT 84721
Tel. (435) 586-3004
www.wecinc.com

ZONE CHANGE MAP
PREMIER DEVELOPMENT
WITHIN SEC. 6, T. 36 S., R. 11 W., S.L.M.
CEDAR CITY, IRON COUNTY, UTAH

~ PRELIMINARY ~
FOR REVIEW

DRAWN BY
D T BROWN

CHECKED BY
T G WATSON

DATE
October 29, 2025

SCALE
1:200

WATSON PROJECT No.
25-7950

11 of 1

WATSON
ENGINEERING COMPANY, INC.

Legal Description

PROJECT: **Sevy 3900 W Zone Change & General Plan Amendment**
Parcel B-1889-0003-0000
Approx. 1000 N 3900 W, Cedar City, Utah

DATE: **January 21, 2026**
WEC Project #: 25-7950

REMARKS:

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (SOUTHEAST SIXTEENTH CORNER), OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN; THENCE ALONG THE EAST SIXTEENTH LINE OF SAID SECTION S00°00'29"W 522.00 FEET; THENCE DEPARTING SAID SIXTEENTH LINE N89°57'08"W 1879.67 FEET; THENCE N01°18'00"E 521.10 FEET TO A POINT ON THE SOUTH SIXTEENTH LINE OF SAID SECTION; THENCE ALONG SAID SOUTH SIXTEENTH LINE N89°56'23"E 544.13 FEET TO THE CENTER-SOUTH SIXTEENTH CORNER OF SAID SECTION; THENCE CONTINUING ALONG SAID SOUTH SIXTEENTH LINE S89°57'08"E 1323.80 FEET TO THE POINT-OF-BEGINNING (P.O.B.) AND CONTAINS 22.45 ACRES.

472 North 2150 West, Suite #7 | Cedar City, Utah 84721
Office: 435.586.3004 Fax: 435.586.7480 Web: www.wecinc.com

CEDAR CITY ORDINANCE NO. 0311-26

AN ORDINANCE OF THE CEDAR CITY COUNCIL AMENDING CEDAR CITY'S ZONING DESIGNATION FROM ANNEXED TRANSITION TO RESIDENTIAL DWELLING TWO UNIT (R-2-2) IN THE VICINITY OF 1000 NORTH 3900 WEST

WHEREAS, Aaron Sevy, on behalf of Sevy Land & Livestock, LLC, the owner of the property at issue, located in the vicinity of 1000 N 3900 W, has petitioned Cedar City to change the current zoning designation from Annexed Transition (AT) to Residential Dwelling Two Unit (R-2-2). The property's legal description and zoning designation are more particularly described as shown in Exhibit A.

WHEREAS, after providing public notice as required by City ordinance the Cedar City Planning Commission considered the proposed zoning amendments and gave a negative recommendation to the proposal; and

WHEREAS, the City Council after duly publishing and holding a public hearing to consider the proposed zoning amendment finds the proposed amendment furthers the City's policy of establishing and maintaining sound, stable, and desirable development within the City, promoting more fully the objectives and purposes of the City's zoning ordinance, or correcting manifest errors.

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the City's zoning designation is amended from Annexed Transition (AT) to Residential Dwelling Two Unit (R-2-2) for a property in the vicinity of 1000 North and 3900 West, as more particularly described herein, and City staff is hereby directed to make the necessary changes to the City's zoning map.

This ordinance, Cedar City Ordinance No. 0311-26 , shall become effective immediately upon passage by the City Council and published in accordance with State Law.

Council Vote:

Phillips -
Cox -
Wilkey -
Schmidt -
Galan -

Dated this _____ day of March 2026.

_____
STEVE NELSON, MAYOR

[SEAL]

ATTEST:

_____

RENON SAVAGE, RECORDER

Exhibit A

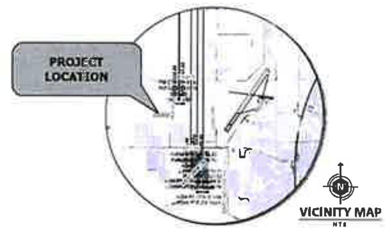
Cedar City Ordinance 0311-26

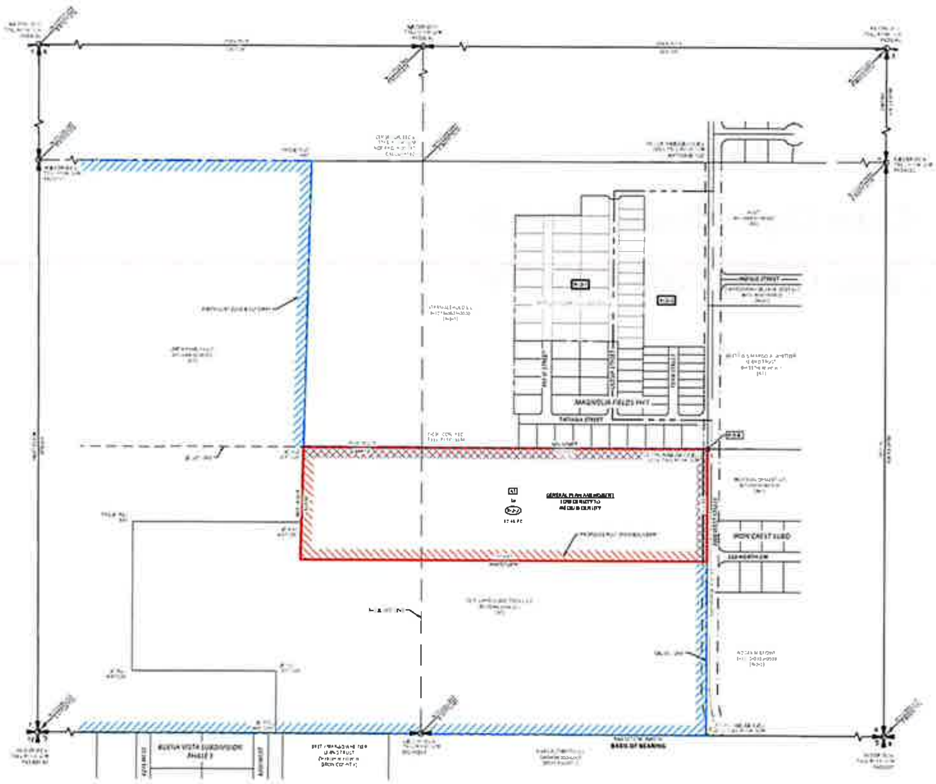
- Zone Change 1000 N 3900 W -

ZONE CHANGE & GENERAL PLAN AMENDMENT

PREMIER DEVELOPMENT

WITHIN THE SE ¼ & SW ¼ OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN
CEDAR CITY, IRON COUNTY, UTAH





WATSON ENGINEERING COMPANY, INC.
472 N 2150 W, Suite 7
Cedar City, UT 84721
Tel. (435) 586-3004
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BOUNDARY DESCRIPTION

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (SOUTHEAST SIXTEENTH CORNER), OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN, THENCE ALONG THE EAST SIXTEENTH LINE OF SAID SECTION [illegible] 322.00 FEET, THENCE DEPARTING SAID SIXTEENTH LINE [illegible] 1079.67 FEET, THENCE [illegible] 321.10 FEET TO A POINT ON THE SOUTH SIXTEENTH LINE OF SAID SECTION, THENCE ALONG SAID SOUTH SIXTEENTH LINE [illegible] 544.15 FEET TO THE CENTER-SOUTH SIXTEENTH CORNER OF SAID SECTION, THENCE CONTINUING ALONG SAID SOUTH SIXTEENTH LINE [illegible] FEET TO THE POINT-OF-BEGINNING (P.O.B.) AND CONTAINS 22.45 ACRES

BASIS OF BEARING

THE BASIS OF BEARING IS [illegible] ALONG THE SECTION LINE FROM THE SOUTHEAST SECTION CORNER (IRON COUNTY BRASS CAP) TO THE SOUTH QUARTER CORNER (REBAR & CAP) OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN.

COORDINATES SHOWN HEREON ARE ON THE CEDAR CITY ENGINEERS CONTROL NETWORK USING THE CITY'S GPS BASE STATION AND CALIBRATION

NOTES

1. THE PURPOSE OF THIS PLAT IS TO ZONE CHANGE THE SUBJECT PROPERTY FROM ANNEX TRANSITION (AT) TO RESIDENTIAL-3-2 (R-3-2), AND TO AMEND THE GENERAL LAND USE FROM "LOW DENSITY RESIDENTIAL" TO "MEDIUM DENSITY"
2. THIS IS NOT A RECORD OF SURVEY PLAT, NO PROPERTY CORNERS WHERE SET BY WATSON ENGINEERING AS A PART OF THIS ZONE CHANGE

ZONE CHANGE MAP
PREMIER DEVELOPMENT
WITHIN SEC. 6, T. 36 S., R. 11 W., S.L.M.
CEDAR CITY, IRON COUNTY, UTAH

– PRELIMINARY –
FOR REVIEW

DRAWN BY
D. T. BROWN

CHECKED BY
T. G. WATSON

DATE
October 29, 2025

SCALE
1:200

WATSON PROJECT No.
25-7950

1 of 1

WATSON
ENGINEERING COMPANY, INC.

Legal Description

PROJECT: **Sevy 3900 W Zone Change & General Plan Amendment**
Parcel B-1889-0003-0000
Approx. 1000 N 3900 W, Cedar City, Utah

DATE: **January 21, 2026**
WEC Project #: 25-7950

REMARKS:

BEGINNING AT THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (SOUTHEAST SIXTEENTH CORNER), OF SECTION 6, TOWNSHIP 36 SOUTH, RANGE 11 WEST, SALT LAKE MERIDIAN; THENCE ALONG THE EAST SIXTEENTH LINE OF SAID SECTION S00°00'29"W 522.00 FEET; THENCE DEPARTING SAID SIXTEENTH LINE N89°57'08"W 1879.67 FEET; THENCE N01°18'00"E 521.10 FEET TO A POINT ON THE SOUTH SIXTEENTH LINE OF SAID SECTION; THENCE ALONG SAID SOUTH SIXTEENTH LINE N89°56'23"E 544.13 FEET TO THE CENTER-SOUTH SIXTEENTH CORNER OF SAID SECTION; THENCE CONTINUING ALONG SAID SOUTH SIXTEENTH LINE S89°57'08"E 1323.80 FEET TO THE POINT-OF-BEGINNING (P.O.B.) AND CONTAINS 22.45 ACRES.

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Office: 435.586.3004 Fax: 435.586.7480 Web: www.wecinc.com

CEDAR CITY COUNCIL
AGENDA ITEM - 2

TO: Mayor and City Council

FROM: City Attorney

DATE: March 2, 2026

SUBJECT: Consider certifying and passing an ordinance annexing 5.0 acres of property located at approximately 100 E 3000 North.

DISCUSSION:

The owners of this property have signed a petition to annex the 5.0 acres of property into the City. The property is depicted on the attached map.

The City Council accepted the petition to annex on December 10, 2025. Notice pertaining to this annexation was posted, and no protest was received. The next and last steps are to certify the petition through ordinance and file the appropriate paperwork with the Lt. Governor's office for recording.

In bringing the property into the City, the petitioners have not specifically requested a zoning designation. The General Plan shows the property as Medium Density Residential. However, as no zoning process was completed, the zone will default to Annexed Transition at this point.

The Planning Commission discussed this annexation and gave a positive recommendation.

Please consider whether to approve the ordinance annexing this property.

2. PUBLIC HEARING

Annexation Petition (Recommendation)	Lindsay Annexation 100 East 3000 North	Judy Lindsay / Rick Holman

Dan Roberts: We are wanting to join Cedar City and take the property out of the county. Right there on 3000 North on the corner. Those are Spencer Jones condos. This is west of Maverick.
Kent: For your information Planning Commissioners, the property line sits right here, and they did work with that property to close the gap. There will be no gap, and the annexation is also including the entire 3000 North right of way.
Jett: That gap belongs to no one at this point.
Kent: No, it does. After the annexation of the property to the south. They did a parcel line adjustment between those two. That's why there's a strip there that wasn't annexed previously.
Jett: It just squares it up then.
Kent: This will clean it up there won't be any gap anywhere around that.
Jett: All right.
Webster: Any thoughts from the city?
Kent: No, this one seems straightforward from my perspective. Don, do you have concerns?
Don: No concerns.
Webster: Alright no concerns from the city. Commission, any questions?
Decker: To me, this is one of those things that if the city's fine with it, I'm fine with it. It just seems like it's going to clean a lot of things up. I'm very comfortable with it.
Jett: What are you going to do with it?
Dan: Can't tell you.
Jett: You can, you just won't.
Dan: Whatever gets approved, I guess. Probably uh multi- use.
Webster: Any other questions before we go to the public hearing?

Open Public Hearing
Close Public Hearing

Jett motions for a Positive Recommendation on the Annexation of Item 2, the Lindsey Annexation at 100 East and 3000 North; Hitz seconds; all in favor for a unanimous vote.

CEDAR CITY ORDINANCE NO. 0311-26-3

AN ORDINANCE OF THE CEDAR CITY COUNCIL ANNEXING APPROXIMATELY 5.0 ACRES OF PROPERTY LOCATED IN THE VICINITY OF 100 E 3000 N INTO THE CORPORATE LIMITS OF CEDAR CITY, UTAH.

WHEREAS, petitions to annex property being duly filed and after being amended, the property owners in the petition having been duly verified. Public hearings having been duly published and held and Cedar City having received input from neighboring property owners. A map showing the property proposed for annexation is attached as Exhibit A; and

WHEREAS, the Property is approximately 5.0 acres in size and is located in the vicinity of 100 East and 3000 North. The legal description of the property is attached as Exhibit B; and

WHEREAS, the Property is included within the Cedar City Annexation Expansion Area, and is not included within any other municipal jurisdiction; and

WHEREAS, the Planning Commission, after proper notice, conducted a public hearing, and voted to forward a positive recommendation for this proposed annexation to the City Council; and

WHEREAS, the annexation application and submittal documents are deemed complete; and

WHEREAS, the Cedar City Council previously accepted the petition for annexation; and

WHEREAS, the City reviewed the petition against the criteria stated in Sections 10-2-403(2), (3), and (4) of the Utah Code, annotated 1953 as amended, and found the petition complied with all applicable criteria of the Utah Code; and

WHEREAS, the City Recorder had public notice posted pursuant to Utah State law, giving notice that the petition had been certified and the required 30-day protest period had begun; and

WHEREAS, no protests were received as defined by Utah Code Annotated 10-2-407(1) within the 30-day protest period; and

WHEREAS, an Annexation Memorandum of Understanding for the Availability and Providing of City Services, sets forth further terms and conditions of the Annexation, is herein included as Exhibit C; and

NOW THEREFORE BE IT ORDAINED by the City Council of Cedar City, State of Utah, that the Property is hereby annexed into the corporate limits of Cedar City, Utah. The Property so annexed shall enjoy the privileges of Cedar City and shall be subject to all City levies and assessments. The Property shall be subject to all City laws, rules and regulations upon the effective date of this ordinance, or as may be lawfully amended. The property shall be zoned as Annexed Transition (AT).

This ordinance, Cedar City Ordinance No. 1210-25-6, shall become effective immediately upon passage by the City Council and published in accordance with State Law.

Council Vote:

Phillips –

Cox –

Wilkey –

Schmidt –

Galan –

Dated this _____ day of March 2026.

_____
STEVE NELSON, MAYOR

[SEAL]

ATTEST:

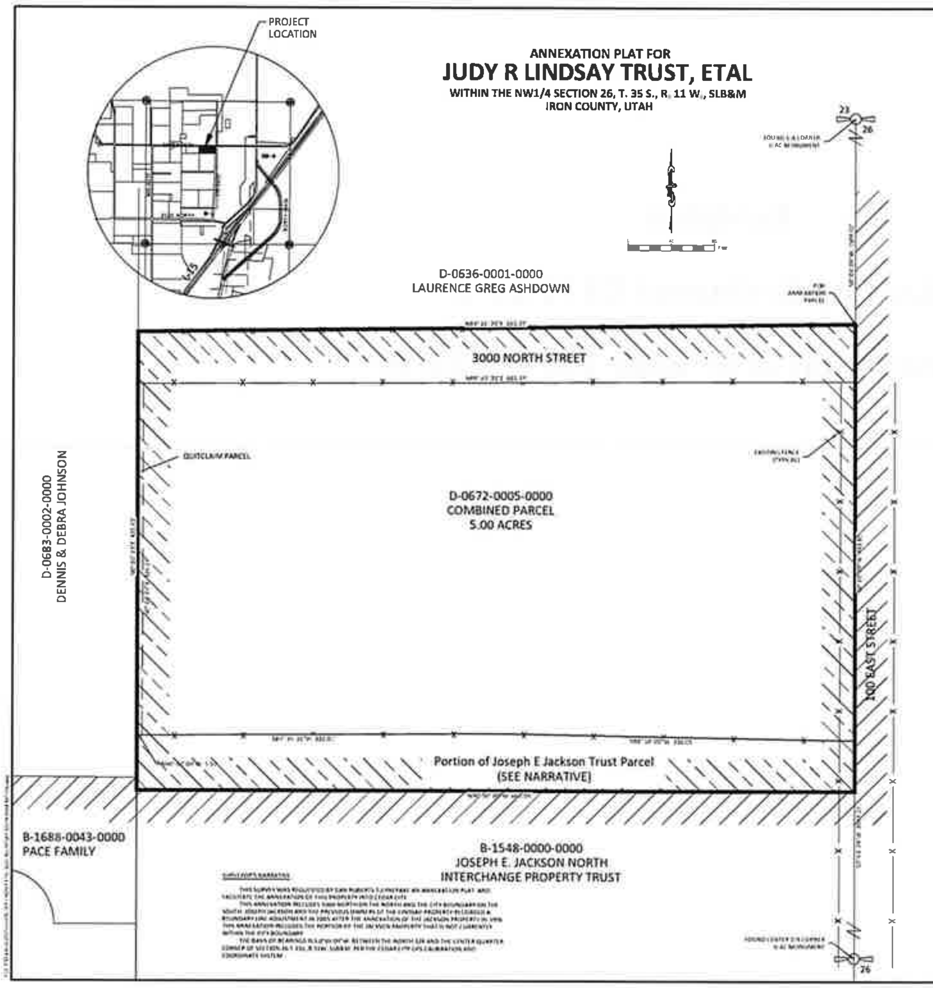
_____
RENON SAVAGE, RECORDER

Exhibit A

Cedar City Ordinance 0311-26-3

- Annexation Ordinance 100 E 3000 N -

ANNEXATION PLAT FOR
JUDY R LINDSAY TRUST, ETAL
WITHIN THE NW1/4 SECTION 26, T. 35 S., R. 11 W., SLB&M
IRON COUNTY, UTAH



SURVEYOR'S NARRATIVE

[illegible]

SURVEYOR'S CERTIFICATE

I, DAVID M. CLARKE, PROFESSIONAL UTAH LAND SURVEYOR NUMBER 343641 CERTIFY THAT THIS ANNEXATION PLAT HAS BEEN PREPARED UNDER MY DIRECTION AND THAT THIS PLAT PORTRAYS PROPERTY TO BE ANNEXED TO CEDAR CITY CORPORATION

DATE [illegible]
DAVID M. CLARKE
UTAH P.L.S. [illegible]

PROFESSIONAL LAND SURVEYOR · DAVID M. CLARKE · 343641 · STATE OF UTAH

ANNEXATION BOUNDARY

BEGINNING AT A POINT WHICH IS SITUATED S 0°01'09"W ALONG THE CENTER SECTION LINE 1509.17 FEET FROM THE NORTH QUARTER CORNER OF SECTION 26, TOWNSHIP 35 SOUTH, RANGE 11 WEST, SALT LAKE BASE & MERIDIAN; THENCE CONTINUING S 0°03'09"W ALONG SAID CENTER SECTION LINE 411.85 FEET; THENCE WEST 665.09 FEET; THENCE N 0°01'21"E ALONG SAID LINE 425.41 FEET TO A POINT LOCATED ON AN EXISTING FENCE LINE WHICH IS ON THE NORTH SIDE OF 3000 NORTH STREET; THENCE N 89°16'39"E ALONG SAID FENCE LINE 665.25 FEET TO THE POINT OF BEGINNING.

CONTAINS 6.56 ACRES OF LAND

DEPUTY IRON COUNTY SURVEYOR APPROVAL

[illegible] PLAT

DATE ______ DEPUTY IRON COUNTY SURVEYOR

CEDAR CITY ATTORNEY APPROVAL

[illegible] PLAT

DATE ______ CITY ATTORNEY

CITY COUNCIL APPROVAL

THIS ANNEXATION PLAT HAS BEEN APPROVED BY THE CEDAR CITY COUNCIL AND IS HEREBY ORDERED FILED FOR RECORD IN THE OFFICE OF THE IRON COUNTY RECORDER

THIS ______ DAY OF ______________, 2025

MAYOR ______ ATTEST CITY RECORDER ______

LIST OF PROPERTY OWNERS & ACREAGE

1	JUDY LINDSAY TRUST, ETAL	5.00 ACRES
2	JOSEPH E. JACKSON TRUST	0.78 ACRE
3	CEDAR CITY/IRON COUNTY (3000 NORTH STREET)	0.78 ACRE

FLOODPLAIN

PROPERTY IS LOCATED IN FLOOD ZONE C, AREA OF MINIMAL FLOODING. SOURCE OF INFORMATION: FLOOD INSURANCE RATE MAP, CEDAR CITY, IRON COUNTY, UTAH COMMUNITY PANEL NUMBER 490074 0725 B, EFFECTIVE DATE JULY 17, 1986

LEGEND

ANNEXATION AREA

CEDAR CITY CORP. BOUNDARY

CERTIFICATE OF RECORDING

I, CARRI JEFFRIES, COUNTY RECORDER OF IRON COUNTY, UTAH, DO HEREBY CERTIFY THAT THIS ANNEXATION PLAT WAS FILED FOR RECORD IN MY OFFICE ON THIS THE ______ DAY OF ______________, 2025

IRON COUNTY RECORDER

BOOK ______ PAGE ______

ENTRY NO. ______ FEE ______

RECORDED AT THE REQUEST OF ______________

PLATT & PLATT, INC
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS

ANNEXATION PLAT FOR JUDY R LINDSAY TRUST, ETAL
WITHIN THE NW1/4 SECTION 26, T. 35 S., R. 11 W., SLB&M
IRON COUNTY, UTAH

DRAWN BY

CHECKED BY
R.K. PLATT

DATE: Oct 09, 2025

SCALE: 1" = 40'

Exhibit B

Cedar City Ordinance 0311-26-2

- Annexation Ordinance 100 E 3000 N -

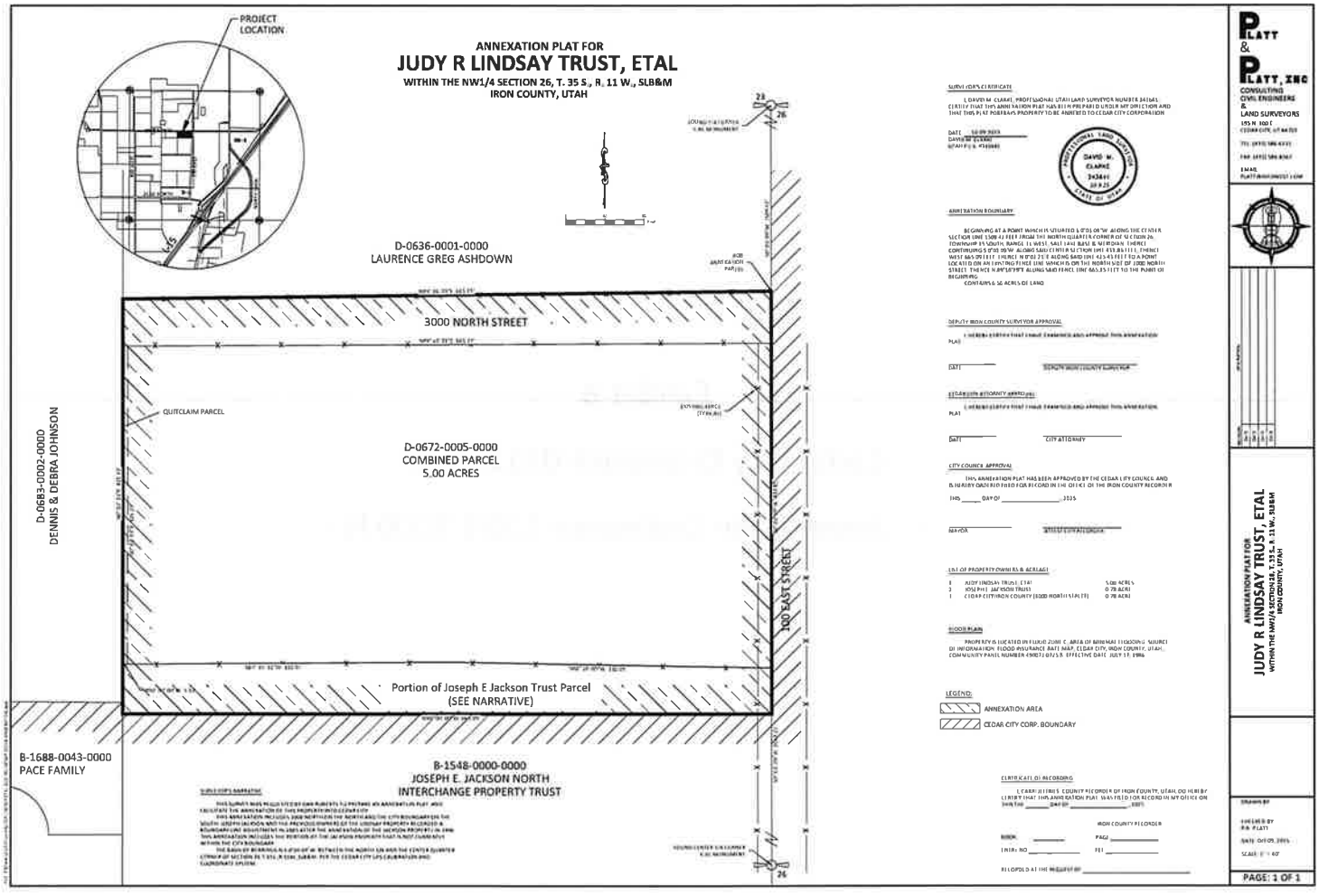

PROJECT LOCATION
ANNEXATION PLAT FOR
JUDY R LINDSAY TRUST, ETAL
WITHIN THE NW1/4 SECTION 26, T. 35 S., R. 11 W., SLB&M
IRON COUNTY, UTAH
D-0636-0001-0000
LAURENCE GREG ASHDOWN
3000 NORTH STREET
QUITCLAIM PARCEL
D-0672-0005-0000
COMBINED PARCEL
5.00 ACRES
100 EAST STREET
D-0683-0002-0000
DENNIS & DEBRA JOHNSON
Portion of Joseph E Jackson Trust Parcel
(SEE NARRATIVE)
B-1688-0043-0000
PACE FAMILY
B-1548-0000-0000
JOSEPH E. JACKSON NORTH
INTERCHANGE PROPERTY TRUST
SURVEYOR'S CERTIFICATE
DAVID M. CLARK, PROFESSIONAL UTAH LAND SURVEYOR NUMBER 341641,
CERTIFY THAT THIS ANNEXATION PLAT WAS BEEN PREPARED UNDER MY DIRECTION AND
THAT THIS PLAT PORTRAYS PROPERTY TO BE ANNEXED TO CEDAR CITY CORPORATION
DAVID M. CLARK
341641
10-8-25
STATE OF UTAH
ANNEXATION BOUNDARY
BEGINNING AT A POINT WHICH IS SITUATED S 0°01'08" W ALONG THE CENTER
SECTION LINE 1508.42 FEET FROM THE NORTH QUARTER CORNER OF SECTION 26,
TOWNSHIP 35 SOUTH, RANGE 11 WEST, SALT LAKE BASE & MERIDIAN; THENCE
CONTINUING S 0°01'08" W ALONG SAID CENTER SECTION LINE 433.83 FEET; THENCE
WEST 665.09 FEET; THENCE N 0°01'25" E ALONG SAID LINE 433.45 FEET TO A POINT
LOCATED ON AN EXISTING FENCE LINE WHICH IS ON THE NORTH SIDE OF 3000 NORTH
STREET; THENCE N 89°58'09" E ALONG SAID FENCE LINE 665.25 FEET TO THE POINT OF
BEGINNING.
CONTAINS 6.56 ACRES OF LAND
DEPUTY IRON COUNTY SURVEYOR APPROVAL
I HEREBY CERTIFY THAT I HAVE EXAMINED AND APPROVE THIS ANNEXATION
PLAT
DATE
DEPUTY IRON COUNTY SURVEYOR
CEDAR CITY ATTORNEY APPROVAL
I HEREBY CERTIFY THAT I HAVE EXAMINED AND APPROVE THIS ANNEXATION
PLAT
DATE
CITY ATTORNEY
CITY COUNCIL APPROVAL
THIS ANNEXATION PLAT HAS BEEN APPROVED BY THE CEDAR CITY COUNCIL AND
IS HEREBY ORDERED FOR RECORD IN THE OFFICE OF THE IRON COUNTY RECORDER
THIS _____ DAY OF _____, 2025
MAYOR
ATTEST (CITY RECORDER)
LIST OF PROPERTY OWNERS & ACREAGE
1 JUDY LINDSAY TRUST, ETAL 5.00 ACRES
2 JOSEPH E. JACKSON TRUST 0.78 ACRE
3 CEDAR CITY/IRON COUNTY (3000 NORTH ST.) 0.78 ACRE
FLOOD PLAIN
PROPERTY IS LOCATED IN FLUID ZONE C, AREA OF MINIMAL FLOODING. SOURCE
OF INFORMATION: FLOOD INSURANCE RATE MAP, CEDAR CITY, IRON COUNTY, UTAH,
COMMUNITY PANEL NUMBER 490079 0015 D. EFFECTIVE DATE: JULY 19, 1996
LEGEND:
ANNEXATION AREA
CEDAR CITY CORP. BOUNDARY
CERTIFICATE OF RECORDING
I, KARI JUTRAS, COUNTY RECORDER OF IRON COUNTY, UTAH, DO HEREBY
CERTIFY THAT THIS ANNEXATION PLAT WAS FILED FOR RECORD IN MY OFFICE ON
THIS THE _____ DAY OF _____, 2025
IRON COUNTY RECORDER
BOOK _____ PAGE _____
ENTRY NO. _____ FEE _____
RECORDED AT THE REQUEST OF _____
PLATT & PLATT, INC
CONSULTING CIVIL ENGINEERS & LAND SURVEYORS
155 N. 100 E.
CEDAR CITY, UT 84720
TEL: (435) 586-4351
FAX: (435) 586-8367
EMAIL: PLATT@INFOWEST.COM
ANNEXATION PLAT FOR
JUDY R LINDSAY TRUST, ETAL
WITHIN THE NW1/4 SECTION 26, T. 35 S., R. 11 W., SLB&M
IRON COUNTY, UTAH
DRAWN BY
CHECKED BY
RR PLATT
DATE: OCT 09, 2025
SCALE: 1" = 60'
PAGE: 1 OF 1

Exhibit C

Cedar City Ordinance 0311-26-3

- Annexation Ordinance 100 E 3000 N -

ANNEXATION MEMORANDUM OF UNDERSTANDING FOR THE AVAILIBILITY AND PROVIDING OF CITY SERVICES

ANNEXATION NAME: Judy Lindsay ETAL and the Joseph E. Jackson North Interchange Property Trust

ANNNEXATION LOCATION: 5.78-acre parcel on the southwest corner of 3000N. And 100 E. and the road known as 3000 N. Street containing .78 acres

This memorandum of understanding describes the availability and requirements to provide the basic City services to the Annexation Area. It is clearly understood that this is a general statement of the availability and requirements to provide services relative to this annexation area. Cedar City Corporation may require additional improvements in the process of the development and reserves the right to do so.

DESCRIPTION OF SERVICES

1. WATER: Water is available at 100 E. 8" line.
2. SEWER: Sewer is available at 3000 N. and south of the property
3. DRAINAGE: The property slopes to the west.
4. ACCESS: Property fronts 3000 N. and !00 E.
5. DIRE: **Please reach out to the Cedar City Fire Department regarding the language below.** All development shall conform to the currently adopted International Fire Code and International Building Code. Fire apparatus access roads shall be provided and maintained. Required access roads shall extend to within 150 feet of all portions of buildings and all exterior walls as measured by an approved route around the exterior of buildings hereafter constructed. Security gates across fire department access roads shall be approved by the fire code official and shall have an approved means of emergency operation. The grade of fire department access roads shall not exceed 10 percent. An approved water supply capable of supplying the required fire flow shall be provided.

   Developments within Cedar City's designated Wildland Urban Interface areas shall conform to the Utah Wildland Urban Interface Code as adopted by Cedar City Corporation.

   Developments located outside of a 5-mile radius from a city fire station may be classified as class 10 -unprotected, by the Insurance Services Office (ISO). While the fire department will provide fire protection in such areas, insurance rates are likely to be greater than those located within the city's ISO class 4 protection classification.

6. POLICE: The annexed property within the area presently served by the Cedar City Police Department.

APPROVALS:

CEDAR CITY FIRE DEPARTMENT

CEDAR CITY POLICE DPARTMENT

CEDAR CITY ENGINEERING DEPARTMENT

Signed by:
Sebastian Claude de Cabrol

Signed by:
Anabell Victoire de Cabrol

DocuSigned by:
Judy R. Lindsay

Signed by:
Roger Frederic de Cabrol

Richard Brett Jackson

Signed by:
Barbara Michelle de Cabrol

James Bradley Jackson

APPROVALS:

CEDAR CITY FIRE DEPARTMENT

CEDAR CITY POLICE DPARTMENT

CEDAR CITY ENGINEERING DEPARTMENT

Sebastian Claude de Cabrol

Anabell Victoire de Cabrol

Judy R. Lindsay

Roger Frederic de Cabrol

Richard Brett Jackson

Richard Brett Jackson

Barbara Michelle de Cabrol

James Bradley Jackson

James Bradley Jackson

CEDAR CITY COUNCIL

AGENDA ITEM – 3

TO: Mayor and City Council

FROM: City Attorney

DATE: March 2, 2026

SUBJECT: Ordinance amending permitted and prohibited commercial and industrial building materials on Main Street and 200 North

DISCUSSION:

This proposed amendment modifies permitted and prohibited materials on commercial and industrial properties along Main Street and 200 North/SR-56 with some additional restrictions in the downtown area. The goal is to keep our primary roadways at a higher standard for the public, including tourists.

The Planning Commission considered the proposal and gave a positive recommendation.

Please consider the proposed changes to our allowed commercial and industrial building materials.

6. PUBLIC HEARING

Ordinance Text Amendment (Recommendation)	26-IV-16 Pertaining to Commercial and Industrial Building Materials	Donald Boudreau

Webster: Don, for the last item can we push it?
Don: There's probably a little pressure to get it done.
Jett: Is this the building material one?
Don: Yes.
Jett: Can we push it?
Don: That's the chair's pleasure.
Webster: What's the urgency though? I don't want to push something that's urgent.
Don: Well, I think there's a little desire there from at least a certain developer to get this done. Very similar to what you'd seen in the past. I can be super brief if you want to get this done.
Webster: Let's go with super brief and get it done.
Don Boudreau: I won't do my half hour PowerPoint presentation tonight. As you know, this has been around the block a couple of times. This is our required building materials on 200 North and Main Street for all buildings within 150 feet that have frontage on those streets. We changed this from preferred. Materials and discourage materials to what's permitted and what's not when we try to loosen things up. We can entertain modern materials. I'm going to go quick for permitted materials. We still have quarried stone, cultured stone, brick, lap siding, architectural concrete or stucco. We changed that to no more than 60 % of the aluminum composite materials. We're seeing a lot of. We see them at the college and lots of new buildings. So long as they're non-metallic, no or highly reflective. Then one thing we've done in past practice is other materials that emulate the permitted materials. If some get a new one that comes out next week, and somebody wants to use it, and it looks like something that is permitted. We want flexibility to be able to do that. We changed things from accent materials. We took away subjective language like limited amounts of stucco used for vertical surfaces is only if the quality of the design merits. That is tough for staff. We are playing judge, jury, and executioner. We've gotten rid of that type of language. Materials at no more than 25% of a building facade include glass, wood, metal walls, which is all one of the concerns. Is the prefab industrial stuff that can be a good piece, or it could be a good part of a building's frontage. As it's limited, colored architectural block tile, and then again, this clause about other materials that emulate these materials. Lastly, we have prohibited materials: your plain gray CMU block, vinyl siding, plywood, mirrored glass—the real highly reflective stuff you might see in a bigger city. Probably the biggest change is that they have been proposed from the last time you saw this. We took this to the Historic Downtown Economic Committee. We had some restrictions there that would just be along Main Street between 200 North and then 200 South. The strike zone, so to speak tightens a little bit right in, what I would describe the historical core of the city. Those materials include corded stone, cultured stone, architectural concrete, and full brick. Then the other materials are no more than 25 percent. They wanted that to take down to more of a historical, you know, historical building materials. The other thing they asked for were colors. They didn't want to see the real bright fluorescent colors. If you look at subsection B1.
Jett: Is this in the downtown zone.

Don: This would just be downtown. It would just again between 200 North and 200 South. We came up with some language. We think we can enforce fairly earth, tone colors, a prohibition against your bright fluorescents and highly reflective metallic type materials. Again, those can be subjective. If you look at the next subsection that's C. We tried to give staff some guidance on how we would evaluate these things. Then lastly, subsection the last section D. We thought it was important that we could certainly maintain nonconformity. If you're rehabbing your building, you want to put up the same material. Staff are not going to tell you I'm sorry, you have to change your materials. There's going to be materials let's say in the historic area that. We don't know maybe historic if they're if they dig them up underneath some stucco or something along those lines. We want those to be able to be placed back as they originally were. That's as fast as I can go. I think the biggest hangup I shouldn't say hang up. Part of the discussion at the last meeting was the return or the wrap, how much of each side of the building and.
Jett: I thought five feet was enough.
Don: I went through the minutes. There's a lot of discussion. I landed at eight feet. There was discussion about your typical lengths of construction materials. We stopped at eight feet. The one thing I did add was if you are on a corner side, let's say downtown on Main Street, you would still need to finish at that corner side. We wouldn't end that'd be your visible side on the street. You wouldn't have a eight-foot stop and then a big giant wall of stucco.
Jett: Say that for me again.
Don: Materials apply to the elevation facing the streets.
Jett: The streets are the street.
Don: The streets, Main Street and 200 North. Okay, even if you were to reverse your building, the materials would be applicable to the side, the elevation that is facing the street. Then there was a lot of discussion about how far on each side of the building those materials should apply. Previously the ordinance indicated thirty feet. If I understood the direction from the last meeting. The commission wanted that significantly reduced. That's now been changed to eight feet. Okay with one exception, if you're on a corner, then we want to see those materials apply to at least that corner side, the visible side of the building. That is staff suggestion.
Jett: I am going to build a building on 100 West and 200 North. The side would be the 100 West that side also.
Don: If that's the corner side.
Jett: The corner side that would so it would have faced 100.
Don: That's correct.
Jett: I think that's reasonable.
Don: That concludes my report. Happy to answer your questions.
Decker: Sounds great.
Burgess: You can see that it addressed a lot of the things we talked about.
Don: Yeah, I think we were close.
Webster: I agree. We have been through it a couple times with some slide examples and picture examples. Would anybody like to make a motion?

Open Public Hearing
Close Public Hearing

Jett motion for a Positive Recommendation the change in Building Materials along Main Street 200 North with the changes that Don presented; Decker seconds; all in favor for a unanimous vote.

CEDAR CITY
ORDINANCE 0311-26-3

AN ORDINANCE AMENDING 26-IV-16 PERTAINING TO COMMERCIAL AND INDUSTRIAL BUILDING MATERIALS

WHEREAS, the state legislature has granted general welfare power to the City Council, independent, apart from, and in addition to, its specific grants of legislative authority, which enable Cedar City to pass ordinances as are necessary and proper to provide for the safety, promote the prosperity, improve the peace and good order, comfort, and convenience of the city and its inhabitants, and for the protection of property in the city; and

WHEREAS, Cedar City has adopted Chapter 26 of the ordinance of Cedar City, Utah, and said provisions contain specific requirements governing the control of property through zoning laws; and

WHEREAS, the Cedar City Council desires to update and amend Chapter 26 Article IV to modify the building materials allowed and prohibited along two of its busiest roadways; and

WHEREAS, the City Council finds that it is in the best interests of the health, safety, and general welfare of the citizens of Cedar City to make these changes to the City's code regarding commercial and industrial building materials.

NOW THEREFORE, be it ordained by the City Council of the Cedar City, in the State of Utah, as follows:

SECTION 1: **AMENDMENT** "Section 26-IV-16 Commercial And Industrial Building Materials" of the Cedar City Municipal Code is hereby *amended* as follows:

AMENDMENT

Section 26-IV-16 Commercial And Industrial Building Materials

A. The inclusion and exclusion of the following materials are required~~should be considered in the design of commercial building~~ for building frontage located on properties with frontage on Main Street (entire length) and 200 North extending through U-56:
    1. ~~Preferred~~Permitted Building Materials:
        a. Quarried stone,
        b. Cultured stone,
        c. Brick or ~~F~~full brick veneer,
        d. Composite lap siding ~~(i.e. Hardiplank)~~,
        e. Architectural concrete or stucco (with recessed panels and reveal

lines) at no more than 60 percent,

f. ~~Colored CMU block and architectural CMU block (i.e. split face, fluted, scored, honed, etc.)~~Aluminum composit materials with a finish that is non-metallic or highly reflective, and

g. Other materials that emulate the permitted materials.

2. ~~Preferred~~Permitted~~Accent~~ Materials at no more than 25 percent of the facade:

a. Precast concrete~~ accents~~,

b. ~~Stucco (EIFS) as an accent material (not a major building component). Limited amounts of stucco used for vertical surfaces only if the quality of the design merits such consideration,~~ Glass accents (except mirrored glass),

c. ~~Glass accents.~~Wood

d. Metal walls,

e. Colored architectural block,

f. Tile, and

g. Other materials that emulate these materials.

3. ~~Discouraged~~Prohibited Materials:

a. Plain, grey, flat faced CMU block~~ except when used as an accent, not a total wall treatment~~,

b. ~~Brick Tiles~~Vinyl sideing,

c. ~~Metal Walls~~Plywood siding, and

d. ~~Wood or glass when used as more than for a functional purpose or as an accent material~~Mirrored glass.

B. Within 150 feet of Main Street between 200 North and 200 South permitted building materials are limited to quarried stone, cultured stone, architectural concrete, full brick or brick veneer, and tile. Other permitted materials may be used at no more than 25 percent. Material requirements shall apply to the entire building.~~Along particular street frontages, building materials as listed above are mandatory for the front face and the first 30 feet of the side of any building (i.e. the materials listed as "Preferred" are required, and those listed as "Discouraged" are prohibited). This requirement shall apply to buildings located within 150 feet of the following streets:~~

1. Colors shall be limited to Earth tone colors which is a color scheme that draws from a color palette of browns, tans, greys, whites and creams also including some greens, blues and reds. The colors in an earth tone scheme are muted and flat in emulation similar to those colors generally found in nature. Colors that are brilliant and intense such as fluorescents, or highly reflective shall be prohibited at more than 5 percent of any given building elevation.~~Main Street - Entire Length~~

~~2. 200 North Street extending through U-56 Highway~~

C. When evaluating the building material requirements of this section the following shall apply:

1. Material requirements shall be evaluated in one plane or elevation.

2. Frontage shall mean the elevation facing the applicable streets and the first eight (8) feet of any side including the entirety of the corner side.

3. Standard store front windows shall be excluded from the material requirements.
4. Buildings shall utilize at least two of the permitted materials.
5. For the purposes of this section, highly reflective shall mean any color or material application with a light reflective value of 60 or more.
6. The city may request the submittal of sample colors and materials to determine compliance with the section.

D. Nothing in this section shall prohibit the rehabilitation of an existing building utilizing the building's original exterior materials in the configuration as originally applied.

PASSED AND ADOPTED BY THE CEDAR CITY CITY COUNCIL

_____.

	AYE	NAY	ABSENT	ABSTAIN
Phillips	_____	_____	_____	_____
Cox	_____	_____	_____	_____
Wilkey	_____	_____	_____	_____
Schmidt	_____	_____	_____	_____
Galan	_____	_____	_____	_____

Presiding Officer

_____

STEVE NELSON, MAYOR, Cedar City

Attest

_____

RENON SAVAGE, RECORDER, Cedar City

CEDAR CITY COUNCIL
AGENDA ITEM 4

DECISION PAPER

TO: Mayor and City Council

FROM: Darin Adams/Ryan Marshall/Brandon Burk

DATE: 4 March 2026

SUBJECT: Event Street Closures

PROBLEM: The Volunteers in Police Service (VIPS) program, formed in 2006, assumed responsibility for event and parade street closures that were previously handled by Cedar City Public Works. While this approach may have been sufficient at the time, several significant concerns have emerged.

Cedar City's continued population growth has increased the scale, frequency, and complexity of events requiring road closures. With this growth comes greater traffic volume, higher risk exposure, and increased demand for personnel, signage, and logistical resources. The current model places volunteers in environments that present inherent safety risks, particularly when deploying or removing signage in active or partially controlled traffic conditions.

Additionally, proper traffic control standards require a Traffic Control Plan (TCP/TTC) approved by city departments and it is much safer to have the involvement of a trained Traffic Control Technician (TCT). Absent these resources, it creates potential liability concerns, safety hazards, and compliance issues with recognized traffic control standards.

In summary, the current practice of utilizing VIPS to deploy signage for street closures presents safety risks, resource limitations, compliance concerns, and growing liability exposure as event demands increase.

RECOMMENDATION: 1. Law enforcement shall continue to close roadways and staff intersections as required. This ensures trained personnel manage high-risk traffic environments.

2. Law Enforcement and Public Works will continue to provide closures for our local high school homecoming parades. The Street

Department will continue supporting post-event cleanup, including trash removal and street sweeping.

3. A TCP or Traffic Control Plan will need to be submitted by event organizers to the city for review and approval.

4. A third-party company with trained staff and appropriate equipment should deploy and remove signage and barricades. The city currently utilizes such entities to ensure proper execution and safety of city-sponsored events.

5. If deemed appropriate, the City may consider providing financial assistance to support the use of third-party companies supplying signage and certified TCT (Traffic Control Technician) personnel. This would promote standardized safety practices while maintaining community event viability.

a. Cedar City Events has determined a preliminary list of approximately 10 annual events, including both city-organized events and third-party events that would potentially utilize these funds for road closures and/or directional signage. These events include Spring Fiesta (City), Cedar City Half Marathon, (City), Downtown Lighting (City), Belgian Waffle Ride (City), July Jamboree, Renaissance Faire, 4th of July Parade, Cedar Livestock and Heritage Festival Parade, Storybook Parade, and SUU Homecoming.

Based on this list and previous experiences with Utah Barricade, it is estimated the cost for these events to be approximately $1,500 or less/event. For FY27, Cedar City Events has included a budget request for a new line item, with a beginning budget of $20,000. This includes an additional $5,000 for unexpected costs to cover these expenses from TRT funds.

Collectively, these recommendations provide a balanced approach that enhances safety, ensures regulatory compliance, reduces liability exposure, and supports continued community events in a growing city.

CEDAR CITY COUNCIL

AGENDA ITEM – 5

TO: Mayor and City Council

FROM: Tyler Galetka, Airport Manager

DATE: March 4, 2026

SUBJECT: AIP 054 – Approve Construction Agreement with Maxwell Products

DISCUSSION:

Approve Runway 2/20 Construction Agreement with Maxwell Products for AIP 054

This intention of this project is to perform pavement maintenance on Runway 2/20, including crack sealing, seal coating, and re-marking of the original 2020 pavement.

The Airport held a bid opening on April 29th, 2025, for pavement maintenance on Runway 2/20. Maxwell Products came in as the low bidder at a rate of $395,777.50 and was awarded the contract.

Attached is the construction agreement with Maxwell Products. The airport is requesting the approval of this agreement.

CONSTRUCTION AGREEMENT

Cedar City Regional Airport
Cedar City, Utah
Seal Runway 2-20 and Taxiway Connectors
Project No. 3-49-0005-054-2025

THIS AGREEMENT, made and entered into this _____ day of _____, 20_____, by and between Cedar City Corporation, Party of the First Part, hereinafter referred to as the "Sponsor", and Maxwell Asphalt, Inc., Party of the Second Part, hereinafter referred to as the "Contractor," for the construction of airport improvements including Seal Runway 2-20 and Taxiway Connectors, AIP No. 3-49-0005-054-2025 at the Cedar City Regional Airport.

WITNESSETH THAT the Contractor and Sponsor for the consideration stated herein agree as follows:

ARTICLE 1: SCOPE OF WORK. It is hereby mutually agreed that for and in consideration of the payments as provided for herein to the Contractor by the Sponsor, the Contractor shall furnish all labor, utilities, transportation services, tools, equipment, and material and shall perform all work necessary including all incidental and appurtenant work to complete the improvements in a good and substantial manner, ready for use in strict accordance with this Contract, a copy of which is filed pursuant to law in the office of the legal representative of the Sponsor.

ARTICLE 2: NOTICE TO PROCEED. The Contractor agrees to commence work within ten (10) calendar days after the date indicated within the Notice to Proceed. Contract times commence to run as provided in paragraph 80-07 of General Provisions and will continue to be counted until the project is accepted and complete, including punch list and administrative closeout submittals. Contractor further agrees to complete said work within 12 working days. Extensions of the Contract time may only be permitted execution of a formal modification to Contract Agreement as approved by the Sponsor.

ARTICLE 3: COMPENSATION. In consideration of the completion of the work described herein and in fulfillment of all stipulations of this Contract to the satisfaction and acceptance of the Engineer and the Sponsor, the Sponsor shall pay and the said Contractor further agrees to receive and accept payment based on the contract price bid per unit as full compensation for furnishing all the equipment, labor, incidentals, and materials, and for the costs of all premiums on insurance and bonds and for doing all work contemplated and specified in this Contract; also for all loss or damage arising out of the nature of the work aforesaid, or from any unforeseen obstructions or difficulties which may be encountered in the prosecution of the same; and for all risks of every description connected with the work; and for well and faithfully completing the work and the whole thereof, in full compliance with the Contract Documents and the requirements of the Engineer under them.

Payments are to be made to the Contractor in accordance with and subject to the provisions embodied in the Contract documents hereto attached.

The amount of money appropriated will be equal to or in excess of the contract amount as forth in the notice(s) to proceed. Change orders requiring additional compensable work to be performed, which cause the aggregate amount payable under the contract to exceed the amount appropriated for the original contract, are prohibited unless the contractor is given written assurance by Sponsor that lawful appropriations to cover costs of the additional work have been made or unless such work is covered under a remedy granting provision of the contract. Notwithstanding anything to the contrary in the Contract Documents the Contractor hereby acknowledges and agrees that Sponsor's performance under the contract is subject to receipt of funds from the FAA and further is subject to annual appropriation by the Sponsor in accordance with a budget adopted by the Cedar City Regional Airport. Sponsor may issue multiple Notice(s) to Proceed in incremental stages as funding becomes available.

Inasmuch as this Contract is executed pursuant to the laws of the State of Utah, pertaining to airports and payment of the contract unit price shall be made solely from special account established for this project.

ARTICLE 4: PAYMENT BY SPONSOR. It is hereby further agreed that, at the completion of the work and its acceptance by the Sponsor, all sums due the Contractor by reason of his faithful performance of the work, taking into consideration additions to or deductions from the Contract price by reason of alterations or modifications of the original Contract or by reason of "Extra Work" authorized under this Contract, will be paid the Contractor by the Sponsor after said completion and acceptance.

ARTICLE 5: LIQUIDATED DAMAGES. Contractor and Sponsor recognize that time is of the essence and that Sponsor will suffer financial and other losses if the Work is not completed and Milestones not achieved within the Contract Times, as duly modified. The parties also recognize the delays, expense, and difficulties involved in proving, in a legal or arbitration proceeding, the actual loss suffered by Sponsor if the Work is not completed on time.

Accordingly, instead of requiring any such proof, Sponsor and Contractor agree that as liquidated damages for delay (but not as a penalty) if Contractor neglects, refuses, or fails to complete the remaining Work within the Contract Times (as duly adjusted pursuant to the Contract) for acceptance, completion and readiness for final payment. Contractor shall pay Sponsor damages as outlined in the General Provisions 80-08 and Local Provisions, "Liquidated Damages" for each day that expires after such time until the Work is completed and ready for final payment.

Liquidated damages for failing to timely attain Milestones, Substantial Completion, and final completion are not additive, and will not be imposed concurrently. If Sponsor recovers liquidated damages for a delay in completion by Contractor, then such liquidated damages are Sponsor's sole and exclusive remedy for such delay, and Sponsor is precluded from recovering any other damages, whether actual, direct, excess, or consequential, for such delay, except for special damages (if any) specified in this Agreement.

ARTICLE 6: SPECIAL DAMAGES. Contractor shall reimburse Sponsor for any fines or penalties imposed on Sponsor as a direct result of the Contractor's failure to attain Substantial Completion according to the Contract Times, and for the actual costs reasonably incurred by Sponsor for engineering, construction observation, inspection, and administrative services needed after the contract time expires. The special damages imposed in this paragraph are supplemental to any liquidated damages for delayed completion established in this Agreement.

ARTICLE 7: CONTRACT DOCUMENTS. It is hereby further agreed that any references herein to the "Contract" shall include "Contract Documents" as the same as defined in Paragraph 10-16, Section 10 of the General Provisions and as listed in the Table of Contents of this Project Manual. The "Contract" shall consist of:

- All issued Addenda
- Notice to Bidders
- Instructions to Bidders
- Part 2: Bidding Documents
    - Bid proposal is excluded. Awarded schedules and corrected pay items are incorporated into this agreement.
- Part 3: Construction Contract Documents
- Part 4: FAA General Provisions
- Part 5: Special Provisions
- Part 6: Wage Rates
- Part 7: Safety Documents
- Part 8: FAA Technical Specifications
- Part 9: Supplemental Technical Specifications
- Construction Drawings
- Project Manual
- Attached appendices and all documents incorporated by reference.

Said "Contract Documents" are made a part of the Contract as if set out at length herein.

ARTICLE 8: UNIT PRICES. The Contractor agrees to perform all the work described in the Contract Documents for the unit prices and lump sums as submitted in the Bid and incorporated herein, taking into consideration additions to or deductions from the Total Bid by reason of actual quantities measured, alterations or modifications of the original estimated quantities or by reason of "Extra Work" authorized under this Agreement in accordance with the provisions of the Contract Documents.

ARTICLE 9: BREACH OF CONTRACT TERMS. Any violation or breach of terms of this contract on the part of the Contractor or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement.

Sponsor will provide Contractor written notice that describes the nature of the breach and corrective actions the Contractor must undertake in order to avoid termination of the contract. Sponsor reserves the right to withhold payments to Contractor until such time the Contractor corrects the breach or the Sponsor elects to terminate the contract. The Sponsor's notice will identify a specific date by which the Contractor must correct the breach. Sponsor may proceed with termination of the contract if the Contractor fails to correct the breach by the deadline indicated in the Sponsor's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

ARTICLE 10: CONTRATOR REPRESENTATIONS. In order to induce Sponsor to enter into this Contract, Contractor makes the following representations:

- Contractor has examined and carefully studied the Contract Documents, including Addenda.
- Contractor has visited the Site, conducted a thorough visual examination of the Site and adjacent areas, and become familiar with the general, local, and Site conditions that may affect cost, progress, and performance of the Work.
- Contractor is familiar with all Laws and Regulations that may affect cost, progress, and performance of the Work.
- Contractor has carefully studied the reports of explorations and tests of subsurface conditions at or adjacent to the Site and the drawings of physical conditions relating to existing surface or subsurface structures at the Site that have been identified in the Supplementary Conditions, with respect to the Technical Data in such reports and drawings.
- Contractor has carefully studied the reports and drawings relating to Hazardous Environmental Conditions, if any, at or adjacent to the Site that have been identified in the Supplementary Conditions, with respect to Technical Data in such reports and drawings.
- Contractor has considered the information known to Contractor itself; information commonly known to contractors doing business in the locality of the Site; information and observations obtained from visits to the Site; the Contract Documents; and the Technical Data identified in the Supplementary Conditions or by definition, with respect to the effect of such information, observations, and Technical Data on the cost, progress, and performance of the Work; the means, methods, techniques, sequences, and procedures of construction to be employed by Contractor; and Contractor's safety precautions and programs.
- Based on the information and observations referred to in the preceding paragraph, Contractor agrees that no further examinations, investigations, explorations, tests, studies, or data are necessary for the performance of the Work at the Contract Price, within the Contract Times, and in accordance with the other terms and conditions of the Contract.
- Contractor is aware of the general nature of work to be performed by Sponsor and others at the Site that relates to the Work as indicated in the Contract Documents.

- Contractor has given Engineer written notice of all conflicts, errors, ambiguities, or discrepancies that Contractor has discovered in the Contract Documents, and of discrepancies between Site conditions and the Contract Documents, and the written resolution thereof by Engineer is acceptable to Contractor.
- The Contract Documents are generally sufficient to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.
- Contractor's entry into this Contract constitutes an incontrovertible representation by Contractor that without exception all prices in the Agreement are premised upon performing and furnishing the Work required by the Contract Documents.

IN WITNESS WHEREOF, the Party of the First Part and the Party of the Second Part, respectively, have caused this Agreement to be duly executed in day and year first herein written. All copies of this agreement for all intents and purposed shall be considered as the original.

CONTRACTOR, Party of the Second Part

Maxwell Asphalt, Inc.

By: _____

President
(Office or Position of Signer)

MAXWELL ASPHALT, INC. CORPORATE SEAL 1989 UTAH

(SEAL)

ATTEST: _____

Secretary
(Office or Position of Signer)

SPONSOR, Party of the First Part

Cedar City Corporation

By: _____

(Office or Position of Signer)

(SEAL)

ATTEST: _____

(Office or Position of Signer)

CEDAR CITY COUNCIL

AGENDA ITEM – 6

TO: Mayor and City Council

FROM: Tyler Galetka, Airport Manager

DATE: March 4, 2026

SUBJECT: AIP 055 Grant Application – Reconstruct Taxiway A and East Apron – Phase 1, Design

DISCUSSION:

Grant Application for AIP 055 Grant– Reconstruct Taxiway A and East Apron – Phase 1 (Design)

The Airport is seeking the approval of the Council to submit a grant application for AIP 055. The purpose of this application is to request $1,300,000.00 of yearly FAA AIP Entitlement funds for project design to reconstruct Taxiway A, its lighting system, and the East Apron. Taxiway A, the main parallel taxiway, has exceeded its life expectancy and has the potential to present hazards to aircraft.

This grant is anticipated to be a 95% Federal Grant with a 5% local match on all eligible portions of the project. This application is for the design portion of the project only.

Please consider approving the submittal and signature for this application.

OMB Number: 2120-0569
Expiration Date: 12/31/2026

Application for Federal Assistance SF-424

*1. Type of Submission:
- ☐ Preapplication
- ☒ Application
- ☐ Changed/Corrected Application

*2. Type of Application
- ☒ New
- ☐ Continuation
- ☐ Revision

* If Revision, select appropriate letter(s):

* Other (Specify)

*3. Date Received:

4. Applicant Identifier:
Cedar City Regional Airport (CDC)

5a. Federal Entity Identifier:

*5b. Federal Award Identifier:
AIP No. 3-49-0005-055-2026

State Use Only:

6. Date Received by **State**:

7. **State** Application Identifier:

8. APPLICANT INFORMATION:

*a. Legal Name: Cedar City Corporation

*b. Employer/Taxpayer Identification Number (EIN/TIN):
87-6000215

*c. UEI:
LHSLP6NZLB39

d. Address:

*Street 1: 10 North Main Street
Street 2:
*City: Cedar City
County/Parish: Iron
*State: Province: UT
*Country: 84720-2634
*Zip / Postal Code USA: United States

e. Organizational Unit:

Department Name:
Cedar City Regional Airport

Division Name:
Cedar City Regional Airport

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr. *First Name: Tyler
Middle Name:
*Last Name: Galetka
Suffix:

Title: Cedar City Regional Airport Manager

Organizational Affiliation:
Cedar City Corporation

*Telephone Number: (435) 867-9408 Fax Number: (435)865-7051

*Email: gtyler@cedarcityut.gov

Application for Federal Assistance SF-424

***9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Pick an applicant type

Type of Applicant 3: Select Applicant Type:

Pick an applicant type

*Other (Specify)

***10. Name of Federal Agency:**

Federal Aviation Administration

***11. Catalog of Federal Domestic Assistance Number:**

CFDA No: 20.116 CFDA Title: Airport Improvement Program (AIP)

***12. Funding Opportunity Number:**

Not Applicable

*Title:

N/A

13. Competition Identification Number:

Not Applicable

Title:

N/A

14. Areas Affected by Project (Cities, Counties, States, etc.):

Cedar City, Iron County, Utah

***15. Descriptive Title of Applicant's Project:**

Reconstruct parallel TW A – Phase I (design)
Reconstruct parallel TW A lighting – Phase I (design)
Rehabilitate east GA apron – Phase I (design)

Attach supporting documents as specified in agency instructions.

Application for Federal Assistance SF-424

16. Congressional Districts Of:

*a. Applicant: UT-002 *b. Program/Project: UT-002

Attach an additional list of Program/Project Congressional Districts if needed.

17. Proposed Project:

*a. Start Date: 01/01/2026 *b. End Date: 04/30/2027

18. Estimated Funding ($):

*a. Federal	$ 1,300,000
*b. Applicant	$ 68,420
*c. State	$ 0
*d. Local	$ 0
*e. Other	$ 0
*f. Program Income	$ 0
*g. TOTAL	$ 1,368,420

***19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on _____.

☒ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☐ c. Program is not covered by E.O. 12372.

***20. Is the Applicant Delinquent On Any Federal Debt?**

☐ Yes ☒ No

If "Yes", explain:

21. *By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U. S. Code, Title 218, Section 1001)

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. *First Name: Steve

Middle Name:

*Last Name: Nelson

Suffix:

*Title: Mayor

*Telephone Number: (435) 586-2953 Fax Number: (435) 586-4362

* Email: nsteve@cedarcityut.gov

*Signature of Authorized Representative: *Date Signed:

Application for Federal Assistance (Development and Equipment Projects)

PART II – PROJECT APPROVAL INFORMATION

Part II - SECTION A

The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

Item 1.
Does Sponsor maintain an active registration in the System for Award Management (www.SAM.gov)? ☒ Yes ☐ No

Item 2.
Can Sponsor commence the work identified in the application in the fiscal year the grant is made or within six months after the grant is made, whichever is later? ☒ Yes ☐ No ☐ N/A

Item 3.
Are there any foreseeable events that would delay completion of the project? If yes, provide attachment to this form that lists the events. ☐ Yes ☒ No ☐ N/A

Item 4.
Will the project(s) covered by this request have impacts or effects on the environment that require mitigating measures? If yes, attach a summary listing of mitigating measures to this application and identify the name and date of the environmental document(s). ☐ Yes ☒ No ☐ N/A

Item 5.
Is the project covered by this request included in an approved Passenger Facility Charge (PFC) application or other Federal assistance program? If yes, please identify other funding sources by checking all applicable boxes. ☐ Yes ☒ No ☐ N/A

☐ The project is included in an *approved* PFC application.
If included in an approved PFC application,
does the application *only* address AIP matching share? ☐ Yes ☐ No

☐ The project is included in another Federal Assistance program. Its CFDA number is below.

Item 6.
Will the requested Federal assistance include Sponsor indirect costs as described in 2 CFR Appendix VII to Part 200, States and Local Government and Indian Tribe Indirect Cost Proposals? ☐ Yes ☒ No ☐ N/A

If the request for Federal assistance includes a claim for allowable indirect costs, select the applicable indirect cost rate the Sponsor proposes to apply:

☐ De Minimis rate of 10% as permitted by 2 CFR § 200.414.

☐ Negotiated Rate equal to % as approved by (the Cognizant Agency) on (Date) (2 CFR part 200, appendix VII).

Note: Refer to the instructions for limitations of application associated with claiming Sponsor indirect costs.

PART II - SECTION B

Certification Regarding Lobbying

The declarations made on this page are under the signature of the authorized representative as identified in box 21 of form SF-424, to which this form is attached. The term "Sponsor" refers to the applicant name provided in box 8 of the associated SF-424 form.

The Authorized Representative certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Sponsor, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the Authorized Representative shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The Authorized Representative shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

PART II – SECTION C

The Sponsor hereby represents and certifies as follows:

1. Compatible Land Use – The Sponsor has taken the following actions to assure compatible usage of land adjacent to or in the vicinity of the airport:

Appropriate action has been taken to restrict the use of land to uses that are compatible with normal airport operations.

2. Defaults – The Sponsor is not in default on any obligation to the United States or any agency of the United States Government relative to the development, operation, or maintenance of any airport, except as stated herewith:

The City is not in default on any obligation to the United States government.

3. Possible Disabilities – There are no facts or circumstances (including the existence of effective or proposed leases, use agreements or other legal instruments affecting use of the Airport or the existence of pending litigation or other legal proceedings) which in reasonable probability might make it impossible for the Sponsor to carry out and complete the Project or carry out the provisions of the Grant Assurances, either by limiting its legal or financial ability or otherwise, except as follows:

No facts or circumstances exist that might make it impossible for the Sponsor to complete the project.

4. Consistency with Local Plans – The project is reasonably consistent with plans existing at the time of submission of this application) of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

The project is consistent with plans of local public agencies.

5. Consideration of Local Interest – It has given fair consideration to the interest of communities in or near where the project may be located.

The project has given fair consideration to the interest of communities in or near where the project will be located.

6. Consultation with Users – In making a decision to undertake an airport development project under Title 49, United States Code, it has consulted with airport users that will potentially be affected by the project (§ 47105(a)(2)).

Consultation has occurred with airport users and affected parties using the airport which project is proposed.

7. Public Hearings – In projects involving the location of an airport, an airport runway or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community and it shall, when requested by the Secretary, submit a copy of the transcript of such hearings to the Secretary. Further, for such projects, it has on its management board either voting representation from the communities where the project is located or has advised the communities that they have the right to petition the Secretary concerning a proposed project.

Item 7 is Not Applicable. Project does not require an opportunity for a public hearing.

8. Air and Water Quality Standards – In projects involving airport location, a major runway extension, or runway location it will provide for the Governor of the state in which the project is located to certify in writing to the Secretary that the project will be located, designed, constructed, and operated so as to comply with applicable and air and water quality standards. In any case where such standards have not been approved and where applicable air and water quality standards have been promulgated by the Administrator of the Environmental Protection Agency, certification shall be obtained from such Administrator. Notice of certification or refusal to certify shall be provided within sixty days after the project application has been received by the Secretary.

Item 8 is Not Applicable.

PART II – SECTION C (Continued)

9. **Exclusive Rights** – There is no grant of an exclusive right for the conduct of any aeronautical activity at any airport owned or controlled by the Sponsor except as follows:

There are no exclusive rights for any aeronautical activity at any airport owned or controlled by the Sponsor.

10. **Land** – (a) The sponsor holds the following property interest in the following areas of land, which are to be developed or used as part of or in connection with the Airport subject to the following exceptions, encumbrances, and adverse interests, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

The Sponsor owns all of the property associated with this project, reference Exhibit "A" dated Feb 3, 2026.

The Sponsor further certifies that the above is based on a title examination by a qualified attorney or title company and that such attorney or title company has determined that the Sponsor holds the above property interests.

(b) The Sponsor will acquire within a reasonable time, but in any event prior to the start of any construction work under the Project, the following property interest in the following areas of land on which such construction work is to be performed, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

Item 10b is Not Applicable to this project.

(c) The Sponsor will acquire within a reasonable time, and if feasible prior to the completion of all construction work under the Project, the following property interest in the following areas of land which are to be developed or used as part of or in connection with the Airport as it will be upon completion of the Project, all of which areas are identified on the aforementioned property map designated as Exhibit "A". [1]

Item 10c is Not Applicable to this project.

---

[1] State the character of property interest in each area and list and identify for each all exceptions, encumbrances, and adverse interests of every kind and nature, including liens, easements, leases, etc. The separate areas of land need only be identified here by the area numbers shown on the property map.

PART III – BUDGET INFORMATION – CONSTRUCTION

SECTION A – GENERAL	
1. Assistance Listing Number:	20.116
2. Functional or Other Breakout:	Airport Improvement Program

SECTION B – CALCULATION OF FEDERAL GRANT			
Cost Classification	**Latest Approved Amount (Use only for revisions)**	**Adjustment + or (-) Amount (Use only for revisions)**	**Total Amount Required**
1. Administration expense			$5,000
2. Preliminary expense			
3. Land, structures, right-of-way			
4. Architectural engineering basic fees			$1,363,420
5. Other Architectural engineering fees			
6. Project inspection fees			
7. Land development			
8. Relocation Expenses			
9. Relocation payments to Individuals and Businesses			
10. Demolition and removal			
11. Construction and project improvement			
12. Equipment			
13. Miscellaneous			
14. **Subtotal** (Lines 1 through 13)			$1,368,420
15. Estimated Income (if applicable)			
16. Net Project Amount (Line 14 minus 15)			$1,368,420
17. **Less**: Ineligible Exclusions (Section C, line 23 g.)			
18. **Subtotal** (Lines 16 through 17)			$1,368,420
19. Federal Share requested of Line 18			$1,300,000
20. Grantee share			$68,420
21. Other shares			
22. **TOTAL PROJECT** (Lines 19, 20 & 21)			$1,368,420

SECTION C – EXCLUSIONS	
23. Classification (Description of non-participating work)	**Amount Ineligible for Participation**
a.	
b.	
c.	
d.	
e.	
f.	
g. **Total**	$0

SECTION D – PROPOSED METHOD OF FINANCING NON-FEDERAL SHARE	
24. Grantee Share – Fund Categories	**Amount**
a. Securities	
b. Mortgages	
c. Appropriations (by Applicant)	$68,420
d. Bonds	
e. Tax Levies	
f. Non-Cash	
g. Other (Explain):	
h. **TOTAL** - Grantee share	$68,420
25. Other Shares	**Amount**
a. State	
b. Other	
c. **TOTAL** - Other Shares	$0
26. TOTAL NON-FEDERAL FINANCING	$68,420

SECTION E – REMARKS

(Attach sheets if additional space is required)

1. Standard DOT Title VI Assurances
2. Contractor Contractual Requirements
3. Clauses for Deeds, Licenses, Leases, Permits or Similar Instruments
4. Required Statements (Airport Improvement Program Projects)
5. Sponsor Certifications
6. Exhibit "A" Property Map, by Ardurra Dated Feb 3, 2026

The following item(s) are incorporated by reference:
1. Plans and Specifications - IFR (100%) - November 2026

PART IV – PROGRAM NARRATIVE

(Suggested Format)

PROJECT: Reconstruct parallel TW A, TW A Lighting, and Rehab East GA Apron – Phase I (design)

AIRPORT: Cedar City Regional Airport (CDC)

1. Objective:

Complete Phase I (design) to preserve infrastructure and protect federal/local investment, including reconstruction/ rehabilitation of parallel TW A pavement, which is deteriorating (PCI=74). Original construction was in 1964, 1974 & 1996; the last rehabilitation was completed in 1996, with maintenance performed in 2017. The project also includes reconstruction of parallel TW A edge lighting to replace the existing stake-mounted, direct-buried system installed 20 years ago, that has reached the end of its service life. In addition, the design includes east GA apron pavement rehabilitation, where the existing pavement PCI=54 and exhibits block cracking and structural deterioration; the western part of the east apron was constructed in 1943 and 320' x 400' (+/-) of this pavement will be rehabilitated.

2. Benefits Anticipated:

Completion of Phase I (design) will develop construction-ready plans to reconstruct/rehabilitate parallel TW A and rehab the east GA apron, supporting existing and forecast aircraft operations and reducing the risk of pavement-related restrictions. This phased approach is a cost-effective use of federal funds by addressing pavement deficiencies at the appropriate point in the pavement life cycle. The parallel TW A edge lighting replacement will support nighttime/low-visibility operations while improving system reliability and reducing long-term maintenance and energy costs.

3. Approach: (See approved Scope of Work in Final Application)

As referenced above, this is Phase I – design of the CDC parallel TW A and east GA apron pavement reconstruction/rehabilitation and parallel TW A edge lighting reconstruction projects. Woolpert will serve as Cedar City's consultant to lead and assist with this effort. Negotiated project consultant fees will be completed and submitted to the FAA for review/acceptance by April 2026. Project design will commence after FAAs concurrence. Upon FAA and CDC review and acceptance of the Phase I – design documents (eg., plans, contract documents, technical specifications, CSPP and design report), this project will be completed/closed by April 2027, with Phase II – construction to follow in FY2027.

4. Geographic Location:

Cedar City and Iron County; specifically, the Cedar City Regional Airport. The geographical reference point for the airport is N 37d 42m 03.49s, W 113d 05m 55.86s.

5. If Applicable, Provide Additional Information:

Not Applicable.

6. Sponsor's Representative: (include address & telephone number)

Mr. Tyler Galetka, Cedar City Regional Airport Manager, 2560 West Aviation Way, Cedar City, UT 84720
Phone: (435) 867-9408
E-Mail: gtyler@cedarcityut.org

WOOLPERT

CEDAR CITY REGIONAL AIRPORT
AIP 3-49-0005-055-2026
Engineer's Cost Estimate
January 20, 2026

Reconstruct Parallel TW A - Phase I Design	$ 942,368.00
Reconstruct Parallel TW A Lighting - Phase I Design	$ 210,526.00
Rehabilitate East GA Apron - Phase I Design	$ 210,526.00
Administration Costs	$ 5,000.00
Total Phase I Design Costs	$ 1,368,420.00

GRAPHIC SCALE
300 0 300 600
(IN FEET)

WOOLPERT

CEDAR CITY REGIONAL AIRPORT
AIP-3-49-0005-055-2026
REHABILITATE /RECONSTRUCT TAXIWAY A - DESIGN
REHABILITATE TAXIWAY A LIGHTING - DESIGN
REHABILITATE EAST APRON - DESIGN
PROJECT EXHIBIT

DATE: FEBRUARY 2026 1 of 1

STANDARD DOT TITLE VI ASSURANCES

Cedar City Corporation (hereinafter referred to as the Sponsor) hereby agrees that as a condition to receiving Federal financial assistance from the Department of Transportation (DOT), it will comply with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq.) and all requirements imposed by 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation -- Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations") to the end that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the applicant receives Federal financial assistance and will immediately take any measures necessary to effectuate this agreement. Without limiting the above general assurance, the Sponsor agrees concerning this grant that:

1. Each "program" and "facility" (as defined in Section 21.23(a) and 21.23(b)) will be conducted or operated in compliance with all requirements of the Regulations.

2. It will insert the clauses of Attachment 1 of this assurance in every contract subject to the Act and the Regulations.

3. Where Federal financial assistance is received to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

4. Where Federal financial assistance is in the form or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.

5. It will include the appropriate clauses set forth in Attachment 2 of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Sponsor with other parties:

(a) for the subsequent transfer of real property acquired or improved with Federal financial assistance under this project; and

(b) for the construction or use of or access to space on, over, or under real property acquired or improved with Federal financial assistance under this Project.

6. This assurance obligates the Sponsor for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of personal property or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Sponsor or any transferee for the longer of the following periods:

(a) the period during which the property is used for a purpose for which Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or

(b) the period during which the Sponsor retains ownership or possession of the property.

7. It will provide for such methods of administration for the program as are found by the Secretary of transportation of the official to whom he delegates specific authority to give reasonable guarantees that it, other sponsors, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the act, the Regulations, and this assurance.

STANDARD DOT TITLE VI ASSURANCES *(Continued)*

8. It agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining Federal financial assistance for this Project and is binding on its contractors, the Sponsor, subcontractors, transferees, successors in interest and other participants in the Project. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Sponsor.

DATED _____

Cedar City Corporation
(Sponsor)

_____
Steve Nelson, Mayor

CONTRACTOR CONTRACTUAL REQUIREMENTS

ATTACHMENT 1

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations. The contractor shall comply with the regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. the contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or lease of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

4. Information and Reports. The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Sponsor or the Federal Aviation Administration (FAA) to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contract is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the sponsor or the FAA, as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the sponsor shall impose such contract sanctions as it or the FAA may determine to be appropriate, including, but not limited to:

   a. Withholding of payments to the contractor under the contract until the contractor complies, and/or

   b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. Incorporation of Provisions. The contractor shall include the provisions of paragraphs 1 through 5 in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The contractor shall take such action with respect to any subcontract or procurement as the sponsor or the FAA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the Sponsor to enter into such litigation to protect the interests of the sponsor and, in addition, the contractor may request the United States to enter into such litigation to protect the interest of the United States.

CLAUSES FOR DEEDS, LICENSES, LEASES, PERMITS OR SIMILAR INSTRUMENTS

ATTACHMENT 2

The following clauses shall be included in deeds, licenses, leases, permits, or similar instruments entered into by the Sponsor pursuant to the provisions of Assurances 5(a) and 5(b).

1. The (grantee, licensee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a DOT program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

2. The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add "as a covenant running with the land") that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

REQUIRED STATEMENTS
AIRPORT IMPROVEMENT PROGRAM PROJECTS

AIRPORT: Cedar City Regional Airport (CDC)

LOCATION: Cedar City, Utah

AIP PROJECT NO.: 3-49-0005-055-2026

STATEMENTS APPLICABLE TO THIS PROJECT

☒ **a.** **INTEREST OF NEIGHBORING COMMUNITIES**: In formulating this project, consideration has been given to the interest of communities that are near Cedar City Regional Airport.

☒ **b.** **THE DEVELOPMENT PROPOSED IN THIS PROJECT** will not require the use of publicly owned land from a public park, recreation area, wildlife and fowl refuge, or a historical site under Federal, State, or Local jurisdiction.

☒ **c.** **FBO COORDINATION**: The airport development proposed in this project has been coordinated with the Fixed Base Operator(s) utilizing Cedar City Regional Airport, and they have been informed regarding the scope and nature of this project.

☒ **d.** **THE PROPOSED PROJECT IS CONSISTENT** with existing approved plans for the area surrounding the airport.

The above statements have been duly considered and are applicable to this project. (Provide comment for any statement not checked).

BY: _____ DATE: _____

TITLE: Steve Nelson, Mayor

SPONSORING AGENCY: Cedar City Corporation

NOTE: Where opposition is stated to an airport development project, whether expressly or by proposed revision, the following specific information concerning the opposition to the project must be furnished.

a. Identification of the Federal, state, or local governmental agency, or the person or persons opposing the project; **N/A**

b. The nature and basis of opposition; **N/A**

c. Sponsor's plan to accommodate or otherwise satisfy the opposition; **N/A**

d. Whether an opportunity for a hearing was afforded, and if a hearing was held, an analysis of the facts developed at the hearing as they relate to the social, economic, and environmental aspects of the proposed project and its consistency with the goals and objectives of such urban planning as has been carried out by the community. **N/A**

e. If the opponents proposed any alternatives, what these alternatives were and the reason for nonacceptance; **N/A**

f. Sponsor's plans, if any, to minimize any adverse effects of the project; **N/A**

g. Benefits to be gained by the proposed development; and **N/A**

h. Any other pertinent information which would be of assistance in determining whether to proceed with the project. **N/A**

Drug-Free Workplace
Airport Improvement Program Sponsor Certification

Sponsor: Cedar City Corporation

Airport: Cedar City Regional Airport

Project Number: 3-49-0005-055-2026

Description of Work: Reconstruct parallel TW A – Phase I (design)
Reconstruct parallel TW A lighting – Phase I (design)
Rehabilitate east GA apron – Phase I (design)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements on the drug-free workplace within federal grant programs are described in 2 CFR part 182. Sponsors are required to certify they will be, or will continue to provide, a drug-free workplace in accordance with the regulation. The AIP project grant agreement contains specific assurances on the Drug-Free Workplace Act of 1988.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A statement has been or will be published prior to commencement of project notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the sponsor's workplace, and specifying the actions to be taken against employees for violation of such prohibition (2 CFR § 182.205).

   ☒ Yes ☐ No ☐ N/A

2. An ongoing drug-free awareness program (2 CFR § 182.215) has been or will be established prior to commencement of project to inform employees about:

   a. The dangers of drug abuse in the workplace;

   b. The sponsor's policy of maintaining a drug-free workplace;

   c. Any available drug counseling, rehabilitation, and employee assistance programs; and

   d. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

   ☒ Yes ☐ No ☐ N/A

3. Each employee to be engaged in the performance of the work has been or will be given a copy of the statement required within item 1 above prior to commencement of project (2 CFR § 182.210).

   ☒ Yes ☐ No ☐ N/A

4. Employees have been or will be notified in the statement required by item 1 above that, as a condition employment under the grant (2 CFR § 182.205(c)), the employee will:

   a. Abide by the terms of the statement; and

   b. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five calendar days after such conviction.

   ☒ Yes ☐ No ☐ N/A

5. The Federal Aviation Administration (FAA) will be notified in writing within 10 calendar days after receiving notice under item 4b above from an employee or otherwise receiving actual notice of such conviction (2 CFR § 182.225). Employers of convicted employees must provide notice, including position title of the employee, to the FAA (2 CFR § 182.300).

   ☒ Yes ☐ No ☐ N/A

6. One of the following actions (2 CFR § 182.225(b)) will be taken within 30 calendar days of receiving a notice under item 4b above with respect to any employee who is so convicted:

   a. Take appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; and

   b. Require such employee to participate satisfactorily in drug abuse assistance or rehabilitation programs approved for such purposes by a federal, state, or local health, law enforcement, or other appropriate agency.

   ☒ Yes ☐ No ☐ N/A

7. A good faith effort will be made, on a continuous basis, to maintain a drug-free workplace through implementation of items 1 through 6 above (2 CFR § 182.200).

   ☒ Yes ☐ No ☐ N/A

Site(s) of performance of work (2 CFR § 182.230):

Location 1
Name of Location: Cedar City Regional Airport (CDC)
Address: 2560 West Aviation Way, Cedar City, UT 84720

Location 2 (if applicable)
Name of Location:
Address:

Location 3 (if applicable)
Name of Location:
Address:

Attach documentation clarifying any above item marked with a "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of February , 2026 .

Name of Sponsor: Cedar City Corporation

Name of Sponsor's Authorized Official: Steve Nelson

Title of Sponsor's Authorized Official: Mayor

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Certification and Disclosure Regarding Potential Conflicts of Interest
Airport Improvement Program Sponsor Certification

Sponsor: Cedar City Corporation

Airport: Cedar City Regional Airport

Project Number: 3-49-0005-055-2026

Description of Work: Reconstruct parallel TW A – Phase I (design)
Reconstruct parallel TW A lighting – Phase I (design)
Rehabilitate east GA apron – Phase I (design)

Application

Title 2 CFR § 200.112 and § 1201.112 address Federal Aviation Administration (FAA) requirements for conflict of interest. As a condition of eligibility under the Airport Improvement Program (AIP), sponsors must comply with FAA policy on conflict of interest. Such a conflict would arise when any of the following have a financial or other interest in the firm selected for award:

a) The employee, officer or agent,

b) Any member of his immediate family,

c) His or her partner, or

d) An organization which employs, or is about to employ, any of the above.

Selecting "Yes" represents sponsor or sub-recipient acknowledgement and confirmation of the certification statement. Selecting "No" represents sponsor or sub-recipient disclosure that it cannot fully comply with the certification statement. If "No" is selected, provide support information explaining the negative response as an attachment to this form. This includes whether the sponsor has established standards for financial interest that are not substantial or unsolicited gifts are of nominal value (2 CFR § 200.318(c)). The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance.

Certification Statements

1. The sponsor or sub-recipient maintains a written standards of conduct governing conflict of interest and the performance of their employees engaged in the award and administration of contracts (2 CFR § 200.318(c)). To the extent permitted by state or local law or regulations, such standards of conduct provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the sponsor's and sub-recipient's officers, employees, or agents, or by contractors or their agents.

   ☒ Yes ☐ No

2. The sponsor's or sub-recipient's officers, employees or agents have not and will not solicit or accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements (2 CFR § 200.318(c)).

   ☒ Yes ☐ No

3. The sponsor or sub-recipient certifies that is has disclosed and will disclose to the FAA any known potential conflict of interest (2 CFR § 1200.112).

   ☒ Yes ☐ No

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and have the explanation for any item marked "no" is correct and complete.

Executed on this day of February , 2026 .

Name of Sponsor: Cedar City Corporation

Name of Sponsor's Authorized Official: Steve Nelson

Title of Sponsor's Authorized Official: Mayor

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Selection of Consultants
Airport Improvement Program Sponsor Certification

Sponsor: Cedar City Corporation

Airport: Cedar City Regional Airport

Project Number: 3-49-0005-055-2026

Description of Work: Reconstruct parallel TW A – Phase I (design)
Reconstruct parallel TW A lighting – Phase I (design)
Rehabilitate east GA apron – Phase I (design)

Application
49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General requirements for selection of consultant services within federal grant programs are described in 2 CFR §§ 200.317-200.326. Sponsors may use other qualifications-based procedures provided they are equivalent to standards of Title 40 chapter 11 and FAA Advisory Circular 150/5100-14, Architectural, Engineering, and Planning Consultant Services for Airport Grant Projects.

Certification Statements
Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. Sponsor acknowledges their responsibility for the settlement of all contractual and administrative issues arising out of their procurement actions (2 CFR § 200.318(k)).

   ☒ Yes ☐ No ☐ N/A

2. Sponsor procurement actions ensure or will ensure full and open competition that does not unduly limit competition (2 CFR § 200.319).

   ☒ Yes ☐ No ☐ N/A

3. Sponsor has excluded or will exclude any entity that develops or drafts specifications, requirements, or statements of work associated with the development of a request-for-qualifications (RFQ) from competing for the advertised services (2 CFR § 200.319).

   ☒ Yes ☐ No ☐ N/A

4. The advertisement describes or will describe specific project statements-of-work that provide clear detail of required services without unduly restricting competition (2 CFR § 200.319).

☒ Yes ☐ No ☐ N/A

5. Sponsor has publicized or will publicize a RFQ that:

   a. Solicits an adequate number of qualified sources (2 CFR § 200.320(d)); and

   b. Identifies all evaluation criteria and relative importance (2 CFR § 200.320(d)).

☒ Yes ☐ No ☐ N/A

6. Sponsor has based or will base selection on qualifications, experience, and disadvantaged business enterprise participation with price not being a selection factor (2 CFR § 200.320(d)).

☒ Yes ☐ No ☐ N/A

7. Sponsor has verified or will verify that agreements exceeding $25,000 are not awarded to individuals or firms suspended, debarred or otherwise excluded from participating in federally assisted projects (2 CFR §180.300).

☒ Yes ☐ No ☐ N/A

8. A/E services covering multiple projects: Sponsor has agreed to or will agree to:

   a. Refrain from initiating work covered by this procurement beyond five years from the date of selection (AC 150/5100-14); and

   b. Retain the right to conduct new procurement actions for projects identified or not identified in the RFQ (AC 150/5100-14).

☒ Yes ☐ No ☐ N/A

9. Sponsor has negotiated or will negotiate a fair and reasonable fee with the firm they select as most qualified for the services identified in the RFQ (2 CFR § 200.323).

☒ Yes ☐ No ☐ N/A

10. The Sponsor's contract identifies or will identify costs associated with ineligible work separately from costs associated with eligible work (2 CFR § 200.302).

☒ Yes ☐ No ☐ N/A

11. Sponsor has prepared or will prepare a record of negotiations detailing the history of the procurement action, rationale for contract type and basis for contract fees (2 CFR §200.318(i)).

☒ Yes ☐ No ☐ N/A

12. Sponsor has incorporated or will incorporate mandatory contact provisions in the consultant contract for AIP-assisted work (49 U.S.C. Chapter 471 and 2 CFR part 200 Appendix II)

☒ Yes ☐ No ☐ N/A

13. For contracts that apply a time-and-material payment provision (also known as hourly rates, specific rates of compensation, and labor rates), the Sponsor has established or will establish:

    a. Justification that there is no other suitable contract method for the services (2 CFR §200.318(j));

    b. A ceiling price that the consultant exceeds at their risk (2 CFR §200.318(j)); and

    c. A high degree of oversight that assures consultant is performing work in an efficient manner with effective cost controls in place 2 CFR §200.318(j)).

    ☒ Yes ☐ No ☐ N/A

14. Sponsor is not using or will not use the prohibited cost-plus-percentage-of-cost (CPPC) contract method. (2 CFR § 200.323(d)).

    ☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "no" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Executed on this day of February , 2026 .

Name of Sponsor: Cedar City Corporation

Name of Sponsor's Authorized Official: Steve Nelson

Title of Sponsor's Authorized Official: Mayor

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Project Plans and Specifications
Airport Improvement Program Sponsor Certification

Sponsor: Cedar City Corporation

Airport: Cedar City Regional Airport

Project Number: 3-49-0005-055-2026

Description of Work: Reconstruct parallel TW A – Phase I (design)
Reconstruct parallel TW A lighting – Phase I (design)
Rehabilitate east GA apron – Phase I (design)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). Labor and civil rights standards applicable to AIP are established by the Department of Labor (www.dol.gov/). AIP Grant Assurance C.1—General Federal Requirements identifies applicable federal laws, regulations, executive orders, policies, guidelines and requirements for assistance under AIP. A list of current advisory circulars with specific standards for procurement, design or construction of airports, and installation of equipment and facilities is referenced in standard airport sponsor Grant Assurance 34 contained in the grant agreement.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The plans and specifications were or will be prepared in accordance with applicable federal standards and requirements, so that no deviation or modification to standards set forth in the advisory circulars, or FAA-accepted state standard, is necessary other than those explicitly approved by the Federal Aviation Administration (FAA) (14 USC § 47105).

   ☒ Yes ☐ No ☐ N/A

2. Specifications incorporate or will incorporate a clear and accurate description of the technical requirement for the material or product that does not contain limiting or proprietary features that unduly restrict competition (2 CFR §200.319).

   ☒ Yes ☐ No ☐ N/A

3. The development that is included or will be included in the plans is depicted on the current airport layout plan as approved by the FAA (14 USC § 47107).

   ☒ Yes ☐ No ☐ N/A

4. Development and features that are ineligible or unallowable for AIP funding have been or will be omitted from the plans and specifications (FAA Order 5100.38, par. 3-43).

   ☒ Yes ☐ No ☐ N/A

5. The specification does not use or will not use "brand name" or equal to convey requirements unless sponsor requests and receives approval from the FAA to use brand name (FAA Order 5100.38, Table U-5).

   ☒ Yes ☐ No ☐ N/A

6. The specification does not impose or will not impose geographical preference in their procurement requirements (2 CFR §200.319(b) and FAA Order 5100.38, Table U-5).

   ☒ Yes ☐ No ☐ N/A

7. The use of prequalified lists of individuals, firms or products include or will include sufficient qualified sources that ensure open and free competition and that does not preclude potential entities from qualifying during the solicitation period (2 CFR §319(d)).

   ☒ Yes ☐ No ☐ N/A

8. Solicitations with bid alternates include or will include explicit information that establish a basis for award of contract that is free of arbitrary decisions by the sponsor (2 CFR § 200.319(a)(7)).

   ☒ Yes ☐ No ☐ N/A

9. Concurrence was or will be obtained from the FAA if Sponsor incorporates a value engineering clause into the contract (FAA Order 5100.38, par. 3-57).

   ☒ Yes ☐ No ☐ N/A

10. The plans and specifications incorporate or will incorporate applicable requirements and recommendations set forth in the federally approved environmental finding (49 USC §47106(c)).

    ☒ Yes ☐ No ☐ N/A

11. The design of all buildings comply or will comply with the seismic design requirements of 49 CFR § 41.120. (FAA Order 5100.38d, par. 3-92)

    ☐ Yes ☐ No ☒ N/A

12. The project specification include or will include process control and acceptance tests required for the project by as per the applicable standard:

    a. Construction and installation as contained in Advisory Circular (AC) 150/5370-10.

       ☒ Yes ☐ No ☐ N/A

b. Snow Removal Equipment as contained in AC 150/5220-20.

☐ Yes ☐ No ☒ N/A

c. Aircraft Rescue and Fire Fighting (ARFF) vehicles as contained in AC 150/5220-10.

☐ Yes ☐ No ☒ N/A

13. For construction activities within or near aircraft operational areas(AOA):

a. The Sponsor has or will prepare a construction safety and phasing plan (CSPP) conforming to Advisory Circular 150/5370-2.

b. Compliance with CSPP safety provisions has been or will be incorporated into the plans and specifications as a contractor requirement.

c. Sponsor will not initiate work until receiving FAA's concurrence with the CSPP (FAA Order 5100.38, Par. 5-29).

☒ Yes ☐ No ☐ N/A

14. The project was or will be physically completed without federal participation in costs due to errors and omissions in the plans and specifications that were foreseeable at the time of project design (49 USC §47110(b)(1) and FAA Order 5100.38d, par. 3-100).

☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of February , 2026 .

Name of Sponsor: Cedar City Corporation

Name of Sponsor's Authorized Official: Steve Nelson

Title of Sponsor's Authorized Official: Mayor

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Equipment and Construction Contracts
Airport Improvement Sponsor Certification

Sponsor: Cedar City Corporation

Airport: Cedar City Regional Airport

Project Number: 3-49-0005-055-2026

Description of Work: Reconstruct parallel TW A – Phase I (design)
Reconstruct parallel TW A lighting – Phase I (design)
Rehabilitate east GA apron – Phase I (design)

Application

49 USC § 47105(d) authorizes the Secretary to require certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program (AIP). General procurement standards for equipment and construction contracts within Federal grant programs are described in 2 CFR §§ 200.317-200.326. Labor and Civil Rights Standards applicable to the AIP are established by the Department of Labor (www.dol.gov) AIP Grant Assurance C.1—General Federal Requirements identifies all applicable Federal Laws, regulations, executive orders, policies, guidelines and requirements for assistance under the AIP. Sponsors may use state and local procedures provided the procurement conforms to these federal standards.

This certification applies to all equipment and construction projects. Equipment projects may or may not employ laborers and mechanics that qualify the project as a "covered contract" under requirements established by the Department of Labor requirements. Sponsor shall provide appropriate responses to the certification statements that reflect the character of the project regardless of whether the contract is for a construction project or an equipment project.

Certification Statements

Except for certification statements below marked as not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgement and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. A written code or standard of conduct is or will be in effect prior to commencement of the project that governs the performance of the sponsor's officers, employees, or agents in soliciting, awarding and administering procurement contracts (2 CFR § 200.318).

   ☒ Yes ☐ No ☐ N/A

2. For all contracts, qualified and competent personnel are or will be engaged to perform contract administration, engineering supervision, construction inspection, and testing (Grant Assurance C.17).

   ☒ Yes ☐ No ☐ N/A

3. Sponsors that are required to have a Disadvantage Business Enterprise (DBE) program on file with the FAA have included or will include clauses required by Title VI of the Civil Rights Act and 49 CFR Part 26 for Disadvantaged Business Enterprises in all contracts and subcontracts.

   ☒ Yes ☐ No ☐ N/A

4. Sponsors required to have a DBE program on file with the FAA have implemented or will implement monitoring and enforcement measures that:

   a. Ensure work committed to Disadvantaged Business Enterprises at contract award is actually performed by the named DBEs (49 CFR § 26.37(b));

   b. Include written certification that the sponsor has reviewed contract records and has monitored work sites for performance by DBE firms (49 CFR § 26.37(b)); and

   c. Provides for a running tally of payments made to DBE firms and a means for comparing actual attainments (i.e. payments) to original commitments (49 CFR § 26.37(c)).

   ☒ Yes ☐ No ☐ N/A

5. Sponsor procurement actions using the competitive sealed bid method (2 CFR § 200.320(c)). was or will be:

   a. Publicly advertised, allowing a sufficient response time to solicit an adequate number of interested contractors or vendors;

   b. Prepared to include a complete, adequate and realistic specification that defines the items or services in sufficient detail to allow prospective bidders to respond;

   c. Publicly opened at a time and place prescribed in the invitation for bids; and

   d. Prepared in a manner that result in a firm fixed price contract award to the lowest responsive and responsible bidder.

   ☒ Yes ☐ No ☐ N/A

6. For projects the Sponsor proposes to use the competitive proposal procurement method (2 CFR § 200.320(d)), Sponsor has requested or will request FAA approval prior to proceeding with a competitive proposal procurement by submitting to the FAA the following:

   a. Written justification that supports use of competitive proposal method in lieu of the preferred sealed bid procurement method;

   b. Plan for publicizing and soliciting an adequate number of qualified sources; and

   c. Listing of evaluation factors along with relative importance of the factors.

   ☐ Yes ☐ No ☒ N/A

7. For construction and equipment installation projects, the bid solicitation includes or will include the current federal wage rate schedule(s) for the appropriate type of work classifications (2 CFR Part 200, Appendix II).

   ☒ Yes ☐ No ☐ N/A

8. Concurrence was or will be obtained from the Federal Aviation Administration (FAA) prior to contract award under any of the following circumstances (Order 5100.38D):

    a. Only one qualified person/firm submits a responsive bid;

    b. Award is to be made to other than the lowest responsible bidder; and

    c. Life cycle costing is a factor in selecting the lowest responsive bidder.

    ☐ Yes ☐ No ☒ N/A

9. All construction and equipment installation contracts contain or will contain provisions for:

    a. Access to Records (§ 200.336)

    b. Buy American Preferences (Title 49 U.S.C. § 50101)

    c. Civil Rights - General Provisions and Title VI Assurances(41 CFR part 60)

    d. Federal Fair Labor Standards (29 U.S.C. § 201, et seq)

    e. Occupational Safety and Health Act requirements (20 CFR part 1920)

    f. Seismic Safety – building construction (49 CFR part 41)

    g. State Energy Conservation Requirements - as applicable(2 CFR part 200, Appendix II)

    h. U.S. Trade Restriction (49 CFR part 30)

    i. Veterans Preference (49 USC § 47112(c))

    ☒ Yes ☐ No ☐ N/A

10. All construction and equipment installation contracts exceeding $2,000 contain or will contain the provisions established by:

    a. Davis-Bacon and Related Acts (29 CFR part 5)

    b. Copeland "Anti-Kickback" Act (29 CFR parts 3 and 5)

    ☒ Yes ☐ No ☐ N/A

11. All construction and equipment installation contracts exceeding $3,000 contain or will contain a contract provision that discourages distracted driving (E.O. 13513).

    ☒ Yes ☐ No ☐ N/A

12. All contracts exceeding $10,000 contain or will contain the following provisions as applicable:

    a. Construction and equipment installation projects - Applicable clauses from 41 CFR Part 60 for compliance with Executive Orders 11246 and 11375 on Equal Employment Opportunity;

    b. Construction and equipment installation - Contract Clause prohibiting segregated facilities in accordance with 41 CFR part 60-1.8;

    c. Requirement to maximize use of products containing recovered materials in accordance with 2 CFR § 200.322 and 40 CFR part 247; and

    d. Provisions that address termination for cause and termination for convenience (2 CFR Part 200, Appendix II).

    ☒ Yes ☐ No ☐ N/A

13. All contracts and subcontracts exceeding $25,000: Measures are in place or will be in place (e.g. checking the System for Award Management) that ensure contracts and subcontracts are not awarded to individuals or firms suspended, debarred, or excluded from participating in federally assisted projects (2 CFR parts 180 and 1200).

    ☒ Yes ☐ No ☐ N/A

14. Contracts exceeding the simplified acquisition threshold (currently $250,000) include or will include provisions, as applicable, that address the following:

    a. Construction and equipment installation contracts - a bid guarantee of 5%, a performance bond of 100%, and a payment bond of 100% (2 CFR § 200.325);

    b. Construction and equipment installation contracts - requirements of the Contract Work Hours and Safety Standards Act (40 USC 3701-3708, Sections 103 and 107);

    c. Restrictions on Lobbying and Influencing (2 CFR part 200, Appendix II);

    d. Conditions specifying administrative, contractual and legal remedies for instances where contractor of vendor violate or breach the terms and conditions of the contract (2 CFR §200, Appendix II); and

    e. All Contracts - Applicable standards and requirements issued under Section 306 of the Clean Air Act (42 USC 7401-7671q), Section 508 of the Clean Water Act (33 USC 1251-1387, and Executive Order 11738.

    ☒ Yes ☐ No ☐ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of February , 2026 .

Name of Sponsor: Cedar City Corporation

Name of Sponsor's Authorized Official: Steve Nelson

Title of Sponsor's Authorized Official: Mayor

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

Construction Project Final Acceptance
Airport Improvement Program Sponsor Certification

Sponsor: Cedar City Corporation

Airport: Cedar City Regional Airport

Project Number: 3-49-0005-055-2026

Description of Work: Reconstruct parallel TW A – Phase I (design)
Reconstruct parallel TW A lighting – Phase I (design)
Rehabilitate east GA apron – Phase I (design)

Application

49 USC § 47105(d), authorizes the Secretary to require me certification from the sponsor that it will comply with the statutory and administrative requirements in carrying out a project under the Airport Improvement Program. General standards for final acceptance and close out of federally funded construction projects are in 2 CFR § 200.343 – Closeout and supplemented by FAA Order 5100.38. The sponsor must determine that project costs are accurate and proper in accordance with specific requirements of the grant agreement and contract documents.

Certification Statements

Except for certification statements below marked not applicable (N/A), this list includes major requirements of the construction project. Selecting "Yes" represents sponsor acknowledgment and confirmation of the certification statement. The term "will" means Sponsor action taken at appropriate time based on the certification statement focus area, but no later than the end of the project period of performance. This list is not comprehensive and does not relieve the sponsor from fully complying with all applicable statutory and administrative standards. The source of the requirement is referenced within parenthesis.

1. The personnel engaged in project administration, engineering supervision, project inspection, and acceptance testing were or will be determined to be qualified and competent to perform the work (Grant Assurance).
   ☐ Yes ☐ No ☒ N/A
2. Construction records, including daily logs, were or will be kept by the resident engineer/construction inspector that fully document contractor's performance in complying with:
   a. Technical standards (Advisory Circular (AC) 150/5370-12);
   b. Contract requirements (2 CFR part 200 and FAA Order 5100.38); and
   c. Construction safety and phasing plan measures (AC 150/5370-2).
   ☐ Yes ☐ No ☒ N/A
3. All acceptance tests specified in the project specifications were or will be performed and documented. (AC 150/5370-12).
   ☐ Yes ☐ No ☒ N/A

4. Sponsor has taken or will take appropriate corrective action for any test result outside of allowable tolerances (AC 150/5370-12).

☐ Yes ☐ No ☒ N/A

5. Pay reduction factors required by the specifications were applied or will be applied in computing final payments with a summary made available to the FAA (AC 150/5370-10).

☐ Yes ☐ No ☒ N/A

6. Sponsor has notified, or will promptly notify the Federal Aviation Administration (FAA) of the following occurrences:

   a. Violations of any federal requirements set forth or included by reference in the contract documents (2 CFR part 200);

   b. Disputes or complaints concerning federal labor standards (29 CFR part 5); and

   c. Violations of or complaints addressing conformance with Equal Employment Opportunity or Disadvantaged Business Enterprise requirements (41 CFR Chapter 60 and 49 CFR part 26).

☐ Yes ☐ No ☒ N/A

7. Weekly payroll records and statements of compliance were or will be submitted by the prime contractor and reviewed by the sponsor for conformance with federal labor and civil rights requirements as required by FAA and U.S. Department of Labor (29 CFR Part 5).

☐ Yes ☐ No ☒ N/A

8. Payments to the contractor were or will be made in conformance with federal requirements and contract provisions using sponsor internal controls that include:

   a. Retaining source documentation of payments and verifying contractor billing statements against actual performance (2 CFR § 200.302 and FAA Order 5100.38);

   b. Prompt payment of subcontractors for satisfactory performance of work (49 CFR § 26.29);

   c. Release of applicable retainage upon satisfactory performance of work (49 CFR § 26.29); and

   d. Verification that payments to DBEs represent work the DBE performed by carrying out a commercially useful function (49 CFR §26.55).

☐ Yes ☐ No ☒ N/A

9. A final project inspection was or will be conducted with representatives of the sponsor and the contractor present that ensure:

   a. Physical completion of project work in conformance with approved plans and specifications (Order 5100.38);

   b. Necessary actions to correct punch list items identified during final inspection are complete (Order 5100.38); and

   c. Preparation of a record of final inspection and distribution to parties to the contract (Order 5100.38);

☐ Yes ☐ No ☒ N/A

10. The project was or will be accomplished without material deviations, changes, or modifications from approved plans and specifications, except as approved by the FAA (Order 5100.38).

☐ Yes ☐ No ☒ N/A

11. The construction of all buildings have complied or will comply with the seismic construction requirements of 49 CFR § 41.120.

☐ Yes ☐ No ☒ N/A

12. For development projects, sponsor has taken or will take the following close-out actions:

    a. Submit to the FAA a final test and quality assurance report summarizing acceptance test results, as applicable (Grant Condition);

    b. Complete all environmental requirements as established within the project environmental determination (Oder 5100.38); and

    c. Prepare and retain as-built plans (Order 5100.38).

☐ Yes ☐ No ☒ N/A

13. Sponsor has revised or will revise their airport layout plan (ALP) that reflects improvements made and has submitted or will submit an updated ALP to the FAA no later than 90 days from the period of performance end date. (49 USC § 47107 and Order 5100.38).

☐ Yes ☐ No ☒ N/A

Attach documentation clarifying any above item marked with "No" response.

Sponsor's Certification

I certify, for the project identified herein, responses to the forgoing items are accurate as marked and additional documentation for any item marked "no" is correct and complete.

Executed on this day of February , 2026 .

Name of Sponsor: Cedar City Corporation

Name of Sponsor's Authorized Official: Steve Nelson

Title of Sponsor's Authorized Official: Mayor

Signature of Sponsor's Authorized Official: _____

I declare under penalty of perjury that the foregoing is true and correct. I understand that knowingly and willfully providing false information to the federal government is a violation of 18 USC § 1001 (False Statements) and could subject me to fines, imprisonment, or both.

SAM.GOV®

CEDAR CITY CORP

Unique Entity ID	CAGE / NCAGE	Purpose of Registration
LHSLP6NZLB39	**30TG3**	**All Awards**
Registration Status	Expiration Date	
Active Registration	**Jan 12, 2027**	
Physical Address	Mailing Address	
10 N Main ST **Cedar City, Utah 84720-2635** **United States**	**10 N Main ST** **Cedar City, Utah 84720-2635** **United States**	

Business Information

Doing Business as	Division Name	Division Number
(blank)	**(blank)**	**(blank)**
Congressional District	State / Country of Incorporation	URL
Utah 02	**(blank) / (blank)**	**http://www.cedarcityut.gov**

Registration Dates

Activation Date	Submission Date	Initial Registration Date
Jan 14, 2026	**Jan 12, 2026**	**Sep 1, 2004**

Entity Dates

Entity Start Date	Fiscal Year End Close Date
Feb 18, 1868	**Jun 30**

Immediate Owner

CAGE	Legal Business Name
(blank)	**(blank)**

Highest Level Owner

CAGE	Legal Business Name
(blank)	**(blank)**

Executive Compensation

Registrants in the System for Award Management (SAM) respond to the Executive Compensation questions in accordance with Section 6202 of P.L. 110-252, amending the Federal Funding Accountability and Transparency Act (P.L. 109-282). This information is not displayed in SAM. It is sent to USAspending.gov for display in association with an eligible award. Maintaining an active registration in SAM demonstrates the registrant responded to the questions.

Proceedings Questions

Registrants in the System for Award Management (SAM.gov) respond to proceedings questions in accordance with FAR 52.209-7, FAR 52.209-9, or 2. C.F.R. 200 Appendix XII. Their responses are displayed in the responsibility/qualification section of SAM.gov. Maintaining an active registration in SAM.gov demonstrates the registrant responded to the proceedings questions.

Exclusion Summary

Active Exclusions Records?

No

SAM Search Authorization

I authorize my entity's non-sensitive information to be displayed in SAM public search results:

Yes

Entity Types

Business Types

Entity Structure	Entity Type	Organization Factors
U.S. Government Entity	**US Local Government**	**(blank)**
Profit Structure		
(blank)		

Socio-Economic Types

Check the registrant's Reps & Certs, if present, under FAR 52.212-3 or FAR 52.219-1 to determine if the entity is an SBA-certified HUBZone small business concern. Additional small business information may be found in the SBA's Dynamic Small Business Search if the entity completed the SBA supplemental pages during registration.

Government Types

U.S. Local Government
Municipality
City

Financial Information

Accepts Credit Card Payments	Debt Subject To Offset
Yes	**No**
EFT Indicator	CAGE Code
0000	**30TG3**

Points of Contact

Electronic Business

RHEAN CARLSON, Treasurer
10 North Main Street
Cedar City, Utah 84720
United States

Lindey Matheson, Accountant
10 North Main Street
Cedar City, Utah 84720
United States

Government Business

RHEAN CARLSON, Treasurer
10 North Main Street
Cedar City, Utah 84720
United States

Lindey Matheson, Accountant
10 North Main Street
Cedar City, Utah 84720
United States

Past Performance

Lindey Matheson, Accountant
10 North Main Street
Cedar City, Utah 84720
United States

Lindey Matheson, Accountant
10 North Main Street
Cedar City, Utah 84720
United States

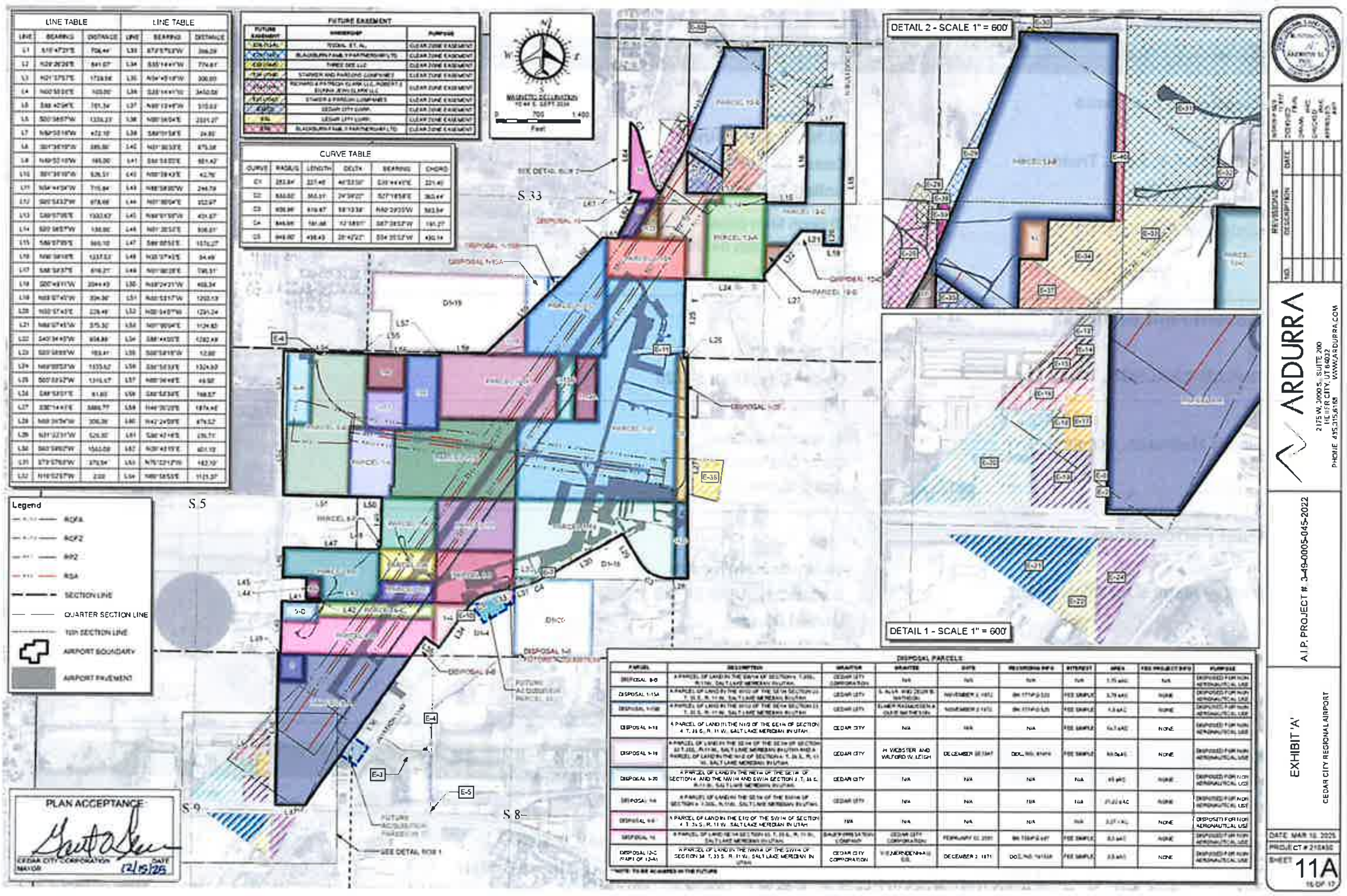
Service Classifications

NAICS Codes

Primary	NAICS Codes	NAICS Title
Yes	**921120**	**Legislative Bodies**

Disaster Response

This entity does not appear in the disaster response registry.



LINE TABLE
CURVE TABLE
FUTURE EASEMENT
MAGNETIC DECLINATION
DETAIL 2 - SCALE 1" = 600'
DETAIL 1 - SCALE 1" = 600'
S 33
S 5
S 9
S 8
Legend
RDFA
RDFZ
RPZ
RSA
SECTION LINE
QUARTER SECTION LINE
16TH SECTION LINE
AIRPORT BOUNDARY
AIRPORT PAVEMENT
DISPOSAL PARCELS
DISPOSAL 1-15A
A PARCEL OF LAND IN THE N1/2 OF THE SE1/4 OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN IN UTAH
CEDAR CITY
N/A
NONE
H. WEBSTER AND WILFORD W. LEIGH
A PARCEL OF LAND IN THE E1/2 OF THE SW1/4 OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN IN UTAH
DISPOSED FOR NON AERONAUTICAL USE
DISPOSAL 12-C (PART OF 12-A)
A PARCEL OF LAND IN THE NW1/4 OF THE SW1/4 OF SECTION 34, T. 35 S., R. 11 W., SALT LAKE MERIDIAN IN UTAH
CEDAR CITY CORPORATION
DECEMBER 3, 1971
PLAN ACCEPTANCE
CEDAR CITY CORPORATION
MAYOR
DATE
12/15/25
REVISIONS
NO.
DESCRIPTION
DATE
ARDURRA
2175 W. 3000 S., SUITE 200
HEBER CITY, UT 84032
PHONE 435.315.6168 WWW.ARDURRA.COM
A.I.P. PROJECT # 3-49-0005-045-2022
EXHIBIT 'A'
CEDAR CITY REGIONAL AIRPORT
DATE MAR 10, 2025
SHEET
11A

PARCEL TABLE

PARCEL	DESCRIPTION	GRANTOR	GRANTEE	DATE	RECORDING INFO	INTEREST	RECORD AREA	FED PROJECT INFO	PURPOSE
[illegible]	A PARCEL OF LAND IN THE [illegible] OF THE [illegible] OF SECTION [illegible], CEDAR CITY, COUNTY OF IRON, UTAH.	[illegible] ROOT AND MARY E. ROOT	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE NE1/4 OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	ROBERT S. CLARK [illegible] CLARK [illegible] PATRICIA H. CLARK	CEDAR CITY CORPORATION	AUGUST 7, 1995	BK [illegible]-PG [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	[illegible]	CEDAR CITY	SEPTEMBER [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE NE1/4 OF THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	[illegible] BAUER	CEDAR CITY	OCTOBER [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN LOT [illegible], SECTION [illegible], CEDAR CITY, COUNTY OF IRON, UTAH.	[illegible] AND CATHERINE [illegible]	CEDAR CITY	FEBRUARY [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN LOT [illegible], SECTION [illegible], CEDAR CITY, COUNTY OF IRON, UTAH.	[illegible]	CEDAR CITY	SEPTEMBER [illegible]	BK [illegible]-PG [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE W1/2 OF THE SE1/4 SECTION [illegible], SALT LAKE MERIDIAN, UTAH.	[illegible]	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE NE1/4 OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	[illegible]	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE [illegible] OF SECTION 32, T. 35 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	[illegible]	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	[illegible] ROOT AND MARY E. ROOT	CEDAR CITY	MARCH [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE SE1/4 OF THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH AND A PARCEL OF LAND IN THE [illegible] OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	[illegible] HOLLO AND [illegible] HOLLO	CEDAR CITY	OCTOBER [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN LOT [illegible], SECTION 4, T. [illegible] S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	[illegible]	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE NE1/4 OF THE SE1/4 OF SECTION 4 AND THE NW1/4 OF THE SW1/4 SECTION [illegible], T. 35 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	[illegible] ROOT AND MARY E. ROOT	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	[illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	THE UNITED STATES OF AMERICA	CITY OF CEDAR CITY	JULY [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], T. 35 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	[illegible]	CEDAR CITY	JUNE [illegible]	BK [illegible]-PG [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
12-A	A PARCEL OF LAND IN THE W1/2 OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	JACK [illegible] TRUSTEE	CEDAR CITY CORPORATION	MAY [illegible]	BK [illegible]-PG [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
12-B	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	[illegible] LTD. CHARLES [illegible] BLACKBURN [illegible]	CEDAR CITY CORPORATION	MAY [illegible]	BK [illegible]-PG [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
12-C	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	[illegible] MENDENHALL CO. INC.	CEDAR CITY CORPORATION	DECEMBER [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
12-D	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	WESTERN ROCK CORPORATION	CEDAR CITY CORPORATION	OCTOBER [illegible]	BK [illegible]-PG [illegible]	FEE SIMPLE	2.5 AC	NONE	AERONAUTICAL USE
14	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	CEDAR CITY CORPORATION	[illegible] IRRIGATION COMPANY	JANUARY 10, 2001	BK [illegible]-PG [illegible]	FEE SIMPLE	4.75 AC	3-49-0005-17	AERONAUTICAL USE
1-A	A PARCEL OF LAND IN THE SE1/4 OF THE SW1/4 OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	ANGUS BULLOCH AND MARY [illegible] BULLOCH	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
1-B	A PARCEL OF LAND IN THE NE1/4 OF SECTION 33, T. 35 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	SANDRA CONDIE AND RITCHIE KEITH BAUER LARRE [illegible] CONDIE AND SANDRA B. CONDIE	CEDAR CITY CORPORATION	JUNE [illegible]	BK [illegible]-PG 632	FEE SIMPLE	[illegible] AC	3-49-0005-17	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	[illegible]	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE [illegible] OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	JANET [illegible]	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible] AC	NONE	AERONAUTICAL USE
[illegible]	A PARCEL OF LAND IN THE [illegible] OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	MARY JANE BULLOCH	CEDAR CITY	AUGUST [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
2-A	A PARCEL OF LAND IN THE [illegible] OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	[illegible] BULLOCH [illegible]	CEDAR CITY	AUGUST 14, 1951	BK [illegible]	FEE SIMPLE	[illegible]	[illegible]	AERONAUTICAL USE
2-B	A PARCEL OF LAND IN THE [illegible] OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	CHESTER PARRY AND MAURINE [illegible] PARRY	CEDAR CITY	JUNE [illegible]	BK [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
2-C	A PARCEL OF LAND IN THE [illegible] OF SECTION 4, T. 35 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	[illegible]	CEDAR CITY	AUGUST [illegible] 1951	BK [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
3-A	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	[illegible] VALLEY INVESTMENT COMPANY	CEDAR CITY	[illegible]	BK [illegible]	FEE SIMPLE	[illegible]	[illegible]	AERONAUTICAL USE
6-A	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	JUNE [illegible] BULLOCH	CEDAR CITY CORPORATION	APRIL [illegible]	BK [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
6-B	A PARCEL OF LAND IN THE NE1/4 OF SECTION [illegible] AND THE NW1/4 OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	JUNE [illegible] BULLOCH	CEDAR CITY CORPORATION	APRIL [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
8-A	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	[illegible] STRATTON AND [illegible] STRATTON	CEDAR CITY	[illegible]	BK 151-PG 345	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
8-B	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	THE STATE ROAD COMMISSION OF UTAH	CEDAR CITY	JUNE [illegible]	BK [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
8-C	A PARCEL OF LAND IN THE [illegible] OF SECTION 4 AND THE SE1/4 OF SECTION [illegible], R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	THE STATE ROAD COMMISSION OF UTAH	CEDAR CITY	JUNE [illegible]	BK [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
8-D	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	ANGUS [illegible] BULLOCH AND MARY [illegible] BULLOCH	CEDAR CITY	FEBRUARY [illegible]	DOC. NO. [illegible]	FEE SIMPLE	[illegible] AC	NONE	AERONAUTICAL USE
8-E	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible] AND THE SE1/4 OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	CHESTER PARRY AND MAURINE H. PARRY	CEDAR CITY CORPORATION	APRIL 25, 1972	BK 171-PG 421	FEE SIMPLE	[illegible] AC	NONE	AERONAUTICAL USE
8-F	A PARCEL OF LAND IN THE [illegible] OF SECTION 4, T. 36 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	NOEL E. BULLOCH [illegible] AND [illegible] BULLOCH BONNOW	CEDAR CITY CORPORATION	JUNE [illegible]	BK [illegible]	FEE SIMPLE	[illegible]	NONE	AERONAUTICAL USE
8-G	A PARCEL OF LAND IN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, IN UTAH.	STATE ROAD COMMISSION OF UTAH	CEDAR CITY CORPORATION	DECEMBER [illegible]	BK [illegible]	FEE SIMPLE	[illegible] AC	NONE	AERONAUTICAL USE
9	A PARCEL OF LAND IN THE [illegible] OF THE NE1/4 OF SECTION 4, T. 35 S., R. 11 W., SALT LAKE MERIDIAN, IN UTAH.	[illegible] STRATTON [illegible] STRATTON, GERALD [illegible] STRATTON [illegible] STRATTON [illegible] STRATTON AND [illegible] STRATTON	CEDAR CITY CORPORATION	FEBRUARY [illegible]	BK [illegible]	FEE SIMPLE	[illegible] AC	NONE	AERONAUTICAL USE

NOTE: * AREA PRIOR TO DISPOSAL

FUTURE PARCELS

FUTURE PARCEL	DESCRIPTION	OWNERSHIP	PURPOSE
[illegible]	A PARCEL OF LAND IN THE SE1/4 OF THE [illegible] OF SECTION 4, T. 36 S., R. 11 W., CEDAR CITY, COUNTY OF IRON, UTAH.	[illegible]	TO BE ACQUIRED IN FEE FOR AERONAUTICAL USE
25	A PARCEL OF LAND IN THE SW1/4 OF THE NW1/4 OF SECTION 9 AND THE SE1/4 OF THE NE1/4 OF SECTION 6, T. 36 S., R. 11 W., CEDAR CITY, COUNTY OF IRON, UTAH.	[illegible] BUILDING ASSOCIATES, LLC	TO BE ACQUIRED IN FEE FOR AERONAUTICAL USE

EASEMENT TABLE

EASEMENT	DESCRIPTION	GRANTEE	DATE	RECORDING INFO	AREA	PURPOSE
[illegible]	A STRIP OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A STRIP OF LAND WITHIN THE [illegible] CORNER OF THE SW1/4 OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A STRIP OF LAND WITHIN THE [illegible] CORNER OF THE SW1/4 OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A STRIP OF LAND WITHIN THE [illegible] CORNER OF THE SW1/4 OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A STRIP OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	UTILITY EASEMENT
[illegible]	A STRIP OF LAND WITHIN [illegible] CORNER OF LOT [illegible], CEDAR INDUSTRIAL PARK SUBDIVISION [illegible] IRON COUNTY, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A STRIP OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	UTILITY EASEMENT
[illegible]	A STRIP OF LAND WITHIN [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible] CONSTRUCTION LLC	[illegible]	[illegible]	[illegible]	UTILITY EASEMENT
[illegible]	A STRIP OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	CEDAR CITY CORPORATION	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	SEPTEMBER [illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	MARCH [illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A PARCEL OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A STRIP OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A STRIP OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	CEDAR CITY CORPORATION	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A STRIP OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	CEDAR CITY CORPORATION	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	A STRIP OF LAND WITHIN THE [illegible] OF SECTION [illegible], SALT LAKE MERIDIAN, CEDAR CITY, UTAH.	CEDAR CITY CORPORATION	[illegible]	[illegible]	[illegible]	[illegible]

Document Path: K:\210450-CDY\5_GIS\CDC_SHEET_11B_EXHIBIT_A_TABLE.mxd

REVISIONS

NO.	DESCRIPTION	DATE

ARDURRA
2175 W. 3900 S., SUITE 200
WEST VALLEY CITY, UT [illegible]
PHONE: [illegible] WWW.ARDURRA.COM

A.I.P. PROJECT #: 3-49-0005-045-2022

EXHIBIT 'A'
TABELS
CEDAR CITY REGIONAL AIRPORT

DATE: MAR 10, 2023
PROJECT # 210450
SHEET 11B
17 OF 17

CEDAR CITY COUNCIL
AGENDA ITEMS - 7
DECISION PAPER

TO: Mayor and City Council

FROM: City Manager

DATE: March 2, 2026

SUBJECT: Utility audit agreement

In January we published a request for proposals for a qualified firm to conduct a utility audit. P3 Cost Analysts was the sole bidder. Their services will include reviewing all of our utility bills and applicable rate schedules to optimize what we are paying. If they find savings the City can implement the will get ½ of the savings amount for the next five (5) years. So, the more savings they can find for us the better the project is for us and the more profitable it is for them. There is no budget for this project at the current time. This is before you to make you aware of what is going on and so you know it may have a future budget impact. Please approve the contract with P3 Analysts. Thank you.

SHARED SAVINGS AGREEMENT

State of Utah, County of Iron. This Agreement is made this _____day of _____, 20_____, by and between Cedar City Corporation hereinafter referred to as Client, and Cost Audit Solutions LLC an independently owned and operated franchise of P3 Cost Analysts hereinafter referred to as Auditor.

I. Purpose of Agreement

The purpose of Agreement is to state the terms and conditions under which Auditor is to provide Client with consulting services designed to obtain refunds, credits, and reductions in the areas of Waste/Recycling, Utilities, Wireless/Telecom, Uniforms/Linens, Small Parcel Shipping, Insurance, and Merchant Account expenses. In consideration of the mutual promises contained within this Agreement, the parties agree to the following:

II. Services to be Performed

Auditor will evaluate the Client's ☐Waste/Recycling, ☐Utilities, ☐Wireless/Telecom, ☐Uniforms/Linens, ☐Small Parcel Shipping, and ☐Merchant Account expenses and will examine relevant contracts and expenses incurred in these areas for the purpose of determining overcharges which may now exist or have in the past. In addition, Auditor will:

A. Analyze collected information and develop recommendations designed to reduce expenses and/or generate refunds.
B. Present recommendations along with the expected savings to Client for review and approval.
C. Implement approved recommendations.

Client agrees that approval of recommendations that will yield a positive financial impact will not be unreasonably withheld.

III. Client Agrees to Compensate Auditor as Follows

A. Auditor offers Service and Compensation Options, as outlined in Addendum A to this Shared Savings Agreement. Upon completion of Auditor's evaluation and presentation of Auditor's findings and recommendations, Client will complete a Service and Compensation Election Form specifying the Service and Compensation Option selected by Client for each expense line where expected savings and/or refunds are identified by Auditor's evaluation and analysis.
B. If Client fails to complete the Service and Compensation Election Form for any applicable expense line within 30 days after Auditor's findings and recommendations are presented, it is understood and agreed that Auditor's compensation and service deliverable will default to Service and Compensation Option 2, as set forth in Addendum A.
C. If Auditor's efforts do not identify savings that are realized through implementation of Auditor's recommendations, no fee or compensation will be due from Client.

IV. Miscellaneous

A. Nothing in the Agreement shall be deemed to limit or abridge the right of Client to change its business operations in such a manner as it shall, in its sole discretion, deem necessary or appropriate to the conduct of its business, regardless of the effect such change shall have on its consumption or cost of operations.
B. Parties to be bound: This Agreement shall be binding upon the parties hereto and their respective heirs, successors and assigns. Client shall assign this Agreement to any successor in interest unless Auditor requests otherwise.
C. Any breach of this Agreement, including but not limited to the failure to assign this Agreement, will result in the acceleration of all future Auditor compensation due under any applicable Service and Compensation Option. The accelerated compensation

amount will be the average of the most recent six months of savings invoices multiplied by the number of months remaining on the compensation term selected by the client for each respective expense line.

D. Proprietary Work Product: Client agrees that all reports, analysis, and recommendations and opportunities identified by Auditor for Client are considered Auditor's "Confidential and Proprietary Work Product" and may not be implemented by Client at any Client facility unless Auditor is compensated as set forth in Section III, above.

E. Client agrees the expenses being audited are currently not under cost reduction evaluation by Client or any third party. Client also agrees that all savings identified by Auditor and implemented by Client will be eligible for full payment as defined in Section III A and B, above. Any expense line that is to be excluded from Auditor's evaluation efforts will be identified by Client in writing prior to the start of the audit. If an expense line is not excluded in writing prior to the audit and savings are obtained by Client on that item, full compensation will be due Auditor as stated within the terms of this Agreement.

F. Amendments and Modifications: Modification of or amendment of this Agreement shall be in writing and signed by both parties hereto.

G. Auditor is hereby authorized to act as Client's agent in obtaining billing information from Vendor Companies, Taxing Agencies, and other sources as required.

H. Client agrees to respond with approval/disapproval or request for extension to presented findings within 14 days of receipt.

Client Printed Name	Auditor Printed Name
Client Signature	Auditor Signature
Title	Title
Date	Date:

ADDENDUM A
SERVICE AND COMPENSATION OPTIONS

Option 1: 12-Month Savings Agreement

A. Auditor will receive a fifty percent (50%) share of all the credits/refunds received as a result of Auditor's efforts. Compensation due Auditor for credits and/or refunds generated by Auditor's efforts shall be due and payable upon Client's receipt of any such refund and/or credit payment from the respective vendor or the posting of a credit to Client's vendor account as a result of such refund and/or credit.

B. Auditor will receive additional compensation based on the savings which are identified by Auditor's cost reduction efforts and recommendations. Upon completion of the audit, or as otherwise determined by Auditor, a Savings Report will be submitted to Client for each expense category (Waste/Recycling, Utilities, Wireless/Telecom, Merchant Account, Uniform/Linen, and Small Parcel Shipping) identifying the monthly savings in that respective expense category following implementation ("Implemented Savings"), if any. The monthly Implemented Savings presented to the Client in any such Savings Report will then be multiplied by a factor of 12, the resulting total of which shall be immediately payable to Auditor for services rendered. Implemented Savings are calculated as the difference between Client's prior cost levels for audited expenses (benchmarks) and the lower cost levels set forth in new/modified contracts or service agreements, or otherwise implemented for the Client. Client acknowledges that Implemented Savings are based upon the lower cost levels implemented by Auditor and that monthly bill monitoring to ensure vendor compliance with those implemented cost levels, as well as error and overcharge resolution will remain the responsibility of the Client. Payment is considered late after 30 days and may be subject to a 2.5% late fee.

Option 2: 36-Month Savings Agreement

A. Auditor will receive a fifty percent (50%) share of all the credits/refunds received as a result of Auditor's efforts. Compensation due Auditor for credits and/or refunds generated by Auditor's efforts shall be due and payable upon Client's receipt of any such refund and/or credit payment from the respective vendor or the posting of a credit to Client's vendor account as a result of such refund and/or credit.

B. Auditor will receive additional compensation based on a percentage of the savings which are identified by Auditor's cost reduction efforts and recommendations. Upon completion of the audit, or as otherwise determined by Auditor, a Savings Report will be submitted to Client for each expense category (Waste/Recycling, Utilities, Wireless/Telecom, Merchant Account, Uniform/Linen, and Small Parcel Shipping) identifying the monthly savings in that respective expense category after implementation ("Implemented Savings"), if any. Auditor will then be compensated based on the following schedule: 50% of the first thirty-six (36) months of Implemented Savings, payable monthly. Implemented Savings are calculated as the difference between Client's prior cost levels for audited expenses (benchmarks) and the lower cost levels set forth in new/modified contracts or service agreements, or otherwise implemented for the Client. Client acknowledges that Implemented Savings are based upon the lower cost levels implemented by Auditor and that monthly bill monitoring to ensure vendor compliance with those implemented cost levels, as well as error and overcharge resolution will remain the responsibility of the Client. Payment is considered late after 30 days and may be subject to a 2.5% late fee.

Option 3: 60-Month Savings Agreement

A. Auditor will receive a fifty percent (50%) share of all the credits/refunds received as a result of Auditor's efforts. Compensation due Auditor for credits and/or refunds generated by Auditor's efforts shall be due and payable upon Client's receipt of any such refund and/or credit payment from the respective vendor or the posting of a credit to Client's vendor account as a result of such refund and/or credit.

B. Auditor will receive additional compensation in the form of a percentage share of all the savings which are actually generated and realized ("Actual Savings") as a result of Auditor's efforts and recommendations, based on the following schedule: 50% of the first sixty (60) months of Actual Savings, payable monthly. The Shared Savings Agreement will continue month-to-month

after the initial term and can be cancelled at any time thereafter. If Actual Savings cannot be achieved, then no fees shall be due to Auditor under this section.

C. Auditor will monitor these expenses and provide ongoing reports quantifying actual savings generated. Each billing month, Auditor will obtain billing invoices via the respective vendor internet portals to calculate the Actual Savings amounts for that respective month. In the event Auditor cannot access the Client's invoice via the vendor, the Client will mail, fax or email copies of its bills that pertain to Auditor actions implemented within 10 days of the receipt of the bill. Auditor will calculate what the costs would have been without Auditor's efforts or recommendations and compare them to the actual costs for that month. Any decrease as between the former and latter of these cost figures shall constitute the Actual Savings for that month. A statement will be presented for verification to Client and is payable upon receipt. Payment is considered late after 30 days and may be subject to a 2.5% late fee.

SERVICE AND COMPENSATION ELECTION FORM (Sample)

Waste/Recycling:

- Option 1: 12-Month Savings Agreement
- Option 2: 36-Month Savings Agreement
- Option 3: 60-Month Savings Agreement

Utilities:

- Option 1: 12-Month Savings Agreement
- Option 2: 36-Month Savings Agreement
- Option 3: 60-Month Savings Agreement

Wireless/Telecom:

- Option 1: 12-Month Savings Agreement
- Option 2: 36-Month Savings Agreement
- Option 3: 60-Month Savings Agreement

Uniforms / Linens

- Option 1: 12-Month Savings Agreement
- Option 2: 36-Month Savings Agreement
- Option 3: 60-Month Savings Agreement

Small Parcel Shipping:

- Option 1: 12-Month Savings Agreement
- Option 2: 36-Month Savings Agreement
- Option 3: 60-Month Savings Agreement

Merchant Accounts

- Option 1: 12-Month Savings Agreement
- Option 2: 36-Month Savings Agreement
- Option 3: 60-Month Savings Agreement

CEDAR CITY COUNCIL
AGENDA ITEMS - 8
DECISION PAPER

TO: Mayor and City Council

FROM: City Manager

DATE: March 2, 2026

SUBJECT: 222nd memorial monument location.

A short while ago representatives from the 222nd made a presentation to the City Council regarding a celebration/reunion they would like to hold later this spring. Part of the plan is to dedicate a plaque to be permanently located with the Korean War Memorial. The item on the agenda tonight is to get the Council's approval of the concept for the sign and the location. Below is a draft of the plaque. The size of the plaque is approximately 21" x 27". The preferred location for the plaque is northwest corner of the Korean War Memorial, this fronts 200 East. This item has not been presented to the Historic Preservation Committee. Please consider approval of the plaque concept and location. Thank you.

2nd Battalion 222nd Field Artillery

The 2nd Battalion 222nd Field Artillery Regiment, commonly referred to as the Triple Deuce and Golden Boys, was organized and federally recognized in the Spring of 1926, drawing its lineage to the Mormon Battalion in the Mexican American War and Battery B of the Utah First Artillery in the Spanish American War and Philippine Insurrection. The Battalion's Motto originated from the official remarks of Major Richard Young, commander of the Utah First Artillery, to the Soldiers of Battery B following the Battle of Caloocan, "The enemy rushed the American line, but they were no match for the awful thunder of the big guns. The Utahns stood their ground, pounding the rushing native waves with cannon fire. The powder begrimed Utahns were in advance of the main line, carrying death into the very teeth of the foe. All have been fearless, compelled to advance along open roads, usually in plain view of the enemy, without the opportunity of concealment, they have unshrinkingly served their guns."

The Triple Deuce has served under different designations over the past century. During World War II, the unit served as the 204th Field Artillery Battalion under Patton's Third Army in Europe. During the Korean War, the unit served as the 213th Armored Field Artillery Battalion and was awarded the presidential unit citation for their heroic actions in the storied Battle of Gapyeong. Following September 11th 2001, the unit deployed as the 2nd Battalion 222nd Field Artillery to Ar Ramadi, Iraq in support of Operation Iraqi Freedom from 2005-06 and to Baghdad, Iraq in 2011 in support of Operation New Dawn. Domestic mobilizations include providing security for the 2002 Winter Olympics and for the Presidential Inauguration in 2021 in support of Operation Capitol Response.

The distinguished culture of excellence in the 2nd Battalion 222nd Field Artillery is deeply rooted in the strong faith, character, and patriotism of the men and women of Southern Utah.

CAMPAIGNS

WORLD WAR I
WORLD WAR II
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Bismarck Archipelago
Southern Philippines
Luzon
Leyte (Battery B)

KOREAN WAR
First UN Counteroffensive
CCF Spring Offensive
UN Summer-Fall Offensive
Second Korean Winter
Korea, Summer-Fall 1952
Third Korean Winter
Korea, Summer 1953

GLOBAL WAR ON TERROR
Operation Iraqi Freedom
Operation New Dawn

DECORATIONS

Presidential Unit Citation (U.S. Army) - SANGHONG-NI (HHB & Battery A)
Republic of Korea Presidential Unit Citation - KOREA
Republic of Korea Presidential Unit Citation - KOREA 1950-1952 (Battery C)
Republic of Korea Presidential Unit Citation - UIJONGBU CORRIDO (Battery C)
Navy Unit Commendation - ANBAR PROVINCE 2006

In honor of the Centennial of the 2nd Battalion 222nd Field Artillery - May 2, 2026

Plaque Locations

Recommended Location(s)

- Desired location: Northwest corner.

CEDAR CITY COUNCIL
AGENDA ITEMS - 9
DECISION PAPER

TO: Mayor and City Council

FROM: City Manager

DATE: March 2, 2026

SUBJECT: Impact Fees

The City Council budgeted money for an impact fee study in its FY 24/25. The study was completed earlier this calendar year. This included an impact facilities plan and an impact fee analysis, which are both required by state law prior to imposing or increasing an impact fee. The study justifies a substantial increase in impact fees. Please be aware that a municipality may impose impact fees up to the amount justified by the study. Cedar City can't go higher than what is justified by the study, but as we have done in the past, we can impose a fee that is lower than the maximum justified by the study. Currently, Cedar City imposes impact fees for parks, fire, police, storm water, wastewater, culinary water, and transportation. The current study looks at all of these categories. Cedar City has defined its service area as our boarders including the borders of the City's annexation policy plan. There is a good summary of the proposed impact fees on page 6 of the analysis. For items such as stormwater, wastewater, culinary water, and transportation, please read the individual analysis for a more in depth description as to how these fees are calculated and how they are proposed to be charged. Notice of this public hearing was published as required by law and provided to the Iron County Home Builders, Iron County Board of Realtors, Iron County School District, and the American Preparatory Academy.

There is a considerable amount of information to consider with this item. In you packet you will find the following: (1) minutes from the planning commission meeting; (2) a comparison of the impact fees charged by various cities throughout the state; (3) the impact fee facilities plan/impact fee analysis, and (4) the draft impact fee ordinance. If you have questions or concerns, please call. Thank you.

LRB PUBLIC FINANCE ADVISORS

CEDAR CITY, UTAH

FEBRUARY 2026

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

PARKS AND RECREATION, FIRE, POLICE, STORM WATER, WASTEWATER, CULINARY WATER AND TRANSPORTATION

PREPARED BY:

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

TABLE OF CONTENTS

IMPACT FEE CERTIFICATION

IFFP CERTIFICATION

LRB Public Finance Advisors (formerly Lewis Young Robertson & Burningham, Inc.) and Cedar City jointly certify that the Impact Fee Facilities Plan (IFFP) prepared for Parks and Recreation, Fire, Police, Storm Water, Wastewater, Culinary Water, and Transportation:

1. includes only the costs of public facilities that are:
    a. allowed under the Impact Fees Act; and
    b. actually incurred; or
    c. projected to be incurred or encumbered within six years after the day each impact fee is paid;
2. does not include:
    a. costs of operation and maintenance of public facilities; or
    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; and
3. complies in every relevant respect with the Impact Fees Act.

LRB PUBLIC FINANCE ADVISORS & CEDAR CITY

IFA CERTIFICATION

LRB Public Finance Advisors certifies that the Impact Fee Analysis (IFA) prepared for Parks and Recreation, Fire, Police, Storm Water, Wastewater, Culinary Water and Transportation includes only the costs of public facilities that are:

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; or
    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;
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.

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

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

LRB PUBLIC FINANCE ADVISORS

DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT: Average Annual Daily Trips

AAGR: Average Annual Growth Rate

AWWA: American Water Works Association

AF: Acre Foot

BO: Buildout

CFS: Cubic Feet per Second

ERU: Equivalent Residential Unit (Culinary Water & Wastewater)

GAL: Gallons

GPD: Gallons per Day

GPM: Gallons per Minute

HH: Household

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

ITE: Institute of Traffic Engineers

KSF: 1,000 Square Feet

LOS: Level of Service

LRB: LRB Public Finance Advisors

MG: Million Gallons

MGD: Million Gallons per Day

SF: Square Feet

TAZ: Traffic Area Zone

SECTION 1: EXECUTIVE SUMMARY

The purpose of this Impact Fee Facilities Plan (IFFP), with supporting Impact Fee Analysis (IFA), is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fees Act," and help Cedar City (the "City") fund necessary capital improvements for future growth. This document will address the Parks, Fire, Police, Storm Water, Wastewater, Culinary Water and Transportation needed to serve the City through the next ten years, as well as the appropriate impact fees the City may charge to new growth to maintain the level of service (LOS) for Parks, Fire, Police, Storm Water, Wastewater, Culinary Water and Transportation.

- **Impact Fee Service Area:** The Service Area for the parks, fire, police, storm water, wastewater, culinary water, and transportation impact fees includes all areas within the current municipal boundaries of the City and future annexation areas as they are annexed into the City. **Figure 3.1** illustrates the proposed City-wide Service Area. This document identifies the necessary future system improvements for the Service Area that will maintain the existing LOS into the future.

- **Demand Analysis:** The demand units utilized in this analysis include population and household growth, acreage, calls for service, ERUs, and trip generation. As new development and redevelopment occur within the City, it generates increased demand on City infrastructure. The system improvements identified in this study are designed to maintain the existing LOS for any new or redeveloped property within the City.

- **Level of Service:** The existing LOS is defined throughout each section of this document. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the LOS that is provided to a community's existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development.

- **Excess Capacity:** The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital facilities necessary to serve new growth and to maintain the existing level of service. This list includes any excess capacity of existing facilities, as well as future system improvements necessary to maintain the LOS. The inclusion of excess capacity is known as a "buy-in." Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities. This analysis calculates the buy-in component where applicable.

- **Capital Facilities Analysis:** Due to the projected new development and redevelopment within the City, additional capital improvements will be necessary as they relate to parks, fire, police, storm water, wastewater, culinary water and transportation.

- **Funding of Future Facilities:** This analysis assumes future growth-related facilities will be funded through a combination of impact fee revenues and other funds. The analysis includes future debt-related interest expenses for Police and Fire.

SUMMARY OF PROPOSED IMPACT FEES

The impact fees proposed in this analysis will be assessed within the designated Service Areas. **Table 1.1** provides a general summary of the calculated impact fees for illustrative purposes only. Detailed fee schedules can be found in the following sections of this analysis.

TABLE 1.1: PROPOSED MAXIMUM IMPACT FEE PER UNIT

	SINGLE FAMILY (PER UNIT)	MULTI-FAMILY (PER UNIT)	COMMERCIAL (PER 1K SF)	INDUSTRIAL (PER 1K SF)	INSTITUTIONAL
Parks and Recreation	$4,106	$3,110	-	-	-
Fire	$603	$778	$1,422	$142	$569
Police	$394	$549	$510	$19	$107
Storm Water	$393	$85	$1,256	$1,354	$378
Wastewater*	$5,632	$5,632	$5,632	$5,632	$5,632
Culinary Water*	$8,594	$8,594	$8,594	$8,594	$8,594
Transportation**	$1,169	$835	$3,254	$604	$941

*Fee is for 1 ERU, larger meters will be assessed a higher fee
**Represents a general fee for commercial (ITE Code 820), institutional (ITE Code 560), and industrial (ITE Code 110). See Table 10.6 for details.

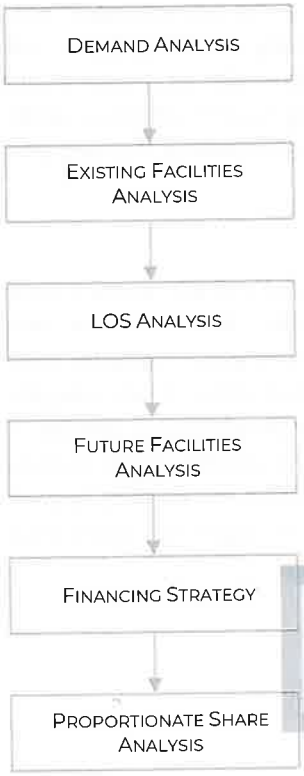
NON-STANDARD IMPACT FEES

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

[1] 11-36a-402(1)(c)

SECTION 2: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP is designed to identify the existing LOS and the demands placed upon existing public facilities by future development and evaluate how these demands will be met. The IFFP is also intended to outline the system improvements which are intended to be funded by impact fees. The IFA is designed to proportionately allocate the cost of the new public facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the existing level of service (LOS) provided to existing development and ensure that impact fees are not used to raise that level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP. This element focuses on a specific demand unit related to each public facility – the existing demand on public facilities and the future demand as a result of new development that will impact public facilities.

EXISTING FACILITY INVENTORY

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

LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing "Level of Service" ("LOS"). Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the level of service which is provided to a community's existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing public facilities beyond the existing capacity justifies the construction of new public facilities.

EXCESS CAPACITY AND FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing LOS. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the level of service.

FINANCING STRATEGY

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

finance system improvements.[2] In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to maintain the existing LOS. [3]

PROPORTIONATE SHARE ANALYSIS

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

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis (IFA) is required under the Impact Fees Act and must identify the impacts placed on public facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis (IFA) must include a proportionate share analysis, clearly detailing that the cost of future or existing (that have excess capacity) public facilities improvements are roughly proportionate to the reasonably related to the service demands needed for any new development activity. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to maintain the existing level of service (UCA 11-36a-302 (3)). The City has determined that assessing impact fees on development activities is necessary to maintain the existing level of services in the future.

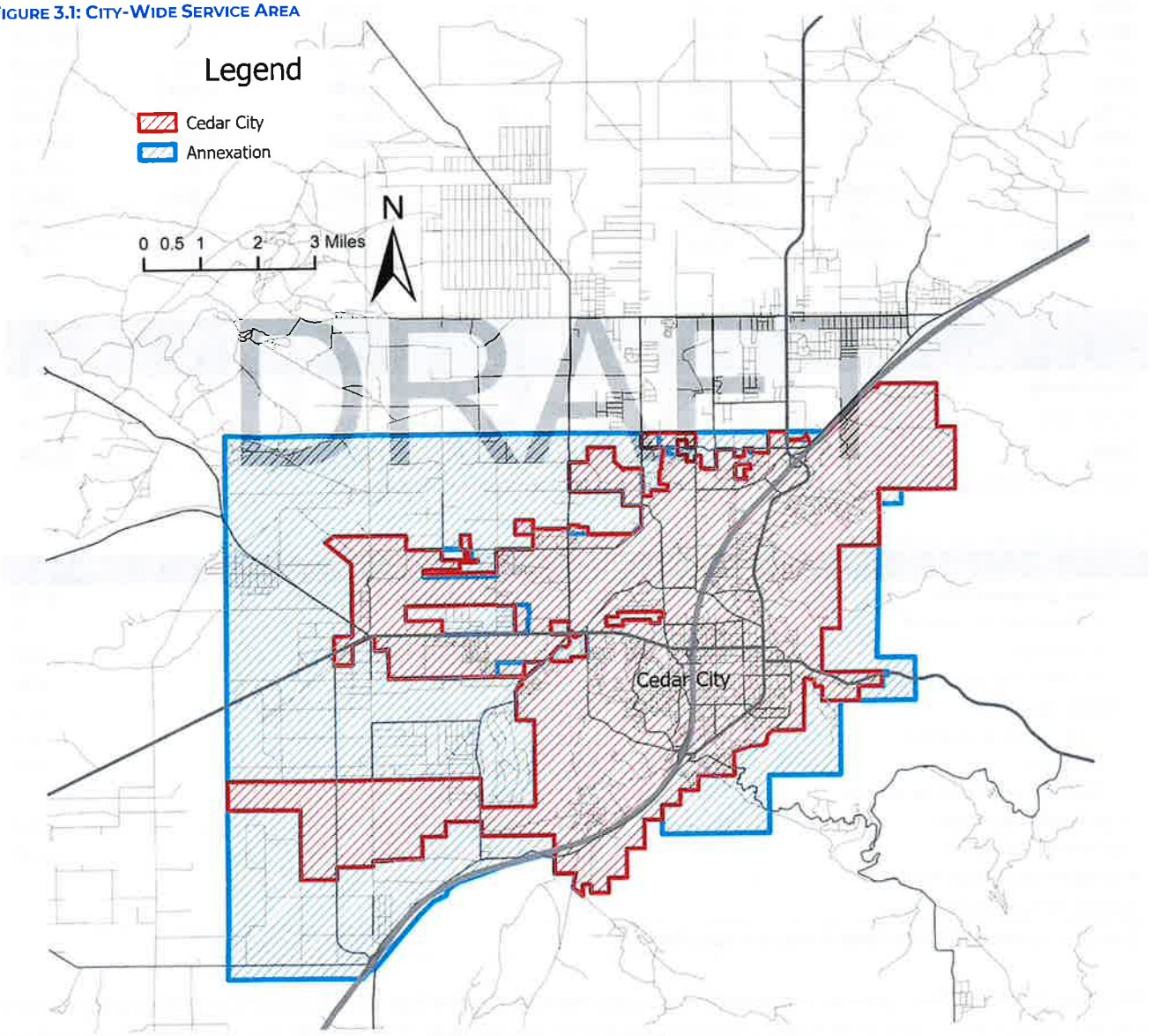
[2] 11-36a-302(2)
[3] 11-36a-302(3)

SECTION 3: OVERVIEW OF SERVICE AREA AND GENERAL DEMAND FIGURES

SERVICE AREAS

Utah Code requires the impact fee enactment to establish one or more service areas within which impact fees will be imposed.[4] The Service Area for all impact fees includes all areas within the current municipal boundaries of the City and future annexation areas as they are annexed into the City, as shown in **Figure 3.1**. This document identifies the necessary future system improvements for the Service Area that will maintain the existing LOS in the future.

FIGURE 3.1: CITY-WIDE SERVICE AREA



[4] UC 11-36a-402(1)(a)

DEMAND ANALYSIS

The demand units utilized in this analysis include acreage, water ERUs, wastewater ERUs, fire/EMS calls, police calls, trips, and population. As new development occurs within the City, it generates increased demand on City infrastructure. As of 2025, the City's fully occupied population was estimated at 42,264 based on census household size data and total households.

TABLE 3.1 CEDAR CITY DEMAND PROJECTIONS

YEAR	POPULATION	CULINARY WATER ERUS	WASTEWATER ERUS	POLICE CALLS	FIRE CALLS	TRIPS
2025	42,264	14,897	13,291	39,186	1,238	148,422
2026	43,532	15,344	13,690	40,362	1,275	152,875
2027	44,838	15,804	14,101	41,572	1,314	157,461
2028	46,183	16,278	14,524	42,820	1,353	162,185
2029	47,569	16,767	14,960	44,104	1,394	167,051
2030	48,996	17,270	15,409	45,427	1,436	172,063
2031	50,466	17,788	15,871	46,790	1,479	177,225
2032	51,980	18,321	16,347	48,194	1,523	182,542
2033	53,539	18,871	16,837	49,640	1,569	188,018
2034	55,145	19,437	17,342	51,129	1,616	193,659
2035	56,800	20,020	17,862	52,663	1,664	199,469
AAGR	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
IFFP Increase	14,535	5,123	4,571	13,477	426	51,047

TABLE 3.2: CEDAR CITY FULL OCCUPANCY ADJUSTED POPULATION

	2020 CENSUS HOUSEHOLDS (HH)	NEW HOUSING UNITS (2020-2024)	TOTAL HH UNITS	HH SIZE	ESTIMATED POPULATION
Single Family	8,610	1,308	9,918	3.05	30,250
Multi-Family	4,372	829	5,201	2.31	12,014
Total	**12,982**	**2,137**	**15,119**		**42,264**

Source: 2020 Census, 2020 American Community Survey, Ivory Boyer Construction Database, LRB

TABLE 3.3: CALCULATION OF HH SIZE

	POPULATION		HOUSING UNITS
Owner Occupied Units:	21,696	1-unit, detached or attached	8,743
1, detached or attached	20,953	2 units	579
2 or more	224	3 or 4 units	1,000
Mobile home, boat, RV, van, etc.	519	5 to 9 units	636
Renter Occupied:	14,518	10 to 19 units	661
1, detached or attached	5,715	20 or more units	953
2 or more	8,592	Mobile home	310
Mobile home, boat, RV, van, etc.	211	Boat, RV, van, etc.	-
Single Family Population	26,668	Single Family Units	8,743
Multi-Family Population	9,546	Multi-Family	4,139
Average HH Size: Single Family	3.05		
Average HH Size: Multi-Family	2.31		

Source: US Census (ACS 2023) Table B25033 Census DP04

The growth rate of three percent (rounded) was recommended by the City and derived from Census population and the latest Kem C. Gardner Policy Institute population projections. This reflects the substantial population growth the City has experienced since 2020. The projections show the City reaching a population of 56,800 within the 10-year planning horizon, an increase of 14,535 people.

SECTION 4 : PARKS AND RECREATION IFFP AND IFA

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

DEMAND ANALYSIS

The specific demand unit used for the parks and recreation IFFP and IFA is population. The population projections used are based on several sources including Census and building permit data. As of 2025, the City's population was estimated at 42,264. It is anticipated that the City's population will increase by 14,535 people within the 10-year planning horizon.

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

TABLE 4.1: POPULATION PROJECTIONS

YEAR	CENSUS
2025	42,264
2026	43,532
2027	44,838
2028	46,183
2029	47,569
2030	48,996
2031	50,466
2032	51,980
2033	53,539
2034	55,145
2035	56,800

EXISTING FACILITY INVENTORY AND EXCESS CAPACITY

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

TABLE 4.2: PARKS EXISTING FACILITIES

PARK TYPE	CITY-OWNED ELIGIBLE ACREAGE	EST. LAND VALUE	EST. IMPROV. VALUE
Parks	103.17	$15,475,500	$33,112,313
Trails	12.55 Miles	$0	$3,140,673
Combined		**$15,475,500**	**$36,252,986**

LAND VALUATION

Current costs are used to determine the actual cost, in today's dollars, of duplicating the current LOS for future development in the City and do not reflect the value of the existing improvements within the City. For the purposes of this analysis, the cost to acquire new land is approximately $150,000 per acre. This is based on land value details provided by the City based on recent land appraisals.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing parks and public lands infrastructure has been funded through a combination of General Fund revenues, grants, other governmental funds and donations. General Fund revenues include a mix of property taxes, sales taxes, federal and state grants, and any other available General Fund revenues. While the

City has received some donations to fund parks and trails facilities, all park land and improvements funded through donations have been excluded in the impact fee calculations.

LEVEL OF SERVICE ANALYSIS

The LOS for this analysis is based on maintaining the existing level of investment in current parks and recreation amenities. The LOS consists of two components – the land value per capita and the improvement value per capita funded by the City (or the cost to purchase the land and make improvements in today's dollars), resulting in a total value per capita for parks and recreation. This approach uses current construction costs to determine the current value and allows the City to maintain the current LOS standard through the collection and expenditure of impact fees. **Table 4.3** shows the LOS for parks and recreation within the Service Area. The LOS analysis is based on the estimated total household population from both occupied and unoccupied housing units, since park facilities have been constructed from impact fees collected on all housing units, including those that are unoccupied.

TABLE 4.3: LEVEL OF SERVICE SUMMARY

SUMMARY LOS (COST PER CAPITA)	LAND VALUE PER CAPITA	IMPROVEMENT VALUE PER CAPITA	TOTAL VALUE PER CAPITA
Combined Parks and trails	$366	$858	$1,224

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

EXCESS CAPACITY

The City currently has excess capacity in the Aquatic Center and Cross Hollow Arena which are designed to serve development through buildout. The calculation of the buy-in component is shown in **Table 4.4**. The buildout population of approximately 123,781 people is calculated by applying the current population-to-ERU ratio to the ERU buildout of 44,640.

TABLE 4.4: PARK BUY-IN

RECREATION FACILITIES	ACRES	LAND	IMPROVEMENT VALUE
Subtotal Aquatic Center	9.01	$1,351,500	$10,624,636
Subtotal Cross Hollow Arena	29.99	$4,498,500	$3,948,485
Interest Expense			$505,335
Total Cost - Park Facilities			$15,078,457
		Population Served	123,781
		Per Capita	**$122**

FUTURE CAPITAL FACILITIES ANALYSIS

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

Based on the expected changes in population over the planning horizon, the City will need to invest approximately $17.8 million in parks, including amenities, to maintain the existing LOS as shown in **Table 4.5**.

The City may invest in parks and recreation at a higher level; however, impact fees cannot be used to increase the existing LOS.

TABLE 4.5: FUTURE INVESTMENT BASED ON CURRENT LOS

PARK TYPE	TOTAL VALUE PER CAPITA	POPULATION INCREASE IFFP HORIZON	COST TO PARKS & PUBLIC LANDS OVER IFFP HORIZON
Combined Parks, Trails, and Open Space	$1,224	14,535	$17,790,274

SYSTEM VS. PROJECT IMPROVEMENTS

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

- Open Space, Trails, Greenbelt and Natural Lands;
- Mini, Neighborhood, and Community Parks;
- Undeveloped Park Space;
- Special-Use Areas; and,
- Park Improvements and Amenities.

PROPOSED PARKS AND RECREATION IMPACT FEE

The calculation of the park impact fee is based on the growth-driven approach, which is based on the **growth** in residential demand. The growth-driven methodology utilizes the existing LOS and perpetuates that LOS into the future. Impact fees are then calculated to provide sufficient funds for the entity to expand or provide additional facilities, as growth occurs within the community. Under this methodology, impact fees are calculated to ensure new development provides sufficient investment to maintain the current LOS standards in the community. This approach is often used for public facilities that are not governed by specific capacity limitations and do not need to be built before development occurs (i.e. park facilities). Utilizing the estimated per capita land value and per capita improvement value by park type, the total fee per capita is shown in **Table 4.6** below.

TABLE 4.6: ESTIMATE OF IMPACT FEE VALUE PER CAPITA

	TOTAL PER CAPITA
Active Parks & Trails	$1,224
Buy-In	$122
Professional Expense	$0.59
Estimated Impact Fee per Capita	**$1,346**

Based on the per capita fee, the proposed impact fee per household is summarized in **Table 4.7**.

[5] 11-36a-102(22)
[6] 11-36a102(15)

TABLE 4.7: PARK IMPACT FEE SCHEDULE

HOUSEHOLD TYPE	PERSONS PER HH	RECOMMENDED FEE PER HH	EXISTING FEE PER HH	% CHANGE
Average	3.01	$4,052		
Single Family	3.05	$4,106	$1,350	204.2%
Multi-Family (Including Mobile Homes)	2.31	$3,110	$1,290	141.1%

Source: Household Size Figures Calculated from US Census 2023 American Community Survey 5-Year Estimates

NON-STANDARD IMPACT FEE

The proposed fees are based upon population growth. The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon park facilities.[7] This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

FORMULA FOR NON-STANDARD PARKS AND RECREATION IMPACT FEES:

Estimate Population x $1,346 = Impact fee

[7] 11-36a-402(1)(c)

SECTION 5: FIRE IFFP AND IFA

This section will address the fire IFFP, and supporting IFA, to help the City plan for the necessary capital improvements for future growth. This will address the fire infrastructure and apparatus, both existing and future, needed to serve the City through the next ten years, as well as address the appropriate fire impact fees the City may charge to new growth to maintain the existing LOS.

DEMAND

The primary demand unit related to the fire IFA is growth in calls for service. The annual call volume for the City for 2024 was 1,175 calls for service. Call data used to determine the average calls for residential and non-residential development is from 2024.

TABLE 5.1: HISTORIC FIRE CALL DATA BY LAND USE CATEGORY

	MEASUREMENT	DEVELOPED UNITS/KSF	HISTORIC CALLS	EXISTING LOS (CALLS PER DEVELOPED UNIT)
Residential				
Single Family	Per Unit	9,918	307	0.031
Multifamily	Per Unit	5,201	208	0.040
Subtotal Residential:		15,119	515	0.034
Non-Residential				
Commercial	Per 1,000 sf	5,549	277	0.050
Office	Per 1,000 sf	769	21	0.027
Industrial	Per 1,000 sf	2,273	12	0.005
Institutional	Per 1,000 sf	381	8	0.020
Agricultural/Forest/Mining/Other	P er 1,000 sf	124	5	0.042
Subtotal Non-Residential:		**9,096**	**323**	**0.036**
Public & Outside City Boundary			**337**	
TOTAL			1,175	
TOTAL ATTRIBUTED			838	

In order to determine the demand placed upon existing public facilities by new development, this analysis projects the additional call volume that undeveloped land uses will generate. An in-depth analysis has been prepared to determine the number of developed units or acres of land in each zoning category, and the number of calls per unit or acre of land has been assigned to each land use category. **Table 5.2** illustrates the projected future fire calls based upon the number of historic calls by land use category.

TABLE 5.2: PROJECTED CALLS FOR SERVICE

YEAR	PROJECTED POPULATION	PROJECTED CALLS	NON -RESIDENTIAL
2024	40,104	1,175	660
2025	42,264	1,238	695
2026	43,532	1,275	716
2027	44,838	1,314	737
2028	46,183	1,353	759
2029	47,569	1,394	782
2030	48,996	1,436	805
2031	50,466	1,479	829
2032	51,980	1,523	854
2033	53,539	1,569	880
2034	55,145	1,616	906
2035	56,800	1,664	933
IFFP Growth	14,535	426	238

EXISTING FACILITIES INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, the IFFP provides an inventory of the City's existing facilities. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. As shown in **Table 5.3** there is a total of 32,720 square feet. The City's depreciation statements include a total original value of $3.8M of existing fire facilities with $3.3M included in the impact fee.

TABLE 5.3: EXISTING FACILITIES

DESCRIPTION OF FACILITIES	LAND VALUE	SQ. FT.	% OF BUILDING SERVING FIRE	SF SERVING FIRE	ORIGINAL COST	TOTAL COST (INCL LAND)	TOTAL VALUE TO FIRE	TOTAL ELIGIBLE VALUE
Main Station (Station 1)	$429,399	13,981	100%	13,981	$1,664,197	$2,093,596	$2,093,596	$2,093,596
North Station (Station 2)	$65,100	3,776	100%	3,776	$449,849	$514,949	$514,949	$514,949
West Station (Station 3)*		7,106	67%	4,737	$1,310,362	$1,310,362	$873,575	$436,787
Training Center		7,267	100%	7,267	$203,167	$203,167	$203,167	$203,167
Life Safety House		590	100%	590	$72,156	$72,156	$72,156	$72,156
Total	**$494,499**	**32,720**		**30,351**	**$3,699,730**	**$4,194,230**	**$3,757,443**	**$3,320,655**

*1/3 of station serves airport.

The Impact Fees Act allows Cities to include in the calculation of the impact fee any fire apparatus with a cost of greater than $500,000. **Table 5.4** lists the qualifying apparatus included in the City's depreciation statement. The City reported an additional apparatus value of $2.9M. The eligible existing facility and apparatus value total is $6.2M.

TABLE 5.4: EXISTING APPARATUS

DESCRIPTION OF FACILITIES	% IMPACT FEE ELIGIBLE	TOTAL COST (INCL LAND)	TOTAL ELIGIBLE VALUE
Arial Engine	100%	1,066,239	$1,066,239
Tactical Tender	100%	$569,727	$569,727
Pumper Engine	100%	$661,730	$661,730
Pumper Engine	100%	$602,426	$602,426
Subtotal Apparatus		**$2,900,121**	**$2,900,121**

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

No historical financing costs are included in this analysis related to fire.

LEVEL OF SERVICE

TABLE 5.5: EXISTING LEVELS OF SERVICE

	IFFP PLANNING HORIZON
Existing SF	30,351
SF per Call	**25.83**
IFFP Calls	426
NEW SF NEEDED	11,004

The existing LOS attributed to different land use types is shown in **Table 5.1.** The LOS for purposes of this analysis is calls per development type. **Table 5.5** illustrates both the existing calls for service per capita and the existing square footage level of service. The current square footage LOS for fire is 25.83 SF / call.

EXCESS CAPACITY

The City does not currently have any facilities with excess capacity, based on the impact fee methodology and level of service utilized in this analysis. The apparatus facilities with the associated excess capacity analysis is shown in **Table 5.6**.

TABLE 5.6: APPARATUS EXCESS CAPACITY

	IMPACT FEE ELIGIBLE	% IMPACT FEE ELIGIBLE	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10-YEAR
Existing Apparatus	$2,900,121	100%	564	238	42%	$1,224,214

FUTURE CAPITAL FACILITIES ANALYSIS

The City will need to construct new facilities to mitigate the impacts of new development to maintain the square footage LOS. Based on the square footage LOS, a total of 11,004 SF of fire facilities will be required through the IFFP horizon, as shown in **Table 5.5**, which will serve 426 fire calls for service. **Table 5.7** includes costs for future facilities anticipated in the 10-year planning horizon, with the proportion allocated to new demand.

TABLE 5.7: FUTURE FIRE FACILITIES

	PROPOSED SF	ADDED SF	YEAR	CONST. YEAR COST	% TO FIRE IFFP	IFFP COST
Shared Facility Station #4	18,275	18,275	2027	$9,067,864	100%	$9,067,864
Station #2 Relocate	23,320	19,544	2028	$12,254,268	84%	$10,270,044
Total	**41,595**	**37,819**		**$21,322,132**	**91%**	**$19,337,908**

TABLE 5.7: FUTURE FIRE FACILITIES (CONT.)

	IFFP COST	DEMAND SERVED	10-YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10-YEAR DEMAND
Total	**$19,337,908**	**1,464**	**426**	**29%**	**$5,626,638**

In addition to physical Facilities, the City will need to acquire additional fire suppression equipment. According to the Impact Fee Act, Section 102, Paragraph 17, public safety impact fee calculations may include a fire suppression vehicle costing in excess of $500,000. A total of $2.2M is included in this analysis for fire suppression vehicles attributed to growth. This cost is allocated only to non-residential development.

TABLE 5.8: FUTURE FIRE APPARATUS

	TOTAL COST	YEAR	CONST. YEAR COST	% TO FIRE	IFFP COST
New Type 3/1 Fire Engine	$980,000	2027	$1,039,682	100%	$1,039,682
Replace Ladder 31	$1,726,000	2027	$1,831,113	0%	$0
Replace Engine 41	$1,380,000	2029	$1,553,202	0%	$0
Replace Engine 42	$1,243,000	2028	$1,358,260	0%	$0
Replace Engine 21	$1,380,000	2031	$1,647,792	0%	$0
Replace Rescue 12	$1,100,000	2033	$1,393,447	0%	$0
New Mini Pumper	$750,000	2035	$1,007,937	100%	$1,110,183
Total	**$8,559,000**		**$10,301,170**		**$2,170,151**

TABLE 5.8: FUTURE FIRE APPARATUS (CONT.)

	IFFP COST	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10-YEAR DEMAND
Total	**$2,170,151**	**934**	**238**	**42%**	**$916,075**

The City anticipates issuing debt to fund the anticipated new fire facilities. Based on a 20-year level amortization and four percent interest, this results in a total cost of $21.3M for the new fire facilities. A total of $10M of associated interest and debt issuance cost is included in this analysis.

PROPOSED FIRE IMPACT FEE

The fire impact fees proposed in this analysis will be assessed within the entire Service Area. The fire impact fee utilizes the plan-based approach, which is based on a defined set of capital costs specified for future development. The City's proposed future facilities are proportionately allocated to future development based on the existing LOS. It is anticipated that the combined existing and future facilities will be used to respond to calls for service from new development activity. The fire impact fees area proposed in this analysis will be assessed throughout the entire Service Area, which incorporates the entire municipal boundaries and future annexation areas as they are annexed into the City.

TABLE 5.9: ESTIMATE OF IMPACT FEE COST PER CALL

	TOTAL COST	% TO IFFP	COST TO IMPACT FEES	% TO GROWTH	COST TO GROWTH	TOTAL CALLS	COST PER CALL
Existing Facilities	$3,757,443	88%	$3,320,655	0.0%	$0	426	$0
Future Facilities	$21,322,132	100%	$21,322,132	26.4%	$5,626,638	426	$13,208
Future Interest	$10,056,264	100%	$10,056,264	26.4%	$2,653,719	426	$6,229
Subtotal: Facilities	**$35,135,839**		**$34,699,052**		**$8,280,357**		**$19,437**
APPARATUS							
Existing Apparatus	$2,900,121	100%	$2,900,121	42.2%	$1,224,214	238	$5,144
Future Apparatus	$10,301,170	21%	$2,170,151	42.2%	$916,075	238	$3,849
Subtotal: Apparatus	**$13,201,291**		**$5,070,273**		**$2,140,289**		**$8,993**
OTHER							
Professional Expense	$7,830	100%	$7,830	100.0%	$7,830	426	$18
Subtotal: Other	**$7,830**		**$7,830**		**$7,830**		**$18**
						Residential	**$19,455**
						Non-Residential	**$28,448**

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

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

	UNIT	COST PER CALL	CALLS PER UNIT	TOTAL IMPACT FEE PER UNIT	EXISTING FEE	% CHANGE
Single Family	Per Residential Unit	$19,455	0.03	$603	$404.00	49%
Multifamily	Per Residential Unit	$19,455	0.04	$778	$185.00	321%
Commercial	Per 1K SF of Building	$28,448	0.05	$1,422	$199.00	615%
Office	Per 1K SF of Building	$28,448	0.03	$768	NA	NA
Industrial	Per 1K SF of Building	$28,448	0.01	$142	$482.00	-71%
Institutional	Per 1K SF of Building	$28,448	0.02	$569	$362.00	57%

NON-STANDARD FIRE IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon fire facilities.[8] This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

FORMULA FOR NON-STANDARD FIRE IMPACT FEES:

Residential: Estimate of Annual Call Volume per Unit x $19,455 = Impact Fee per Unit
Non-Residential: Estimate of Annual Call Volume per Unit x $28,448 = Impact Fee per Unit

[8] 11-36a-402(1)(c)

SECTION 6: POLICE IFFP AND IFA

The purpose of this section is to address the police IFFP, with supporting IFA, and to help the City plan the necessary capital improvements for future growth. The City's police services include animal control, with sworn officers responding to animal-related calls and managing animal intake. While animal control is administered under the police department, it is evaluated separately in this study with its own level of service and square footage assumptions and is then combined with police services to calculate the overall police impact fee. This section will address the future police infrastructure needed to serve the City through the next ten years, as well as address the appropriate police impact fees the City may charge to new growth to maintain the existing LOS.

DEMAND

The primary demand unit related to the police IFA is growth in calls for service. The calls are separated into animal calls and all other call types. A separate level of service is also calculated for the two categories of calls. The total annual call volume for the City in 2024 was 37,183 calls for service. **Table 6.1** illustrates animal control and non-animal call ratios per developed unit. In the data set, events where multiple officers respond are documented as a call per responding officer. This is captured in both the historic and projected call numbers.

TABLE 6.1: HISTORIC POLICE CALL DATA BY LAND USE CATEGORY

	Measurement	Developed Units or 1,000 sf	Calls Less Animal	Existing LOS (Calls Per Developed Unit)	Animal Calls	Animal LOS
Residential						
Single Family	Per Unit	9,918	10,629	1.072	811	.08
Multifamily	Per Unit	5,201	8,301	1.596	330	.06
Subtotal Residential:		**15,119**	**18,930**	**1.252**	**1,140**	**.075**
Non-Residential						
Commercial	Per 1,000 sf	5,549	8,295	1.495	285	0.05
Office	Per 1,000 sf	769	183	0.238	7	0.01
Industrial	Per 1,000 sf	2,273	121	0.053	7	0.00
Agricultural/Forest/Mining/Other	Per 1,000 sf	124	39	0.318	6	0.05
Institutional	Per 1,000 sf	381	128	0.336	108	0.28
Subtotal Non-Residential:		**9,096**	**8,768**	**0.964**	**0.0454**	**1.009**
Public & Outside City Boundary			**7,932**			
TOTAL			35,630		1,553	
TOTAL ATTRIBUTED			27,698		1,553	

In order to determine the demand placed upon existing public facilities by new development, this analysis projects the additional call volume that undeveloped land uses will generate. An in-depth analysis has been prepared to determine the number of developed units or acres of land in each zoning category, and the number of calls per unit or acre of land has been assigned to each land use category. **Table 6.2** illustrates the projected future police calls based on the number of historic calls.

TABLE 6.2: FUTURE CALLS

Year	Projected Population	Total Projected Calls	Calls Less Animal	Animal Calls
2024	40,104	37,183	35,630	1,553
2025	42,264	39,186	37,549	1,637
2026	43,532	40,362	38,676	1,686
2027	44,838	41,572	39,836	1,736
2028	46,183	42,820	41,032	1,788

YEAR	PROJECTED POPULATION	TOTAL PROJECTED CALLS	CALLS LESS ANIMAL	ANIMAL CALLS
2029	47,569	44,104	42,262	1,842
2030	48,996	45,427	43,530	1,897
2031	50,466	46,790	44,836	1,954
2032	51,980	48,194	46,181	2,013
2033	53,539	49,640	47,567	2,073
2034	55,145	51,129	48,994	2,135
2035	56,800	52,663	50,463	2,200
IFFP Growth	**14,535**	**13,477**	**12,914**	**563**

EXISTING FACILITIES INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, the IFFP provides an inventory of the City's existing facilities. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. As shown in **Table 6.3**, there is a total of 22,900 square feet of building space attributed to police, with 7,500 of the square footage attributed to animal services. According to existing financial records, the total original value attributed to police facilities is $4,575,806.

TABLE 6.3: EXISTING FACILITIES

DESCRIPTION OF FACILITIES	TOTAL BUILDING SQ FT.	POLICE SQ. FT.	ORIGINAL COST	% TO POLICE	COST TO POLICE
City Hall Police Station	34,764	15,400	$3,608,527	44%	$1,598,531
Animal Shelter	7,500	7,500	$2,997,276	100%	$2,977,276
Total	**42,264**	**22,900**	**$6,585,803**		**$4,575,806**

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

No historical financing costs are included in this analysis related to police.

LEVEL OF SERVICE

The level of service for police facilities focuses on the specific demand unit related to police services – calls for service. The demand analysis identifies the existing demand placed on public facilities and the anticipated future demand generated from new development, based on historic trends. The demand analysis considers growth in demand units over the planning horizon of the IFFP and ultimate build-out. The call data used to determine the average calls for residential and non-residential development is from 2024. The existing LOS attributed to different land use types is shown in **Table 6.1.** The LOS for purposes of this analysis is calls per development type. **Table 6.4** illustrates the total existing calls for service and illustrates the existing square footage level of service. The current square footage LOS for police is 0.43 SF / call and 4.83 SF / Call for animal services. Animal control also provides animal intake services, but those numbers are not included because they are not attributable to any specific land use. Based on the historic LOS, the City anticipates an additional 12,914 police and 563 animal calls attributed to new development.

TABLE 6.4: NON-ANIMAL EXISTING AND PROJECTED LOS

	GENERAL POLICE SERVICE IFFP PLANNING HORIZON	ANIMAL CONTROL SERVICE IFFP PLANNING HORIZON
Existing SF	15,400	7,500
SF per Call	**0.43**	**4.83**
IFFP Calls	12,914	563
NEW SF NEEDED	**5,582**	**2,718**

EXCESS CAPACITY

Excess capacity is calculated for both police stations and animal control facilities. The City police station does not currently have any excess capacity, based on the impact fee methodology and level of service utilized in this analysis. The animal control existing and remaining capacity with the associated excess capacity analysis is shown below.

TABLE 6.5: ANIMAL CONTROL EXCESS CAPACITY

	SF	IMPACT FEE ELIGIBLE	% IMPACT FEE ELIGIBLE	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED
Total Facilities	7,500	7,500	100%	4,793	563	12%

FUTURE CAPITAL FACILITIES ANALYSIS

This analysis assumes the City will need to construct new facilities to mitigate the impacts of new development to maintain the square footage LOS. Based on the square footage LOS calculated in **Table 6.4**, a total of 5,582 SF of police facilities will be required through the IFFP horizon which will serve 12,914 police calls for service.

TABLE 6.6: FUTURE POLICE FACILITIES

FACILITIES	PROPOSED SF	ADDED SF	YEAR	CONSTRUCTION YEAR COST	% TO POLICE IFFP	IFFP COST
Shared Public Safety Facility	5,042	5,042	2027	$2,491,459	100%	$2,491,459
Police Headquarters	23,000	7,600	2028	$11,642,342	33%	$3,847,035
Total	**28,042**	**12,642**		$14,133,801		$6,338,493

TABLE 6.6: FUTURE POLICE FACILITIES (CONT.)

FACILITIES	IFFP COST	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10-YEAR DEMAND
Total	$6,338,493	29,249	12,914	44%	$2,798,596

The City anticipates issuing debt to construct the anticipated new police facilities. Based on a 20-year level amortization and four percent interest, this results in a total cost of $14.1M for the new police facilities. A total of $6.7M of associated interest and cost of issuance is included in this analysis.

PROPOSED POLICE IMPACT FEE

The police impact fee is based on the plan-based methodology. Using this approach, impact fees are calculated based on a defined set of capital costs specified for future development. The improvements are identified in a capital plan or impact fee facilities plan as growth-related system improvements. The City's existing facilities are proportionately allocated to the new development calls for service. Since the existing police station facilities are at capacity, no percentage is attributed to growth and 12% of the existing animal control facilities is attributed to growth. The total cost is divided by the total demand units the improvements are designed to serve. Under this methodology, it is important to identify the existing level of service and determine any excess capacity in existing facilities that could serve new growth. Impact fees are then calculated based on many variables centered on proportionality and level of service.

TABLE 6.7: ESTIMATE OF IMPACT FEE COST PER CALL

	TOTAL COST	% TO IFFP	COST TO IMPACT FEES	% TO GROWTH	COST TO GROWTH	TOTAL CALLS	COST PER CALL
Existing Facilities	$1,598,531	100%	$1,598,531	0%	$0	12,914	$0.00
Future Facilities	$14,133,801	100%	$14,133,801	20%	$2,798,596	12,914	$217.00

	Total Cost	% to IFFP	Cost to Impact Fees	% to Growth	Cost to Growth	Total Calls	Cost per Call
Future Interest	$6,665,995	100%	$6,665,995	20%	$1,319,916	12,914	$102.00
Facilities Subtotal	**$15,732,332**		**$15,732,332**		**$2,798,596**		**$319.00**
Other							
Professional Expense	$8,550	100%	$8,550	100%	$8,550	12,914	$0.66
Total	**$15,740,882**		**$15,740,882**		**$2,807,146**		**$320**
Animal Control							
Existing Facilities	**$2,977,276**	**100%**	**$2,977,276**	**12%**	**$349,617**	**563**	**$621**

Table 6.8 shows the recommended impact fee by property type.

Table 6.8: Recommended Police Facilities Impact Fee Schedule

Police	Unit	Cost per Call	Calls per Unit	Impact Fee per Unit
Single Family Residential	Per Residential Unit	$320	1.07	$343.00
Multifamily Residential	Per Residential Unit	$320	1.60	$510.00
Commercial	Per 1K SF of Building	$320	1.49	$478.00
Office	Per 1K SF of Building	$320	0.24	$76.00
Industrial	Per 1K SF of Building	$320	0.05	$17.00
Institutional	Per 1K SF of Building	$320	0.34	$107.00

Table 6.8: Recommended Police Impact Fee Schedule (cont.)

Police	Animal LOS	Animal Cost Per Call	Total Police Impact Fee	Existing Fee	Total % Change
Single Family Residential	0.08	$50.75	$394	$89.00	342%
Multifamily Residential	0.06	$39.38	$549	$71.00	674%
Commercial	0.05	$31.90	$510	$107.00	377%
Office	0.01	$5.41	$81	NA	
Industrial	0.00	$1.83	$19	$56.00	-66%
Institutional	0.28	$0.00	$107	$33.00	224%

Non-Standard Police Impact Fees

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon police facilities.[9] This adjustment could result in a different fee if the City determines that a particular user may create different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee, assuming the fair share approach, is found below.

Formula for Non-Standard Police Impact Fees:

(Estimate of Annual Police Calls per Unit x $320) + (Estimate of Annual Animal Control Calls per Unit x $621) = Impact Fee per Unit

[9] UC 11-36a-402(1)(c)

Impact fees are calculated based on many variables centered on proportionality and LOS. Future demands were identified previously in this document, and this section will discuss the existing and proposed level of service, the availability of excess capacity, the needed future facilities to serve new development, and the appropriate impact fee to be assessed to new development to maintain the existing LOS. This analysis deals with both the City's wastewater collection system and the treatment facility. The information utilized in this analysis is based off the City's existing Wastewater Master Plan which was last updated in 2024, and data provided by City staff.

DEMAND

Wastewater demand is measured in Equivalent Residential Units (ERUs). The City's wastewater system services 13,291 ERUs. It is anticipated that 4,571 ERUs will be added to the system in the next ten years.

TABLE 7.1: PROJECTED GROWTH IN DEMAND UNITS

	ERUs
2025 ERUs	13,291
2035 ERUs	17,862
Buildout ERUs	47,250
IFFP ERUs	**4,571**
New ERUs through BO	33,959

EXISTING FACILITIES INVENTORY

The collection system collects wastewater flows from all areas within the Service Area and portions of Iron County (the County) within reach of City wastewater collection system outfall lines which the city operates and maintains. The existing system consists of approximately 1,163,795 linear feet of wastewater main with majority of the pipe's capacity containing a flow that is less than ½ the diameter of the pipe. There are also multiple lift stations currently in operation. Collection facilities contain a total of $36M in original system value included in this analysis when determining buy-in value. The table below illustrates the total value attributed to each Service Area as defined in the IFFP.

TABLE 7.2 EXISTING FACILITIES

TREATMENT FACILITIES	ORIGINAL COST
Treatment	$35,197,278
Collection	$36,188,629
Total	**$71,385,907**

Source: City Deprecation Schedule

The City's treatment facility has a daily average inflow of 3.242 Million Gallons per Day (MGD) and has a maximum capacity of 4.8 MGD. The industry standard is to expand at 75% of design capacity, which reduces the capacity to 3.6 MGD. The facility serves the City's municipal boundaries and has contracts with both the City of Enoch and the County. Enoch contracts with the City to use 8.5 percent of the plant's capacity, and the County contracts to utilize 12.3 percent of the treatment facility. The value of the treatment facility is $35M according to the City's depreciation statements.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing wastewater infrastructure has been funded through a combination of utility rate revenues and other governmental funds. No historical financing costs are included in this analysis related to wastewater.

LEVEL OF SERVICE

Impact fees cannot be used to finance an increase in the level of service (LOS) for current or future users of capital improvements. Therefore, it is important to identify the wastewater LOS to ensure that the new capacities of projects financed through impact fees do not exceed the established standard. This analysis considers the level of service based on actual flows from the City and County connections contributing to the wastewater system at 225.75 GPD per ERU for treatment.

EXCESS CAPACITY

Excess capacity is calculated for both treatment and collection. The design capacity is used for determining overall capacity. According to the City, the design capacity of the current treatment facility is 3.6 MGD as shown. .36 MGD of the total capacity is not utilized by the City, Enoch City, or Iron County. The existing and remaining capacity with the associated excess capacity analysis is shown below. No historic financing costs are included in this analysis related to wastewater infrastructure. The collection system buy-in is allocated based on the assumption that this system will serve development through buildout, with the IFFP demand totaling 9.7 percent of the total system capacity, multiplied by the original value shown in **Table 7.2**.

TABLE 7.3: EVALUATION OF EXCESS TREATMENT CAPACITY

	MGD
Total Capacity (MGD)	4.80
Design Capacity	3.60
Enoch Contract	8.5%
Enoch Capacity (MGD)	0.28
County Demand (MGD, Based on Actual Flow Reports)	0.40
Existing Demand (MGD, City) (Based on Actual Flow Reports)	2.57
Excess Capacity Available (MGD, Based on Actual Flow Data)	0.36
Excess Capacity as % of Total	9.9%
Additional ERUs to be Served by Excess Capacity	**2,007**
IFFP ERUs	4,571
Remaining ERUs to Serve	2,564
Total ERUs Served by Treatment	26,981
IFFP % of Total Capacity	**16.9%**

FUTURE CAPITAL FACILITIES ANALYSIS

The wastewater IFFP calls for approximately $47.1 million in future wastewater collection and $101.2 M in future treatment improvements within the 10-year planning horizon. This IFFP considers only projects that will be constructed in the ten-year time horizon, and the wastewater impact fees will be based on these numbers. The estimated costs attributed to new growth were analyzed based on existing development versus future development patterns. From this analysis, a portion of future development costs were attributed to new growth and included in the impact fee analysis. **Table 7.4** summarizes the capital costs based on each Service Area by component. The construction year calculation includes a four percent inflationary increase based on the year of each project outlined in the IFFP. **Appendix B** illustrates the full capital projects list from the wastewater IFFP.

TABLE 7.4: FUTURE WASTEWATER FACILITIES

	CONSTRUCTION YEAR COST	ATTRIBUTED TO NEW DEVELOPMENT	WITHIN IFFP PLANNING HORIZON	TOTAL IFFP COST
Treatment System	$101,225,521	$101,225,521	9.8%	$9,929,690
Collection System	$106,015,397	$47,099,544	13.5%	$6,339,763

The City has recently invested in treatment plant upgrades to produce Type I water for irrigation. Additional investment will be required to convey this water from the plant back to the City. Although these costs are not included in this study, the irrigation reuse project should be evaluated for inclusion once more detailed information becomes available.

PROPOSED WASTEWATER IMPACT FEE

This analysis has identified the future demand, the existing and proposed LOS, the availability of excess capacity, and summarizes the future facilities needed to serve new development. The following section identifies the appropriate impact fee to be assessed to new development to maintain the existing LOS. The total project costs are divided by the total demand units the projects are designed to serve. Under this methodology, it is important to identify the existing LOS and determine any excess capacity in existing facilities that could serve new growth. Impact fees are then calculated based on many variables centered on proportionality share and LOS. The wastewater impact fees proposed in **Table 7.5** will be assessed throughout the City. The "total impact fee" shown—**$5,632** per ERU—illustrates the maximum allowable per-unit impact fee to maintain the existing LOS, based on the assumptions identified in this document, including the applicable buy-in, future facility, and other costs.

TABLE 7.5: WASTEWATER IMPACT FEE PER UNIT

	TOTAL COST	% TO GROWTH	$ TO IFFP GROWTH	% TO IFA	COST TO IFA	DEMAND SERVED	COST PER ERU
Buy In							
Treatment Buy-In	$35,197,278	16.9%	$5,962,866	100.0%	$5,962,866	4,571	$1,304
Collection Buy-In	$36,188,629	9.7%	$3,500,915	100.0%	$3,500,915	4,571	$766
Subtotal: Buy-In							**$2,070**
Future Facilities							
Treatment IFFP Cost	$101,225,521	9.8%	$9,929,690	100.0%	$9,929,690	4,571	$2,172
Collection IFFP Cost	$47,099,544	13.5%	$6,339,763	100.0%	$6,339,763	4,571	$1,387
Subtotal: Future Facilities							**$3,559**
Other							
Professional Expense	$11,430	100.0%	$11,430	100.0%	$11,430	4,571	$3
Subtotal: Other							**$3**
Total							**$5,632**

Table 7.6 shows the maximum impact fee allowable allocated by meter size.

TABLE 7.6: RECOMMENDED IMPACT FEE SCHEDULE

EXISTING/PROPOSED FEE COMPARISON BY METER SIZE	AWWA MULTIPLIER	PROPOSED	EXISTING	% INCREASE
1"	1.00	$5,632	$1,935	191.06%
1.5"	2.50	$14,082	$4,837	191.13%
2"	4.00	$22,532	$7,740	191.11%
3"	5.83	$32,857	$11,281	191.26%
4"	8.67	$48,818	$16,776	190.99%
6"	14.67	$82,611	$28,386	191.02%

NON-STANDARD IMPACT FEE

The City reserves the right under the Impact Fees Act[10] to assess an adjusted fee that more closely matches the true impact that the land use will have upon the wastewater system. This adjustment could result in a lower impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The formula for a non-standard impact fee calculation is shown below.

FORMULA FOR NON-STANDARD WASTEWATER IMPACT FEES:

Number of ERUs x $5,632 = Impact Fee per Unit

[10] 11-36a-402(1)(c)

SECTION 8: STORM WATER IFFP AND IFA

The purpose of this section is to assess the storm drainage IFFP, with supporting IFA, and to help the City plan for the necessary capital improvements for future growth. This section will address the future storm water infrastructure needed to serve the City through the next ten years, as well as address the appropriate storm water impact fees the City may charge to new growth to maintain the existing LOS. The information utilized in this analysis is based off the City's existing Storm Water Master Plan, which was last updated in 2023, and data provided by City staff.

DEMAND

The demand unit used in this analysis is cubic feet per second. As residential and commercial growth occurs within the Service Area, the impervious surfaces within the City will increase, resulting in additional run-off. The storm drain capital improvements identified in this study are based on maintaining the current level of service as defined in the IFFP. The proposed impact fees are based upon the projected growth in CFS, which is used to quantify the impact that future users will have upon the City's system. By 2035, it is estimated that the runoff within the City will increase by 1,108 CFS.

TABLE 8.1: EXISTING AND PROJECTED DEMAND

STORM RUNOFF WITHIN CITY SERVICE AREA	CFS	% OF BUILD-OUT	% OF FUTURE DEMAND
Existing Storm Runoff 2025	3,635	28.18%	
Build-out Runoff	12,900		
Future Runoff (through Build-out)	9,265	71.82%	
Future Runoff (through IFFP timeframe)	1,108	8.59%	11.96%
ERU	3,600	SF impervious area	
Annual Growth Assumption	3.00%		
Source: City Staff			

EXISTING FACILITIES INVENTORY

To quantify the demands placed upon existing public facilities by new development activity, the City's existing depreciation schedule provides an inventory of the City's existing facilities. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. A total of **$17.2M** in original system value is considered in this analysis when determining buy-in value.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing storm water infrastructure has been funded through a combination of utility rate revenues, other governmental funds, and debt. According to the City, $1,010,377 of associated interest is evaluated in the analysis, based on the total interest paid related to the Series 2020 Storm Water Revenue Bond.

LEVEL OF SERVICE

Impact fees cannot be used to finance an increase in the level of service to current or future users of capital improvements. Therefore, it is important to identify the storm drain level of service to ensure that the new capacities of projects financed through impact fees do not exceed the established standard.

The methodology in determining what storm water facilities will be required is based on standard engineering practices that are widely used in the industry. The City's LOS is based on a 25-year storm event. In general terms, the developer is expected to pay for the infrastructure to collect and detain the runoff generated in the 25-year return frequency storm. For example, development is required to install and pay for the equivalent cost of a 24" storm drain. The City (generally through impact fees) pays for the upsizing of infrastructure beyond the 24" storm drain infrastructure. In addition, the LOS is based on a run-off coefficient by land-use type, which measures the average impact of different development types within the Service Area. The runoff coefficient by land use type is shown below.

TABLE 8.2: EXISTING RUNOFF

LAND USE CATEGORY	DEVELOPED UNITS	DEVELOPED ACRES	UNITS/AC	RUNOFF/AC	ALLOWED RUNOFF/AC	REMAINING RUNOFF/AC	RUNOFF/ UNIT	TOTAL RUNOFF
Single Family Unit	9,918	5,549.03	1.79	0.50	0.2	0.30	0.17	1,664.71
Multi Family Unit	5,201	293.46	17.72	0.75	0.2	0.55	0.03	161.40
Commercial	6,319	1,430.84	4.42	0.95	0.2	0.75	0.17	1,073.13
Industrial	2,273	479	4.74	0.90	0.2	0.70	0.15	335.56
Institutional	381	5,311.07	0.07	0.85	0.2	0.65	9.06	3,452.20
Agricultural	124	45.10	2.75	0.294	0.2	0.09	0.03	4.24
							Total:	**6,691.24**

EXCESS CAPACITY

For the purposes of this analysis, excess capacity has been defined based on the proportion of cfs within the IFFP relative to buildout. It is anticipated that the existing system will serve new development through buildout. There will be an increase of 1,108 cfs in the next ten years, with an estimated total of 12,900 cfs at buildout. The increase in cfs in the IFFP planning horizon represents approximately 8.59 percent of the anticipated buildout system. A buy-in component is applied including existing facilities utilized by growth, and interest expense from existing bonds.

FUTURE CAPITAL FACILITIES ANALYSIS

The following table identifies the system improvements costs needed to maintain the stated LOS, according to the City within the 10-year planning horizon. The estimated costs attributed to new growth were analyzed based on existing development versus future development patterns. From this analysis, a portion of future development costs were attributed to new growth and included in the impact fee analysis. **Table 8.3** summarizes the capital costs based on each Service Area. All improvement plans can be found in **Appendix C**. The construction year calculation includes four percent inflation based on the year of each project outlined in the IFFP.

TABLE 8.3: FUTURE STORM WATER FACILITIES

	CONSTRUCTION YEAR COST	ATTRIBUTED TO NEW DEVELOPMENT	WITHIN IFFP PLANNING HORIZON	TOTAL IFFP COST
System Improvements	$160,907,866	$44,088,772	11.96%	$5,271,858

PROPOSED STORM WATER IMPACT FEE

This analysis has identified the future demand, the existing and proposed LOS, the availability of excess capacity, and the future facilities needed to serve new development. The following section identifies the appropriate impact fee to be assessed to new development to maintain the existing LOS. The storm water impact fees proposed in **Table 8.4** will be assessed throughout the City. The proposed impact fee is the appropriate impact fee to maintain the existing LOS and the maximum allowable impact fee assignable to new

development. It is based on the assumptions identified in this document, including the applicable buy-in, future facility, and other costs.

TABLE 8.4: STORM WATER IMPACT FEE PER UNIT

	TOTAL COST	% ELIGIBLE COST	TOTAL ELIGIBLE VALUE	% TO IFA	COST TO IFA	IFFP DEMAND (CFS)	COST PER CFS
Buy-In							
Existing Systems	$17,247,192	100.0%	$17,247,192	8.59%	$1,481,187	1,108	1,337
Existing Debt	$1,010,377	100.0%	$1,010,377	8.59%	$86,771	1,108	$78
Buy-In Subtotal	**$18,257,570**		**$17,247,192**		**$1,481,187**		**$1,415**
Future Facilities							
Future Storm Drain Projects	**$160,907,866**	**27.4%**	**$44,088,772**	**11.96%**	**$5,271,858**	**1,108**	**$4,759**
Other Costs							
Professional Expense	$8,910	100.0%	$8,910			1,108	$8
Other Costs Subtotal	**$8,910**		**$8,910**				**$8**
Total	**$179,174,346**		**$61,344,874**				**$6,182**

Table 8.5 shows the maximum allowable impact fee by land use.

TABLE 8.5: STORM WATER IMPACT FEE BY LAND USE

EXISTING FEES	RUNOFF (CFS)/UNIT	PROPOSED	EXISTING	% CHANGE
Single Family Dwelling Unit	6.4%	$393	$294	33.67%
Multi Family Dwelling Unit	1.4%	$85	$63	34.92%
Commercial (per 1,000 Sf)	20.3%	$1,256	$941	33.48%
Industrial (per 1,000 Sf)	21.9%	$1,354	$1,015	33.40%
Institutional (per 1,000 Sf)	6.1%	$378	$283	33.57%
Agricultural (per 1,000 Sf)	9.7%	$597	$447	33.56%

NON-STANDARD IMPACT FEE

The City reserves the right under the Impact Fees Act[11] to assess an adjusted fee that more closely matches the true impact that the land use will have upon the storm system. This adjustment could result in a lower impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The formula for a non-standard impact fee calculation is shown below.

FORMULA FOR NON-STANDARD STORM WATER IMPACT FEES:

Total Runoff (CFS) x $6,182 = Impact Fee

[11] 11-36a-402(1)(c)

SECTION 9: CULINARY WATER IFFP AND IFA

The purpose of this section is to address the culinary water IFFP, with supporting IFA and to help the City plan for the necessary capital improvements for future growth. This section will address the future culinary water infrastructure needed to serve the City through the next ten years, as well as address the appropriate culinary water impact fees the City may charge to new growth to maintain the existing LOS. The City has elected to exclude the cost of water rights in the impact fee analysis as the acquisition process is addressed separately. The information utilized in this analysis is based off the City's existing 2023 Water Master Plan, population projections, and updated information provided by the City's engineer and staff.

DEMAND ANALYSIS

The primary demand unit related to the water IFA is equivalent residential units (ERUs). It is anticipated that 5,123 ERUs will be added to the system in the next ten years. Based on input from the City, the growth projections in this analysis have been updated from the Master Plan to account for higher growth.

TABLE 9.1: PROJECTED ERUS

2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	BO	IFFP GROWTH
14,897	15,344	15,804	16,278	16,767	17,270	17,788	18,321	18,871	19,437	20,020	44,640	5,123

LEVEL OF SERVICE

Impact fees cannot be used to finance an increase in the LOS to current or future users of capital improvements. Therefore, it is important to identify the culinary LOS to ensure that the new capacities of projects financed through impact fees do not exceed the established standard. The existing LOS for source is based on an average peak day demand of 290 gpd/ERU, and storage LOS is based on indoor usage of 250 gpd/ERU. Fire suppression requires a minimum of 1,000 gpm for 1 hour.

EXISTING FACILITIES INVENTORY

The City's culinary water is supplied by springs and wells. There are three springs and eight groundwater wells throughout the City. All sources have a combined design production capacity of 14,450 GPM. The City's tanks have a combined total storage capacity of 17.2 Million Gallons (MG) and 3.42 MG for fire. A full inventory of source and storage is found in **Appendix D**.

The value of the existing system is shown in **Table 9.2.** This value represents the original cost of infrastructure based on the City's existing depreciation schedule.

TABLE 9.2: VALUE OF EXISTING SYSTEMS

	DEPRECIATION VALUE
Source	$7,875,868
Storage	$8,237,557
Transmission	$52,072,705

EXCESS CAPACITY AND EXISTING FACILITIES

An analysis of current capacity based on the proposed LOS illustrates that there is excess capacity related to distribution facilities and no available capacity within the existing system related to source or storage. This analysis does include a proportionate share analysis and buy-in component for the distribution system (see **Table 9.3**).

TABLE 9.3: CALCULATION OF DISTRIBUTION SYSTEM EXCESS CAPACITY

	SOURCE		STORAGE		DISTRIBUTION
Updated 2025		Gal per ERU (Existing)	863.80	Existing ERUs	14,897
GPM per ERU (Existing)	0.71	ERUs	14,897	IFFP ERUs	20,020
ERUs	14,897	Existing Demand	12,867,923	BO ERUs	44,640
Existing Demand	10,624	**Existing Storage**	17,200,000	New ERUS in IFFP	5,123
Existing Supply	10,610	Excess	4,332,077	IFFP ERUs as % of Total System	11.5%
Excess	(14.31)	ERUs Served	5,015	IFFP ERUs as % of New Growth	17.2%
% Excess Capacity	0%	% Excess Capacity	25%*		

*City has indicated that while there is excess capacity, it is not available to new development due to location.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City has funded its existing capital infrastructure through a combination of different revenue sources, including the General Fund, utility fund revenues, the issuance of debt, and revenues received from other governmental agencies. This analysis has removed all funding that has come from federal grants and donations from non-resident citizens to ensure that none of those infrastructure items are included in the level of service. No interest buy-in component is included in this analysis.

FUTURE CAPITAL FACILITIES ANALYSIS

The estimated costs attributed to new growth were analyzed based on existing development versus future development needs. From this analysis, a portion of future development costs were attributed to new growth and included in this impact fee analysis. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. The costs of projects related to curing existing deficiencies cannot be funded through impact fees. A total future project costs summary is shown in **Table 9.4**. A detailed list of projects is provided in **Appendix D**.

TABLE 9.4: FUTURE CULINARY WATER FACILITIES

	CONSTRUCTION YEAR COST	ATTRIBUTED TO NEW DEVELOPMENT	WITHIN IFFP PLANNING HORIZON	TOTAL IFFP COST
System Improvements	$297,940,292	$162,088,394	23.5%	$38,034,566*

*For the purposes of the final fee calculation, pump stations are allocated to new development based on the same proportionate allocation as the general distribution system, thus reducing the overall cost attributed to new growth from this category.

PROPOSED CULINARY WATER IMPACT FEE

Impact fees can be calculated based on a defined set of costs specified for future development. The improvements are identified in a capital plan as growth-related projects. The total project costs are divided by the total demand units the projects are designed to serve. Impact fees are then calculated based on many variables centered on proportionality share and level of service. Since the culinary water system uses a controlled release and retention system, new development improvements will benefit the whole system. Therefore, new development will be allocated a proportionate share of the new culinary water infrastructure based on the remaining undeveloped acreage in the Service Area. The proposed impact fee is **$8,594** per ERU as shown in **Table 9.5**.

TABLE 9.5: CULINARY WATER IMPACT FEE PER UNIT

	TOTAL COST	% TO IFFP	COST TO IFFP	COST TO IFA	IFA COST	FUTURE ERUS	COST PER ERU
Buy-In							
Source Buy-In	$7,875,868	0.0%	$0	100.0%	$0	5,123	$0
Storage Buy-In	$8,237,557	0.0%	$0	100.0%	$0	5,123	$0
Distribution Buy-In	$52,072,705	11.5%	$5,988,361	100.0%	$5,988,361	5,123	$1,169
Subtotal	**$68,186,130**		**$5,988,361**		**$5,988,361**		**$1,169**
Future Facilities							
Future Source	$79,795,179	55%	$43,641,647	42.3%	$18,469,139	5,123	$3,605
Future Storage	$30,304,759	71%	$21,646,377	13.5%	$2,915,763	5,123	$569
Future Pump Stations	$24,019,929	100%	$24,019,929	17.2%	$4,131,428	5,123	$806
Future Transmission/Distribution	$163,820,425	44%	$72,780,441	17.2%	$12,518,236	5,123	$2,443
Subtotal	**$297,940,292**		**$162,088,394**	**23.5%**	**$38,034,566**		**$7,423**
Other							
Professional Expense	$11,430	100%	$11,430	100.0%	$11,430	5,123	$2
Interest Credit	$0	100%	$0	100.0%	$0	5,123	$0
Subtotal	**$11,430**		**$11,430**		**$11,430**		**$2**
Total per ERU							**$8,594**

Table 9.6 shows the maximum impact fee allowable allocated by meter size.

TABLE 9.6: RECOMMENDED IMPACT FEE SCHEDULE

EXISTING/PROPOSED FEE COMPARISON BY METER SIZE	AWWA MULTIPLIER	PROPOSED	EXISTING	% INCREASE
1"	1.00	$8,594	$3,892	120.81%
1.5"	2.50	$21,483	$9,730	120.79%
2"	4.00	$34,374	$15,568	120.80%
3"	5.83	$50,127	$22,690	120.92%
4"	8.67	$74,476	$33,744	120.71%
6"	14.67	$126,036	$57,096	120.75%

NON-STANDARD CULINARY WATER IMPACT FEES

The City reserves the right under the Impact Fees Act[12] to assess an adjusted fee that more closely matches the true impact that the land use will have upon the City's culinary water system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category.

FORMULA FOR NON-STANDARD CULINARY WATER IMPACT FEES:

Number of ERUs x $8,594 = Impact Fee

[12] 11-36a-402(1)(c)

SECTION 10: TRANSPORTATION IFFP AND IFA

The purpose of this section is to address the transportation IFA and IFFP and to help the City plan for the necessary capital improvements for future growth. This section will also address the appropriate transportation impact fees the City may charge to new growth to maintain the existing LOS. The information utilized in this analysis is based off the City's existing 2022 Transportation Master Plan, population projections, and updated information provided by the City's engineer and staff.

DEMAND

The primary demand unit related to the transportation impact fee is growth in trips. The projection of the trips is based on undeveloped residential and commercial land. As residential and commercial growth occurs within the City, additional trips will be generated within the transportation system. The transportation capital improvements identified in this study are based on maintaining the current LOS as defined by the City. The proposed impact fees are based upon the projected growth in demand units which are used to quantify the impact that future users will have upon the City's system. The demand unit used in the calculation of the transportation impact fee is based upon each land use category's impact expressed in the number of trips generated.

TABLE 10.1: PROJECTED TRIP DEMAND

2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	IFFP INCREASE
148,422	152,875	157,461	162,185	167,051	172,063	177,225	182,542	188,018	193,659	199,469	51,047

Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. New development will create an additional 51,047 trips in the next ten years, as shown in **Table 10.1**. It is important to note that future trips will consist of auto, transit and non-motorized trips.

EXISTING FACILITIES INVENTORY

According to the City, the existing system consists of the following types of amenities: roadways (lane miles), curb and gutter, sidewalks, accessible ramps, drive approaches, traffic signals, and crosswalk lights. The total value of these improvements, based on the City's existing depreciation statements, equals **$86.8M**.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

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

LEVEL OF SERVICE (LOS) ANALYSIS

LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The demand units utilized in this analysis are based on current residential and commercial land use and the trips generated from these land-use types. LOS D is the planning goal for Cedar City with varying LOS on a street-by-street basis. As residential and commercial growth occurs within the City, additional trips will be generated within the transportation system. The transportation capital improvements identified in this study are based on maintaining the current LOS as defined by the City.

TABLE 10.2: LOS STANDARDS

LEVEL OF SERVICE	DELAY (SECONDS)
A	0 < 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

EXCESS CAPACITY

A buy-in component is justified in the calculation of an impact fee when there is excess capacity in existing system improvements that can help meet the demands placed on the system by new growth and development. A buy-in component is contemplated in this analysis for the system improvement roadways that have sufficient capacity to handle new growth while maintaining safe and acceptable levels of service.

TABLE 10.3: EXISTING CAPACITY ATTRIBUTED TO GROWTH

	TOTAL SYSTEM VALUE	TOTAL TRIPS (BUILD-OUT)	TRIPS DURING IFFP	% TO IMPACT FEES	COST TO IFFP	BUY-IN COST PER TRIP
Buy-In Calculation	$86,823,453	444,761	51,047	11.5%	$9,965,075	$195

FUTURE CAPITAL FACILITIES ANALYSIS

The City has identified the growth-related projects needed within the next ten years. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. Total future projects applicable to new development are shown in **Table 10.4**, which illustrates the estimated cost of all future capital improvements within the Service Area, as identified in the IFFP. The total construction cost of these projects is $104M. The cost funded by the City is **$23.2M**.

TABLE 10.4: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

PROJECT	TYPE	COST	FUNDING	YEAR	CONST. YEAR COST	% TO CITY	COST TO CITY
SR-130	Widen with Sidepath	$12,585,000	UDOT	2028	$14,156,413	0%	$0
Westview Drive	Widen with Bike Lane	$23,285,000	City, County, Development	2031	$29,462,953	19%	$5,692,390
Coal Creek Road	Widen	$1,004,000	Development	2029	$1,174,538	60%	$704,723
Kitty Hawk Drive & Airport Int Imp	Widen/Realign with Bike Lane	$2,164,000	Development	2027	$2,340,582	80%	$1,872,466
2400 North	Widen with Sidepath	$2,811,000	Development	2030	$3,420,011	40%	$1,368,005
2400 North	Widen with Bike Lane	$7,004,000	Development	2032	$9,216,786	36%	$3,331,939
2400 North	New Road with Bike Lane & Shoulder Bikeway	$5,781,000	Development	2034	$8,228,166	38%	$3,159,752
2400 North	Widen with Shoulder Bikeway	$4,256,000	Development	2029	$4,978,918	65%	$3,228,810
1800 South	New Road with Shoulder Bikeway	$3,256,000	Development	2030	$3,961,422	49%	$1,946,645
Main Street / I-15	intersection improvement	$20,000,000	UDOT	2030	$24,333,058	0%	$0
Bulldog Road / Kitty Hawk Drive	Intersection improvement	$867,000	Cedar City	2030	$1,054,838	100%	$1,054,838

PROJECT	TYPE	COST	FUNDING	YEAR	CONST. YEAR COST	% TO CITY	COST TO CITY
Fiddlers Cayon Road / Main Street	Intersection improvement	$498,000	Cedar City, UDOT	2030	$605,893	50%	$302,947
300 West / Main Street	Intersection improvement	$925,000	Cedar City, UDOT	2030	$1,125,404	50%	$562,702
		$84,436,000			**$104,058,983**		**$23,225,215**

*4% inflationary cost added to construction year assuming a base year of 2025.

PROPOSED TRANSPORTATION IMPACT FEE

The transportation impact fee utilizes the New Facility – Plan Based Approach, which is based on a defined set of capital costs specified for future development. The proportionate share analysis determines the proportionate cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The total growth-related capital cost is **$2.7M**. The maximum impact fee cost per trip is shown in **Table 10.5**.

TABLE 10.5: MAXIMUM IMPACT FEE COST PER TRIP

	TOTAL COST	% TO IFFP	$ TO IFFP	% TO IFA	COST TO IFA	DEMAND SERVED	COST PER TRIP
Facilities							
Roads Buy-In	$86,823,453	100.0%	$86,823,453	11.5%	$9,965,075	51,047	$195
Future Roadways	$104,058,983	22.3%	$23,225,215	11.5%	$2,665,651	51,047	$52
Subtotal: Facilities							**$247**
Other							
Professional Expense	$11,430	100.0%	$11,430	100.0%	$11,430	51,047	$0.22
Subtotal: Other							**$0.22**
Total							**$248**

The proposed impact fee by land use type is shown in **Table 10.6**.

TABLE 10.6: PROPOSED IMPACT FEE BY LAND USE TYPE

LAND USE GROUP	UNIT OF MEASURE	ITE CODE	ITE LAND USE CATEGORY	AVERAGE DAILY TRIP RATE	PASS BY ADJUSTMENT	NET NEW TRIPS PER UNIT OF MEASURE	FEE PER UNIT LAND USE
Industrial	1,000 sq ft	110	Light Industrial	4.87	0%	2.44	$604
	1,000 sq ft	150	Warehouse	1.71	0%	0.86	$213
	1,000 sq ft	151	Mini-Warehouse	1.45	0%	0.73	$181
Residential	dwelling	210	Single Family House	9.43	0%	4.72	$1,169
	dwelling	220	Multifamily Housing (Low-Rise)	6.74	0%	3.37	$835
	dwelling	221	Multifamily Housing (Mid-Rise)	4.54	0%	2.27	$562
Hotel	room	310	Hotel	7.99	0%	4.00	$991
Institutional	Students	520	Public Elementary School	2.27	0%	1.14	$282
	Students	530	Public High School	4.11	0%	2.06	$510
	Students	550	University/College	1.56	0%	0.78	$193
	1,000 sq ft	560	Church	7.60	0%	3.80	$941
	1,000 sq ft	565	Day Care	47.62	44%	13.33	$3,301
Medical	1,000 sq ft	610	Hospital	10.77	0%	5.39	$1,335
	1,000 sq ft	620	Nursing Home	6.75	0%	3.38	$837
Office	1,000 sq ft	710	General Office	10.84	0%	5.42	$1,342

LAND USE GROUP	UNIT OF MEASURE	ITE CODE	ITE LAND USE CATEGORY	AVERAGE DAILY TRIP RATE	PASS BY ADJUSTMENT	NET NEW TRIPS PER UNIT OF MEASURE	FEE PER UNIT LAND USE
	1,000 sq ft	720	Medical/Dental Office	36.00	0%	18.00	$4,458
Retail/Service	1,000 sq ft	815	Free-Standing Discount Store	53.87	20%	21.55	$5,337
	1,000 sq ft	820	Shopping Center	37.01	29%	13.14	$3,254
	1,000 sq ft	840	Automobile Sales (New)	27.84	0%	13.92	$3,447
	1,000 sq ft	841	Automobile Sales (Used)	27.06	0%	13.53	$3,351
	1,000 sq ft	850	Supermarket	93.84	24%	35.66	$8,831
	1,000 sq ft	851	Convenience Market-24 hr	762.28	51%	186.76	$46,252
	1,000 sq ft	881	Pharmacy/Drugstore with Drive-Through Window	108.40	49%	27.64	$6,845
	1,000 sq ft	912	Drive-In Bank	100.35	35%	32.61	$8,076
	1,000 sq ft	843	Auto Parts Sales	54.57	43%	15.55	$3,851
Restaurant/ Drinking	1,000 sq ft	932	Restaurant: Sit-Down	107.20	43%	30.55	$7,566
	1,000 sq ft	934	Fast Food, w/Drive-Up	467.48	55%	105.18	$26,049

Source for trip statistics is the Institute of Traffic Engineers (ITE) Manual. Adjustment factors can be found using the "List of Land Uses with Vehicle Pass-By Rates and Data." Land use categories indicated are not all inclusive. Refer to ITE manual for appropriate category and adjustment factors if not found in this report. For non-standard uses, the non-standard formula can be used. Each land use within proposed development will be evaluated.

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act[13] to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's transportation system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis.

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Estimate of Average Daily Trips per Unit x $248 = Impact Fee per Unit

[13] 11-36a-402(1)(c)

SECTION 11: GENERAL IMPACT FEE CONSIDERATIONS

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to Service Areas within the community at large.[14] Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.[15] To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

FUNDING OF FUTURE FACILITIES

The IFFP must include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.[16] In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.[17]

In considering the funding of future facilities, the City has determined the portion of future projects that will be funded by impact fees as growth-related, system improvements. No other revenues from other government agencies, grants or developer contributions have been identified within the IFFP to help offset future capital costs. If these revenues become available in the future, the impact fee analysis should be revised. It is anticipated that future project improvements will be funded by the developer. These costs have not been included in the calculation of the impact fee.

Other revenues such as utility rate revenues will be necessary to fund non-growth-related projects and to fund growth-related projects when sufficient impact fee revenues are not available. In the latter case, impact fee revenues will be used to repay utility rate revenues for growth-related projects. A brief description of alternative financing options is included below.

- **Utility Rate Revenues:** Utility rate revenues serve as the primary funding mechanism within enterprise funds. Rates are established to ensure appropriate coverage of all operations and maintenance expenses, debt service coverage, and capital project needs. Impact fee revenues are generally considered non-operating revenues and help offset future capital costs.
- **Grants, Donations, and Other Contributions:** Grants and donations are not expected as a future funding source. The impact fees should be adjusted if grant monies are received. New development may be entitled to a reimbursement for any grants or donations received for growth-related projects, or for developer-funded IFFP projects.
- **Debt Financing:** Should the City desire to fund future projects through debt financing, the Impact Fees Act allows for the costs related to the financing of future capital projects to be included in the impact fee. The police and fire impact fees incorporate debt issuance and interest cost associated with the capital projects included for those services.

[14] 11-36a-102(22)
[15] 11-36a-102(15)
[16] 11-36a-302(2)
[17] 11-36a-302(3)

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.[18] The facilities must either be system improvements or be dedicated to the public in a manner that offsets the need for an improvement identified in the IFFP.

EQUITY OF IMPACT FEES

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

NECESSITY OF IMPACT FEES

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

CONSIDERATION OF ALL REVENUE SOURCES

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

EXPENDITURE OF IMPACT FEES

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid except as otherwise allowed by law[19]. Impact fees collected in the next six years should be spent on those projects outlined in the IFFP as growth-related costs to maintain the LOS. **Impact fees collected as a buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.**

GROWTH-DRIVEN EXTRAORDINARY COSTS

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

SUMMARY OF TIME PRICE DIFFERENTIAL

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

[18] 11-36a-402(2)
[19] 11-36a-602(2)(b)

APPENDIX A: PARK EXISTING FACILITIES INVENTORY

TABLE A.1: PARKS AND RECREATION INVENTORY

AREA	TYPE	SIZE	LESS DETENTION	LESS GIFTED	FINAL ACRES	% CITY OWNED	$ CITY FUNDED	IMPACT FEE ELIGIBLE	IF ELIGIBLE ACREAGE	STATUS	LAND VALUE	IMPROVED TURF	PAVILLION-LARGE	PAVILLION-MEDIUM	PAVILION-SMALL	RESTROOM BUILDINGS
		In Acres									$150,000	$100,000	$200,000	$150,000	$100,000	$300,000
Sunbow Park	Mini Park	0.24			0.24	100%	100%	100%	0.24	Existing	$36,000					
Ridge Park	Mini Park	0.88			0.88	100%	100%	100%	0.88	Existing	$132,000	0.65			1.00	
Mayor Square	Mini Park	0.12			0.12	100%	100%	100%	0.12	Existing	$18,000	0.05				
13th Hole Park	Mini Park	0.25			0.25	100%	100%	100%	0.25	Existing	$37,500					1.00
Canyon Park - East	Neighborhood Park	3.87			3.87	100%	100%	100%	3.87	Existing	$580,500	1.84		1.00		1.00
Park Discovery	Neighborhood Park	0.75			0.75	100%	100%	100%	0.75	Existing	$112,500	0.40	1.00			1.00
Hillcrest Park	Neighborhood Park	1.26			1.26	100%	100%	100%	1.26	Existing	$189,000	0.70		1.00		
Main Street and Library Park	Neighborhood Park	5			5.00	100%	100%	100%	5.00	Existing	$750,000	3.75	2.00			1.00
Rotary Centennial Veterans Park	Neighborhood Park	5.94			5.94	100%	100%	100%	5.94	Existing	$891,000	0.40				
Canyon Park - West	Neighborhood Park	9.28			9.28	100%	100%	100%	9.28	Existing	$1,392,000	4.75		1.00	1.00	1.00
Fiddler's Park	Neighborhood Park	2			2.00	100%	100%	100%	2.00	In Progress	$300,000					
Bicentennial Softball Complex	Community Park	8.25			8.25	100%	100%	100%	8.25	Existing	$1,237,500	7.25		1.00	1.00	1.00
Canyon Little League Complex	Community Park	16.52			16.52	100%	100%	100%	16.52	Existing	$2,478,000	7.70				2.00
Bicentennial Soccer Complex	Community Park	15			15.00	100%	100%	100%	15.00	Existing	$2,250,000	15.00				1.00
Aquatic Center	Complex	3.94			3.94	100%	100%	0%	-	Existing	$0	1.10				
Aquatic Center w/ Gym	Complex	5.07			5.07	100%	100%	0%	-	In Progress	$0					
Fields at the Hills	Complex	15.8			15.80	100%	100%	100%	15.80	Existing	$2,370,000	6.50		1.00	1.00	1.00
Iron West Complex	Complex	17			17.00	100%	100%	100%	17.00	In Progress	$2,550,000					
Lake at the Hills	Complex	17			17.00	100%	100%	100%	17.00	Existing	$2,550,000					
Cedar Ridge Golf Course	Open Space	230			230	100%	100%	0%	-	Existing	$0					
Cross Hollow Arenas	Special Use Parks	29.99			29.99	100%	100%	0%	-	Existing	$0					2.00
Horseshoe Park	Special Use Parks	1.01			1.01	100%	100%	100%	1.01	Existing	$151,500	0.50				
Cemetery	Special Use Parks	28			28.00	100%	100%	0%	-	Existing	$0					1.00
Totals:		**415.17**			**415.17**				**127.18**			**50.59**	**3.00**	**5.00**	**4.00**	**10.00**
Total Park Value											**$19,077,000**	**$5,059,000**	**$600,000**	**$500,000**	**$400,000**	**$3,000,000**
		In Miles														
Coal Creek Trail	Trails	3.5			3.5	100%	100%	100%	3.50	Existing						
Fiddler's Canyon Trail	Trails	1			1	100%	100%	100%	1.00	Existing						
Park Discovery Trail	Trails	0.75			0.75	100%	100%	100%	0.75	Existing						
East Bench Trail	Trails	3.5			3.5	100%	100%	100%	3.50	Existing						
Cross Hollow Trail	Trails	1			1	100%	100%	100%	1.00	Existing						
Southview Trail	Trails	0.6			0.6	100%	100%	100%	0.60	Existing						
Lake at the Hills Trail	Trails	0.5			0.5	100%	100%	100%	0.50	Existing						
Fort Cedar Trail	Trails	1.1			1.1	100%	100%	100%	1.10	Existing						
Old Sorrell Trail	Trails	0.6			0.6	100%	100%	100%	0.60	Existing						
Total:		**12.55**			**12.55**							-	-	-	-	-

Area	Picnic Tables	Playground	Benches	Trails	Volleyball Court	Basketball Court	Baseball/Softball Field	Multi-Purpose Field	Field Lighting	Concession/ Building	Stalls/ Parking SQFT	Skatepark	Pickleball Courts	Improvement Value IFA Eligibility	Base Eligible Improvement Value	Design & Engineering	Total Improvement Value
	$5,513	$250,000	$1,329	$30	$40,000	$60,000	$350,000	$180,000	$180,000	$250,000	$4	$500,000	$80,000			15%	
Sunbow Park		1.00												100%	$ 250,000	$ 37,500	$ 287,500
Ridge Park	2.00	1.00												100%	$ 427,000	$ 64,050	$ 491,050
Mayor Square			4.00											100%	$ 11,000	$ 1,650	$ 12,650
13th Hole Park	1.00										2,736			100%	$ 316,944	$ 47,542	$ 364,486
Canyon Park - East	5.00	1.00	2.00		1.00						3,840			100%	$ 922,360	$ 138,354	$ 1,060,714
Park Discovery	20.00	4.00	10.00								10,500			100%	$ 1,717,000	$ 257,550	$ 1,974,550
Hillcrest Park	5.00	1.00	5.00			0.50								100%	$ 487,500	$ 73,125	$ 560,625
Main Street and	16.00	1.00	8.00								4,500			100%	$ 1,451,000	$ 217,650	$ 1,668,650
Rotary Centennial			15.00											100%	$ 62,500	$ 9,375	$ 71,875
Canyon Park - West	11.00	2.00	6.00								14,694			100%	$ 1,608,776	$ 241,316	$ 1,850,092
Fiddler's Park														100%	$ -	$ -	$ -
Bicentennial Softball	10.00	1.00	9.00				5.00		3.00	1.00	83,345	1.00	8.00	100%	$ 5,561,880	$ 834,282	$ 6,396,162
Canyon Little League	2.00	1.00	9.00				6.00		4.00	1.00	204,342			100%	$ 5,532,868	$ 829,93	$ 6,362,798
Bicentennial Soccer		1.00	5.00					15.00		1.00	540,840			100%	$ 5,970,860	$ 895,629	$ 6,866,489
Aquatic Center	4.00	1.00								1.00	317,959			0%	$ -	$ -	$ -
Aquatic Center w/					6.00	3.00								0%	$ -	$ -	$ -
Fields at the Hills	14.00		5.00				4.00		4.00	1.00	103,032			100%	$ 4,023,628	$ 603,544	$ 4,627,172
Iron West Complex								1.00						100%	$ 100,000	$ 15,000	$ 115,000
Lake at the Hills														100%	$ -	$ -	$ -
Cedar Ridge Golf											45,450			0%	$ -	$ -	$ -
Cross Hollow Arenas										2.00	317,959			0%	$ -	$ -	$ -
Horseshoe Park														100%	$ 50,000	$ 7,500	$ 57,500
Cemetery														100%	$ 300,000	$ 45,000	$ 345,000
Totals:	**90.00**	**13.00**	**78.00**	**-**	**7.00**	**3.50**	**15.00**	**16.00**	**11.00**	**4.00**	**967,829**	**1.00**	**8.00**				
Total Park Value	**$496,055**	**$3,250,000**	**$103,682**	**$0**	**$280,000**	**$210,000**	**$5,250,000**	**$1,600,00**	**$1,980,00**	**$1,000,000**	**$3,871,316**	**$500,000**	**$640,000**	100%	$ 28,793,316	$	$ 33,112,313
				Linear													
Coal Creek Trail			-	18,480													
Fiddler's Canyon Trail			1.00	5,280													
Park Discovery Trail			-	3,960													
East Bench Trail			-	18,480													
Cross Hollow Trail			2.00	5,280													
Southview Trail			-	3,168													
Lake at the Hills Trail			-	2,640													
Fort Cedar Trail			-	-													
Old Sorrell Trail	-	-	4.00	3,168	-	-	-	-	-	-	-	-	-				
Total:			7.00	60,456													
Value:			**$10,500**	**$2,720,520**										100%	$ 2,731,020	$ 409,653	$ 3,140,673

APPENDIX B: WASTEWATER FUTURE FACILITIES

TABLE B.1: WASTEWATER FUTURE FACILITIES

PROJECT #	PROJECT NAME	TOTAL LENGTH OF PIPE (FEET)	COST ESTIMATE	CONST. YEAR COST	% TO IFFP	COST TO IFFP	TREATMENT OR COLLECTION
	Permanent Flow Monitoring on Crucial Lines		$400,000	$467,943	25%	$116,986	Collection
1	Downtown Wet Weather Upgrades	1860	$897,100	$1,049,480	45%	$467,943	Collection
2a	Downstream Iron Springs Gravity - From MH 35-11-19-008 to MH 35-11-17-010	8415	$5,626,300	$6,581,975	59%	$3,858,683	Collection
2b	Downstream Iron Springs Gravity - From MH 70-1945 to MH 35-11-19-008	8485	$5,673,000	$6,636,608	59%	$3,890,711	Collection
3a	4 MFD Future Iron Springs LS		$20,466,000	$21,284,640	10%	$2,080,000	Collection
3b	Future Iron Springs Force main	13965	$9,973,200	$10,372,128	13%	$1,352,000	Collection
4a	Future 5300 W Line	5270	$4,107,000	$4,271,280	21%	$905,840	Collection
4b	Future Southwest Service to Shirts Creek Area, Phase 1	3900	$3,039,300	$3,845,684	59%	$2,254,532	Collection
4c	Future Southwest Service to Shirts Creek Area, Phase 2	3900	$3,039,300	$3,845,684	59%	$2,254,532	Collection
4d	Future Southwest Service to Shirts Creek Area, Phase 3	3900	$3,039,300	$3,845,684	59%	$2,254,532	Collection
4e	Future Service West of Quichapa Lake	7550	$3,936,900	$5,827,574	59%	$3,416,415	Collection
5	4500 Line Upgrades - From MH 70-4147 to MH 70-4135	7510	$4,615,700	$6,832,364	59%	$4,005,473	Collection
6	4500 Line Upgrades - From MH 70-4135 to MH 70-1945	9275	$5,700,400	$8,437,985	59%	$4,946,768	Collection
BO-1	4500 Line Upgrades from MH 34-11-32- 010 to WWTP	11800	$5,900,000	$8,733,441	67%	$5,851,406	Collection
BO-2	4500 Line Upgrades from MH 35-11-17- 010 to 34-11-32-010	20650	$9,292,500	$13,755,170	67%	$9,215,964	Collection
BO-15	Additional Planning Iterations Every 5- Years for 4500 W Line Upgrades	45000	$180,000	$227,757	100%	$227,757	Collection
	Wastewater Treatment Plant Expansion (Expand treatment plant from 4.8 MGD to 11 MGD.)		$80,000,000	$101,255,521	100%	$101,255,521	Treatment
Total			**$165,886,000**	**$207,240,919**		**$148,325,065**	

*4% inflationary cost added to construction year assuming a base year of 2024.

APPENDIX C: STORM WATER FACILITIES

TABLE C.1: STORM WATER FUTURE FACILITIES

PROJECT #	DESCRIPTION	AMOUNT	IFFP YEAR	% TO IFFP	CONSTRUCTION YEAR COST	COST TO GROWTH
32	Increase the Capacity of the Cross Hollow Detention Basin Inlet	$1,033,800	2025	100%	$1,162,884	$1,162,884
2	Create Conveyance on the East Side of I-15 at the Crossing of University Blvd	$1,407,400	2025	100%	$1,583,134	$1,583,134
28	Install a 36" HDPE Trunkline Along Cody Drive with Sidewalk and Curb and Gutter	$1,530,800	2025	100%	$1,721,942	$1,721,942
18	Improve Conveyance on 400 W from 1925 N to 2400 N	$4,144,500	2026	100%	$4,848,479	$4,848,479
25	Increase Conveyance Capacity on 1925 N	$1,927,500	2026	100%	$2,254,902	$2,254,902
23	Increase Conveyance Capacity on Sunbow St	$662,000	2026	100%	$774,446	$774,446
24	Increase Conveyance Capacity on Northfield Rd	$821,000	2027	100%	$998,872	$998,872
10	Increase the conveyance on Sunrise Ave	$767,300	2027	24%	$933,538	$233,385
11	Add Curb & Gutter on 275 N	$76,000	2027	100%	$92,466	$92,466
6	Increase Conveyance Along 800 W from 400 S to 200 N	$1,385,300	2028	33%	$1,752,846	$578,439
3	Increase Conveyance Along the West Side of I-15 South of University Blvd.	$818,800	2028	100%	$1,036,043	$1,036,043
15	Increase Conveyance from N Airport Rd to N Westview Dr.	$810,000	2028	100%	$1,024,908	$1,024,908
1	Improve Conveyance Along 1275 W.	$290,000	2029	100%	$381,620	$381,620
8	Increase Conveyance along 1100 W from 800 S to 425 S to 1275 W	$1,245,000	2029	100%	$1,638,335	$1,638,335
17	Install a 36" Storm Drainpipe Along Cottontail Drive	$694,700	2029	100%	$914,178	$914,178
13	Increase the Capacity of the Mill Hollow Detention Pond	$770,000	2030	100%	$1,053,798	$1,053,798
26	Install a SAF Detention Basin	$900,000	2030	100%	$1,231,712	$1,231,712
30	Increase the Size of the Cody Drive Greenbelt Detention Basin	$495,400	2031	100%	$705,109	$705,109
29	Increase the Capacity along Cross Hollow Road	$3,074,600	2031	100%	$4,376,114	$4,376,114
14	Install Detention off on Glen Canyon Dr.	$962,300	2032	100%	$1,424,439	$1,424,439
27	Install an RAF Detention Basin	$824,000	2032	100%	$1,219,721	$1,219,721
19	Install a 30" Storm Drainpipe Along Cobblecreek Drive	$811,100	2033	100%	$1,248,651	$1,248,651
31	Conveyance Ditch Along the Hill that Flows into the Glen Canyon Development	$270,000	2033	100%	$415,653	$415,653
21	Reduce Street Flows Along Wedgewood Lane and Wagon Trail Drive	$754,500	2034	100%	$1,207,979	$1,207,979
40	Quichapa Drainage from 200 N to 6300 W	$5,867,300	2034	100%	$9,393,736	$9,393,736
	800 West line from 200 North to empty into Coal Creek	$960,000	2027	100%	$1,167,987	$1,167,987
Total		$34,649,300			$45,963,332	$44,088,772

*4% inflationary cost added to construction year assuming a base year of 2022.

APPENDIX D: CULINARY WATER FACILITIES

Table D.1: Culinary Existing Source

Source	Supply Zone	Physical Flow Capacity (GPM)	Peak Day Source Capacity (GPM)	Annual Source Capacity (AC-FT/YR)	Safe Yield (AC-FT/YR)
Enoch Well #1	North	1,300	1,300	1,500	
Enoch Well #3	North	1,850	1,850		
Quichapa Well #1	South	1,100	1,100		
Quichapa Well #3	South	1,300	1,300		
Quichapa Well #5	Cross Hollow	2,000	4,900	6,000	2,808
Quichapa Well #6	Cross Hollow	1,500			
Quichapa Well #7	Cross Hollow	1,500			
Quichapa Well #8	Cross Hollow	1,500			
Spillsbury Springs	South	400	-	180	180
Cedar Canyon Springs	Square Mountain	1,300	60	400	400
Shurtz Canyon Springs	South	700	100	220	220
Total:		**14,450**	**10,610**	**8,800**	**3,608**

Table D.2: Existing Fire Storage

	Fire Suppression Storage (MG)
Cross Hollow	1.44
Fiddlers	0.12
North	1.44
South	0.24
Square Mountain	0.18
Total	**3.42**

Table D.3 Existing Storage

Supply Zone	Tank	Current Storage Tank Capacity (Volume MG)
Cross Hollow	Cross Hollow	2.20
Fiddlers	Fiddlers	2.20
North	3200 North	2.50
	Cedar Canyon	2.00
	North	2.10
South	Redmen	1.00
	South	2.00
	Squaw Cave	0.90
	Sillsbury Springs	0.10
Square Mountain	Square Mountain	2.20
Totals:		**17.2**

TABLE D.4: CULINARY WATER FUTURE FACILITIES

PROJECT	ESTIMATED COST	DEVELOPER PORTION	CITY FUNDED	YEAR	CONSTRUCTION YEAR COST	% TO IFFP	COST TO IFFP	CAPACITY	UNITS	IFA DEMAND	% TO IFA	$ TO IFA	SOURCE, STORAGE, OR DISTRIBUTION?
Well Development Program (4 Wells in Master Plan - DW10.050)													
Future Well #1	$5,500,000		$5,500,000	2026	$5,720,000	100%	$5,720,000	1,000	gpm	1,000	100%	$5,720,000	Source
Future Well #2	$5,400,000		$5,400,000	2029	$6,317,236	100%	$6,317,236	1,500	gpm	1,500	100%	$6,317,236	Source
Future Well #3	$5,500,000		$5,500,000	2045	$12,051,177	0%	$0	1,500	gpm	-	0%	$0	Source
Future Well #4	$5,500,000		$5,500,000	2045	$12,051,177	0%	$0	1,500	gpm	-	0%	$0	Source
Future Well #5	$5,500,000		$5,500,000	2045	$12,051,177	0%	$0	1,500	gpm	-	0%	$0	Source
North Well Field (DW10.060)													
Production Well #1	$9,000,000		$9,000,000	2026	$9,360,000	100%	$9,360,000	1,700	gpm	1,168	69%	$6,431,903	Source
Production Well #2	$9,500,000		$9,500,000	2028	$10,686,208	100%	$10,686,208	1,700	gpm	-	0%	$0	Source
Production Well #3	$9,500,000		$9,500,000	2030	$11,558,203	100%	$11,558,203	1,700	gpm	-	0%	$0	Source
Storage Tank	$1,200,000		$1,200,000	2030	$1,459,983	100%	$1,459,983	4,000,000	gallons	4,000,000	100%	$1,459,983	Storage
Transmission Line (18-inch diameter waterline)	$22,400,000		$22,400,000	2027	$24,227,840	100%	$24,227,840	5,500	gpm	-	0%	$0	Transmission/Distribution
Booster Pump	$5,000,000		$5,000,000	2030	$6,083,265	100%	$6,083,265	5,500	gpm	3,668	67%	$4,057,192	Pump Station*
Other projects													
2300 North Storage Tank	$6,500,000		$6,500,000	2033	$8,895,699	100%	$8,895,699	3,000,000	gallons	-	0%	$0	Storage
South Mountain Tank	$5,200,000		$5,200,000	2032	$6,842,845	100%	$6,842,845	2,000,000	gallons	425,489	21%	$1,455,779	Storage
Ashdown Storage Tank	$3,250,000		$3,250,000	2033	$4,447,849	100%	$4,447,849	1,000,000	gallons	-	0%	$0	Storage
Cross Hollows #2 Tank	$5,200,000		$5,200,000	2038	$8,658,382	0%	$0	2,000,000	gallons	-	0%	$0	Storage
South Mountain Pump Station	$5,200,000		$5,200,000	2032	$6,842,845	100%	$6,842,845	3,300	gpm	3,668	100%	$6,842,845	Pump Station*
Ashdown Pump Station	$3,900,000		$3,900,000	2033	$5,337,419	100%	$5,337,419	1,250	gpm	3,668	100%	$5,337,419	Pump Station*
Quichapa North Wells Pump Station	$5,535,000		$5,535,000	2026	$5,756,400	100%	$5,756,400	5,600	gpm	3,668	66%	$3,770,635	Pump Station*
Waterline Upsizing													
Ashdown area Trans. Line from Fiddlers Canyon Tank to Ashdown Tank (12-inch diameter waterline)	$409,136	$0	$409,136	2033	$559,931	100%	$559,931	2,500	gpm	3,668	100%	$559,931	Transmission/Distribution
South Mountain Drive - Trans. From The Estates Subd. to Quichapa Lake (24-inch diameter waterline) - East half	$8,970,000	$0	$8,970,000	2027	$9,701,952	100%	$9,701,952	9,900	gpm	3,668	37%	$3,594,806	Transmission/Distribution
South Mountain Drive - Trans. From The Estates Subd. to Quichapa Lake (24-inch diameter waterline) - West half	$8,970,000	$0	$8,970,000	2045	$19,654,375	0%	$0	9,900	gpm	3,668	37%	$0	Transmission/Distribution
Iron Springs Road from SR-56 to CICWCD Tank	$6,864,000	$0	$6,864,000	2040	$12,361,676	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
4700 West from 2400 S. to 3200 S. (12-inch diameter waterline)	$968,240	$425,600	$542,640	2031	$686,613	100%	$686,613	2,500	gpm	3,668	100%	$686,613	Transmission/Distribution
Hamilton Frontage Road from 2400 S. to 3200 S. (12-inch diameter waterline)	$1,326,052	$582,880	$743,172	2027	$803,815	100%	$803,815	2,500	gpm	3,668	100%	$803,815	Transmission/Distribution
1800 South from Westview Dr. to 5700 W. (12-inch diameter waterline)	$1,910,090	$839,600	$1,070,490	2030	$1,302,415	100%	$1,302,415	2,500	gpm	3,668	100%	$1,302,415	Transmission/Distribution
800 South from Westview Dr. to 4500 W. (12-inch diameter waterline)	$474,110	$208,400	$265,710	2037	$425,410	100%	$425,410	2,500	gpm	3,668	100%	$425,410	Transmission/Distribution
Westview Drive from 1800 S. to 2400 S. (16-inch diameter waterline)	$909,324	$310,880	$598,444	2031	$757,223	100%	$757,223	4,400	gpm	3,668	83%	$631,281	Transmission/Distribution
Westview Drive from Hidden Hills Dr. to 800 S. (16-inch diameter waterline)	$1,308,060	$447,200	$860,860	2031	$1,089,263	100%	$1,089,263	4,400	gpm	3,668	83%	$908,095	Transmission/Distribution
4500 West from Center St. to 800 S. (12-inch diameter waterline)	$976,612	$429,280	$547,332	2037	$876,296	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Center Street from 4500 W. to 5100 W. (24-inch diameter waterline)	$1,673,880	$343,360	$1,330,520	2030	$1,618,781	100%	$1,618,781	9,900	gpm	3,668	37%	$599,797	Transmission/Distribution
5100 West from SR-56 to 200 S. (12-inch diameter waterline)	$691,964	$304,160	$387,804	2034	$551,966	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
1600 North from 4500 W. to 5700 W. (12-inch diameter waterline)	$1,545,726	$679,440	$866,286	2030	$1,053,969	100%	$1,053,969	2,500	gpm	3,668	100%	$1,053,969	Transmission/Distribution
1200 North from 4500 W. to 5300 W. (16-inch diameter waterline)	$1,051,024	$404,240	$646,784	2028	$727,544	100%	$727,544	4,400	gpm	3,668	83%	$606,538	Transmission/Distribution
1200 North from 3900 W. to 4500 W. (12-inch diameter waterline)	$733,096	$322,240	$410,856	2026	$427,290	100%	$427,290	2,500	gpm	3,668	100%	$427,290	Transmission/Distribution
4500 West from 1200 N. to 1600 N. (12-inch diameter waterline)	$458,458	$201,520	$256,938	2037	$411,366	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution

Project	Estimated Cost	Developer Portion	City Funded	Year	Construction Year Cost	% to IFFP	Cost to IFFP	Capacity	Units	IFA Demand	% to IFA	$ to IFA	Source, Storage, or Distribution?
1600 North from 3900 W. to 4500 W. (12-inch diameter waterline)	$735,644	$323,360	$412,284	2031	$521,671	100%	$521,671	2,500	gpm	3,668	100%	$521,671	Transmission/Distribution
4500 West from 1600 N. to 2000 N. (12-inch diameter waterline)	$475,566	$209,040	$266,526	2038	$443,785	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4500 West from 2000 N. to 2400 N. (12-inch diameter waterline)	$492,674	$216,560	$276,114	2038	$459,750	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
2000 North from 3900 W. to 4500 W. (12-inch diameter waterline)	$724,542	$318,480	$406,062	2031	$513,798	100%	$513,798	2,500	gpm	3,668	100%	$513,798	Transmission/Distribution
2400 North from 3900 W. to 4500 W. (12-inch diameter waterline)	$726,908	$319,520	$407,388	2040	$733,683	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4500 West from 2400 N. to 3000 N. (12-inch diameter waterline)	$960,414	$422,160	$538,254	2040	$969,365	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3000 North from 4100 W. to 4500 W. (12-inch diameter waterline)	$432,614	$190,160	$242,454	2034	$345,088	100%	$345,088	2,500	gpm	3,668	100%	$345,088	Transmission/Distribution
3900 West from 2400 N. to 3000 N. (12-inch diameter waterline)	$1,146,418	$503,920	$642,498	2036	$989,096	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3000 North from Lund Hwy. to 4100 W. (12-inch diameter waterline)	$1,256,528	$552,320	$704,208	2028	$792,138	100%	$792,138	2,500	gpm	3,668	100%	$792,138	Transmission/Distribution
2400 North from Lund Hwy. to 3900 W. (12-inch diameter waterline)	$973,700	$428,000	$545,700	2040	$982,775	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3900 West from 2000 N. to 2400 N. (12-inch diameter waterline)	$491,036	$215,840	$275,196	2029	$321,940	100%	$321,940	2,500	gpm	3,668	100%	$321,940	Transmission/Distribution
3900 West from 1600 N. to 2000 N. (12-inch diameter waterline)	$489,580	$215,200	$274,380	2029	$320,986	100%	$320,986	2,500	gpm	3,668	100%	$320,986	Transmission/Distribution
1600 North from 3300 W. to 3900 W. (12-inch diameter waterline)	$700,700	$308,000	$392,700	2031	$496,891	100%	$496,891	2,500	gpm	3,668	100%	$496,891	Transmission/Distribution
4500 West from 800 N. to 1200 N. (12-inch diameter waterline)	$483,936	$212,720	$271,218	2037	$434,229	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4500 West from SR-56 to 800 N. (12-inch diameter waterline)	$507,234	$222,960	$284,274	2037	$455,132	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
800 North from 3900 W. to 4500 W. (12-inch diameter waterline)	$714,168	$313,920	$400,248	2036	$616,163	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
1200 North from Lund Hwy. to 3900 W. (12-inch diameter waterline)	$958,230	$421,200	$537,030	2028	$558,511	100%	$558,511	2,500	gpm	3,668	100%	$558,511	Transmission/Distribution
3000 North from 2300 W. to Lund Hwy. (12-inch diameter waterline)	$1,050,140	$461,600	$588,540	2027	$636,565	100%	$636,565	2,500	gpm	3,668	100%	$636,565	Transmission/Distribution
2300 West from 2400 N. to 3000 N. (12-inch diameter waterline)	$722,540	$317,600	$404,940	2034	$576,356	100%	$576,356	2,500	gpm	3,668	100%	$576,356	Transmission/Distribution
2400 North from 2300 W. to Lund Hwy. (16-inch diameter waterline)	$1,230,606	$420,720	$809,886	2029	$947,452	100%	$947,452	4,400	gpm	3,668	83%	$789,871	Transmission/Distribution
Old Highway 91 from 1900 S. to Connection under I-15 (12-inch diameter waterline)	$1,068,522	$469,680	$598,842	2028	$673,616	100%	$673,616	2,500	gpm	3,668	100%	$673,616	Transmission/Distribution
Approx. 2500 South from Old Hwy. 91 to Ken Middleton Pkwy. (12-inch diameter waterline)	$257,712	$113,280	$144,432	2028	$162,466	100%	$162,466	2,500	gpm	3,668	100%	$162,466	Transmission/Distribution
800 South from proposed 800 S. Tank to Cross Hollow Rd. (20-inch diameter waterline)	$490,750	$120,800	$369,950	2026	$384,748	100%	$384,748	6,900	gpm	3,668	53%	$204,540	Transmission/Distribution
225 North from Westview Dr. to 225 N. (10-inch diameter waterline)	$746,148	$382,640	$363,508	2028	$408,897	100%	$408,897	1,700	gpm	3,668	100%	$408,897	Transmission/Distribution
3700 West from 225 N. to 100 S. (10-inch diameter waterline)	$347,100	$178,000	$169,100	2028	$190,215	100%	$190,215	1,700	gpm	3,668	100%	$190,215	Transmission/Distribution
3900 West from 225 N. to Center St. (10-inch diameter waterline)	$235,872	$120,960	$114,912	2036	$176,902	0%	$0	1,700	gpm	3,668	100%	$0	Transmission/Distribution
800 South from proposed 800 S. Tank to Cross Hollow Rd. (18-inch diameter waterline)	$418,704	$117,120	$301,584	2026	$313,647	100%	$313,647	5,500	gpm	3,668	67%	$209,185	Transmission/Distribution
Ashdown area from Ashdown Tank to Ashdown Forest Phase 8 (12-inch diameter waterline)	$229,684	$0	$229,684	2033	$314,338	100%	$314,338	2,500	gpm	3,668	100%	$314,338	Transmission/Distribution
Nichols Canyon Road from Freeway Dr. to 2400 North Pkwy. (10-inch diameter waterline)	$87,048	$0	$87,048	2033	$119,131	100%	$119,131	1,700	gpm	3,668	100%	$119,131	Transmission/Distribution
Nichols Canyon Road from end of pavement at east end to Fiddlers Canyon Tank (16-inch diameter waterline)	$293,904	$100,480	$193,424	2033	$264,714	100%	$264,714	4,400	gpm	3,668	83%	$220,687	Transmission/Distribution
Ashdown Forest Phase 8 - new road in PUD (12-inch diameter waterline)	$210,028	$92,320	$117,708	2033	$161,092	100%	$161,092	2,500	gpm	3,668	100%	$161,092	Transmission/Distribution
75 East from Trailside PUD Phase 2 to 1150 S. (16-inch diameter waterline)	$209,898	$71,760	$138,138	2026	$143,664	100%	$143,664	4,400	gpm	3,668	83%	$119,769	Transmission/Distribution
170 West from 995 S. to 1150 S. (10-inch diameter waterline)	$138,996	$71,280	$67,716	2026	$70,425	100%	$70,425	1,700	gpm	3,668	100%	$70,425	Transmission/Distribution
East of Cross Hollow Road - South of Silver Silo (24-inch diameter waterline)	$178,620	$36,640	$141,980	2033	$194,309	100%	$194,309	9,900	gpm	3,668	37%	$71,996	Transmission/Distribution
NE of Cross Hollow Road from Cross Hollow Rd. to Cove Dr. (12-inch diameter waterline)	$283,556	$0	$283,556	2026	$294,898	100%	$294,898	2,500	gpm	3,668	100%	$294,898	Transmission/Distribution

PROJECT	ESTIMATED COST	DEVELOPER PORTION	CITY FUNDED	YEAR	CONSTRUCTION YEAR COST	% TO IFFP	COST TO IFFP	CAPACITY	UNITS	IFA DEMAND	% TO IFA	$ TO IFA	SOURCE, STORAGE, OR DISTRIBUTION?
Cove Drive fronting The Fields at the Hills to Cedar Middle School (12-inch diameter waterline)	$117,026	$0	$117,026	2026	$121,707	100%	$121,707	2,500	gpm	3,668	100%	$121,707	Transmission/Distribution
SR-56 from Cross Hollow Rd. to Westview Dr. (18-inch diameter waterline)	$457,600	$0	$457,600	2026	$475,904	100%	$475,904	5,500	gpm	3,668	67%	$317,401	Transmission/Distribution
1600 South (Iron Horse Road) from Mountain Ranch Road to Hidden Canyon Rd. to future west area (12-inch diameter waterline)	$1,064,700	$468,000	$596,700	2026	$620,568	100%	$620,568	2,500	gpm	3,668	100%	$620,568	Transmission/Distribution
Center Street from East of Hidden Hills Dr. to 4500 West (24-inch diameter waterline)	$4,329,000	$888,000	$3,441,000	2030	$4,186,503	100%	$4,186,503	9,900	gpm	3,668	37%	$1,551,200	Transmission/Distribution
Church Street from end of pavement at west end going west (12-inch diameter waterline)	$197,106	$86,640	$110,466	2033	$151,180	100%	$151,180	2,500	gpm	3,668	100%	$151,180	Transmission/Distribution
South Mountain Drive - Dist. From The Estates Subd. to Quichapa Lake (16-inch diameter waterline) - East half	$5,382,000	$1,840,000	$3,542,000	2027	$3,831,027	100%	$3,831,027	4,400	gpm	3,668	83%	$3,193,847	Transmission/Distribution
South Mountain Drive - Dist. From The Estates Subd. to Quichapa Lake (16-inch diameter waterline) - West half	$5,382,000	$1,840,000	$3,542,000	2045	$7,760,958	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
South Mountain Drive from New South Mtn. Tank going west to west zone (16-inch diameter waterline)	$819,000	$0	$819,000	2027	$885,830	50%	$442,915	4,400	gpm	3,668	83%	$369,249	Transmission/Distribution
800 North from Lund Hwy. to 3900 W. (12-inch diameter waterline)	$926,562	$407,280	$519,282	2025	$519,282	100%	$519,282	2,500	gpm	3,668	100%	$519,282	Transmission/Distribution
South of Pointe West Subdivision (12-inch diameter waterline)	$122,486	$53,840	$68,646	2030	$83,518	100%	$83,518	2,500	gpm	3,668	100%	$83,518	Transmission/Distribution
West of Cross Hollow Tank (12-inch diameter waterline)	$743,470	$326,900	$416,670	2030	$506,943	100%	$506,943	2,500	gpm	3,668	100%	$506,943	Transmission/Distribution
West of Cross Hollow Tank (18-inch diameter waterline)	$64,922	$18,160	$46,762	2030	$56,893	100%	$56,893	5,500	gpm	3,668	67%	$37,944	Transmission/Distribution
Through Iron Horse RDO from Cross Hollow Rd. to 1600 S. (16-inch diameter waterline)	$1,216,800	$416,000	$800,800	2030	$974,296	100%	$974,296	4,400	gpm	3,668	83%	$812,250	Transmission/Distribution
3000 North from 100 E. to Northfield Rd. (12-inch diameter waterline)	$464,100	$204,000	$260,100	2030	$316,451	100%	$316,451	2,500	gpm	3,668	100%	$316,451	Transmission/Distribution
3000 North from Gemini Meadows to 2300 W. (12-inch diameter waterline)	$291,200	$128,000	$163,200	2030	$198,558	100%	$198,558	2,500	gpm	3,668	100%	$198,558	Transmission/Distribution
The Bluff Subdivision going south (12-inch diameter waterline)	$255,528	$112,320	$143,208	2026	$148,936	100%	$148,936	2,500	gpm	3,668	100%	$148,936	Transmission/Distribution
The Canyon at Eagle Ridge going south on Eagle Ridge Drive (12-inch diameter waterline)	$80,444	$35,360	$45,084	2033	$61,701	100%	$61,701	2,500	gpm	3,668	100%	$61,701	Transmission/Distribution
Northfield Road from Sage Springs Subd. going north (12-inch diameter waterline)	$65,338	$28,720	$36,618	2030	$44,551	100%	$44,551	2,500	gpm	3,668	100%	$44,551	Transmission/Distribution
3900 West from 1500 North to 1600 North (12-inch diameter waterline)	$72,800	$32,000	$40,800	2028	$45,894	100%	$45,894	2,500	gpm	3,668	100%	$45,894	Transmission/Distribution
North end of Iron Horse RDO from Hidden Canyon Rd. to Cross Hollow Rd (12-inch diameter waterline)	$245,700	$108,000	$137,700	2027	$148,936	100%	$148,936	2,500	gpm	3,668	100%	$148,936	Transmission/Distribution
Iron Horse - Cross Hollow Zone Improvements (12-inch waterline) from Pump Station to Iron Horse Road	$63,700	$28,000	$35,700	2027	$38,613	100%	$38,613	2,500	gpm	3,668	100%	$38,613	Transmission/Distribution
Iron Horse - Square Mtn. Zone Improvements (12-inch waterline) from Pump Station to Iron Horse Road	$163,800	$72,000	$91,800	2027	$99,291	100%	$99,291	2,500	gpm	3,668	100%	$99,291	Transmission/Distribution
6500 West from 4000 S. to 4800 S. (12-inch diameter waterline)	$966,238	$424,720	$541,518	2041	$1,014,253	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
6500 West from 3200 S. to 4000 S. (12-inch diameter waterline)	$1,140,412	$501,280	$639,132	2041	$1,197,082	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
6500 West from 2400 S. to 3200 S. (12-inch diameter waterline)	$928,018	$407,920	$520,098	2041	$974,134	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3200 South from 5700 W. to 6500 W. (12-inch diameter waterline)	$952,770	$418,800	$533,970	2040	$961,650	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4000 South from East Side I-15 to 6500 W. (12-inch diameter waterline)	$1,376,830	$605,200	$771,630	2040	$1,389,662	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4800 South from East Side I-15 to 6500 W. (12-inch diameter waterline)	$817,908	$359,520	$458,388	2040	$825,531	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
East Side I-15 from 4000 S. to 4800 S. (12-inch diameter waterline)	$1,107,470	$486,800	$620,670	2040	$1,117,792	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Hamilton Frontage Road from 5700 W. to 4000 S. (12-inch diameter waterline)	$140,140	$61,600	$78,540	2040	$141,446	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5700 West from 3200 S. to Hamilton Frontage Road (12-inch diameter waterline)	$1,336,608	$587,520	$749,088	2030	$911,380	100%	$911,380	2,500	gpm	3,668	100%	$911,380	Transmission/Distribution
5700 West from 2400 S. to 3200 S. (12-inch diameter waterline)	$974,064	$428,160	$545,904	2030	$664,176	100%	$664,176	2,500	gpm	3,668	100%	$664,176	Transmission/Distribution

PROJECT	ESTIMATED COST	DEVELOPER PORTION	CITY FUNDED	YEAR	CONSTRUCTION YEAR COST	% TO IFFP	COST TO IFFP	CAPACITY	UNITS	IFA DEMAND	% TO IFA	$ TO IFA	SOURCE, STORAGE, OR DISTRIBUTION?
3200 South from Hamilton Frontage Road to 5700 W. (12-inch diameter waterline)	$1,215,760	$534,400	$681,360	2040	$1,227,091	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Hamilton Frontage Road from 3200 S. to 5700 W. (12-inch diameter waterline)	$1,283,646	$564,240	$719,406	2037	$1,151,792	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5700 West from 1800 S. to 2400 S. (16-inch diameter waterline)	$930,852	$318,240	$612,612	2030	$745,336	100%	$745,336	4,400	gpm	3,668	83%	$621,371	Transmission/Distribution
5700 West from 1000 S. to 1800 S. (16-inch diameter waterline)	$1,239,030	$423,600	$815,430	2037	$1,305,530	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
1000 South from 5300 W. to 5700 W. (12-inch diameter waterline)	$478,478	$210,320	$268,158	2036	$412,817	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5300 West from 800 S. to 1000 S. (18-inch diameter waterline)	$377,806	$105,680	$272,126	2030	$331,083	100%	$331,083	5,500	gpm	3,668	67%	$220,813	Transmission/Distribution
800 South from 4500 W. to 5300 W. (12-inch diameter waterline)	$973,882	$428,080	$545,802	2037	$873,847	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Westview Drive from 800 S. to 1800 S. (16-inch diameter waterline)	$1,582,308	$540,960	$1,041,348	2031	$1,317,637	100%	$1,317,637	4,400	gpm	3,668	83%	$1,098,487	Transmission/Distribution
5700 West from 200 S. to 1000 S. (16-inch diameter waterline)	$1,282,554	$438,480	$844,074	2037	$1,351,390	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
200 South from 5100 W. to 5700 W. (30-inch diameter waterline)	$2,138,240	$328,960	$1,809,280	2039	$3,133,088	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
200 South from 5700 W. to Future West Tank (30-inch diameter waterline)	$1,365,520	$210,080	$1,155,440	2039	$2,000,848	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
SR-56 from 5300 W. to Future West Tank (36-inch diameter waterline)	$2,815,605	$385,040	$2,430,565	2039	$4,208,952	0%	$0	22,000	gpm	3,668	17%	$0	Transmission/Distribution
5700 West from Iron Springs Road to 600 S. (12-inch diameter waterline)	$1,689,870	$742,800	$947,070	2037	$1,516,290	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5700 West from Iron Springs Road to 1800 N. (12-inch diameter waterline)	$1,203,930	$529,200	$674,730	2037	$1,080,264	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5700 West from 1800 N. to 2400 N. (12-inch diameter waterline)	$786,422	$345,680	$440,742	2037	$705,642	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
2400 North from 4500 W. to 5700 W. (12-inch diameter waterline)	$1,503,684	$660,960	$842,724	2040	$1,517,698	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3100 West from Proposed 800 South Tank to Hidden Hills Dr. (24-inch diameter waterline)	$1,627,470	$333,840	$1,293,630	2045	$2,834,503	0%	$0	9,900	gpm	3,668	37%	$0	Transmission/Distribution
Cobblecreek Dr. from Wagon Trail intersection (10-inch diameter waterline)	$3,744	$0	$3,744	2045	$8,204	0%	$0	1,700	gpm	3,668	100%	$0	Transmission/Distribution
Golf Course Clubhouse area (10-inch diameter waterline)	$10,764	$0	$10,764	2045	$23,585	0%	$0	1,700	gpm	3,668	100%	$0	Transmission/Distribution
300 East from 680 S. to Altamira Ave. (30-inch diameter waterline)	$492,440	$0	$492,440	2045	$1,078,997	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
400 South from Main Street to 75 W. (30-inch diameter waterline)	$185,120	$0	$185,120	2045	$405,621	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
995 South from Spruce Street to 170 W. (30-inch diameter waterline)	$131,560	$0	$131,560	2045	$288,264	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
East of Cove Subd. from SR-56 to 75 N. (12-inch diameter waterline)	$273,364	$0	$273,364	2045	$598,974	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
The Cliffs Subd. (14-inch diameter waterline)	$325,728	$0	$325,728	2045	$713,710	0%	$0	3,400	gpm	3,668	100%	$0	Transmission/Distribution
East of Westview Dr. towards Cross Hollow Arena (24-inch diameter waterline)	$354,900	$0	$354,900	2045	$777,630	0%	$0	9,900	gpm	3,668	37%	$0	Transmission/Distribution
Cross Hollow Arena - area around the Arena (12-inch diameter waterline)	$407,680	$0	$407,680	2045	$893,277	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Cross Hollow Arena - area around the Arena (16-inch diameter waterline)	$1,180,530	$0	$1,180,530	2045	$2,586,687	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
SR-56 - Cross Hollow Road going west (18-inch diameter waterline)	$102,674	$0	$102,674	2045	$224,971	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
Rock Ridge Road (12-inch diameter waterline)	$88,998	$0	$88,998	2045	$195,006	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Mountain Ranch Road - going west of Mountain Ranch Rd. (16-inch diameter waterline)	$116,532	$39,840	$76,692	2045	$168,042	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
30 North - 2125 West Intersection (18-inch diameter waterline)	$10,296	$0	$10,296	2045	$22,560	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
SR-56 from Airport Road to Fastenal driveway (18-inch diameter waterline)	$206,492	$0	$206,492	2045	$452,449	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
SR-56 from Airport Road going west (10-inch diameter waterline)	$30,264	$0	$30,264	2045	$66,312	0%	$0	1,700	gpm	3,668	100%	$0	Transmission/Distribution
Canyon Center Drive going under Main Street (18-inch diameter waterline)	$65,780	$0	$65,780	2045	$144,132	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution

PROJECT	ESTIMATED COST	DEVELOPER PORTION	CITY FUNDED	YEAR	CONSTRUCTION YEAR COST	% TO IFFP	COST TO IFFP	CAPACITY	UNITS	IFA DEMAND	% TO IFA	$ TO IFA	SOURCE, STORAGE, OR DISTRIBUTION?
North of Nichols Canyon Road to new 2300 North Tank (18-inch diameter waterline)	$864,864	$0	$864,864	2045	$1,895,024	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
600 South from Redmen Tank to Sage Drive (20-inch diameter waterline)	$299,000	$0	$299,000	2045	$655,146	0%	$0	6,800	gpm	3,668	54%	$0	Transmission/Distribution
600 South from Sage Drive to 1175 West (20-inch diameter waterline)	$264,550	$0	$264,550	2045	$579,662	0%	$0	6,800	gpm	3,668	54%	$0	Transmission/Distribution
Coal Creek from Bulldog Road to North Cedar Blvd. (12-inch diameter waterline)	$276,458	$0	$276,458	2029	$323,417	100%	$323,417	2,500	gpm	3,668	100%	$323,417	Transmission/Distribution
2300 West from 2200 N. to 2400 N. (12-inch diameter waterline)	$242,060	$106,400	$135,660	2034	$193,086	100%	$193,086	2,500	gpm	3,668	100%	$193,086	Transmission/Distribution
2400 North from west of Clark Parkway to Nichols Canyon Road (18-inch diameter waterline)	$2,059,200	$576,000	$1,483,200	2034	$2,111,056	100%	$2,111,056	5,500	gpm	3,668	67%	$1,407,954	Transmission/Distribution
	$241,248,289	**$33,164,480**	**$208,083,809**		**$297,940,292**		**$162,088,394**					**$76,916,729**	

*For the purposes of the final fee calculation, pump stations are allocated to new development based on the same proportionate allocation as the general distribution system, thus reducing the overall cost attributed to new growth from this category.
**4% inflationary cost added to construction year assuming a base year of 2025.

CEDAR CITY ORDINANCE NO. _____

AN ORDINANCE ADOPTING AN IMPACT FEE FACILITY PLAN; AN IMPACT FEE ANALYSIS; PROPORTIONATE SHARE ANALYSIS; ASSOCITED DOCUMENTS; AND IMPOSING IMPACT FEES FOR CULINARY WATER, WASTEWATER, STORM WATER, TRANSPORTATION, FIRE, POLICE, AND PARKS AND RECREATION; PROVIDING FOR THE CALCULATION AND COLLECTION OF SUCH FEES; PROFIDING FOR APPEAL, ACCOUNTING AND SEVERABILITY OF THE SAME, AND OTHER RELATED MATTERS.

WHEREAS, Cedar City (the "City") is a political subdivision of the State of Utah, authorized and organized under the provisions of Utah law; and

WHEREAS, the City has previously enacted impact fees for Culinary Water, Wastewater, Storm Water, Transportation, Fire, Police, and Parks and Recreation; and

WHEREAS, the City has legal authority, pursuant to Title 11 Chapter 36a Utah Code Annotated (UCA) (the "Act"), to impose development impact fees as a condition of development approval, which impact fees are used to defray capital infrastructure costs attributable to growth activity related to qualified public facilities as defined in the Act; and

WHEREAS, the City desires to assess Culinary Water, Wastewater, Strom Water, Transportation, Fire, Police, and Parks and Recreation impact fees as a condition of development approval in order to appropriately assign capital infrastructure costs to development in an equitable and proportionate manner; and

WHEREAS, the City Council has directed Lewis Young Robertson & Burningham, Inc, to prepare an updated Impact Fee Facilities Plan and an updated Impact Fee Analysis which are conducted consistent with and in compliance with the Impact Fee Act (specifically UCA§§ 11-36a-301 through 11-36a-306). Copies of said written Impact Fee Analysis and Impact Facilities Plan are included herein as exhibit "A"; and

WHEREAS, the City and impact fee consultants engaged by the City have reviewed and evaluated the City-Wide Service area (the "Service Area") and have determined that it is fair and equitable to designate the City Service Ares shown in Figure 3.1 on page 9 of Exhibit "A", map of the City Service Area, which is contiguous with the City's municipal boundaries and future annexed area as it is annexed into the City as the appropriate service area for purposes of the impact fees imposed; and

WHEREAS, Consultant and members of City Staff have worked together to collect and evaluate information relevant to the preparation of the Impact Fee Facilities Plan and the Impact Fee Analysis; and

NOW, THEREFORE, BE IT ORDAINED by the City Council of Cedar City, State of Utah, as follows:

SECTION ONE: ADOPTION OF THE IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS.

The City Council of Cedar City hereby approves and adopts the written Impact Fee Facilities Plan and Impact Fee Analysis attached hereto and incorporated here in as exhibit "A".

SECTION TWO: REPEAL OF PRIOR IMPACT FEE ENACTMENTS.

Cedar City has adopted various ordinances and/or resolutions from time to time establishing the City's impact fees and amending the City's impact fees. All prior impact fee ordinances and/or resolutions establishing or amending the City's Impact Fees are hereby repealed in their entirety.

This general repeal of prior impact fee ordinances and/or resolutions shall not impair the City's ability to use Impact Fees to complete projects that were commenced prior to the effective date of this ordinance pursuant to the provisions of the then existing impact fee ordinances and/or resolutions adopted by Cedar City.

SECTION THREE: ADOPTION OF A NEW ORDINANCE, CEDAR CITY ORDIANCE NO. _____ ENTITLED "AN ORDINANCE ADOPTING AN IMPACT FEE FACILITY PLAN; AN IMPACT FEE ANALYSIS; PROPORTIONATE SHARE ANALYSIS; ASSOCITED DOCUMENTS; AND IMPOSING IMPACT FEES FOR CULINARY WATER, WASTEWATER, STORM WATER, TRANSPORTATION, FIRE, POLICE, AND PARKS AND RECREATION; PROVIDING FOR THE CALCULATION AND COLLECTION OF SUCH FEES; PROFIDING FOR APPEAL, ACCOUNTING AND SEVERABILITY OF THE SAME, AND OTHER RELATED MATTERS".

The new revised ordinance of Cedar City is enacted to read as follows:

Section 1. Findings. The Cedar City Council finds and determines as follows:

1.1 All required notices have been given and made and public hearings conducted as required by the Impact Fee Act with respect to the Impact Fee Facilities Plan, the Impact Fee Analysis, and the Impact Fee Enactment.

1.2 Growth and development activities in Cedar City will create additional demands on its public facilities. The required improvements to the City's public facilities, which are

analyzed in the Impact Fee Facilities Plan and the Impact Fee Analysis, are the direct result of additional public facility needs caused by future development activities. Ther persons responsible for growth and development activities should pay the proportionate share of the costs for the public facilities needed to serve the growth and development activity.

1.3 Impact Fees are necessary to achieve an equitable allocation of the costs borne in the past and to be borne in the future, in comparison with the benefits already received and yet to be received.

1.4 In enacting and approving the Impact Fee Facility Plan, Impact Fee Analysis, and this Ordinance, the City Council has taken into consideration, and in certain situations will consider on a case-by-case basis in the future, the future public facilities needs of Cedar City, the capital financial needs of Cedar City which are the result of Cedar City's future facilities' needs, the distribution of the burden of costs to different properties within Cedar City based on the use of the public facilities of Cedar City by such properties, the financial contribution of those properties and other properties similarly situated in Cedar City at the time of computation of the required fee and prior to the enactment of this Ordinance, all revenue sources available to Cedar City, and the impact on future public facilities that will be required by growth and new development activities in Cedar City.

1.5 The provisions of this Ordinance shall be liberally construed in order to carry out the purposes and intent of the City Council in establishing the Impact Fee program.

SECTION 2 Definitions.

2.1 Except as provided below, words and phrases that are defined in the Impact Fee Act (Title 11, Chapter 36a, Utah Code annotated 1953 as amended) shall have the same meaning in this Ordinance.

2.2 "Service Area" shall mean the geographic boundaries of Cedar City as they currently exist or as they may be amended through annexation of additional lands.

2.3 "Project improvements" means site improvements and facilities that are: (1) planned and designed to provide service for development resulting from a development activity; (2) necessary for the use and convenience of the occupants or users of development resulting from a development activity; and (3) not identified or reimbursed as a system improvement. Project improvements does not mean system improvements.

2.4 "Utah State Impact Fee Act" shall mean Title 11, Chapter 36a, Utah Code Annotated, 1935 as amended, or its successor state statute if that title and chapter is renumbered, recodified, or amended.

SECTION 3. ADOPTION.

3.1 The City Council hereby approves and adopts the Impact Facility plan and Impact Fee Analysis attached hereto and incorporated herein as exhibit "A". The Impact Fee Facilities Plan and the Impact Fee Analysis are incorporated herein by reference and adopted as though fully set forth herein. Based on the City Council's approval and adoption of the Impact Fee Facilities Plan, and Impact Fee Analysis, the City Council imposes a requirement that all developers install Project Improvements as a condition to connection to Cedar City's current or future public facilities. Based on its approval and adoption of the Impact Fee Facilities Plan, and the Impact Fee Analysis, the City Council hereby imposes the Impact Fees for Culinary Water, Wastewater, Storm Water, Transportation, Fire, Police, and Parks and Recreation as specified herein and enacts this Ordinance to require payment of the Impact Fees specified herein as a condition to connection to Cedar City's current or future public facilities and provision service from Cedar City.

SECTION 4. IMPACT FEE CALCULATIONS.

4.1 Impact Fees. The Impact Fees imposed by this Ordinance shall consist of a facilities impact fee ("Facilities Impact Fee") to fund future public facilities and improvements.

4.2 Developer Credits/Developer Reimbursements. A developer, including a school district or charter school, may be allowed a credit against or proportionate reimbursement of an Impact Fee if the developer dedicates land for System Improvements, builds and dedicates some or all of a System Improvement, or dedicates a public facility that Cedar City and the developer agree will reduce the need for a System Improvement. A credit against impact fees shall be granted for any dedication of land for improvement to, or new construction of, any system improvements provided by the developer if the facilities are dedicated to the public and offset the need for an identified system improvement(s). Any such developer credit shall only be applied to the impact fee for the specific public facility directly benefited by the dedication of land, improvement, or construction.

4.3 Impact Fees Accounting. Cedar City shall establish a separate interest-bearing ledger account for the cash impact fees collected pursuant to this Ordinance. Interest earned on such account shall be allocated to that account.

a. Reporting. At the end of each fiscal year, Cedar City shall prepare a report generally showing the source and amount of all monies collected, interest earned and received by the fund or account, and of each expenditure from the fund or account. The report shall also identify Impact Fee funds by the year in which they were received, the project from which the funds were collected, and capital projects for which the funds were budgeted, and the project schedules for expenditure and be provided to the State Auditor on the form developed by the State Auditor.

b. Impact Fee Expenditures. Cedar City may expend Impact Fees covered by this Ordinance only for System Improvements that are identified in the Impact Fee Facilities Plan and for the specific public facility type for which the fee was collected.

c. Time of Expenditure. Impact Fees collected pursuant to this Ordinance are to be expended or encumbered for a permissible use within six (6) years of receipt by Cedar City, unless the Cedar City Council finds there is an extraordinary and compelling reason why the fees should be held longer and identifies an absolute date by which the fees will be expended. For purposes of this calculation, the first funds received shall be deemed to be the first funds expended.

d. Extension of Time. Cedar Cit may hold fees longer than six (6) years if it identifies in writing, (i) an extraordinary and compelling reason why the fees should be held longer than six (6) years, and (ii) identifies an absolute date by which the fees will be expended.

4.4 Refunds. Cedar City shall refund impact fees in accordance with relevant provisions of the Impact Fee Act.

4.5 Additional Fees and Costs. The Impact Fees authorized hereby are separate from and in addition to developer fees and charges lawfully imposed by Cedar City, such as engineering and inspection fees, building permit fees, subdivision fees, review fees, and other fees and costs that may not be included as itemized components of the impact fee.

4.6 Fees Effective at Time of Payment. Unless Cedar City is otherwise bound by the terms of a prior or separate contractual requirement, the impact fee shall be determined from the impact fee schedule in effect at the time of payment in accordance with the provisions of Section 5 below.

SECTION 5 IMPACT FEE IMPOSED.

For any development activity which creates additional demand and need for public facilities, Impact Fees are hereby imposed as a condition of the issuance of a building permit by Cedar City. Impact fees for storm drain may be collected at the time of subdivision or other building approval. The formula for each impact fee category is included in exhibit "A". Impact fees are imposed as follows:

	Single Family (per unit)	Multi-Family (per unit)	Commercial (per 1K SF)	Industrial (per 1K SF)	Institutional
Parks/rec.	$4,106	$3,110	n/a	n/a	n/a
Fire	$603	$778	$1,422	$142	$569
Police	$394	$549	$510	$19	$107
Storm water	$393	$85	$1,256	$1,354	$378
Wastewater*	$5,632	$5,632	$5,632	$5,632	$5,632
Culinary water*	$8,594	$8,594	$8,594	$8,594	$8,594
Transportation**	$1,169	$835	$3,254	$604	$941
*Fee is for 1 ERU, larger meters will be assessed a higher fee. See exhibit "A" table 9.6					
**Represents a general fee for commercial (ITE Code 820), institutional (ITE Code 560), and industrial (ITE Code 110). See exhibit "A" table 10.6					

SECTION 6 FEE EXCEPTIONS AND ADJUSTMENTS.

6.1 Waiver for "Public Purpose". The City Council may, on a project-by-project basis authorize exceptions or adjustments to the then existing impact fee rate structure for those projects the City Council determines to be of such benefit to the community as a whole to justify the exception or adjustment. Such projects may include low-income housing. When making a public purpose exception or adjustment the City Council shall identify sources of funding to cover the impact fees that are waived or adjusted.

6.2 Adjustments. The City Council may adjust Impact Fees imposed pursuant to this Ordinance as necessary in order to respond to unusual circumstances in specific areas, ensuring that Impact Fees are imposed fairly, permit the adjustments of the amount of the Impact Fee based upon studies and data submitted by an applicant in order to ensure that the Impact Fee represents the proportionate share of the cost of providing such facilities which are reasonably related to and necessary in order to provide the services in question to anticipated future growth and development activities. The City Council may also adjust Impact Fees to respond to a request for a prompt and individualized Impact Fee review for the development activity of an agency of the State of Utah, a school district, or a charter school.

SECTION 7 APPEAL PROCEDURES.

7.1 Application. The appeal procedure applies both to challenges to the legality of Impact Fees, to similar and related fees of Cedar City and to the interpretation and/or application of those fees.

7.2 Cedar City appeal process. Any person or entity required to pay an Impact Fee under this Ordinance may file a written request to appeal the Impact Fee. An appeal shall be in writing and clearly set forth the reasons for the appeal. All appeals shall be heard first

by the Cedar City Manager. The City Manager shall have thirty (30) days from receipt of the appeal to make a decision and reply in writing to the party submitting the appeal. The person or entity may appeal the decision of the City Manager to the City Council. The City Council shall hear the appeal during an open and public meeting and make a determination within thirty (30) days. The decision of the City Council is final. When hearing the appeal and fashioning a remedy the City Manager and the City Council shall follow the provisions of the Impact Fee Act, specifically Title 11, Chapter 36a, Part 7, Utah Code Annotated 1953 as amended.

7.3 Denial Due to the Passage of Time. Should Cedar City, for any reason, fail to issue a final decision on a written challenge to an Impact Fee, its calculation or application, within thirty the applicable time limitation set forth in section 7.2 the challenge shall be deemed to have been denied.

7.4 Judicial Review. Nothing in this ordinance shall be interpreted to alter the statutory deadlines before which an action to challenge an Impact Fee must be initiated in the District Court. After having been served with a copy of the pleadings initiating a court review, Cedar City shall submit to the Court the record of the proceedings before Cedar City, including minutes, and if available, a true and correct transcript of any proceedings.

SECTION 8 IMPACT REVIEW AND COMMUNITY INVOLVEMENT.

8.1 City's Impact Fee Review. The Cedar City Council may review Impact Fees in five (5) years. In order to meet the Council's five (5) year review timetable, staff is directed to begin the process of requesting a budget, solicit proposals for a consultant, publish the appropriate notices, and take all steps reasonably necessary and proper to begin a comprehensive Impact Fee review in four (4) years. The Council reserves its ability to amend this provision. The Council reserves its ability to pass its yearly budget. The Council reserves its ability to require a review of Impact Fees at a different time than is specified herein in response to such factors as the Council deems appropriate, including but not limited to changing economic conditions.

8.2 Continuing Dialogue with the Building Industry. City staff are directed to engage in continuing dialogue with representatives of the Iron County Home Builders Association, the Iron County Board of Realtors, and other interested groups or individuals. This will be an effort by the City to work with these various interested groups and individuals to refine and improve the current and future Impact Fee study, Impact Fee Facility Plan, and Impact Fees.

SECTION 9 SEVERABILITY.

If any section, subsection, paragraph, clause or phrase of this ordinance shall be declared invalid for any reason, such decision shall not effect the remaining provisions of this Ordinance, which shall remain in full force and effect, and for this purpose, the provisions of this Ordinance are declared to be severable.

SECTION 10 EFFECTIVE DATE

Pursuant to UCA§11-36a-401(2) this ordinance shall take effect ninety (90) days after it is approved by the Cedar City Council.

PASSED AND ADOPTED BY THE CEDAR CITY COUNCIL on the _____ day of _____, 2026

	Aye	Nay	Absent	Abstain
Mr. Phillips				
Mr. Cox				
Mr. Wilkey				
Mr. Schmidt				
Mr. Galan				

Presiding Officer

Attest

_____

_____

Steve Nelson

Mayor

Renon Savage

City Recorder

City Seal:

Exhibit "A"

Impact Fee Facility Plan and Impact Fee Analysis

LRB PUBLIC FINANCE ADVISORS

CEDAR CITY, UTAH

FEBRUARY 2026

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

PARKS AND RECREATION, FIRE, POLICE, STORM WATER, WASTEWATER, CULINARY WATER AND TRANSPORTATION

PREPARED BY:

LRB PUBLIC FINANCE ADVISORS
FORMERLY LEWIS YOUNG ROBERTSON & BURNINGHAM INC

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IMPACT FEE CERTIFICATION

IFFP CERTIFICATION

LRB Public Finance Advisors (formerly Lewis Young Robertson & Burningham, Inc.) and Cedar City jointly certify that the Impact Fee Facilities Plan (IFFP) prepared for Parks and Recreation, Fire, Police, Storm Water, Wastewater, Culinary Water, and Transportation:

1. includes only the costs of public facilities that are:
    a. allowed under the Impact Fees Act; and
    b. actually incurred; or
    c. projected to be incurred or encumbered within six years after the day each impact fee is paid;
2. does not include:
    a. costs of operation and maintenance of public facilities; or
    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; and
3. complies in every relevant respect with the Impact Fees Act.

LRB PUBLIC FINANCE ADVISORS & CEDAR CITY

IFA CERTIFICATION

LRB Public Finance Advisors certifies that the Impact Fee Analysis (IFA) prepared for Parks and Recreation, Fire, Police, Storm Water, Wastewater, Culinary Water and Transportation includes only the costs of public facilities that are:

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; or
    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;
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.

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

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

LRB PUBLIC FINANCE ADVISORS

DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT: Average Annual Daily Trips

AAGR: Average Annual Growth Rate

AWWA: American Water Works Association

AF: Acre Foot

BO: Buildout

CFS: Cubic Feet per Second

ERU: Equivalent Residential Unit (Culinary Water & Wastewater)

GAL: Gallons

GPD: Gallons per Day

GPM: Gallons per Minute

HH: Household

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

ITE: Institute of Traffic Engineers

KSF: 1,000 Square Feet

LOS: Level of Service

LRB: LRB Public Finance Advisors

MG: Million Gallons

MGD: Million Gallons per Day

SF: Square Feet

TAZ: Traffic Area Zone

SECTION 1: EXECUTIVE SUMMARY

The purpose of this Impact Fee Facilities Plan (IFFP), with supporting Impact Fee Analysis (IFA), is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fees Act," and help Cedar City (the "City") fund necessary capital improvements for future growth. This document will address the Parks, Fire, Police, Storm Water, Wastewater, Culinary Water and Transportation needed to serve the City through the next ten years, as well as the appropriate impact fees the City may charge to new growth to maintain the level of service (LOS) for Parks, Fire, Police, Storm Water, Wastewater, Culinary Water and Transportation.

- **Impact Fee Service Area:** The Service Area for the parks, fire, police, storm water, wastewater, culinary water, and transportation impact fees includes all areas within the current municipal boundaries of the City and future annexation areas as they are annexed into the City. **Figure 3.1** illustrates the proposed City-wide Service Area. This document identifies the necessary future system improvements for the Service Area that will maintain the existing LOS into the future.

- **Demand Analysis:** The demand units utilized in this analysis include population and household growth, acreage, calls for service, ERUs, and trip generation. As new development and redevelopment occur within the City, it generates increased demand on City infrastructure. The system improvements identified in this study are designed to maintain the existing LOS for any new or redeveloped property within the City.

- **Level of Service:** The existing LOS is defined throughout each section of this document. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the LOS that is provided to a community's existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development.

- **Excess Capacity:** The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital facilities necessary to serve new growth and to maintain the existing level of service. This list includes any excess capacity of existing facilities, as well as future system improvements necessary to maintain the LOS. The inclusion of excess capacity is known as a "buy-in." Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities. This analysis calculates the buy-in component where applicable.

- **Capital Facilities Analysis:** Due to the projected new development and redevelopment within the City, additional capital improvements will be necessary as they relate to parks, fire, police, storm water, wastewater, culinary water and transportation.

- **Funding of Future Facilities:** This analysis assumes future growth-related facilities will be funded through a combination of impact fee revenues and other funds. The analysis includes future debt-related interest expenses for Police and Fire.

SUMMARY OF PROPOSED IMPACT FEES

The impact fees proposed in this analysis will be assessed within the designated Service Areas. **Table 1.1** provides a general summary of the calculated impact fees for illustrative purposes only. Detailed fee schedules can be found in the following sections of this analysis.

TABLE 1.1: PROPOSED MAXIMUM IMPACT FEE PER UNIT

	Single Family (Per Unit)	Multi-Family (Per Unit)	Commercial (Per 1K SF)	Industrial (Per 1K SF)	Institutional
Parks and Recreation	$4,106	$3,110	-	-	-
Fire	$603	$778	$1,422	$142	$569
Police	$394	$549	$510	$19	$107
Storm Water	$393	$85	$1,256	$1,354	$378
Wastewater*	$5,632	$5,632	$5,632	$5,632	$5,632
Culinary Water*	$8,594	$8,594	$8,594	$8,594	$8,594
Transportation**	$1,169	$835	$3,254	$604	$941

*Fee is for 1 ERU, larger meters will be assessed a higher fee
**Represents a general fee for commercial (ITE Code 820), institutional (ITE Code 560), and industrial (ITE Code 110). See Table 10.6 for details.

NON-STANDARD IMPACT FEES

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

[1] 11-36a-402(1)(c)

SECTION 2: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY

The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP is designed to identify the existing LOS and the demands placed upon existing public facilities by future development and evaluate how these demands will be met. The IFFP is also intended to outline the system improvements which are intended to be funded by impact fees. The IFA is designed to proportionately allocate the cost of the new public facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the existing level of service (LOS) provided to existing development and ensure that impact fees are not used to raise that level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP. This element focuses on a specific demand unit related to each public facility – the existing demand on public facilities and the future demand as a result of new development that will impact public facilities.

EXISTING FACILITY INVENTORY

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

LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing "Level of Service" ("LOS"). Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the level of service which is provided to a community's existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing public facilities beyond the existing capacity justifies the construction of new public facilities.

EXCESS CAPACITY AND FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing LOS. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the level of service.

FINANCING STRATEGY

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

finance system improvements.[2] In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to maintain the existing LOS. [3]

PROPORTIONATE SHARE ANALYSIS

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

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis (IFA) is required under the Impact Fees Act and must identify the impacts placed on public facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis (IFA) must include a proportionate share analysis, clearly detailing that the cost of future or existing (that have excess capacity) public facilities improvements are roughly proportionate to the reasonably related to the service demands needed for any new development activity. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to maintain the existing level of service (UCA 11-36a-302 (3)). The City has determined that assessing impact fees on development activities is necessary to maintain the existing level of services in the future.

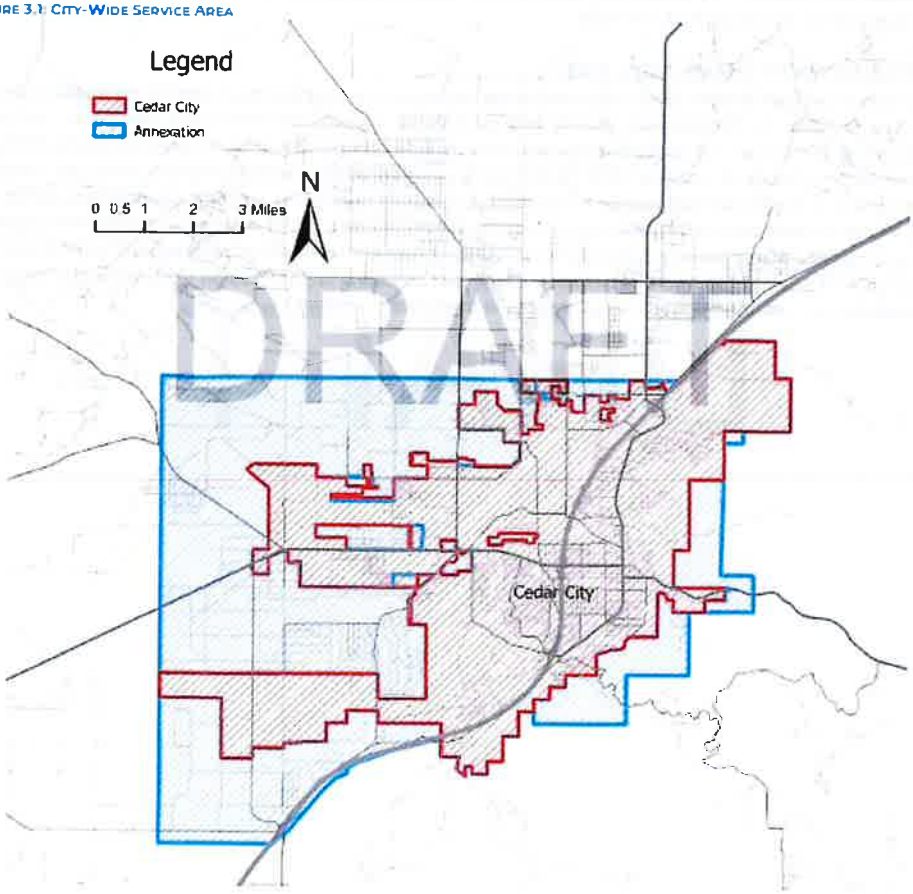
[2] 11-36a-302(2)
[3] 11-36a-302(3)

SECTION 3: OVERVIEW OF SERVICE AREA AND GENERAL DEMAND FIGURES

SERVICE AREAS

Utah Code requires the impact fee enactment to establish one or more service areas within which impact fees will be imposed.[4] The Service Area for all impact fees includes all areas within the current municipal boundaries of the City and future annexation areas as they are annexed into the City, as shown in **Figure 3.1**. This document identifies the necessary future system improvements for the Service Area that will maintain the existing LOS in the future.

FIGURE 3.1: CITY-WIDE SERVICE AREA



[4] UC 11-36a-402(1)(a)

DEMAND ANALYSIS

The demand units utilized in this analysis include acreage, water ERUs, wastewater ERUs, fire/EMS calls, police calls, trips, and population. As new development occurs within the City, it generates increased demand on City infrastructure. As of 2025, the City's fully occupied population was estimated at 42,264 based on census household size data and total households.

TABLE 3.1 CEDAR CITY DEMAND PROJECTIONS

YEAR	POPULATION	CULINARY WATER ERUS	WASTEWATER ERUS	POLICE CALLS	FIRE CALLS	TRIPS
2025	42,264	14,897	13,291	39,186	1,238	148,422
2026	43,532	15,344	13,690	40,362	1,275	152,875
2027	44,838	15,804	14,101	41,572	1,314	157,461
2028	46,183	16,278	14,524	42,820	1,353	162,185
2029	47,569	16,767	14,960	44,104	1,394	167,051
2030	48,996	17,270	15,409	45,427	1,436	172,063
2031	50,466	17,788	15,871	46,790	1,479	177,225
2032	51,980	18,321	16,347	48,194	1,523	182,542
2033	53,539	18,871	16,837	49,640	1,569	188,018
2034	55,145	19,437	17,342	51,129	1,616	193,659
2035	56,800	20,020	17,862	52,663	1,664	199,469
AAGR	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
IFFP Increase	14,535	5,123	4,571	13,477	426	51,047

TABLE 3.2: CEDAR CITY FULL OCCUPANCY ADJUSTED POPULATION

	2020 CENSUS HOUSEHOLDS (HH)	NEW HOUSING UNITS (2020-2024)	TOTAL HH UNITS	HH SIZE	ESTIMATED POPULATION
Single Family	8,610	1,308	9,918	3.05	30,250
Multi-Family	4,372	829	5,201	2.31	12,014
Total	**12,982**	**2,137**	**15,119**		**42,264**

Source: 2020 Census, 2020 American Community Survey, Ivory Boyer Construction Database, LRB

TABLE 3.3: CALCULATION OF HH SIZE

	POPULATION		HOUSING UNITS
Owner Occupied Units:	21,696	1-unit, detached or attached	8,743
1, detached or attached	20,953	2 units	579
2 or more	224	3 or 4 units	1,000
Mobile home, boat, RV, van, etc.	519	5 to 9 units	636
Renter Occupied:	14,518	10 to 19 units	661
1, detached or attached	5,715	20 or more units	953
2 or more	8,592	Mobile home	310
Mobile home, boat, RV, van, etc.	211	Boat, RV, van, etc.	-
Single Family Population	26,668	Single Family Units	8,743
Multi-Family Population	9,546	Multi-Family	4,139
Average HH Size: Single Family	3.05		
Average HH Size: Multi-Family	2.31		

Source: US Census (ACS 2023) Table B25033 Census DP04

The growth rate of three percent (rounded) was recommended by the City and derived from Census population and the latest Kem C. Gardner Policy Institute population projections. This reflects the substantial population growth the City has experienced since 2020. The projections show the City reaching a population of 56,800 within the 10-year planning horizon, an increase of 14,535 people.

SECTION 4 : PARKS AND RECREATION IFFP AND IFA

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

DEMAND ANALYSIS

The specific demand unit used for the parks and recreation IFFP and IFA is population. The population projections used are based on several sources including Census and building permit data. As of 2025, the City's population was estimated at 42,264. It is anticipated that the City's population will increase by 14,535 people within the 10-year planning horizon.

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

TABLE 4.1: POPULATION PROJECTIONS

YEAR	CENSUS
2025	42,264
2026	43,532
2027	44,838
2028	46,183
2029	47,569
2030	48,996
2031	50,466
2032	51,980
2033	53,539
2034	55,145
2035	56,800

EXISTING FACILITY INVENTORY AND EXCESS CAPACITY

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

TABLE 4.2: PARKS EXISTING FACILITIES

PARK TYPE	CITY-OWNED ELIGIBLE ACREAGE	EST. LAND VALUE	EST. IMPROV. VALUE
Parks	103.17	$15,475,500	$33,112,313
Trails	12.55 Miles	$0	$3,140,673
Combined		**$15,475,500**	**$36,252,986**

LAND VALUATION

Current costs are used to determine the actual cost, in today's dollars, of duplicating the current LOS for future development in the City and do not reflect the value of the existing improvements within the City. For the purposes of this analysis, the cost to acquire new land is approximately $150,000 per acre. This is based on land value details provided by the City based on recent land appraisals.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing parks and public lands infrastructure has been funded through a combination of General Fund revenues, grants, other governmental funds and donations. General Fund revenues include a mix of property taxes, sales taxes, federal and state grants, and any other available General Fund revenues. While the

City has received some donations to fund parks and trails facilities, all park land and improvements funded through donations have been excluded in the impact fee calculations.

LEVEL OF SERVICE ANALYSIS

The LOS for this analysis is based on maintaining the existing level of investment in current parks and recreation amenities. The LOS consists of two components – the land value per capita and the improvement value per capita funded by the City (or the cost to purchase the land and make improvements in today's dollars), resulting in a total value per capita for parks and recreation. This approach uses current construction costs to determine the current value and allows the City to maintain the current LOS standard through the collection and expenditure of impact fees. **Table 4.3** shows the LOS for parks and recreation within the Service Area. The LOS analysis is based on the estimated total household population from both occupied and unoccupied housing units, since park facilities have been constructed from impact fees collected on all housing units, including those that are unoccupied.

TABLE 4.3: LEVEL OF SERVICE SUMMARY

SUMMARY LOS (COST PER CAPITA)	LAND VALUE PER CAPITA	IMPROVEMENT VALUE PER CAPITA	TOTAL VALUE PER CAPITA
Combined Parks and trails	$366	$858	$1,224

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

EXCESS CAPACITY

The City currently has excess capacity in the Aquatic Center and Cross Hollow Arena which are designed to serve development through buildout. The calculation of the buy-in component is shown in **Table 4.4**. The buildout population of approximately 123,781 people is calculated by applying the current population-to-ERU ratio to the ERU buildout of 44,640.

TABLE 4.4: PARK BUY-IN

RECREATION FACILITIES	ACRES	LAND	IMPROVEMENT VALUE
Subtotal Aquatic Center	9.01	$1,351,500	$10,624,636
Subtotal Cross Hollow Arena	29.99	$4,498,500	$3,948,485
Interest Expense			$505,335
Total Cost - Park Facilities			$15,078,457
		Population Served	123,781
		Per Capita	**$122**

FUTURE CAPITAL FACILITIES ANALYSIS

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

Based on the expected changes in population over the planning horizon, the City will need to invest approximately $17.8 million in parks, including amenities, to maintain the existing LOS as shown in **Table 4.5**.

The City may invest in parks and recreation at a higher level; however, impact fees cannot be used to increase the existing LOS.

TABLE 4.5: FUTURE INVESTMENT BASED ON CURRENT LOS

PARK TYPE	TOTAL VALUE PER CAPITA	POPULATION INCREASE IFFP HORIZON	COST TO PARKS & PUBLIC LANDS OVER IFFP HORIZON
Combined Parks, Trails, and Open Space	$1,224	14,535	$17,790,274

SYSTEM VS. PROJECT IMPROVEMENTS

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

- Open Space, Trails, Greenbelt and Natural Lands;
- Mini, Neighborhood, and Community Parks;
- Undeveloped Park Space;
- Special-Use Areas; and,
- Park Improvements and Amenities.

PROPOSED PARKS AND RECREATION IMPACT FEE

The calculation of the park impact fee is based on the growth-driven approach, which is based on the growth in residential demand. The growth-driven methodology utilizes the existing LOS and perpetuates that LOS into the future. Impact fees are then calculated to provide sufficient funds for the entity to expand or provide additional facilities, as growth occurs within the community. Under this methodology, impact fees are calculated to ensure new development provides sufficient investment to maintain the current LOS standards in the community. This approach is often used for public facilities that are not governed by specific capacity limitations and do not need to be built before development occurs (i.e. park facilities). Utilizing the estimated per capita land value and per capita improvement value by park type, the total fee per capita is shown in Table 4.6 below.

TABLE 4.6: ESTIMATE OF IMPACT FEE VALUE PER CAPITA

	TOTAL PER CAPITA
Active Parks & Trails	$1,224
Buy-In	$122
Professional Expense	$0.59
Estimated Impact Fee per Capita	**$1,346**

Based on the per capita fee, the proposed impact fee per household is summarized in Table 4.7.

[5] 11-36a-102(22)
[6] 11-36a102(15)

TABLE 4.7: PARK IMPACT FEE SCHEDULE

HOUSEHOLD TYPE	PERSONS PER HH	RECOMMENDED FEE PER HH	EXISTING FEE PER HH	% CHANGE
Average	3.01	$4,052		
Single Family	3.05	$4,106	$1,350	204.2%
Multi-Family (Including Mobile Homes)	2.31	$3,110	$1,290	141.1%

Source: Household Size Figures Calculated from US Census 2023 American Community Survey 5-Year Estimates

NON-STANDARD IMPACT FEE

The proposed fees are based upon population growth. The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon park facilities.[7] This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

FORMULA FOR NON-STANDARD PARKS AND RECREATION IMPACT FEES:

Estimate Population x $1,346 = Impact fee

[7] 11-36a-402(1)(c)

SECTION 5: FIRE IFFP AND IFA

This section will address the fire IFFP, and supporting IFA, to help the City plan for the necessary capital improvements for future growth. This will address the fire infrastructure and apparatus, both existing and future, needed to serve the City through the next ten years, as well as address the appropriate fire impact fees the City may charge to new growth to maintain the existing LOS.

DEMAND

The primary demand unit related to the fire IFA is growth in calls for service. The annual call volume for the City for 2024 was 1,175 calls for service. Call data used to determine the average calls for residential and non-residential development is from 2024.

TABLE 5.1: HISTORIC FIRE CALL DATA BY LAND USE CATEGORY

	Measurement	Developed Units/Ksf	Historic Calls	Existing LOS (Calls per developed unit)
Residential				
Single Family	Per Unit	9,918	307	0.031
Multifamily	Per Unit	5,201	208	0.040
Subtotal Residential:		15,119	515	0.034
Non-Residential				
Commercial	Per 1,000 sf	5,549	277	0.050
Office	Per 1,000 sf	769	21	0.027
Industrial	Per 1,000 sf	2,273	12	0.005
Institutional	Per 1,000 sf	381	8	0.020
Agricultural/Forest/Mining/Other	Per 1,000 sf	124	5	0.042
Subtotal Non-Residential:		9,096	323	0.036
Public & Outside City Boundary			337	
Total			1,175	
Total Attributed			838	

In order to determine the demand placed upon existing public facilities by new development, this analysis projects the additional call volume that undeveloped land uses will generate. An in-depth analysis has been prepared to determine the number of developed units or acres of land in each zoning category, and the number of calls per unit or acre of land has been assigned to each land use category. Table 5.2 illustrates the projected future fire calls based upon the number of historic calls by land use category.

TABLE 5.2: PROJECTED CALLS FOR SERVICE

Year	Projected Population	Projected Calls	Non-Residential
2024	40,104	1,175	660
2025	42,264	1,238	695
2026	43,532	1,275	716
2027	44,838	1,314	737
2028	46,183	1,353	759
2029	47,569	1,394	782
2030	48,996	1,436	805
2031	50,466	1,479	829
2032	51,980	1,523	854
2033	53,539	1,569	880
2034	55,145	1,616	906
2035	56,800	1,664	933
IFFP Growth	14,535	426	238

EXISTING FACILITIES INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, the IFFP provides an inventory of the City's existing facilities. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. As shown in **Table 5.3** there is a total of 32,720 square feet. The City's depreciation statements include a total original value of $3.8M of existing fire facilities with $3.3M included in the impact fee.

TABLE 5.3: EXISTING FACILITIES

DESCRIPTION OF FACILITIES	LAND VALUE	SQ. FT.	% OF BUILDING SERVING FIRE	SF SERVING FIRE	ORIGINAL COST	TOTAL COST (INCL LAND)	TOTAL VALUE TO FIRE	TOTAL ELIGIBLE VALUE
Main Station (Station 1)	$429,399	13,981	100%	13,981	$1,664,197	$2,093,596	$2,093,596	$2,093,596
North Station (Station 2)	$65,100	3,776	100%	3,776	$449,849	$514,949	$514,949	$514,949
West Station (Station 3)*		7,106	67%	4,737	$1,310,362	$1,310,362	$873,575	$436,787
Training Center		7,267	100%	7,267	$203,167	$203,167	$203,167	$203,167
Life Safety House		590	100%	590	$72,156	$72,156	$72,156	$72,156
Total	**$494,499**	**32,720**		**30,351**	**$3,699,730**	**$4,194,230**	**$3,757,443**	**$3,320,655**

*1/3 of station serves airport.

The Impact Fees Act allows Cities to include in the calculation of the impact fee any fire apparatus with a cost of greater than $500,000. **Table 5.4** lists the qualifying apparatus included in the City's depreciation statement. The City reported an additional apparatus value of $2.9M. The eligible existing facility and apparatus value total is $6.2M.

TABLE 5.4: EXISTING APPARATUS

DESCRIPTION OF FACILITIES	% IMPACT FEE ELIGIBLE	TOTAL COST (INCL LAND)	TOTAL ELIGIBLE VALUE
Arial Engine	100%	1,066,239	$1,066,239
Tactical Tender	100%	$569,727	$569,727
Pumper Engine	100%	$661,730	$661,730
Pumper Engine	100%	$602,426	$602,426
Subtotal Apparatus		**$2,900,121**	**$2,900,121**

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

No historical financing costs are included in this analysis related to fire.

LEVEL OF SERVICE

TABLE 5.5: EXISTING LEVELS OF SERVICE

	IFFP PLANNING HORIZON
Existing SF	30,351
SF per Call	**25.83**
IFFP Calls	426
NEW SF NEEDED	11,004

The existing LOS attributed to different land use types is shown in **Table 5.1.** The LOS for purposes of this analysis is calls per development type. **Table 5.5** illustrates both the existing calls for service per capita and the existing square footage level of service. The current square footage LOS for fire is 25.83 SF / call.

EXCESS CAPACITY

The City does not currently have any facilities with excess capacity, based on the impact fee methodology and level of service utilized in this analysis. The apparatus facilities with the associated excess capacity analysis is shown in **Table 5.6**.

TABLE 5.6: APPARATUS EXCESS CAPACITY

	IMPACT FEE ELIGIBLE	% IMPACT FEE ELIGIBLE	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10-YEAR
Existing Apparatus	$2,900,121	100%	564	238	42%	$1,224,214

FUTURE CAPITAL FACILITIES ANALYSIS

The City will need to construct new facilities to mitigate the impacts of new development to maintain the square footage LOS. Based on the square footage LOS, a total of 11,004 SF of fire facilities will be required through the IFFP horizon, as shown in Table 5.5, which will serve 426 fire calls for service. Table 5.7 includes costs for future facilities anticipated in the 10-year planning horizon, with the proportion allocated to new demand.

TABLE 5.7: FUTURE FIRE FACILITIES

	PROPOSED SF	ADDED SF	YEAR	CONST. YEAR COST	% TO FIRE IFFP	IFFP COST
Shared Facility Station #4	18,275	18,275	2027	$9,067,864	100%	$9,067,864
Station #2 Relocate	23,320	19,544	2028	$12,254,268	84%	$10,270,044
Total	**41,595**	**37,819**		**$21,322,132**	**91%**	**$19,337,908**

TABLE 5.7: FUTURE FIRE FACILITIES (CONT.)

	IFFP COST	DEMAND SERVED	10-YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10-YEAR DEMAND
Total	**$19,337,908**	**1,464**	**426**	**29%**	**$5,626,638**

In addition to physical facilities, the City will need to acquire additional fire suppression equipment. According to the Impact Fee Act, Section 102, Paragraph 17, public safety impact fee calculations may include a fire suppression vehicle costing in excess of $500,000. A total of $2.2M is included in this analysis for fire suppression vehicles attributed to growth. This cost is allocated only to non-residential development.

TABLE 5.8: FUTURE FIRE APPARATUS

	TOTAL COST	YEAR	CONST. YEAR COST	% TO FIRE	IFFP COST
New Type 3/1 Fire Engine	$980,000	2027	$1,039,682	100%	$1,039,682
Replace Ladder 31	$1,726,000	2027	$1,831,113	0%	$0
Replace Engine 41	$1,380,000	2029	$1,553,202	0%	$0
Replace Engine 42	$1,243,000	2028	$1,358,260	0%	$0
Replace Engine 21	$1,380,000	2031	$1,647,792	0%	$0
Replace Rescue 12	$1,100,000	2033	$1,393,447	0%	$0
New Mini Pumper	$750,000	2035	$1,007,937	100%	$1,110,183
Total	**$8,559,000**		**$10,301,170**		**$2,170,151**

TABLE 5.8: FUTURE FIRE APPARATUS (CONT.)

	IFFP COST	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10-YEAR DEMAND
Total	**$2,170,151**	**934**	**238**	**42%**	**$916,075**

The City anticipates issuing debt to fund the anticipated new fire facilities. Based on a 20-year level amortization and four percent interest, this results in a total cost of $21.3M for the new fire facilities. A total of $10M of associated interest and debt issuance cost is included in this analysis.

PROPOSED FIRE IMPACT FEE

The fire impact fees proposed in this analysis will be assessed within the entire Service Area. The fire impact fee utilizes the plan-based approach, which is based on a defined set of capital costs specified for future development. The City's proposed future facilities are proportionately allocated to future development based on the existing LOS. It is anticipated that the combined existing and future facilities will be used to respond to calls for service from new development activity. The fire impact fees area proposed in this analysis will be assessed throughout the entire Service Area, which incorporates the entire municipal boundaries and future annexation areas as they are annexed into the City.

TABLE 5.9: ESTIMATE OF IMPACT FEE COST PER CALL

	Total Cost	% to IFFP	Cost to Impact Fees	% to Growth	Cost to Growth	Total Calls	Cost per Call
Existing Facilities	$3,757,443	88%	$3,320,655	0.0%	$0	426	$0
Future Facilities	$21,322,132	100%	$21,322,132	26.4%	$5,626,638	426	$13,208
Future Interest	$10,056,264	100%	$10,056,264	26.4%	$2,653,719	426	$6,229
Subtotal: Facilities	**$35,135,839**		**$34,699,052**		**$8,280,357**		**$19,437**
Apparatus							
Existing Apparatus	$2,900,121	100%	$2,900,121	42.2%	$1,224,214	238	$5,144
Future Apparatus	$10,301,170	21%	$2,170,151	42.2%	$916,075	238	$3,849
Subtotal: Apparatus	**$13,201,291**		**$5,070,273**		**$2,140,289**		**$8,993**
Other							
Professional Expense	$7,830	100%	$7,830	100.0%	$7,830	426	$18
Subtotal: Other	**$7,830**		**$7,830**		**$7,830**		**$18**
						Residential	**$19,455**
						Non-Residential	**$28,448**

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

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

	Unit	Cost per Call	Calls per Unit	Total Impact Fee per Unit	Existing Fee	% Change
Single Family	Per Residential Unit	$19,455	0.03	$603	$404.00	49%
Multifamily	Per Residential Unit	$19,455	0.04	$778	$185.00	321%
Commercial	Per 1K SF of Building	$28,448	0.05	$1,422	$199.00	615%
Office	Per 1K SF of Building	$28,448	0.03	$768	NA	NA
Industrial	Per 1K SF of Building	$28,448	0.01	$142	$482.00	-71%
Institutional	Per 1K SF of Building	$28,448	0.02	$569	$362.00	57%

NON-STANDARD FIRE IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon fire facilities.[8] This adjustment could result in a different impact fee if the City determines that a particular user may create a different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee is found below.

FORMULA FOR NON-STANDARD FIRE IMPACT FEES:

Residential: Estimate of Annual Call Volume per Unit x $19,455 = Impact Fee per Unit
Non-Residential: Estimate of Annual Call Volume per Unit x $28,448 = Impact Fee per Unit

[8] 11-36a-402(1)(c)

SECTION 6: POLICE IFFP AND IFA

The purpose of this section is to address the police IFFP, with supporting IFA, and to help the City plan the necessary capital improvements for future growth. The City's police services include animal control, with sworn officers responding to animal-related calls and managing animal intake. While animal control is administered under the police department, it is evaluated separately in this study with its own level of service and square footage assumptions and is then combined with police services to calculate the overall police impact fee. This section will address the future police infrastructure needed to serve the City through the next ten years, as well as address the appropriate police impact fees the City may charge to new growth to maintain the existing LOS.

DEMAND

The primary demand unit related to the police IFA is growth in calls for service. The calls are separated into animal calls and all other call types. A separate level of service is also calculated for the two categories of calls. The total annual call volume for the City in 2024 was 37,183 calls for service. **Table 6.1** illustrates animal control and non-animal call ratios per developed unit. In the data set, events where multiple officers respond are documented as a call per responding officer. This is captured in both the historic and projected call numbers.

TABLE 6.1: HISTORIC POLICE CALL DATA BY LAND USE CATEGORY

	Measurement	Developed Units or 1,000 sf	Calls Less Animal	Existing LOS (Calls Per Developed Unit)	Animal Calls	Animal LOS
Residential						
Single Family	Per Unit	9,918	10,629	1.072	811	.08
Multifamily	Per Unit	5,201	8,301	1.596	330	.06
Subtotal Residential:		**15,119**	**18,930**	**1.252**	**1,140**	**.075**
Non-Residential						
Commercial	Per 1,000 sf	5,549	8,295	1.495	285	0.05
Office	Per 1,000 sf	769	183	0.238	7	0.01
Industrial	Per 1,000 sf	2,273	121	0.053	7	0.00
Agricultural/Forest/Mining/Other	Per 1,000 sf	124	39	0.318	6	0.05
Institutional	Per 1,000 sf	381	128	0.336	108	0.28
Subtotal Non-Residential:		**9,096**	**8,768**	**0.964**	**0.0454**	**1.009**
Public & Outside City Boundary			**7,932**			
Total			35,630		1,553	
Total Attributed			27,698		1,553	

In order to determine the demand placed upon existing public facilities by new development, this analysis projects the additional call volume that undeveloped land uses will generate. An in-depth analysis has been prepared to determine the number of developed units or acres of land in each zoning category, and the number of calls per unit or acre of land has been assigned to each land use category. **Table 6.2** illustrates the projected future police calls based on the number of historic calls.

TABLE 6.2: FUTURE CALLS

Year	Projected Population	Total Projected Calls	Calls Less Animal	Animal Calls
2024	40,104	37,183	35,630	1,553
2025	42,264	39,186	37,549	1,637
2026	43,532	40,362	38,676	1,686
2027	44,838	41,572	39,836	1,736
2028	46,183	42,820	41,032	1,788

Year	Projected Population	Total Projected Calls	Calls Less Animal	Animal Calls
2029	47,569	44,104	42,262	1,842
2030	48,996	45,427	43,530	1,897
2031	50,466	46,790	44,836	1,954
2032	51,980	48,194	46,181	2,013
2033	53,539	49,640	47,567	2,073
2034	55,145	51,129	48,994	2,135
2035	56,800	52,663	50,463	2,200
IFFP Growth	**14,535**	**13,477**	**12,914**	**563**

EXISTING FACILITIES INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, the IFFP provides an inventory of the City's existing facilities. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. As shown in **Table 6.3**, there is a total of 22,900 square feet of building space attributed to police, with 7,500 of the square footage attributed to animal services. According to existing financial records, the total original value attributed to police facilities is $4,575,806.

TABLE 6.3: EXISTING FACILITIES

Description of Facilities	Total Building Sq Ft.	Police Sq. Ft.	Original Cost	% to Police	Cost to Police
City Hall Police Station	34,764	15,400	$3,608,527	44%	$1,598,531
Animal Shelter	7,500	7,500	$2,997,276	100%	$2,977,276
Total	**42,264**	**22,900**	**$6,585,803**		**$4,575,806**

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

No historical financing costs are included in this analysis related to police.

LEVEL OF SERVICE

The level of service for police facilities focuses on the specific demand unit related to police services – calls for service. The demand analysis identifies the existing demand placed on public facilities and the anticipated future demand generated from new development, based on historic trends. The demand analysis considers growth in demand units over the planning horizon of the IFFP and ultimate build-out. The call data used to determine the average calls for residential and non-residential development is from 2024. The existing LOS attributed to different land use types is shown in **Table 6.1.** The LOS for purposes of this analysis is calls per development type. **Table 6.4** illustrates the total existing calls for service and illustrates the existing square footage level of service. The current square footage LOS for police is 0.43 SF / call and 4.83 SF / Call for animal services. Animal control also provides animal intake services, but those numbers are not included because they are not attributable to any specific land use. Based on the historic LOS, the City anticipates an additional 12,914 police and 563 animal calls attributed to new development.

TABLE 6.4: NON-ANIMAL EXISTING AND PROJECTED LOS

	General Police Service IFFP Planning Horizon	Animal Control Service IFFP Planning Horizon
Existing SF	15,400	7,500
SF per Call	**0.43**	**4.83**
IFFP Calls	12,914	563
New SF Needed	**5,582**	**2,718**

EXCESS CAPACITY

Excess capacity is calculated for both police stations and animal control facilities. The City police station does not currently have any excess capacity, based on the impact fee methodology and level of service utilized in this analysis. The animal control existing and remaining capacity with the associated excess capacity analysis is shown below.

TABLE 6.5: ANIMAL CONTROL EXCESS CAPACITY

	SF	IMPACT FEE ELIGIBLE	% IMPACT FEE ELIGIBLE	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED
Total Facilities	7,500	7,500	100%	4,793	563	12%

FUTURE CAPITAL FACILITIES ANALYSIS

This analysis assumes the City will need to construct new facilities to mitigate the impacts of new development to maintain the square footage LOS. Based on the square footage LOS calculated in Table 6.4, a total of 5,582 SF of police facilities will be required through the IFFP horizon which will serve 12,914 police calls for service.

TABLE 6.6: FUTURE POLICE FACILITIES

FACILITIES	PROPOSED SF	ADDED SF	YEAR	CONSTRUCTION YEAR COST	% TO POLICE IFFP	IFFP COST
Shared Public Safety Facility	5,042	5,042	2027	$2,491,459	100%	$2,491,459
Police Headquarters	23,000	7,600	2028	$11,642,342	33%	$3,847,035
Total	28,042	12,642		$14,133,801		$6,338,493

TABLE 6.6: FUTURE POLICE FACILITIES (CONT.)

FACILITIES	IFFP COST	DEMAND SERVED	10 YEAR DEMAND	10 YEAR DEMAND AS % OF TOTAL DEMAND SERVED	COST TO 10-YEAR DEMAND
Total	$6,338,493	29,249	12,914	44%	$2,798,596

The City anticipates issuing debt to construct the anticipated new police facilities. Based on a 20-year level amortization and four percent interest, this results in a total cost of $14.1M for the new police facilities. A total of $6.7M of associated interest and cost of issuance is included in this analysis.

PROPOSED POLICE IMPACT FEE

The police impact fee is based on the plan-based methodology. Using this approach, impact fees are calculated based on a defined set of capital costs specified for future development. The improvements are identified in a capital plan or impact fee facilities plan as growth-related system improvements. The City's existing facilities are proportionately allocated to the new development calls for service. Since the existing police station facilities are at capacity, no percentage is attributed to growth and 12% of the existing animal control facilities is attributed to growth. The total cost is divided by the total demand units the improvements are designed to serve. Under this methodology, it is important to identify the existing level of service and determine any excess capacity in existing facilities that could serve new growth. Impact fees are then calculated based on many variables centered on proportionality and level of service.

TABLE 6.7: ESTIMATE OF IMPACT FEE COST PER CALL

	TOTAL COST	% TO IFFP	COST TO IMPACT FEES	% TO GROWTH	COST TO GROWTH	TOTAL CALLS	COST PER CALL
Existing Facilities	$1,598,531	100%	$1,598,531	0%	$0	12,914	$0.00
Future Facilities	$14,133,801	100%	$14,133,801	20%	$2,798,596	12,914	$217.00

	Total Cost	% to IFFP	Cost to Impact Fees	% to Growth	Cost to Growth	Total Calls	Cost per Call
Future Interest	$6,665,995	100%	$6,665,995	20%	$1,319,916	12,914	$102.00
Facilities Subtotal	**$15,732,332**		**$15,732,332**		**$2,798,596**		**$319.00**
Other							
Professional Expense	$8,550	100%	$8,550	100%	$8,550	12,914	$0.66
Total	**$15,740,882**		**$15,740,882**		**$2,807,146**		**$320**
Animal Control							
Existing Facilities	$2,977,276	100%	$2,977,276	12%	$349,617	563	$621

Table 6.8 shows the recommended impact fee by property type.

TABLE 6.8: RECOMMENDED POLICE FACILITIES IMPACT FEE SCHEDULE

Police	Unit	Cost per Call	Calls per Unit	Impact Fee per Unit
Single Family Residential	Per Residential Unit	$320	1.07	$343.00
Multifamily Residential	Per Residential Unit	$320	1.60	$510.00
Commercial	Per 1K SF of Building	$320	1.49	$478.00
Office	Per 1K SF of Building	$320	0.24	$76.00
Industrial	Per 1K SF of Building	$320	0.05	$17.00
Institutional	Per 1K SF of Building	$320	0.34	$107.00

TABLE 6.8: RECOMMENDED POLICE IMPACT FEE SCHEDULE (CONT.)

Police	Animal LOS	Animal Cost Per Call	Total Police Impact Fee	Existing Fee	Total % Change
Single Family Residential	0.08	$50.75	$394	$89.00	342%
Multifamily Residential	0.06	$39.38	$549	$71.00	674%
Commercial	0.05	$31.90	$510	$107.00	377%
Office	0.01	$5.41	$81	NA	
Industrial	0.00	$1.83	$19	$56.00	-66%
Institutional	0.28	$0.00	$107	$33.00	224%

NON-STANDARD POLICE IMPACT FEES

The City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that the land use will have upon police facilities.[9] This adjustment could result in a different fee if the City determines that a particular user may create different impact than what is standard for its land use. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis. The formula for determining a non-standard impact fee, assuming the fair share approach, is found below.

FORMULA FOR NON-STANDARD POLICE IMPACT FEES:

(Estimate of Annual Police Calls per Unit x $320) + (Estimate of Annual Animal Control Calls per Unit x $621) = Impact Fee per Unit

[9] UC 11-36a-402(1)(c)

SECTION 7: WASTEWATER IFFP AND IFA

Impact fees are calculated based on many variables centered on proportionality and LOS. Future demands were identified previously in this document, and this section will discuss the existing and proposed level of service, the availability of excess capacity, the needed future facilities to serve new development, and the appropriate impact fee to be assessed to new development to maintain the existing LOS. This analysis deals with both the City's wastewater collection system and the treatment facility. The information utilized in this analysis is based off the City's existing Wastewater Master Plan which was last updated in 2024, and data provided by City staff.

DEMAND

Wastewater demand is measured in Equivalent Residential Units (ERUs). The City's wastewater system services 13,291 ERUs. It is anticipated that 4,571 ERUs will be added to the system in the next ten years.

TABLE 7.1: PROJECTED GROWTH IN DEMAND UNITS

	ERUs
2025 ERUs	13,291
2035 ERUs	17,862
Buildout ERUs	47,250
IFFP ERUs	4,571
New ERUs through BO	33,959

EXISTING FACILITIES INVENTORY

The collection system collects wastewater flows from all areas within the Service Area and portions of Iron County (the County) within reach of City wastewater collection system outfall lines which the city operates and maintains. The existing system consists of approximately 1,163,795 linear feet of wastewater main with majority of the pipe's capacity containing a flow that is less than ½ the diameter of the pipe. There are also multiple lift stations currently in operation. Collection facilities contain a total of $36M in original system value included in this analysis when determining buy-in value. The table below illustrates the total value attributed to each Service Area as defined in the IFFP.

TABLE 7.2 EXISTING FACILITIES

TREATMENT FACILITIES	ORIGINAL COST
Treatment	$35,197,278
Collection	$36,188,629
Total	$71,385,907
Source: City Deprecation Schedule	

The City's treatment facility has a daily average inflow of 3.242 Million Gallons per Day (MGD) and has a maximum capacity of 4.8 MGD. The industry standard is to expand at 75% of design capacity, which reduces the capacity to 3.6 MGD. The facility serves the City's municipal boundaries and has contracts with both the City of Enoch and the County. Enoch contracts with the City to use 8.5 percent of the plant's capacity, and the County contracts to utilize 12.3 percent of the treatment facility. The value of the treatment facility is $35M according to the City's depreciation statements.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing wastewater infrastructure has been funded through a combination of utility rate revenues and other governmental funds. No historical financing costs are included in this analysis related to wastewater.

LEVEL OF SERVICE

Impact fees cannot be used to finance an increase in the level of service (LOS) for current or future users of capital improvements. Therefore, it is important to identify the wastewater LOS to ensure that the new capacities of projects financed through impact fees do not exceed the established standard. This analysis considers the level of service based on actual flows from the City and County connections contributing to the wastewater system at 225.75 GPD per ERU for treatment.

EXCESS CAPACITY

Excess capacity is calculated for both treatment and collection. The design capacity is used for determining overall capacity. According to the City, the design capacity of the current treatment facility is 3.6 MGD as shown. .36 MGD of the total capacity is not utilized by the City, Enoch City, or Iron County. The existing and remaining capacity with the associated excess capacity analysis is shown below. No historic financing costs are included in this analysis related to wastewater infrastructure. The collection system buy-in is allocated based on the assumption that this system will serve development through buildout, with the IFFP demand totaling 9.7 percent of the total system capacity, multiplied by the original value shown in Table 7.2.

TABLE 7.3: EVALUATION OF EXCESS TREATMENT CAPACITY

	MGD
Total Capacity (MGD)	4.80
Design Capacity	3.60
Enoch Contract	8.5%
Enoch Capacity (MGD)	0.28
County Demand (MGD, Based on Actual Flow Reports)	0.40
Existing Demand (MGD, City) (Based on Actual Flow Reports)	2.57
Excess Capacity Available (MGD, Based on Actual Flow Data)	0.35
Excess Capacity as % of Total	9.9%
Additional ERUs to be Served by Excess Capacity	**2,007**
IFFP ERUs	4,571
Remaining ERUs to Serve	2,564
Total ERUs Served by Treatment	26,981
IFFP % of Total Capacity	**16.9%**

FUTURE CAPITAL FACILITIES ANALYSIS

The wastewater IFFP calls for approximately $47.1 million in future wastewater collection and $101.2 M in future treatment improvements within the 10-year planning horizon. This IFFP considers only projects that will be constructed in the ten-year time horizon, and the wastewater impact fees will be based on these numbers. The estimated costs attributed to new growth were analyzed based on existing development versus future development patterns. From this analysis, a portion of future development costs were attributed to new growth and included in the impact fee analysis. **Table 7.4** summarizes the capital costs based on each Service Area by component. The construction year calculation includes a four percent inflationary increase based on the year of each project outlined in the IFFP. **Appendix B** illustrates the full capital projects list from the wastewater IFFP.

TABLE 7.4: FUTURE WASTEWATER FACILITIES

	CONSTRUCTION YEAR COST	ATTRIBUTED TO NEW DEVELOPMENT	WITHIN IFFP PLANNING HORIZON	TOTAL IFFP COST
Treatment System	$101,225,521	$101,225,521	9.8%	$9,929,690
Collection System	$106,015,397	$47,099,544	13.5%	$6,339,763

The City has recently invested in treatment plant upgrades to produce Type I water for irrigation. Additional investment will be required to convey this water from the plant back to the City. Although these costs are not included in this study, the irrigation reuse project should be evaluated for inclusion once more detailed information becomes available.

PROPOSED WASTEWATER IMPACT FEE

This analysis has identified the future demand, the existing and proposed LOS, the availability of excess capacity, and summarizes the future facilities needed to serve new development. The following section identifies the appropriate impact fee to be assessed to new development to maintain the existing LOS. The total project costs are divided by the total demand units the projects are designed to serve. Under this methodology, it is important to identify the existing LOS and determine any excess capacity in existing facilities that could serve new growth. Impact fees are then calculated based on many variables centered on proportionality share and LOS. The wastewater impact fees proposed in **Table 7.5** will be assessed throughout the City. The "total impact fee" shown—**$5,632 per ERU**—illustrates the maximum allowable per-unit impact fee to maintain the existing LOS, based on the assumptions identified in this document, including the applicable buy-in, future facility, and other costs.

TABLE 7.5: WASTEWATER IMPACT FEE PER UNIT

	Total Cost	% to Growth	$ to IFFP Growth	% to IFA	Cost to IFA	Demand Served	Cost Per ERU
Buy-In							
Treatment Buy-In	$35,197,278	16.9%	$5,962,866	100.0%	$5,962,866	4,571	$1,304
Collection Buy-In	$36,188,629	9.7%	$3,500,915	100.0%	$3,500,915	4,571	$766
Subtotal: Buy-In							**$2,070**
Future Facilities							
Treatment IFFP Cost	$101,225,521	9.8%	$9,929,690	100.0%	$9,929,690	4,571	$2,172
Collection IFFP Cost	$47,099,544	13.5%	$6,339,763	100.0%	$6,339,763	4,571	$1,387
Subtotal: Future Facilities							**$3,559**
Other							
Professional Expense	$11,430	100.0%	$11,430	100.0%	$11,430	4,571	$3
Subtotal: Other							**$3**
Total							$5,632

Table 7.6 shows the maximum impact fee allowable allocated by meter size.

TABLE 7.6: RECOMMENDED IMPACT FEE SCHEDULE

Existing/Proposed Fee Comparison by Meter Size	AWWA Multiplier	Proposed	Existing	% Increase
1"	1.00	$5,632	$1,935	191.06%
1.5"	2.50	$14,082	$4,837	191.13%
2"	4.00	$22,532	$7,740	191.11%
3"	5.83	$32,857	$11,281	191.26%
4"	8.67	$48,818	$16,776	190.99%
6"	14.67	$82,611	$28,386	191.02%

NON-STANDARD IMPACT FEE

The City reserves the right under the Impact Fees Act[10] to assess an adjusted fee that more closely matches the true impact that the land use will have upon the wastewater system. This adjustment could result in a lower impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The formula for a non-standard impact fee calculation is shown below.

FORMULA FOR NON-STANDARD WASTEWATER IMPACT FEES:

Number of ERUs x $5,632 = Impact Fee per Unit

[10] 11-36a-402(1)(c)

SECTION 8: STORM WATER IFFP AND IFA

The purpose of this section is to assess the storm drainage IFFP, with supporting IFA, and to help the City plan for the necessary capital improvements for future growth. This section will address the future storm water infrastructure needed to serve the City through the next ten years, as well as address the appropriate storm water impact fees the City may charge to new growth to maintain the existing LOS. The information utilized in this analysis is based off the City's existing Storm Water Master Plan, which was last updated in 2023, and data provided by City staff.

DEMAND

The demand unit used in this analysis is cubic feet per second. As residential and commercial growth occurs within the Service Area, the impervious surfaces within the City will increase, resulting in additional run-off. The storm drain capital improvements identified in this study are based on maintaining the current level of service as defined in the IFFP. The proposed impact fees are based upon the projected growth in CFS, which is used to quantify the impact that future users will have upon the City's system. By 2035, it is estimated that the runoff within the City will increase by 1,108 CFS.

TABLE 8.1: EXISTING AND PROJECTED DEMAND

STORM RUNOFF WITHIN CITY SERVICE AREA	CFS	% OF BUILD-OUT	% OF FUTURE DEMAND
Existing Storm Runoff 2025	3,635	28.18%	
Build-out Runoff	12,900		
Future Runoff (through Build-out)	9,265	71.82%	
Future Runoff (through IFFP timeframe)	1,108	8.59%	11.96%
ERU	3,600	SF impervious area	
Annual Growth Assumption	3.00%		

Source: City Staff

EXISTING FACILITIES INVENTORY

To quantify the demands placed upon existing public facilities by new development activity, the City's existing depreciation schedule provides an inventory of the City's existing facilities. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. A total of **$17.2M** in original system value is considered in this analysis when determining buy-in value.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing storm water infrastructure has been funded through a combination of utility rate revenues, other governmental funds, and debt. According to the City, $1,010,377 of associated interest is evaluated in the analysis, based on the total interest paid related to the Series 2020 Storm Water Revenue Bond.

LEVEL OF SERVICE

Impact fees cannot be used to finance an increase in the level of service to current or future users of capital improvements. Therefore, it is important to identify the storm drain level of service to ensure that the new capacities of projects financed through impact fees do not exceed the established standard.

The methodology in determining what storm water facilities will be required is based on standard engineering practices that are widely used in the industry. The City's LOS is based on a 25-year storm event. In general terms, the developer is expected to pay for the infrastructure to collect and detain the runoff generated in the 25-year return frequency storm. For example, development is required to install and pay for the equivalent cost of a 24" storm drain. The City (generally through impact fees) pays for the upsizing of infrastructure beyond the 24" storm drain infrastructure. In addition, the LOS is based on a run-off coefficient by land-use type, which measures the average impact of different development types within the Service Area. The runoff coefficient by land use type is shown below.

TABLE 8.2: EXISTING RUNOFF

Land Use Category	Developed Units	Developed Acres	Units/Ac	Runoff/Ac	Allowed Runoff/Ac	Remaining Runoff/Ac	Runoff/ Unit	Total Runoff
Single Family Unit	9,918	5,549.03	1.79	0.50	0.2	0.30	0.17	1,664.71
Multi Family Unit	5,201	293.46	17.72	0.75	0.2	0.55	0.03	161.40
Commercial	6,319	1,430.84	4.42	0.95	0.2	0.75	0.17	1,073.13
Industrial	2,273	479	4.74	0.90	0.2	0.70	0.15	335.56
Institutional	381	5,311.07	0.07	0.85	0.2	0.65	9.06	3,452.20
Agricultural	124	45.10	2.75	0.294	0.2	0.09	0.03	4.24
							Total:	6,691.24

EXCESS CAPACITY

For the purposes of this analysis, excess capacity has been defined based on the proportion of cfs within the IFFP relative to buildout. It is anticipated that the existing system will serve new development through buildout. There will be an increase of 1,108 cfs in the next ten years, with an estimated total of 12,900 cfs at buildout. The increase in cfs in the IFFP planning horizon represents approximately 8.59 percent of the anticipated buildout system. A buy-in component is applied including existing facilities utilized by growth, and interest expense from existing bonds.

FUTURE CAPITAL FACILITIES ANALYSIS

The following table identifies the system improvements costs needed to maintain the stated LOS, according to the City within the 10-year planning horizon. The estimated costs attributed to new growth were analyzed based on existing development versus future development patterns. From this analysis, a portion of future development costs were attributed to new growth and included in the impact fee analysis. **Table 8.3** summarizes the capital costs based on each Service Area. All improvement plans can be found in **Appendix C**. The construction year calculation includes four percent inflation based on the year of each project outlined in the IFFP.

TABLE 8.3: FUTURE STORM WATER FACILITIES

	Construction Year Cost	Attributed to New Development	within IFFP Planning Horizon	Total IFFP Cost
System Improvements	$160,907,866	$44,088,772	11.96%	$5,271,858

PROPOSED STORM WATER IMPACT FEE

This analysis has identified the future demand, the existing and proposed LOS, the availability of excess capacity, and the future facilities needed to serve new development. The following section identifies the appropriate impact fee to be assessed to new development to maintain the existing LOS. The storm water impact fees proposed in **Table 8.4** will be assessed throughout the City. The proposed impact fee is the appropriate impact fee to maintain the existing LOS and the maximum allowable impact fee assignable to new

development. It is based on the assumptions identified in this document, including the applicable buy-in, future facility, and other costs.

TABLE 8.4: STORM WATER IMPACT FEE PER UNIT

	Total Cost	% Eligible Cost	Total Eligible Value	% to IFA	Cost to IFA	IFFP Demand (CFS)	Cost Per CFS
Buy-In							
Existing Systems	$17,247,192	100.0%	$17,247,192	8.59%	$1,481,187	1,108	1,337
Existing Debt	$1,010,377	100.0%	$1,010,377	8.59%	$86,771	1,108	$78
Buy-In Subtotal	**$18,257,570**		**$17,247,192**		**$1,481,187**		**$1,415**
Future Facilities							
Future Storm Drain Projects	**$160,907,866**	**27.4%**	**$44,088,772**	**11.96%**	**$5,271,858**	**1,108**	**$4,759**
Other Costs							
Professional Expense	$8,910	100.0%	$8,910			1,108	$8
Other Costs Subtotal	**$8,910**		**$8,910**				**$8**
Total	**$179,174,346**		**$61,344,874**				**$6,182**

Table 8.5 shows the maximum allowable impact fee by land use.

TABLE 8.5: STORM WATER IMPACT FEE BY LAND USE

Existing Fees	Runoff (CFS)/Unit	Proposed	Existing	% Change
Single Family Dwelling Unit	6.4%	$393	$294	33.67%
Multi Family Dwelling Unit	1.4%	$85	$63	34.92%
Commercial (per 1,000 Sf)	20.3%	$1,256	$941	33.48%
Industrial (per 1,000 Sf)	21.9%	$1,354	$1,015	33.40%
Institutional (per 1,000 Sf)	6.1%	$378	$283	33.57%
Agricultural (per 1,000 Sf)	9.7%	$597	$447	33.56%

NON-STANDARD IMPACT FEE

The City reserves the right under the Impact Fees Act[11] to assess an adjusted fee that more closely matches the true impact that the land use will have upon the storm system. This adjustment could result in a lower impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The formula for a non-standard impact fee calculation is shown below.

FORMULA FOR NON-STANDARD STORM WATER IMPACT FEES:

Total Runoff (CFS) x $6,182 = Impact Fee

[11] 11-36a-402(1)(c)

SECTION 9: CULINARY WATER IFFP AND IFA

The purpose of this section is to address the culinary water IFFP, with supporting IFA and to help the City plan for the necessary capital improvements for future growth. This section will address the future culinary water infrastructure needed to serve the City through the next ten years, as well as address the appropriate culinary water impact fees the City may charge to new growth to maintain the existing LOS. The City has elected to exclude the cost of water rights in the impact fee analysis as the acquisition process is addressed separately. The information utilized in this analysis is based off the City's existing 2023 Water Master Plan, population projections, and updated information provided by the City's engineer and staff.

DEMAND ANALYSIS

The primary demand unit related to the water IFA is equivalent residential units (ERUs). It is anticipated that 5,123 ERUs will be added to the system in the next ten years. Based on input from the City, the growth projections in this analysis have been updated from the Master Plan to account for higher growth.

TABLE 9.1: PROJECTED ERUS

2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	BO	IFFP GROWTH
14,897	15,344	15,804	16,278	16,767	17,270	17,788	18,321	18,871	19,437	20,020	44,640	5,123

LEVEL OF SERVICE

Impact fees cannot be used to finance an increase in the LOS to current or future users of capital improvements. Therefore, it is important to identify the culinary LOS to ensure that the new capacities of projects financed through impact fees do not exceed the established standard. The existing LOS for source is based on an average peak day demand of 290 gpd/ERU, and storage LOS is based on indoor usage of 250 gpd/ERU. Fire suppression requires a minimum of 1,000 gpm for 1 hour.

EXISTING FACILITIES INVENTORY

The City's culinary water is supplied by springs and wells. There are three springs and eight groundwater wells throughout the City. All sources have a combined design production capacity of 14,450 GPM. The City's tanks have a combined total storage capacity of 17.2 Million Gallons (MG) and 3.42 MG for fire. A full inventory of source and storage is found in **Appendix D**.

The value of the existing system is shown in **Table 9.2.** This value represents the original cost of infrastructure based on the City's existing depreciation schedule.

TABLE 9.2: VALUE OF EXISTING SYSTEMS

	DEPRECIATION VALUE
Source	$7,875,868
Storage	$8,237,557
Transmission	$52,072,705

EXCESS CAPACITY AND EXISTING FACILITIES

An analysis of current capacity based on the proposed LOS illustrates that there is excess capacity related to distribution facilities and no available capacity within the existing system related to source or storage. This analysis does include a proportionate share analysis and buy-in component for the distribution system (see **Table 9.3**).

TABLE 9.3: CALCULATION OF DISTRIBUTION SYSTEM EXCESS CAPACITY

	SOURCE		STORAGE		DISTRIBUTION
Updated 2025		Gal per ERU (Existing)	863.80	Existing ERUs	14,897
GPM per ERU (Existing)	0.71	ERUs	14,897	IFFP ERUs	20,020
ERUs	14,897	Existing Demand	12,867,923	BO ERUs	44,640
Existing Demand	10,624	**Existing Storage**	17,200,000	New ERUS in IFFP	5,123
Existing Supply	10,610	Excess	4,332,077	IFFP ERUs as % of Total System	11.5%
Excess	(14.31)	ERUs Served	5,015	IFFP ERUs as % of New Growth	17.2%
% Excess Capacity	0%	% Excess Capacity	25%*		

*City has indicated that while there is excess capacity, it is not available to new development due to location.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City has funded its existing capital infrastructure through a combination of different revenue sources, including the General Fund, utility fund revenues, the issuance of debt, and revenues received from other governmental agencies. This analysis has removed all funding that has come from federal grants and donations from non-resident citizens to ensure that none of those infrastructure items are included in the level of service. No interest buy-in component is included in this analysis.

FUTURE CAPITAL FACILITIES ANALYSIS

The estimated costs attributed to new growth were analyzed based on existing development versus future development needs. From this analysis, a portion of future development costs were attributed to new growth and included in this impact fee analysis. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. The costs of projects related to curing existing deficiencies cannot be funded through impact fees. A total future project costs summary is shown in **Table 9.4**. A detailed list of projects is provided in **Appendix D**.

TABLE 9.4: FUTURE CULINARY WATER FACILITIES

	CONSTRUCTION YEAR COST	ATTRIBUTED TO NEW DEVELOPMENT	WITHIN IFFP PLANNING HORIZON	TOTAL IFFP COST
System Improvements	$297,940,292	$162,088,394	23.5%	$38,034,566*

*For the purposes of the final fee calculation, pump stations are allocated to new development based on the same proportionate allocation as the general distribution system, thus reducing the overall cost attributed to new growth from this category.

PROPOSED CULINARY WATER IMPACT FEE

Impact fees can be calculated based on a defined set of costs specified for future development. The improvements are identified in a capital plan as growth-related projects. The total project costs are divided by the total demand units the projects are designed to serve. Impact fees are then calculated based on many variables centered on proportionality share and level of service. Since the culinary water system uses a controlled release and retention system, new development improvements will benefit the whole system. Therefore, new development will be allocated a proportionate share of the new culinary water infrastructure based on the remaining undeveloped acreage in the Service Area. The proposed impact fee is **$8,594** per ERU as shown in **Table 9.5**.

TABLE 9.5: CULINARY WATER IMPACT FEE PER UNIT

	TOTAL COST	% TO IFFP	COST TO IFFP	COST TO IFA	IFA COST	FUTURE ERUS	COST PER ERU
Buy-In							
Source Buy-In	$7,875,868	0.0%	$0	100.0%	$0	5,123	$0
Storage Buy-In	$8,237,557	0.0%	$0	100.0%	$0	5,123	$0
Distribution Buy-In	$52,072,705	11.5%	$5,988,361	100.0%	$5,988,361	5,123	$1,169
Subtotal	**$68,186,130**		**$5,988,361**		**$5,988,361**		**$1,169**
Future Facilities							
Future Source	$79,795,179	55%	$43,641,647	42.3%	$18,469,139	5,123	$3,605
Future Storage	$30,304,759	71%	$21,646,377	13.5%	$2,915,763	5,123	$569
Future Pump Stations	$24,019,929	100%	$24,019,929	17.2%	$4,131,428	5,123	$806
Future Transmission/Distribution	$163,820,425	44%	$72,780,441	17.2%	$12,518,236	5,123	$2,443
Subtotal	**$297,940,292**		**$162,088,394**	**23.5%**	**$38,034,566**		**$7,423**
Other							
Professional Expense	$11,430	100%	$11,430	100.0%	$11,430	5,123	$2
Interest Credit	$0	100%	$0	100.0%	$0	5,123	$0
Subtotal	**$11,430**		**$11,430**		**$11,430**		**$2**
Total per ERU							**$8,594**

Table 9.6 shows the maximum impact fee allowable allocated by meter size.

TABLE 9.6: RECOMMENDED IMPACT FEE SCHEDULE

EXISTING/PROPOSED FEE COMPARISON BY METER SIZE	AWWA MULTIPLIER	PROPOSED	EXISTING	% INCREASE
1"	1.00	$8,594	$3,892	120.81%
1.5"	2.50	$21,483	$9,730	120.79%
2"	4.00	$34,374	$15,568	120.80%
3"	5.83	$50,127	$22,690	120.92%
4"	8.67	$74,476	$33,744	120.71%
6"	14.67	$126,036	$57,096	120.75%

NON-STANDARD CULINARY WATER IMPACT FEES

The City reserves the right under the Impact Fees Act[12] to assess an adjusted fee that more closely matches the true impact that the land use will have upon the City's culinary water system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category.

FORMULA FOR NON-STANDARD CULINARY WATER IMPACT FEES:

Number of ERUs x $8,594 = Impact Fee

[12] 11-36a-402(1)(c)

SECTION 10: TRANSPORTATION IFFP AND IFA

The purpose of this section is to address the transportation IFA and IFFP and to help the City plan for the necessary capital improvements for future growth. This section will also address the appropriate transportation impact fees the City may charge to new growth to maintain the existing LOS. The information utilized in this analysis is based off the City's existing 2022 Transportation Master Plan, population projections, and updated information provided by the City's engineer and staff.

DEMAND

The primary demand unit related to the transportation impact fee is growth in trips. The projection of the trips is based on undeveloped residential and commercial land. As residential and commercial growth occurs within the City, additional trips will be generated within the transportation system. The transportation capital improvements identified in this study are based on maintaining the current LOS as defined by the City. The proposed impact fees are based upon the projected growth in demand units which are used to quantify the impact that future users will have upon the City's system. The demand unit used in the calculation of the transportation impact fee is based upon each land use category's impact expressed in the number of trips generated.

TABLE 10.1: PROJECTED TRIP DEMAND

2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	IFFP INCREASE
148,422	152,875	157,461	162,185	167,051	172,063	177,225	182,542	188,018	193,659	199,469	51,047

Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. New development will create an additional 51,047 trips in the next ten years, as shown in **Table 10.1**. It is important to note that future trips will consist of auto, transit and non-motorized trips.

EXISTING FACILITIES INVENTORY

According to the City, the existing system consists of the following types of amenities: roadways (lane miles), curb and gutter, sidewalks, accessible ramps, drive approaches, traffic signals, and crosswalk lights. The total value of these improvements, based on the City's existing depreciation statements, equals **$86.8M**.

MANNER OF FINANCING EXISTING PUBLIC FACILITIES

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

LEVEL OF SERVICE (LOS) ANALYSIS

LOS assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. The demand units utilized in this analysis are based on current residential and commercial land use and the trips generated from these land-use types. LOS D is the planning goal for Cedar City with varying LOS on a street-by-street basis. As residential and commercial growth occurs within the City, additional trips will be generated within the transportation system. The transportation capital improvements identified in this study are based on maintaining the current LOS as defined by the City.

TABLE 10.2: LOS STANDARDS

LEVEL OF SERVICE	DELAY (SECONDS)
A	0 < 10
B	10-20
C	20-35
D	35-55
E	55-80
F	> 80

EXCESS CAPACITY

A buy-in component is justified in the calculation of an impact fee when there is excess capacity in existing system improvements that can help meet the demands placed on the system by new growth and development. A buy-in component is contemplated in this analysis for the system improvement roadways that have sufficient capacity to handle new growth while maintaining safe and acceptable levels of service.

TABLE 10.3: EXISTING CAPACITY ATTRIBUTED TO GROWTH

	TOTAL SYSTEM VALUE	TOTAL TRIPS (BUILD-OUT)	TRIPS DURING IFFP	% TO IMPACT FEES	COST TO IFFP	BUY-IN COST PER TRIP
Buy-In Calculation	$86,823,453	444,761	51,047	11.5%	$9,965,075	$195

FUTURE CAPITAL FACILITIES ANALYSIS

The City has identified the growth-related projects needed within the next ten years. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. Total future projects applicable to new development are shown in **Table 10.4**, which illustrates the estimated cost of all future capital improvements within the Service Area, as identified in the IFFP. The total construction cost of these projects is $104M. The cost funded by the City is **$23.2M**.

TABLE 10.4: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

PROJECT	TYPE	COST	FUNDING	YEAR	CONST. YEAR COST	% TO CITY	COST TO CITY
SR-130	Widen with Sidepath	$12,585,000	UDOT	2028	$14,156,413	0%	$0
Westview Drive	Widen with Bike Lane	$23,285,000	City, County, Development	2031	$29,462,953	19%	$5,692,390
Coal Creek Road	Widen	$1,004,000	Development	2029	$1,174,538	60%	$704,723
Kitty Hawk Drive & Airport Int Imp	Widen/Realign with Bike Lane	$2,164,000	Development	2027	$2,340,582	80%	$1,872,466
2400 North	Widen with Sidepath	$2,811,000	Development	2030	$3,420,011	40%	$1,368,005
2400 North	Widen with Bike Lane	$7,004,000	Development	2032	$9,216,786	36%	$3,331,939
2400 North	New Road with Bike Lane & Shoulder Bikeway	$5,781,000	Development	2034	$8,228,166	38%	$3,159,752
2400 North	Widen with Shoulder Bikeway	$4,256,000	Development	2029	$4,978,918	65%	$3,228,810
1800 South	New Road with Shoulder Bikeway	$3,256,000	Development	2030	$3,961,422	49%	$1,946,645
Main Street / I-15	Intersection Improvement	$20,000,000	UDOT	2030	$24,333,058	0%	$0
Bulldog Road / Kitty Hawk Drive	Intersection Improvement	$867,000	Cedar City	2030	$1,054,838	100%	$1,054,838

Project	Type	Cost	Funding	Year	Const. Year Cost	% to City	Cost to City
Fiddlers Cayon Road / Main Street	Intersection improvement	$498,000	Cedar City, UDOT	2030	$605,893	50%	$302,947
300 West / Main Street	Intersection improvement	$925,000	Cedar City, UDOT	2030	$1,125,404	50%	$562,702
		$84,436,000			$104,058,983		$23,225,215

*4% inflationary cost added to construction year assuming a base year of 2025.

PROPOSED TRANSPORTATION IMPACT FEE

The transportation impact fee utilizes the New Facility – Plan Based Approach, which is based on a defined set of capital costs specified for future development. The proportionate share analysis determines the proportionate cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The total growth-related capital cost is **$2.7M**. The maximum impact fee cost per trip is shown in **Table 10.5**.

TABLE 10.5: MAXIMUM IMPACT FEE COST PER TRIP

	Total Cost	% to IFFP	$ to IFFP	% to IFA	Cost to IFA	Demand Served	Cost per Trip
Facilities							
Roads Buy-In	$86,823,453	100.0%	$86,823,453	11.5%	$9,965,075	51,047	$195
Future Roadways	$104,058,983	22.3%	$23,225,215	11.5%	$2,665,651	51,047	$52
Subtotal: Facilities							$247
Other							
Professional Expense	$11,430	100.0%	$11,430	100.0%	$11,430	51,047	$0.22
Subtotal: Other							$0.22
Total							$248

The proposed impact fee by land use type is shown in **Table 10.6**.

TABLE 10.6: PROPOSED IMPACT FEE BY LAND USE TYPE

Land Use Group	Unit of Measure	ITE Code	ITE Land Use Category	Average Daily Trip Rate	Pass By Adjustment	Net New Trips per Unit of Measure	Fee per Unit Land Use
Industrial	1,000 sq ft	110	Light Industrial	4.87	0%	2.44	$604
	1,000 sq ft	150	Warehouse	1.71	0%	0.86	$213
	1,000 sq ft	151	Mini-Warehouse	1.45	0%	0.73	$181
Residential	dwelling	210	Single Family House	9.43	0%	4.72	$1,169
	dwelling	220	Multifamily Housing (Low-Rise)	6.74	0%	3.37	$835
	dwelling	221	Multifamily Housing (Mid-Rise)	4.54	0%	2.27	$562
Hotel	room	310	Hotel	7.99	0%	4.00	$991
Institutional	Students	520	Public Elementary School	2.27	0%	1.14	$282
	Students	530	Public High School	4.11	0%	2.06	$510
	Students	550	University/College	1.56	0%	0.78	$193
	1,000 sq ft	560	Church	7.60	0%	3.80	$941
	1,000 sq ft	565	Day Care	47.62	44%	13.33	$3,301
Medical	1,000 sq ft	610	Hospital	10.77	0%	5.39	$1,335
	1,000 sq ft	620	Nursing Home	6.75	0%	3.38	$837
Office	1,000 sq ft	710	General Office	10.84	0%	5.42	$1,342

Land Use Group	Unit of Measure	ITE Code	ITE Land Use Category	Average Daily Trip Rate	Pass By Adjustment	Net New Trips per Unit of Measure	Fee per Unit Land Use
	1,000 sq ft	720	Medical/Dental Office	36.00	0%	18.00	$4,458
Retail/Service	1,000 sq ft	815	Free-Standing Discount Store	53.87	20%	21.55	$5,337
	1,000 sq ft	820	Shopping Center	37.01	29%	13.14	$3,254
	1,000 sq ft	840	Automobile Sales (New)	27.84	0%	13.92	$3,447
	1,000 sq ft	841	Automobile Sales (Used)	27.06	0%	13.53	$3,351
	1,000 sq ft	850	Supermarket	93.84	24%	35.66	$8,831
	1,000 sq ft	851	Convenience Market-24 hr	762.28	51%	186.76	$46,252
	1,000 sq ft	881	Pharmacy/Drugstore with Drive-Through Window	108.40	49%	27.64	$6,845
	1,000 sq ft	912	Drive-In Bank	100.35	35%	32.61	$8,076
	1,000 sq ft	843	Auto Parts Sales	54.57	43%	15.55	$3,851
Restaurant/ Drinking	1,000 sq ft	932	Restaurant: Sit-Down	107.20	43%	30.55	$7,566
	1,000 sq ft	934	Fast Food, w/Drive-Up	467.48	55%	105.18	$26,049

Source for trip statistics is the Institute of Traffic Engineers (ITE) Manual. Adjustment factors can be found using the "List of Land Uses with Vehicle Pass-By Rates and Data." Land use categories indicated are not all inclusive. Refer to ITE manual for appropriate category and adjustment factors if not found in this report. For non-standard uses, the non-standard formula can be used. Each land use within proposed development will be evaluated.

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act[13] to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's transportation system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The City may also decrease the impact fee if the developer can provide documentation, evidence, or other credible analysis that the proposed impact will be lower than what is proposed in this analysis.

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Estimate of Average Daily Trips per Unit x $248 = Impact Fee per Unit

[13] 11-36a-402(1)(c)

SECTION 11: GENERAL IMPACT FEE CONSIDERATIONS

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to Service Areas within the community at large.[14] Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.[15] To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

FUNDING OF FUTURE FACILITIES

The IFFP must include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.[16] In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.[17]

In considering the funding of future facilities, the City has determined the portion of future projects that will be funded by impact fees as growth-related, system improvements. No other revenues from other government agencies, grants or developer contributions have been identified within the IFFP to help offset future capital costs. If these revenues become available in the future, the impact fee analysis should be revised. It is anticipated that future project improvements will be funded by the developer. These costs have not been included in the calculation of the impact fee.

Other revenues such as utility rate revenues will be necessary to fund non-growth-related projects and to fund growth-related projects when sufficient impact fee revenues are not available. In the latter case, impact fee revenues will be used to repay utility rate revenues for growth-related projects. A brief description of alternative financing options is included below.

- **Utility Rate Revenues:** Utility rate revenues serve as the primary funding mechanism within enterprise funds. Rates are established to ensure appropriate coverage of all operations and maintenance expenses, debt service coverage, and capital project needs. Impact fee revenues are generally considered non-operating revenues and help offset future capital costs.
- **Grants, Donations, and Other Contributions:** Grants and donations are not expected as a future funding source. The impact fees should be adjusted if grant monies are received. New development may be entitled to a reimbursement for any grants or donations received for growth-related projects, or for developer-funded IFFP projects.
- **Debt Financing:** Should the City desire to fund future projects through debt financing, the Impact Fees Act allows for the costs related to the financing of future capital projects to be included in the impact fee. The police and fire impact fees incorporate debt issuance and interest cost associated with the capital projects included for those services.

[14] 11-36a-102(22)
[15] 11-36a-102(15)
[16] 11-36a-302(2)
[17] 11-36a-302(3)

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.[18] The facilities must either be system improvements or be dedicated to the public in a manner that offsets the need for an improvement identified in the IFFP.

EQUITY OF IMPACT FEES

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

NECESSITY OF IMPACT FEES

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

CONSIDERATION OF ALL REVENUE SOURCES

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

EXPENDITURE OF IMPACT FEES

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid except as otherwise allowed by law[19]. Impact fees collected in the next six years should be spent on those projects outlined in the IFFP as growth-related costs to maintain the LOS. **Impact fees collected as a buy-in to existing facilities can be allocated to the General Fund to repay the City for historic investment.**

GROWTH-DRIVEN EXTRAORDINARY COSTS

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

SUMMARY OF TIME PRICE DIFFERENTIAL

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

[18] 11-36a-402(2)
[19] 11-36a-602(2)(b)

APPENDIX A: PARK EXISTING FACILITIES INVENTORY

TABLE A.1: PARKS AND RECREATION INVENTORY

AREA	TYPE	SIZE	LESS DETENTION	LESS CATTED	FINAL ACRES	% CITY OWNED	$ CITY FUNDED	IMPACT FEE ELIGIBLE	IF ELIGIBLE ACREAGE	STATUS	LAND VALUE	IMPROVED TIME	PAVILION - LARGE	PAVILION - MEDIUM	PAVILION - SMALL	RESTROOM BUILDINGS
		In Acres									$150,000	$100,000	$200,000	$100,000	$100,000	$200,000
Sunbeam Park	Mini Park	0.24			0.24	100%	100%	100%	0.24	Existing	$36,000					
Ridge Park	Mini Park	0.88			0.88	100%	100%	100%	0.88	Existing	$132,000	0.65			1.00	
Mayor Square	Mini Park	0.12			0.12	100%	100%	100%	0.12	Existing	$18,000	0.05				
13th Hole Park	Mini Park	0.25			0.25	100%	100%	100%	0.25	Existing	$37,500					1.00
Canyon Park - East	Neighborhood Park	3.87			3.87	100%	100%	100%	3.87	Existing	$580,500	1.84		1.00		1.00
Park Discovery	Neighborhood Park	0.75			0.75	100%	100%	100%	0.75	Existing	$112,500	0.40	1.00			1.00
Hillcrest Park	Neighborhood Park	1.26			1.26	100%	100%	100%	1.26	Existing	$189,000	0.70		1.00		
Main Street and Library Park	Neighborhood Park	5			5.00	100%	100%	100%	5.00	Existing	$750,000	3.75	2.00			1.00
Rotary Centennial Veterans Park	Neighborhood Park	5.94			5.94	100%	100%	100%	5.94	Existing	$891,000	0.60				
Canyon Park - West	Neighborhood Park	9.28			9.28	100%	100%	100%	9.28	Existing	$1,392,000	4.75		1.00	1.00	1.00
Fiddler's Park	Neighborhood Park	2			2.00	100%	100%	100%	2.00	In Progress	$300,000					
Bicentennial Softball Complex	Community Park	8.25			8.25	100%	100%	100%	8.25	Existing	$1,237,500	7.35		1.00	1.00	1.00
Canyon Little League Complex	Community Park	16.52			16.52	100%	100%	100%	16.52	Existing	$2,478,000	7.70				2.00
Bicentennial Soccer Complex	Community Park	15			15.00	100%	100%	100%	15.00	Existing	$2,250,000	15.00				1.00
Aquatic Center	Complex	3.34			3.34	100%	100%	0%		Existing	$0	1.10				
Aquatic Center w/ Gym	Complex	5.07			5.07	100%	100%	0%		In Progress	$0					
Fields at the Hills	Complex	15.8			15.80	100%	100%	100%	15.80	Existing	$2,370,000	6.50		1.00	1.00	1.00
Iron West Complex	Complex	17			17.00	100%	100%	100%	17.00	In Progress	$2,550,000					
Lake at the Hills	Complex	17			17.00	100%	100%	100%	17.00	Existing	$2,550,000					
Cedar Ridge Golf Course	Open Space	230			230	100%	100%	0%		Existing	$0					
Cross Hollow Arenas	Special Use Parks	29.99			29.99	100%	100%	0%		Existing	$0					2.00
Horseshoe Park	Special Use Parks	1.01			1.01	100%	100%	100%	1.01	Existing	$151,500	0.50				
Cemetery	Special Use Parks	28			28.00	100%	100%	0%		Existing	$0					1.00
Totals		**415.17**			**415.17**				**127.18**			**30.59**	**3.00**	**5.00**	**4.00**	**10.00**
Total Park Value											**$19,077,000**	**$3,059,000**	**$600,000**	**$500,000**	**$400,000**	**$3,000,000**
		In Miles														
Coal Creek Trail	Trails	3.5			3.5	100%	100%	100%	3.50	Existing						
Fiddler's Canyon Trail	Trails	1			1	100%	100%	100%	1.00	Existing						
Park Discovery Trail	Trails	0.75			0.75	100%	100%	100%	0.75	Existing						
East Bench Trail	Trails	3.5			3.5	100%	100%	100%	3.50	Existing						
Cross Hollow Trail	Trails	1			1	100%	100%	100%	1.00	Existing						
Southview Trail	Trails	0.6			0.6	100%	100%	100%	0.60	Existing						
Lake at the Hills Trail	Trails	0.5			0.5	100%	100%	100%	0.50	Existing						
Fort Cedar Trail	Trails	1.1			1.1	100%	100%	100%	1.10	Existing						
Old Sorrell Trail	Trails	0.6			0.6	100%	100%	100%	0.60	Existing						
Total:		**12.55**			**12.55**							-	-	-	-	-

Area	Picnic Tables	Playground	Benches	Trails	Volleyball Court	Basketball Court	Baseball/Softball Field	Multi Purpose Field	Field Lighting	Concession/ Building	Stalls/ Parking SQFT	Skatepark	Pickleball Courts	Improvement Value If A Eligibility	Base Eligible Improvement Value	Design & Engineering	Total Improvement Value
	$3,312	$250,000	$1,625	$0	$40,000	$40,000	$200,000	$100,000	$100,000	$200,000	$4	$500,000	$80,000			13%	
Sunbow Park		1.00												100%	$ 250,000	$ 37,500	$ 287,500
Ridge Park	2.00	1.00												100%	$ 427,000	$ 64,050	$ 491,050
Mayor Square			4.00											100%	$ 11,000	$ 1,650	$ 12,650
13th Hole Park	1.00										2,736			100%	$ 316,944	$ 47,542	$ 364,486
Canyon Park - East	5.00	1.00	2.00		1.00						3,840			100%	$ 922,360	$ 138,354	$ 1,060,714
Park Discovery	20.00	4.00	10.00								10,500			100%	$ 1,717,000	$ 257,550	$ 1,974,550
Hillcrest Park	5.00	1.00	5.00			0.50								100%	$ 487,500	$ 73,125	$ 560,625
Main Street and	16.00	1.00	8.00								4,500			100%	$ 1,451,000	$ 217,650	$ 1,668,650
Rotary Centannial			15.00											100%	$ 62,500	$ 9,375	$ 71,875
Canyon Park - West	11.00	2.00	6.00								14,694			100%	$ 1,608,776	$ 241,316	$ 1,850,092
Fiddler's Park														100%	$ -	$ -	$ -
Bicentannial Softball	10.00	1.00	9.00				5.00		3.00	1.00	83,345	1.00	8.00	100%	$ 5,561,880	$ 834,282	$ 6,396,162
Canyon Little League	2.00	1.00	9.00				6.00		4.00	1.00	204,342			100%	$ 5,532,868	$ 829,93	$ 6,362,798
Bicentannial Soccer		1.00	5.00					15.00		1.00	540,840			100%	$ 5,970,860	$ 895,629	$ 6,866,489
Aquatic Center	4.00	1.00								1.00	317,959			0%	$ -	$ -	$ -
Aquatic Center w/					6.00	3.00								0%	$ -	$ -	$ -
Fields at the Hills	14.00		5.00				4.00		4.00	1.00	103,032			100%	$ 4,023,628	$ 603,544	$ 4,627,172
Iron West Complex								1.00						100%	$ 100,000	$ 15,000	$ 115,000
Lake at the Hills														100%	$ -	$ -	$ -
Cedar Ridge Golf											45,450			0%	$ -	$ -	$ -
Cross Hollow Arenas										2.00	317,959			0%	$ -	$ -	$ -
Horseshoe Park														100%	$ 50,000	$ 7,500	$ 57,500
Cemetery														100%	$ 300,000	$ 45,000	$ 345,000
Totals:	**90.00**	**13.00**	**78.00**	**-**	**7.00**	**3.50**	**15.00**	**16.00**	**11.00**	**4.00**	**967,829**	**1.00**	**8.00**				
Total Park Value	**$496,055**	**$3,250,000**	**$103,682**	**$0**	**$280,000**	**$210,000**	**$5,250,000**	**$1,600,00**	**$1,980.00**	**$1,000,000**	**$3,871,316**	**$500,000**	**$640,000**	100%	$ 28,793,316	$	$ 33,112,313
				Linear													
Coal Creek Trail				18,480													
Fiddler's Canyon Trail			1.00	5,280													
Park Discovery Trail				3,960													
East Bench Trail				18,480													
Cross Hollow Trail			2.00	5,280													
Southview Trail				3,168													
Lake at the Hills Trail			-	2,640													
Fort Cedar Trail																	
Old Sorrell Trail	-	-	4.00	3,168	-	-	-	-	-	-	-	-	-				
Total:			7.00	60,456													
Value:			$10,500	$2,720,520										100%	$ 2,731,020	$ 409,653	$ 3,140,673

APPENDIX B: WASTEWATER FUTURE FACILITIES

TABLE B.1: WASTEWATER FUTURE FACILITIES

PROJECT #	PROJECT NAME	TOTAL LENGTH OF PIPE (FEET)	COST ESTIMATE	CONST. YEAR COST	% TO IFFP	COST TO IFFP	TREATMENT OR COLLECTION
	Permanent Flow Monitoring on Crucial Lines		$400,000	$467,943	25%	$116,986	Collection
1	Downtown Wet Weather Upgrades	1860	$897,100	$1,049,480	45%	$467,943	Collection
2a	Downstream Iron Springs Gravity - From MH 35-11-19-008 to MH 35-11-17-010	8415	$5,626,300	$6,581,975	59%	$3,858,683	Collection
2b	Downstream Iron Springs Gravity - From MH 70-1945 to MH 35-11-19-008	8485	$5,673,000	$6,636,608	59%	$3,890,711	Collection
3a	4 MFD Future Iron Springs LS		$20,456,000	$21,284,640	10%	$2,080,000	Collection
3b	Future Iron Springs Force main	13965	$9,973,200	$10,372,128	13%	$1,352,000	Collection
4a	Future S300 W Line	5270	$4,107,000	$4,271,280	21%	$905,840	Collection
4b	Future Southwest Service to Shirts Creek Area. Phase 1	3900	$3,039,300	$3,845,684	59%	$2,254,532	Collection
4c	Future Southwest Service to Shirts Creek Area. Phase 2	3900	$3,039,300	$3,845,684	59%	$2,254,532	Collection
4d	Future Southwest Service to Shirts Creek Area. Phase 3	3900	$3,039,300	$3,845,684	59%	$2,254,532	Collection
4e	Future Service West of Quichapa Lake	7550	$3,936,900	$5,827,574	59%	$3,416,415	Collection
5	4500 Line Upgrades - From MH 70-4147 to MH 70-4135	7510	$4,615,700	$6,832,364	59%	$4,005,473	Collection
6	4500 Line Upgrades - From MH 70-4135 to MH 70-1945	9275	$5,700,400	$8,437,985	59%	$4,946,758	Collection
BO-1	4500 Line Upgrades from MH 34 11-32- 010 to WWTP	11800	$5,900,000	$8,733,441	67%	$5,851,406	Collection
BO-2	4500 Line Upgrades from MH 35 11 17 010 to 34-11-32-010	20650	$9,292,500	$13,755,179	67%	$9,215,964	Collection
BO 15	Additional Planning Iterations Every 5 Years for 4500 W Line Upgrades	45000	$180,000	$227,757	100%	$227,757	Collection
	Wastewater Treatment Plant Expansion (Expand treatment plant from 4.8 MGD to 11 MGD)		$80,000,000	$101,255,921	100%	$101,255,921	Treatment
Total			**$165,886,000**	**$207,240,919**		**$148,325,065**	

*3% inflationary cost added to construction year assuming a base year of 2024.

APPENDIX C: STORM WATER FACILITIES

Table C.1: Storm Water Future Facilities

Project #	Description	Amount	FFP Year	% to FFP	Construction Year Cost	Cost To Growth
32	Increase the Capacity of the Cross Hollow Detention Basin Inlet	$1,093,800	2025	100%	$1,162,884	$1,162,884
2	Create Conveyance on the East Side of I-15 at the Crossing of University Blvd	$1,407,400	2025	100%	$1,583,134	$1,583,134
28	Install a 36" HDPE Trunkline Along Cody Drive with Sidewalk and Curb and Gutter	$1,530,800	2025	100%	$1,721,942	$1,721,942
16	Improve Conveyance on 400 W from 1925 N to 2400 N	$4,144,500	2026	100%	$4,848,479	$4,848,479
25	Increase Conveyance Capacity on 1925 N	$1,927,500	2026	100%	$2,254,902	$2,254,902
23	Increase Conveyance Capacity on Sunbow St	$662,000	2026	100%	$774,446	$774,446
24	Increase Conveyance Capacity on Northfield Rd	$821,000	2027	100%	$998,872	$998,872
10	Increase the conveyance on Sunrise Ave	$767,300	2027	34%	$933,538	$233,385
11	Add Curb & Gutter on 275 N	$76,000	2027	100%	$92,466	$92,466
6	Increase Conveyance Along 800 W from 400 S to 200 N	$1,385,300	2028	33%	$1,752,846	$578,439
3	Increase Conveyance Along the West Side of I 15 South of University Blvd	$818,800	2028	100%	$1,036,043	$1,036,043
15	Increase Conveyance from N Airport Rd. to N Westview Dr.	$810,000	2028	100%	$1,024,908	$1,024,908
1	Improve Conveyance Along 1275 W.	$290,000	2029	100%	$381,620	$381,620
8	Increase Conveyance along 1100 W from 800 S to 425 S to 1275 W	$1,245,000	2029	100%	$1,638,335	$1,638,335
17	Install a 36" Storm Drainpipe Along Cottontail Drive	$694,700	2029	100%	$914,178	$914,178
13	Increase the Capacity of the Mill Hollow Detention Pond	$770,000	2030	100%	$1,053,798	$1,053,798
26	Install a SAF Detention Basin	$900,000	2030	100%	$1,231,712	$1,231,712
30	Increase the Size of the Cody Drive Greenbelt Detention Basin	$495,400	2031	100%	$705,109	$705,109
29	Increase the Capacity along Cross Hollow Road	$3,074,600	2031	100%	$4,376,114	$4,376,114
14	Install Detention off on Glen Canyon Dr.	$962,300	2032	100%	$1,424,439	$1,424,439
27	Install an SAF Detention Basin	$824,000	2032	100%	$1,219,721	$1,219,721
19	Install a 30" Storm Drainpipe Along Cobblecreek Drive	$811,100	2033	100%	$1,248,651	$1,248,651
31	Conveyance Ditch Along the Hill that Flows into the Glen Canyon Development	$270,000	2033	100%	$415,653	$415,653
21	Reduce Street Flows Along Wedgewood Lane and Wagon Trail Drive	$754,500	2034	100%	$1,207,979	$1,207,979
40	Quichapa Drainage from 200 N to 6300 W	$5,843,300	2034	100%	$9,393,736	$9,393,736
	800 West line from 200 North to empty into Coal Creek	$960,000	2027	100%	$1,167,987	$1,167,987
Total		$34,649,300			$45,963,332	$44,088,772

*4% inflationary cost added to construction year assuming a base year of 2022.

APPENDIX D: CULINARY WATER FACILITIES

TABLE D.1 CULINARY EXISTING SOURCE

SOURCE	SUPPLY ZONE	PHYSICAL FLOW CAPACITY (GPM)	PEAK DAY SOURCE CAPACITY (GPM)	ANNUAL SOURCE CAPACITY (AC-FT/YR)	SAFE YIELD (AC-FT/YR)
Enoch Well #1	North	1,300	1,300	1,500	2,808
Enoch Well #3	North	1,850	1,850		
Quichapa Well #1	South	1,100	1,100	6,000	
Quichapa Well #3	South	1,300	1,300		
Quichapa Well #5	Cross Hollow	2,000	4,900		
Quichapa Well #6	Cross Hollow	1,500			
Quichapa Well #7	Cross Hollow	1,500			
Quichapa Well #8	Cross Hollow	1,500			
Spillsbury Springs	South	400		180	180
Cedar Canyon Springs	Square Mountain	1,300	60	400	400
Shurtz Canyon Springs	South	700	100	220	220
Totals		**14,450**	**10,610**	**8,800**	**3,608**

TABLE D.2: EXISTING FIRE STORAGE

	FIRE SUPPRESSION STORAGE (MG)
Cross Hollow	1.44
Fiddlers	0.12
North	1.44
South	0.24
Square Mountain	0.18
Total	**3.42**

TABLE D.3 EXISTING STORAGE

SUPPLY ZONE	TANK	CURRENT STORAGE TANK CAPACITY (VOLUME MG)
Cross Hollow	Cross Hollow	2.20
Fiddlers	Fiddlers	2.20
North	3300 North	2.50
	Cedar Canyon	2.00
	North	2.10
South	Redmen	1.00
	South	2.00
	Squaw Cave	0.90
	Silsbury Springs	0.10
Square Mountain	Square Mountain	2.20
Totals		**17.2**

Table D.4: Culinary Water Future Facilities

Project	Estimated Cost	Developer Portion	City Funded	Year	Construction Year Cost	% to IFFP	Cost to IFFP	Capacity	Units	IFA Demand	% to IFA	$ to IFA	Source, Storage, or Distribution?
Well Development Program of Wells in Master Plan - [illegible]													
Future Well #1	$5,500,000		$5,500,000	2026	$5,720,000	100%	$5,720,000	1,000	gpm	1,000	100%	$5,720,000	Source
Future Well #2	$5,400,000		$5,400,000	2029	$6,317,236	100%	$6,317,236	1,500	gpm	1,500	100%	$6,317,236	Source
Future Well #3	$5,500,000		$5,500,000	2045	$12,051,177	0%	$0	1,500	gpm	-	0%	$0	Source
Future Well #4	$5,500,000		$5,500,000	2045	$12,051,177	0%	$0	1,500	gpm	-	0%	$0	Source
Future Well #5	$5,500,000		$5,500,000	2045	$12,051,177	0%	$0	1,500	gpm	-	0%	$0	Source
[illegible]													
Production Well #1	$9,000,000		$9,000,000	2026	$9,360,000	100%	$9,360,000	1,700	gpm	1,168	69%	$6,431,903	Source
Production Well #2	$9,500,000		$9,500,000	2028	$10,686,208	100%	$10,686,208	1,700	gpm	-	0%	$0	Source
Production Well #3	$9,500,000		$9,500,000	2030	$11,558,203	100%	$11,558,203	1,700	gpm	-	0%	$0	Source
Storage Tank	$1,200,000		$1,200,000	2030	$1,459,983	100%	$1,459,983	4,000,000	gallons	4,000,000	100%	$1,459,983	Storage
Transmission Line (18-inch diameter waterline)	$22,400,000		$22,400,000	2027	$24,227,840	100%	$24,227,840	5,500	gpm	-	0%	$0	Transmission/Distribution
Booster Pump	$5,000,000		$5,000,000	2030	$6,083,265	100%	$6,083,265	5,500	gpm	3,668	67%	$4,057,192	Pump Station*
[illegible]													
2300 North Storage Tank	$6,500,000		$6,500,000	2033	$8,895,699	100%	$8,895,699	3,000,000	gallons		0%	$0	Storage
South Mountain Tank	$5,200,000		$5,200,000	2032	$6,842,845	100%	$6,842,845	2,000,000	gallons	425,489	21%	$1,455,779	Storage
Ashdown Storage Tank	$3,250,000		$3,250,000	2033	$4,447,849	100%	$4,447,849	1,000,000	gallons		0%	$0	Storage
Cross Hollows #2 Tank	$5,200,000		$5,200,000	2038	$8,658,382	0%	$0	2,000,000	gallons		0%	$0	Storage
South Mountain Pump Station	$5,200,000		$5,200,000	2032	$6,842,845	100%	$6,842,845	3,300	gpm	3,668	100%	$6,842,845	Pump Station*
Ashdown Pump Station	$3,900,000		$3,900,000	2033	$5,337,419	100%	$5,337,419	1,250	gpm	3,668	100%	$5,337,419	Pump Station*
Quichapa North Wells Pump Station	$5,535,000		$5,535,000	2026	$5,756,400	100%	$5,756,400	5,600	gpm	3,668	66%	$3,770,635	Pump Station*
[illegible]													
Ashdown area Trans. Line from Fiddlers Canyon Tank to Ashdown Tank (12-inch diameter waterline)	$409,136	$0	$409,136	2033	$559,931	100%	$559,931	2,500	gpm	3,668	100%	$559,931	Transmission/Distribution
South Mountain Drive - Trans. From The Estates Subd. to Quichapa Lake (24-inch diameter waterline) - East half	$8,970,000	$0	$8,970,000	2027	$9,701,952	100%	$9,701,952	9,900	gpm	3,668	37%	$3,594,806	Transmission/Distribution
South Mountain Drive - Trans. From The Estates Subd. to Quichapa Lake (24-inch diameter waterline) - West half	$8,970,000	$0	$8,970,000	2045	$19,664,375	0%	$0	9,900	gpm	3,668	37%	$0	Transmission/Distribution
Iron Springs Road from SR 56 to CICWCD Tank	$6,864,000	$0	$6,864,000	2040	$12,361,676	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
4700 West from 2400 S. to 3200 S. (12-inch diameter waterline)	$968,240	$425,600	$542,640	2031	$686,613	100%	$686,613	2,500	gpm	3,668	100%	$686,613	Transmission/Distribution
Hamilton Frontage Road from 2400 S. to 3200 S. (12-inch diameter waterline)	$1,326,052	$582,880	$743,172	2027	$803,815	100%	$803,815	2,500	gpm	3,668	100%	$803,815	Transmission/Distribution
1800 South from Westview Dr. to 5700 W. (12-inch diameter waterline)	$1,910,090	$839,600	$1,070,490	2030	$1,302,415	100%	$1,302,415	2,500	gpm	3,668	100%	$1,302,415	Transmission/Distribution
800 South from Westview Dr. to 4500 W. (12-inch diameter waterline)	$474,110	$208,400	$265,710	2037	$425,410	100%	$425,410	2,500	gpm	3,668	100%	$425,410	Transmission/Distribution
Westview Drive from 1800 S. to 2400 S. (16-inch diameter waterline)	$909,324	$310,880	$598,444	2031	$757,223	100%	$757,223	4,400	gpm	3,668	83%	$631,281	Transmission/Distribution
Westview Drive from Hidden Hills Dr. to 800 S. (16-inch diameter waterline)	$1,308,060	$447,200	$860,860	2031	$1,089,263	100%	$1,089,263	4,400	gpm	3,668	83%	$908,095	Transmission/Distribution
4500 West from Center St. to 800 S. (12-inch diameter waterline)	$976,612	$429,280	$547,332	2037	$876,296	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Center Street from 4500 W. to 5100 W. (24-inch diameter waterline)	$1,673,880	$343,360	$1,330,520	2030	$1,618,781	100%	$1,618,781	9,900	gpm	3,668	37%	$599,797	Transmission/Distribution
5100 West from SR 56 to 200 S. (12-inch diameter waterline)	$691,964	$304,160	$387,804	2034	$551,966	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
1600 North from 4500 W. to 5700 W. (12-inch diameter waterline)	$1,545,726	$679,440	$866,286	2030	$1,053,969	100%	$1,053,969	2,500	gpm	3,668	100%	$1,053,969	Transmission/Distribution
1200 North from 4500 W. to 5300 W. (16-inch diameter waterline)	$1,051,024	$404,240	$646,784	2035	$727,544	100%	$727,544	4,400	gpm	3,668	83%	$606,535	Transmission/Distribution
1200 North from 3900 W. to 4500 W. (12-inch diameter waterline)	$733,096	$322,240	$410,856	2026	$427,290	100%	$427,290	2,500	gpm	3,668	100%	$427,290	Transmission/Distribution
4500 West from 1200 N. to 1600 N. (12-inch diameter waterline)	$458,458	$201,520	$256,938	2037	$411,366	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution

Project	Estimated Cost	Developer Portion	City Funded	Year	Construction Year Cost	% to IFFP	Cost to IFFP	Capacity	Units	IFA Demand	% to IFA	$ to IFA	Source, Storage, or Distribution?
1600 North from 3900 W. to 4500 W. (12-inch diameter waterline)	$735,644	$323,360	$412,284	2031	$521,671	100%	$521,671	2,500	gpm	3,668	100%	$521,671	Transmission/Distribution
4500 West from 1600 N. to 2000 N. (12 inch diameter waterline)	$475,566	$209,040	$266,526	2038	$443,785	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4500 West from 2000 N. to 2400 N. (12 inch diameter waterline)	$492,674	$216,560	$276,114	2038	$459,750	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
2000 North from 3900 W. to 4500 W. (12 inch diameter waterline)	$724,542	$318,480	$406,062	2031	$513,798	100%	$513,798	2,500	gpm	3,668	100%	$513,798	Transmission/Distribution
2400 North from 3900 W. to 4500 W. (12 inch diameter waterline)	$726,908	$319,520	$407,388	2040	$733,683	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4500 West from 2400 N. to 3000 N. (12 inch diameter waterline)	$960,414	$422,160	$538,254	2040	$969,365	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3000 North from 4100 W. to 4500 W. (12 inch diameter waterline)	$432,614	$190,160	$242,454	2034	$345,088	100%	$345,088	2,500	gpm	3,668	100%	$345,088	Transmission/Distribution
3900 West from 2400 N. to 3000 N. (12 inch diameter waterline)	$1,146,418	$503,920	$642,498	2036	$989,096	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3000 North from Lund Hwy. to 4100 W. (12 inch diameter waterline)	$1,256,528	$552,320	$704,208	2028	$792,138	100%	$792,138	2,500	gpm	3,668	100%	$792,138	Transmission/Distribution
2400 North from Lund Hwy. to 3900 W. (12-inch diameter waterline)	$973,700	$428,000	$545,700	2040	$982,775	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3900 West from 2000 N. to 2400 N. (12 inch diameter waterline)	$491,036	$215,840	$275,196	2029	$321,940	100%	$321,940	2,500	gpm	3,668	100%	$321,940	Transmission/Distribution
3900 West from 1600 N. to 2000 N. (12 inch diameter waterline)	$489,580	$215,200	$274,380	2029	$320,986	100%	$320,986	2,500	gpm	3,668	100%	$320,986	Transmission/Distribution
1600 North from 3300 W. to 3900 W. (12 inch diameter waterline)	$700,700	$308,000	$392,700	2031	$496,891	100%	$496,891	2,500	gpm	3,668	100%	$496,891	Transmission/Distribution
4500 West from 800 N. to 1200 N. (12 inch diameter waterline)	$483,938	$212,720	$271,218	2037	$434,228	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4500 West from SR-56 to 800 N. (12-inch diameter waterline)	$507,234	$222,960	$284,274	2037	$455,132	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
800 North from 3900 W. to 4500 W. (12 inch diameter waterline)	$714,168	$313,920	$400,248	2036	$616,163	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
1200 North from Lund Hwy. to 3900 W. (12 inch diameter waterline)	$958,230	$421,200	$537,030	2026	$558,511	100%	$558,511	2,500	gpm	3,668	100%	$558,511	Transmission/Distribution
3000 North from 2300 W. to Lund Hwy. (12 inch diameter waterline)	$1,050,140	$461,600	$588,540	2027	$636,565	100%	$636,565	2,500	gpm	3,668	100%	$636,565	Transmission/Distribution
2300 West from 2400 N. to 3000 N. (12-inch diameter waterline)	$722,540	$317,600	$404,940	2034	$576,356	100%	$576,356	2,500	gpm	3,668	100%	$576,356	Transmission/Distribution
2400 North from 2300 W. to Lund Hwy. (16 inch diameter waterline)	$1,230,606	$420,720	$809,886	2029	$947,452	100%	$947,452	4,400	gpm	3,668	83%	$789,871	Transmission/Distribution
Old Highway 91 from 1900 S. to Connection under I-15 (12-inch diameter waterline)	$1,068,522	$469,680	$598,842	2028	$673,616	100%	$673,616	2,500	gpm	3,668	100%	$673,616	Transmission/Distribution
Approx. 2500 South from Old Hwy. 91 to Ken Middleton Pkwy. (12-inch diameter waterline)	$257,712	$113,280	$144,432	2028	$162,466	100%	$162,466	2,500	gpm	3,668	100%	$162,466	Transmission/Distribution
800 South from proposed 800 S. Tank to Cross Hollow Rd. (20 inch diameter waterline)	$490,750	$120,800	$369,950	2026	$384,748	100%	$384,748	6,900	gpm	3,668	53%	$204,540	Transmission/Distribution
225 North from Westview Dr. to 225 N. (10 inch diameter waterline)	$746,148	$382,640	$363,508	2028	$408,897	100%	$408,897	1,700	gpm	3,668	100%	$408,897	Transmission/Distribution
3700 West from 225 N. to 100 S. (10-inch diameter waterline)	$347,100	$178,000	$169,100	2028	$190,215	100%	$190,215	1,700	gpm	3,668	100%	$190,215	Transmission/Distribution
3900 West from 225 N. to Center St. (10 inch diameter waterline)	$235,872	$120,960	$114,912	2036	$176,902	0%	$0	1,700	gpm	3,668	100%	$0	Transmission/Distribution
800 South from proposed 800 S. Tank to Cross Hollow Rd. (18-inch diameter waterline)	$418,704	$117,120	$301,584	2026	$313,647	100%	$313,647	5,500	gpm	3,668	67%	$209,185	Transmission/Distribution
Ashdown area from Ashdown Tank to Ashdown Forest Phase 8 (12 inch diameter waterline)	$229,684	$0	$229,684	2033	$314,338	100%	$314,338	2,500	gpm	3,668	100%	$314,338	Transmission/Distribution
Nichols Canyon Road from Freeway Dr. to 2400 North Pkwy. (10 inch diameter waterline)	$87,048	$0	$87,048	2033	$119,131	100%	$119,131	1,700	gpm	3,668	100%	$119,131	Transmission/Distribution
Nichols Canyon Road from end of pavement at east end to Fiddlers Canyon Tank (16 inch diameter waterline)	$293,904	$100,480	$193,424	2033	$264,714	100%	$264,714	4,400	gpm	3,668	83%	$220,687	Transmission/Distribution
Ashdown Forest Phase 8 - new road in PUD (12 inch diameter waterline)	$210,028	$92,320	$117,708	2033	$161,092	100%	$161,092	2,500	gpm	3,668	100%	$161,092	Transmission/Distribution
75 East from Trailside PUD Phase 2 to 1150 S. (16 inch diameter waterline)	$209,898	$71,760	$138,138	2026	$143,664	100%	$143,664	4,400	gpm	3,668	83%	$119,769	Transmission/Distribution
170 West from 995 S. to 1150 S. (10 inch diameter waterline)	$138,996	$71,280	$67,716	2026	$70,425	100%	$70,425	1,700	gpm	3,668	100%	$70,425	Transmission/Distribution
East of Cross Hollow Road - South of Silver Silo (24 inch diameter waterline)	$178,620	$36,640	$141,980	2033	$194,309	100%	$194,309	9,900	gpm	3,668	37%	$71,996	Transmission/Distribution
NE of Cross Hollow Road from Cross Hollow Rd. to Cove Dr. (12-inch diameter waterline)	$283,556	$0	$283,556	2026	$294,898	100%	$294,898	2,500	gpm	3,668	100%	$294,898	Transmission/Distribution

Project	Estimated Cost	Developer Portion	City Funded	Year	Construction Year Cost	% to IFFP	Cost to IFFP	Capacity	Units	IFA Demand	% to IFA	$ to IFA	Source, Storage, or Distribution?
Cove Drive fronting The Fields at the Hills to Cedar Middle School (12 inch diameter waterline)	$117,026	$0	$117,026	2026	$121,707	100%	$121,707	2,500	gpm	3,668	100%	$121,707	Transmission/Distribution
SR-56 from Cross Hollow Rd. to Westview Dr. (18 inch diameter waterline)	$457,600	$0	$457,600	2026	$475,904	100%	$475,904	5,500	gpm	3,668	67%	$317,401	Transmission/Distribution
1600 South (Iron Horse Road) from Mountain Ranch Road to Hidden Canyon Rd. to future west area (12 inch diameter waterline)	$1,064,700	$468,000	$596,700	2026	$620,568	100%	$620,568	2,500	gpm	3,668	100%	$620,568	Transmission/Distribution
Center Street from East of Hidden Hills Dr. to 4500 West (24 inch diameter waterline)	$4,329,000	$888,000	$3,441,000	2030	$4,186,503	100%	$4,186,503	9,900	gpm	3,668	37%	$1,551,200	Transmission/Distribution
Church Street from end of pavement at west end going west (12 inch diameter waterline)	$197,106	$86,640	$110,466	2033	$151,180	100%	$151,180	2,500	gpm	3,668	100%	$151,180	Transmission/Distribution
South Mountain Drive - Dist. From The Estates Subd. to Quichapa Lake (16 inch diameter waterline) - East half	$5,382,000	$1,840,000	$3,542,000	2027	$3,831,027	100%	$3,831,027	4,400	gpm	3,668	83%	$3,193,847	Transmission/Distribution
South Mountain Drive - Dist. From The Estates Subd. to Quichapa Lake (16 inch diameter waterline) - West half	$5,382,000	$1,840,000	$3,542,000	2045	$7,760,958	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
South Mountain Drive from New South Mtn. Tank going west to west zone (16 inch diameter waterline)	$819,000	$0	$819,000	2027	$885,830	50%	$442,915	4,400	gpm	3,668	83%	$369,249	Transmission/Distribution
800 North from Lund Hwy. to 3900 W. (12 inch diameter waterline)	$926,562	$407,280	$519,282	2025	$519,282	100%	$519,282	2,500	gpm	3,668	100%	$519,282	Transmission/Distribution
South of Pointe West Subdivision (12 inch diameter waterline)	$122,486	$53,840	$68,646	2030	$83,518	100%	$83,518	2,500	gpm	3,668	100%	$83,518	Transmission/Distribution
West of Cross Hollow Tank (12 inch diameter waterline)	$743,470	$326,800	$416,670	2030	$506,943	100%	$506,943	2,500	gpm	3,668	100%	$506,943	Transmission/Distribution
West of Cross Hollow Tank (18 inch diameter waterline)	$64,922	$18,160	$46,762	2030	$56,893	100%	$56,893	5,500	gpm	3,668	67%	$37,944	Transmission/Distribution
Through Iron Horse RDO from Cross Hollow Rd. to 1600 S. (16 inch diameter waterline)	$1,216,800	$416,000	$800,800	2030	$974,296	100%	$974,296	4,400	gpm	3,668	83%	$812,250	Transmission/Distribution
3000 North from 100 E. to Northfield Rd. (12 inch diameter waterline)	$464,100	$204,000	$260,100	2030	$316,451	100%	$316,451	2,500	gpm	3,668	100%	$316,451	Transmission/Distribution
3000 North from Gemini Meadows to 2300 W. (12 inch diameter waterline)	$291,200	$128,000	$163,200	2030	$198,558	100%	$198,558	2,500	gpm	3,668	100%	$198,558	Transmission/Distribution
The Bluff Subdivision going south (12 inch diameter waterline)	$255,528	$112,320	$143,208	2026	$148,936	100%	$148,936	2,500	gpm	3,668	100%	$148,936	Transmission/Distribution
The Canyon at Eagle Ridge going south on Eagle Ridge Drive (12 inch diameter waterline)	$80,444	$35,360	$45,084	2033	$61,701	100%	$61,701	2,500	gpm	3,668	100%	$61,701	Transmission/Distribution
Northfield Road from Sage Springs Subd. going north (12 inch diameter waterline)	$65,338	$28,720	$36,618	2030	$44,551	100%	$44,551	2,500	gpm	3,668	100%	$44,551	Transmission/Distribution
3900 West from 1500 North to 1600 North (12 inch diameter waterline)	$72,800	$32,000	$40,800	2028	$45,894	100%	$45,894	2,500	gpm	3,668	100%	$45,894	Transmission/Distribution
North end of Iron Horse RDO from Hidden Canyon Rd. to Cross Hollow Rd. (12 inch diameter waterline)	$245,700	$108,000	$137,700	2027	$148,936	100%	$148,936	2,500	gpm	3,668	100%	$148,936	Transmission/Distribution
Iron Horse - Cross Hollow Zone improvements (12 inch waterline) from Pump Station to Iron Horse Road	$63,700	$28,000	$35,700	2027	$38,613	100%	$38,613	2,500	gpm	3,668	100%	$38,613	Transmission/Distribution
Iron Horse - Square Mtn. Zone improvements (12 inch waterline) from Pump Station to Iron Horse Road	$163,800	$72,000	$91,800	2027	$99,291	100%	$99,291	2,500	gpm	3,668	100%	$99,291	Transmission/Distribution
6500 West from 4000 S. to 4800 S. (12 inch diameter waterline)	$966,238	$424,720	$541,518	2041	$1,014,253	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
6500 West from 3200 S. to 4000 S. (12 inch diameter waterline)	$1,140,412	$501,280	$639,132	2041	$1,197,082	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
6500 West from 2400 S. to 3200 S. (12 inch diameter waterline)	$928,018	$407,920	$520,098	2041	$974,134	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3200 South from 5700 W. to 6500 W. (12 inch diameter waterline)	$952,770	$418,800	$533,970	2040	$961,650	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4000 South from East Side I-15 to 6500 W. (12 inch diameter waterline)	$1,376,830	$605,200	$771,630	2040	$1,389,662	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
4800 South from East Side I-15 to 6500 W. (12 inch diameter waterline)	$817,908	$359,520	$458,388	2040	$825,531	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
East Side I-15 from 4000 S. to 4800 S. (12 inch diameter waterline)	$1,107,470	$486,800	$620,670	2040	$1,117,792	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Hamilton Frontage Road from 5700 W. to 4000 S. (12 inch diameter waterline)	$140,120	$61,600	$78,540	2040	$141,446	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5700 West from 3200 S. to Hamilton Frontage Road (12 inch diameter waterline)	$1,336,508	$587,520	$749,068	2030	$911,380	100%	$911,380	2,500	gpm	3,668	100%	$911,380	Transmission/Distribution
5700 West from 2400 S. to 3200 S. (12 inch diameter waterline)	$974,062	$428,160	$545,904	2030	$664,176	100%	$664,176	2,500	gpm	3,668	100%	$664,176	Transmission/Distribution

Project	Estimated Cost	Developer Portion	City Funded	Year	Construction Year Cost	% to IFFP	Cost to IFFP	Capacity	Units	IFA Demand	% to IFA	$ to IFA	Source, Storage, or Distribution?
3200 South from Hamilton Frontage Road to 5700 W. (12 inch diameter waterline)	$1,215,760	$534,400	$681,360	2040	$1,227,091	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Hamilton Frontage Road from 3200 S. to 5700 W. (12-inch diameter waterline)	$1,283,646	$564,240	$719,406	2037	$1,151,792	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5700 West from 1800 S. to 2400 S. (16 inch diameter waterline)	$930,852	$318,240	$612,612	2030	$745,336	100%	$745,336	4,400	gpm	3,668	83%	$621,371	Transmission/Distribution
5700 West from 1000 S. to 1800 S. (16 inch diameter waterline)	$1,339,030	$423,600	$815,430	2037	$1,305,530	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
1000 South from 5300 W. to 5700 W. (12 inch diameter waterline)	$478,478	$210,320	$268,158	2036	$412,817	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5300 West from 800 S. to 1000 S. (18-inch diameter waterline)	$377,806	$105,680	$272,126	2030	$331,083	100%	$331,083	5,500	gpm	3,668	67%	$220,813	Transmission/Distribution
800 South from 4500 W. to 5300 W. (12 inch diameter waterline)	$973,882	$428,080	$545,802	2037	$873,847	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Westview Drive from 800 S. to 1800 S. (16 inch diameter waterline)	$1,582,308	$540,960	$1,041,348	2031	$1,317,637	100%	$1,317,637	4,400	gpm	3,668	83%	$1,098,487	Transmission/Distribution
5700 West from 200 S. to 1000 S. (16 inch diameter waterline)	$1,282,554	$438,480	$844,074	2037	$1,351,390	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
200 South from 5100 W. to 5700 W. (30 inch diameter waterline)	$2,138,240	$328,960	$1,809,280	2039	$3,133,088	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
200 South from 5700 W. to Future West Tank (30 inch diameter waterline)	$1,365,520	$210,080	$1,155,440	2039	$2,000,848	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
SR 56 from 5300 W. to Future West Tank (36 inch diameter waterline)	$2,815,605	$385,040	$2,430,565	2039	$4,208,952	0%	$0	22,000	gpm	3,668	17%	$0	Transmission/Distribution
5700 West from Iron Springs Road to 600 S. (12-inch diameter waterline)	$1,689,870	$742,600	$947,070	2037	$1,516,290	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5700 West from Iron Springs Road to 1800 N. (12-inch diameter waterline)	$1,203,930	$529,200	$674,730	2037	$1,080,264	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
5700 West from 1800 N. to 2400 N. (12 inch diameter waterline)	$786,422	$345,680	$440,742	2037	$705,642	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
2400 North from 4500 W. to 5700 W. (12-inch diameter waterline)	$1,503,684	$660,960	$842,724	2040	$1,517,698	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
3100 West from Proposed 800 South Tank to Hidden Hills Dr. (24 inch diameter waterline)	$1,627,470	$333,840	$1,293,630	2045	$2,834,503	0%	$0	9,900	gpm	3,668	37%	$0	Transmission/Distribution
Cobblecreek Dr. from Wagon Trail intersection (10 inch diameter waterline)	$3,744	$0	$3,744	2045	$8,204	0%	$0	1,700	gpm	3,668	100%	$0	Transmission/Distribution
Golf Course Clubhouse area (10 inch diameter waterline)	$10,764	$0	$10,764	2045	$23,585	0%	$0	1,700	gpm	3,668	100%	$0	Transmission/Distribution
300 East from 680 S. to Alzamira Ave. (30 inch diameter waterline)	$492,440	$0	$492,440	2045	$1,078,997	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
400 South from Main Street to 75 W. (30 inch diameter waterline)	$185,120	$0	$185,120	2045	$405,621	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
995 South from Spruce Street to 170 W. (30 inch diameter waterline)	$131,560	$0	$131,560	2045	$288,264	0%	$0	15,500	gpm	3,668	24%	$0	Transmission/Distribution
East of Cove Subd. from SR 56 to 75 N. (12-inch diameter waterline)	$273,364	$0	$273,364	2045	$598,974	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
The Cliffs Subd. (14 inch diameter waterline)	$325,728	$0	$325,728	2045	$713,710	0%	$0	3,400	gpm	3,668	100%	$0	Transmission/Distribution
East of Westview Dr. towards Cross Hollow Arena (24 inch diameter waterline)	$354,900	$0	$354,900	2045	$777,630	0%	$0	9,900	gpm	3,668	37%	$0	Transmission/Distribution
Cross Hollow Arena - area around the Arena (12-inch diameter waterline)	$407,680	$0	$407,680	2045	$893,277	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Cross Hollow Arena - area around the Arena (16 inch diameter waterline)	$1,180,530	$0	$1,180,530	2045	$2,586,687	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
SR 56 - Cross Hollow Road going west (18 inch diameter waterline)	$102,674	$0	$102,674	2045	$224,971	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
Rock Ridge Road (12-inch diameter waterline)	$88,998	$0	$88,998	2045	$195,006	0%	$0	2,500	gpm	3,668	100%	$0	Transmission/Distribution
Mountain Ranch Road - going west of Mountain Ranch Rd. (16 inch diameter waterline)	$116,532	$39,840	$76,692	2045	$168,042	0%	$0	4,400	gpm	3,668	83%	$0	Transmission/Distribution
30 North - 2125 West intersection (18 inch diameter waterline)	$10,296	$0	$10,296	2045	$22,560	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
SR 56 from Airport Road to Fastenal driveway (18 inch diameter waterline)	$206,492	$0	$206,492	2045	$452,449	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
SR 56 from Airport Road going west (10 inch diameter waterline)	$30,264	$0	$30,264	2045	$66,312	0%	$0	1,700	gpm	3,668	100%	$0	Transmission/Distribution
Canyon Center Drive going under Main Street (18 inch diameter waterline)	$65,780	$0	$65,780	2045	$144,132	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution

Project	Estimated Cost	Developer Portion	City Funded	Year	Construction Year Cost	% to IFFP	Cost to IFFP	Capacity	Units	IFA Demand	% to IFA	$ to IFA	Source, Storage, or Distribution?
North of Nichols Canyon Road to new 3300 North Tank (18-inch diameter waterline)	$864,864	$0	$864,864	2045	$1,895,024	0%	$0	5,500	gpm	3,668	67%	$0	Transmission/Distribution
600 South from Redman Tank to Sage Drive (20-inch diameter waterline)	$299,000	$0	$299,000	2045	$655,146	0%	$0	6,800	gpm	3,668	54%	$0	Transmission/Distribution
600 South from Sage Drive to 1175 West (20-inch diameter waterline)	$264,550	$0	$264,550	2045	$579,662	0%	$0	6,800	gpm	3,668	54%	$0	Transmission/Distribution
Coal Creek from Bulldog Road to North Cedar Blvd. (12-inch diameter waterline)	$276,458	$0	$276,458	2029	$323,417	100%	$323,417	2,500	gpm	3,668	100%	$323,417	Transmission/Distribution
2300 West from 2200 N. to 2400 N. (12-inch diameter waterline)	$242,050	$106,400	$135,650	2034	$193,086	100%	$193,086	2,500	gpm	3,668	100%	$193,086	Transmission/Distribution
2400 North from west of Clark Parkway to Nichols Canyon Road (18-inch diameter waterline)	$2,059,200	$576,000	$1,483,200	2034	$2,111,056	100%	$2,111,056	5,500	gpm	3,668	67%	$1,407,954	Transmission/Distribution
	$241,248,289	$33,164,480	$208,083,809		$297,940,292		$162,068,394					$76,816,729	

*For the purposes of the final fee calculation, pump stations are allocated to new development based on the same proportionate allocation as the general distribution system, thus reducing the overall cost attributed to new growth from this category.
**4% inflationary cost added to construction year assuming a base year of 2025.

I. CITY ITEMS

1. PUBLIC HEARING
   Ordinance Adoption — Impact Fee Facilities Plan & An Impact Fee Analysis — Paul Bittmen/Fred Philpot
   (Recommendation)

Jett: Mr. Chairman, I make a comment here. I spoke with Jennifer Davis, one of our members of the commission. She's home with the flu. This discussion. We're going to have tonight is going to alter our housing, alter our economics, and the potential affordability of our market. She asked if we could please table this issue. She could be here that I know there's some urgency on this issue, but I'm just out of courtesy to her. I felt I would pass on this. This message from her.
Decker: I would like to see that happen also.
Paul Bittman: There's a public hearing before the city council scheduled for March 4th. Bringing it to this body is required by statute to bring it here. You don't need to make a recommendation; you just need to hear it. If you want to table it. You'll miss your chance to hear it, and it's going to go to the council on March 4th, unless they delay that public hearing on their motion and send it back to you.
Webster: Since this is a public hearing, we go ahead with it. If we don't want to make a recommendation, it will still go to the city, and we'll still have allowed for a public hearing. What are your thoughts? Randall? Does that work?
Randall: Yeah, that works. Jace was just asking a question with regards to whether you could still hold it. The planning commission could make a vote on the 3rd of March. You can, and we've done that where we've kind of expedited hearings. Just know the minutes, never make it to the council. While you may discuss it on the 3rd. The council will never get the details; they'll get if you discuss it heavily today.
Kent: We have our consultant that has been working with us on the impact fees on Zoom, Fred Philpot. Fred, do you want to go ahead and share your screen? Is that okay? You ready for us to go ahead and have him proceed?
Fred: Yes, I can do that. Can you guys hear me?
Kent: Yes.
Webster: I'm not opposed to not making a vote on it, but I think since we've planned to hear it, we can.
Fred Philpot: Alrighty. Yes, I've been assisting the city, going through the impact fee facilities plan and impact fee analysis. Let me jump back a little bit. The purpose of the impact fee is to identify impacts from new development activities. We need to identify system improvements and project improvements and ensure that the impact fee includes the cost. The proportional cost of system improvements in the calculation of the fee. There are specific definitions relative to some of the services that we look at for public safety and roadway facilities. Which we've followed relative to our analysis. The two main components that we've addressed are the impact fee facilities plan or IFP and the IFA. Which is the impact fee analysis or proportionate share analysis. The impact fee facilities plan is a process of whittling down essentially your entire list of capital improvement needs that is identified in a master plan and a capital facility plan or capital improvement plan. Identifying what growth is related and what we anticipate happening in the next 10-year window. Essentially, the impact fee act doesn't specify that we have to look at a 10-year planning window. There is a requirement to expend impact fees within six years from the date they're collected. So based on that requirement. The standard of practice is to

shorten that window for master planning or a capital facility plan that may look beyond a 10-year window and try to isolate what is needed in a relatively short planning window. In line with that requirement, to expend those funds within the appropriate timeframe. To do this, we have certain steps that we need to fulfill to ensure that we're complying with statute and case law. We have to look at your service area and demand, level of service. We need to look at existing facilities and excess capacity in the system. Identify future capital facility needs and then evaluate any financing strategies associated with existing facilities and future facilities. This is a graphic that illustrates essentially what the proportionate share analysis means. We're tying our evaluation to the demand variables that we're calculating. It needs to pass through the lens of that level of service, ensuring that we're maintaining the level of service. If there's anything identified that exceeds the level of service. We can show that, but it doesn't go into the calculation of a fee. Then we identify the relationship between existing and future facilities that are necessary to serve that demand. Again, that is, in essence, the foundation of this proportionate share analysis or impact fee calculation. Process wise, we must go through certain noticing, which the city has done in completion of the analysis. Then we present findings to staff, which we've done. To provide input from them ensuring that we're addressing things appropriately. Then we have the presentation in work session. Often, we will present draft findings for review in preparation for public hearing. There's specific noticing that's required to hold a public hearing. Then the city or MCT has the opportunity to hold a public hearing and act. The action that you can take is you can adopt the proposed fees, you can modify it lower than the proposed maximum, or you can reject impact fees altogether. If you adopt an increase to those fees, then there's a 90-day wait period before that becomes effective. We've looked at parks and recreation, public safety, both police and fire, stormwater, wastewater, culinary water and transportation for this analysis. As we look at those components. The service area is citywide, including future annexation areas. Our level of service is defined by each service that we're looking at. It's specific to transportation, culinary water etc. Our existing facilities and buy-in is also defined by each service and evaluating those system components. In addition, the future facilities were evaluated to determine what was needed. We worked directly with city staff to evaluate proposed capital improvements and ensure that we're allocating those to new development activity. Then again, all of that along with any financing. Outstanding debt or interest expense was evaluated and brought into that proportionate share analysis to determine our fees. Here is a summary of that. There's quite a bit of detail in the actual impact fee facilities plan and impact fee analysis that you can review. This provides you with a summary table. I will point out that for wastewater and culinary water, we kept that on a per ERU or Equivalent of one inch meter across the board. You're going to have different developments generated the requirement for different meter sizes, and that would be specific to the actual development. For parks and recreation, that is typically assessed to residential development only and not assessed uh to non-residential development. For fire and police as well as transportation, those fees are on a per. Thousand square foot basis for non-residential. For residential, it's typically on a per unit basis for those fees. You can see when we look at typically what we'll look at a single-family comparison and say, okay, what is our proposed fees? What is it going up to? You can see, there's a pretty hefty increase relative to what you currently assess. Now I will point out that I believe in a lot of these cases, in the previous impact fees. You did not adopt maximum impact fees at the time this study was done in 2020 and amendments later. This is purely a comparison of what you're charging now to what we're proposing as the maximum fee. On a single-family residential unit, 143% increase or an increase of $12,000 and some change there. I also provided some comparisons here, just with

some communities in southern Utah. Obviously, there's many communities that assess impact fees. I wanted to pull some that are larger communities that have uh all the fees that we're looking at here. I will point out that St George has a power impact fee. They have more than the fees listed here. Trying to keep it from apples to apples. Again, if we have the proposed 20,891. St. George's is a little bit lower, Whereas Washington is a little bit higher when you look at the fees that they assess. Pretty similar fees across the board when we're compared to Washington, a good benchmark their relative to fee assessment. Showing to me essentially that we're not out of the realm of reality of where fees are at for some other communities. I would also point out St. George is going through an update to their impact fees to account for inflationary pressure that has happened since their last update. It's likely their fees will be going up from what is listed on this chart here. We're involved in that; we're helping them go through public safety and all the utilities to update the capital costs for their impact fee facilities plans. Because their costs have increased substantially since those fees were calculated. It's likely that I'll be seeing a jump here that will be more in line with what we're proposing for your community. That's a crash course. I'm happy to go back through any of the findings, address questions that you may have relative to legislation or the process or specific fees.
Webster: Thank you. Would you mind going back to the demand slide?
Fred: That slide?
Webster: Yes, is that suggesting that our existing would only cover half the demand in the future? Is that right?
Fred: This is purely illustrative. It is not proportional to things that we're calculating.
Webster: All right, perfect thank you. That's helpful.
Hitz: Could you go to the slide. This percentage changes across the board. That's what it's estimated to be with the new impact fees.
Fred: Yeah, and your non-residential will be different again. I just provided it. Assuming a one-inch meter so you can see like wastewater. Those are all the same fee culinary water. It's all just a one-inch meter. It'll vary based on. Whether they need a four-inch meter or six-inch meter, it's going to be that percentage is going to fluctuate.
Jett: I am a little confused on the one thousand per one thousand square feet.
Hitz: You have ten thousand square feet.
Fred: You multiply ten by building space building square footage.
Jett: Say that again.
Fred: For fire, police, and transportation it would be per thousand square feet of actual building space. If I was building a thousand square foot convenience center. It would be based on a thousand square feet as my unit. It's a fee per thousand square feet for those.
Jett: If I build a ten-thousand-square-foot warehouse.
Fred: Then you're ten units, and we'd apply the ratio of ten times.
Jett: One hundred sixty thousand.
Fred: No, because some of those fees depend on meter size. Some would depend like here, if I lived in transportation. It would be 10 times $604 for transportation and 10 times the $19 for police, and fire. The stormwater has to do with acreage and specific development type. Wastewater and culinary water on meter size. When you get into non-residential, it's a little more specific than residential. It will vary.
Hitz: It'd be nice to see some examples of various sizes, square foot wise.
Jett: If you have a 10,000 square foot building. I'm paying $13,540 for stormwater.
Fred: Or the actual schedule.

Jett: Your charting is a little bit confusing to me, but I'm a simple minded individual.
Fred: Yeah, stormwater industrial, that fee is per thousand square feet. Yes, you'd have 10 times that. Sorry, I misspoke on stormwater. That one is per thousand square feet based on the different land uses.
Jett: Which one is?
Fred: Stormwater the one you asked about.
Jett: It's per thousand square feet for the building? If I have a 10,000 square foot building, I'm paying$13,540 in storm water?
Fred: Yes, that is correct. That's not uncommon. Most entities have a fee when they assess a fee; It is per demand unit and for fire, and police. It is typically per thousand square feet. For transportation, it's per thousand square feet of building space. Wastewater and culinary water are typically based on meter size and stormwater; that one does fluctuate where it may be on a per acre. Basis it could be on a runoff coefficient. In your case, it is a combination that we've looked at different land uses and applied a runoff coefficient that we could get out of value per thousand square feet assessment. It is quite typical for impact fees too, for non-residential to be much higher than residential because they are paying. Per thousand square feet based on their demand. It is tied to the demand variable that comes from those land uses.
Kent: If I could offer on the stormwater, that does depend also on how they handle their stormwater. We do have in our ordinance that if they completely handle their stormwater on site. They're not discharged off site at all. They're storing it all on site. Then there is no impact fee for the stormwater.
Jett: Permanent or slow discharge?
Kent: They're talking about permanently holding it on site. It depends on how that's being handled. We have cases where a portion of the impact fee is paid. Because they're able to handle some of the water and some they're not, and they're discharging it into city system. Some where it's all going into city system, they pay the full amount of the impact fee, whatever council chooses to adopt. Then we have some where they don't pay any stormwater impact fee. It just depends on the details of how they handle the stormwater for their project.
Jett: I have some property, it's Fort Cedar. I run into the irrigation canal; I'm not going into the city system.
Kent: That water eventually makes it into our master plan storm drainage facilities. Yes, if you're discharging into the irrigation, that's still going into our master plan facilities that the impact fees are designed to help us be able to fund to build.
Fred: I'll point out that your ordinance allows for consideration of data that a developer or builder can provide to the city that would suggest an alternative fee. This provides a schedule that the city can use to assess the fees. Then we also include a nonstandard formula that is utilized in the case where a developer comes in and says, hey, I think I'm different. My demands are going to be different. Here's the data and the city can consider that and adjust the fee to address those unique circumstances and treat uh. Development on a case-by-case basis if necessary.
Lunt: Is there somebody that can go back to the last fee increase and tell me what was proposed and what was accepted? It seems like we're kicking part of this can down the road every time this is presented. I don't know anything about it. What was proposed and what was accepted?
Paul: The council, the last time the impact fees came up. They got a similar report, and it said, here's the maximum allowable fee you can impose pursuant. I think they took 10 percent, was it 10 or was it 20? They got the discount. If you move that forward, they changed that discount a

few years ago for stormwater and fire. Kept the discount on everything else because they could see the stormwater, and the fire impact fees. We did an update in 2020-21 somewhere around there.
Fred: I also point out Paul that it doesn't necessarily kick the can to future development because the impact fee has to be proportionate. It can create potential challenges in your system if you don't maximize the impact fee. Then you must identify alternative funding mechanisms to help mitigate infrastructure needs. We can't then take any policy decision that creates maybe a deficit. Then put that on future development activity. That's not justified in the statute. That doesn't result in an increased fee in the future. It just means you may have more deficiencies in your system that you have to mitigate with utility revenues or general fund dollars. It doesn't go on the backs of new development.
Paul: These system improvements are going to come. I'll give you a typical example of how we spend our impact fees for sewer, water, roads. We'll have a developer come in and propose a development. We'll say our minimum size of a water line is an eight-inch line that you have to put in to serve the development you're going to do. We want you to put in a 12-inch line because we need to feed more water there to serve the rest of our system. We pay that developer out of impact fees, the cost to make that line bigger. We do the same, we do similar stuff with sewer all the time. We currently have uh some very expensive uh impact fee eligible projects for sewer. On the west end of town, where all the industrial development's going in. Our sewer system doesn't just follow the boundaries of Cedar City; it goes out into the county and back into the city. When we upsize those lines that have to run through the county. We work with Iron County to figure out how we split that up, and we pay that developer to put a bigger line in. We've spent impact fees in the last few years looking for water, and that's been expensive. These impact fee projects are going to be here if we don't impose the impact fees as Fred alluded to. You can stretch your general fund dollars only so far, you can stretch your utility receipts. Only so far on that list, would the general fund go to fire police parks and recs. The other items on that list have utilities that cover them. Transportation's kind of screwy because it's normally C road funds that help cover that, but those dollars only go so far.
Jett: Paul, I suggested. I hope I'm not out of line with Paul Cousins. Paul was telling me that we have a and this is picking on the sheriff's department. As for this example. That is how far the sheriff's department is getting stretched by us, putting more subdivisions farther out of town. He says our sheriff's department needs more deputies because their areas just, they're getting spread, thinner. I suggested, I said, why don't we basically draw circles for night? I use the example for the city. We have a mile, five miles, ten miles, twenty miles. We have places again. I'm not picking on any place, but subdivisions out in West View. That are in the city next to the county and then in the city next to the county. We're sending our law enforcement out there farther. Law enforcement is just a metaphor for the water and the sewer and the and the roads and everything else that's going out there. Is there a way that we could draw a circle and then another sphere. Said, hey, if you're within this boundary, it's X with this Y, and with that Z. I think I did my ABCs right.
Paul: We don't really have any say on how the county chooses to develop. Some time ago Iron County chose to allow denser development. That's the road they've been going down for years, and they've incorporated their municipal service tax. Which was supposed to be paid by people that live outside the cities to offset the cost of municipal services that they need to provide to those people. I don't know if your concentric growth circles would solve the county's problems.

Jett: That's the word I was looking for. Well, I am talking about even for the city. Because we're spreading ourselves farther, but we have to go over county property to get to city property. Like 4B Ranch is an example.
Paul: Sure, that's not an unheard-of way to do growth. I don't know how you would do that now that we have growth everywhere. How do you rein it back in. I don't know how it plays into impact fees.
Jett: I just know that we're getting. Farther out of our center. I recognize as we grow, we're going to get farther out of our center. I think that there needs to be some place in the conversation to figure out. Because developers go out to the 4B area. Because the land's cheaper than buying it up in maybe up in Fiddlers or out there in South Mountain. It's because it's farther away so hey, I can get the property cheaper. Sometimes I feel that we are maybe passing those costs on to everybody else because the developers get the property cheaper out there.
Carter: He's asking, can you charge a higher impact fee if you live or if you develop further away?
Paul: You could set different impact fee areas. You could set up different impact fee areas where impact fees could be charged and they could be spent. I don't know what the analysis would look like to, necessarily say that those further out would be a higher impact fee. Cedar City has traditionally not limited where we can spend our impact fees in that manner. If you set those districts up, you can only spend what was generated in that district in that district. We've chosen not to do that. We've chosen to keep it flexible, so we can respond to where we need to use them to make our operations work.
Jett: I agree with you that that's important. These are just questions that I have.
Hitz: Have a question, Paul. We have a master plan and I'm new to the city. Is there a master plan budget that kind of goes hand in hand with the master plan?
Paul: Yes, each of those master plans that we do for our utilities we provide has a list of projects. At the bottom of it says, here's how much it's going to cost you, and the dollars of when we did this.
Hitz: Is there anyone that changes that budget master plan when we change the master plan?
Paul: When you say a budget for them, it's not a budget. It just shows you the cost. There's no money budgeted for that cost.
Hitz: I know semantics.
Paul: For stormwater our 2022 plan said, here's 90 million dollars of stuff you got to do to implement our plan. That was four years ago, I'm assuming that ninety is probably different now. We budget them as we go. We budget them as we can afford them. We budgeted them as we see growth happen, and we try to keep up with that growth area. All our master plans do have that analysis in them. They all change every seven to ten years when we redo them.
Jett: Paul, I don't want to pick on you.
Paul: Go ahead.
Jett: I know that these numbers are going to turn our housing into other than the high-end earners they are building their mcmansions. I just looked at these numbers. I mean the other one has turned our housing upside down on its head. It's not staff's problem. I'm just saying that the economics of real estate. It's going to turn our housing market on its head when it comes to affordability of people trying to get started, be it a twin home or a single-family home. Paul, I don't know what to do. I'd hate to be in your seat because you're dealing with things that I can't even imagine that you have to think about.

Paul: One theory is that these projects are going to be built. If you don't have growth pay for the cost of growth. Then your general fund pays for it, and your ratepayers pay for it on the well.
Jett: We're damned if we use them if we don't.
Fred: Another item I'll bring up is we will often get comments relative to affordability, which is a concern. It's a statewide concern relative to housing, housing shortages, cost of housing and affordability. There are mechanisms to help with that as entities look to adopt strategies that help with moderate income, housing and affordability. As Paul's discussing, Impact fees are a mechanism to recoup the cost of infrastructure system improvements because of new growth, and future development. If you were to eliminate those fees, the counter question I guess is would the value or price of homes decrease?
Jett: Could you say that last part again? I'm hard to hear.
Paul: If you didn't do impact fees. Do you think the cost of a home comes down?
Jett: I don't think so, but the cost of a home inversely may not go up. I can't remember the exact number. I think I am correct. They said you eliminate for every thousand dollars a home goes up, you eliminate a certain percentage of the people that are being able to qualify for a home. Now, I know, there are different arguments that say, hey, if you give a discount, the developers are just going to get richer. Well, a friend of mine told me tonight. He said, if the markets in a hyperinflated market, they're probably right. If the market is a balanced market, probably no. They'll probably pass those costs on because it will figure out a balance point. I'm just afraid and I understand cost or cost or cost, but what did we tell the person? This isn't your problem. This isn't our problem. This is a society problem. What do we tell the guy that, him and his wife just graduated from school and they're trying to buy home? They said, well, your cost just went up ten thousand bucks or twelve thousand bucks and sorry. I just don't know how to how to deal with these.
Fred: What I was just trying to highlight with that question, comment on the price of a home is as we look at affordability. I think legislators and city council's decision makers have challenges relative to determining affordability and what tools are available. As we look at impact fees, I guess we need to determine if we push or pull this lever. Does it address the issue of affordability? Or does it have to do more with market factors and appreciation or depreciation of property? Again, if you opt to make a reduction or adopt a reduction in fees, does it achieve the objective of affordability? In my experience, there's not as direct a connection between those two variables of impact fees and the price of the home. It's more the latter part you described, which is market conditions. To that end, I'll point out that. There are mechanisms to help with that. To look at your moderate-income housing strategies, you can reduce or waive impact fees for affordable housing initiatives. You can adjust on a case-by-case basis. Those might be better tools to promote affordability rather than wholesale reduction in impact fees, for example. Those are just things to think about. As we talk about impact fees and their impact on affordability.
Decker: Absolutely everything contributes to affordability. I have a concern with one of these slides. It was a concern I had years ago when impact fees were uh bumped up 127%, I believe that's right. I was very active in building homes, then and I was vehemently opposed to it. The one thing that just drives me nuts is when I say see something that says, well, St. George does it. Well, Washington County does it, and this is what they're doing, and this is why we're basing this or is there a real need? I think we need to scratch our heads over that always. I'm not questioning your figures because I don't know enough about it to question them. I think when we get into analytics, sometimes we just start comparing what other cities do and say, well, they're doing so therefore we have to do it. Instead of just determining what our affordability is and what

we need here in Cedar City to maintain our infrastructure. I get a little frustrated when I see this, especially extreme increases like this. Everything contributes to affordability. This will drive affordability; this will drive home prices up. I don't think there's any question about it. Do we have to do it? I think we need to examine absolutely every other avenue before we increase any kind of impact fees, which is essentially a tax.
Fred: Speaking to that, I agree with you on comparisons. It's not an apple-to-apples comparison when you look at what other communities charge. We simply provide that for an economic comparison, but none of the analysis considers any fee comparison when determining the actual fee calculation. Everything that we include relative to Cedar City's impact fee account calculation is based on your level of service. Your infrastructure needs. You can have confidence there that those are purely comparative only economic comparisons. It's just when we get to city council meetings, often that is a request to say, well what are our neighbors charging? They like to see that. That addressed that first element is it doesn't influence the analysis whatsoever relative to what others are charging. Then yes, cost is cost, and as costs go up for cities, then that cost goes up for the development community. Those costs have to be borne somewhat in some way. Again, the market drives prices, and it can affect supply and demand variables. All those factors are influenced by impact fees. Which is outside the scope of this. Then the third item that this being a tax is that it may be a matter of perspective, but impact fees are an element. A fee mechanism that is allowed by statute as long as we comply with the statutory requirements relative to the IFP and IFA. All the noticing which the city has done. The intent is for this to be a proportional allocation of cost of system improvements.
Decker: Allowed doesn't make it right.
Webster: Let's do this real quick. I know Carter had some things to suggest or to talk about.
Open Public Hearing

Carter Wikley: Perfect, I have one comment and then a couple of questions. Regarding your comment, Mr. Hitz as far as the budget. The way that it works is whenever we are coming up on an impact fee study that we need to do. We do all the master plans for those different categories right before it. That master plan says this is how much all those projects are going to cost. Then that is the number that the impact fee is based off. The last two or three years, they've done all the master plan updates that sets says these projects need should be completed; here's the cost for all those. Then that's the number that this study uses to push to bring that forward is that correct Fred?
Hitz: I appreciate that. Then when we change the zoning request.
Carter: The master plans are all based off the current general master plan.
Hitz: Nothing happens when those are changed. Until the whole master plan is changed again.
Carter: If we were to make a master plan change today. It would be on the next round of sewer master plan, transportation master plan or fire master plan when that change would get picked up.
Hitz: What would happen if you did it in real time?
Carter: I don't think you'd be able to keep up. You'd be doing this every week. That's part of the reason why that's part of the reason why going against the master plan is a difficult thing. Because our impact fees and all of our master plans, whether it be water streets, fire, everything's based off the current master plan. When you make big changes to the master plan, you can start to skew those numbers.
Hitz: I think I understand.

Carter: My other question was, and this could be to Fred, it might be to Kent or to Don. Tell me, because every different uh group has different definitions. What changes us here from single family to multi-family? Let's say I'm building a single home, that's single family. What if I'm building a twin home? Which one do I fall under Fred? Do I fall under single family or multi-family?
Fred: Typically, what we evaluate is uh single family detached or attached versus more than more than that as multifamily.
Carter: What if I have four townhomes? I mean, by lending laws, by real estate laws, that's all considered a single-family home. A fourplex is four and below. If I build a fourplex as four separate units, four separate meters, is that four separate single families or is that one multi-family?
Fred: Yeah, I'd have to review that with building.
Kent: I believe that there would be four separate single-family units.
Carter: Okay, then if I build a five plex or a six plex am I charged this? For each one of those five, we'll say I build a six plex, six apartments. One owner, one tax ID number, six different units. Am I charged these times six or am I charged these times one?
Kent: Times six is per units.
Carter: It's per the number of doors?
Kent: That is correct.
Carter: If I built a twenty-unit apartment building, is it times twenty?
Kent: Correct.
Carter: My other question, and this is to you, Fred, who knows a lot more about this than I do. Has there ever been a way of. I'm going back to being a single-family mostly. Multi-family, I'm not as concerned about because all multifamily are pretty much the same size. I do struggle a little bit if I go and build. There are standalone homes now that we build 900, 1,000 square feet, 1100 square feet. If I build an 1100 square foot home, one bath, maybe two versus I build an 8,000 square foot home that has five bathrooms. I struggle with this. Is there a way Fred with other municipalities ever looked at? On the single-family side, either basing it off square footage, number of bathrooms, number of possible residents, or is it all most just always do one house is one house?
Fred: Yes, most will do one house is one house. It becomes a matter of isolating demand data to that level of detail. I can speak to Cedar City that that can be challenging. To parse out the data on a system-wide basis using that information and isolating the demand variables to that. Impact fees do use to some degree a lot of averages. Again, there is within the ordinance a way to look at development on a case-by-case basis. If we say, hey, this is maybe something that's creating demand than a typical or average single-family home, then we can evaluate that.
Carter: Okay, that was just my one thought there. Because at the end of the day, a house that has two bedrooms or three bedrooms. We know that a house that has five or six bedrooms and will potentially have five or six people or more. They're going to use more storm water. They're going to use put off more wastewater. Well, not wastewater but they're going to use more. They're going to flush more toilets; they're going to turn on more taps. They're going to use those things in a different ratio. I was just curious about that. I think that's my only question.
Jett: Fred, may I ask you a question? Looking at just looking at storm drain and I made that discussion a few minutes ago. Why is a home $393. We'll say the home's 1000 square feet. We'll say a warehouse is 1000 square feet. Why is the home $393? But the warehouse in the industrial area is $1,354 and then why is this institutional $39,378.

Fred: Because, it has to do with the assumed runoff coefficients. You're going to have more impervious areas likely in non-residential development than residential development. Even though the building square footage is going to be the same.
Jett: I get it, but I don't.
Kent: If I could jump in on that, your commercial and industrial uses need to have a lot of impervious surfaces for parking, for vehicle circulation, for those kinds of things that a home, for instance, would not have. A home has its driveway, and that's it. You don't have the same kind of demand there that you would have on the commercial or industrial uses. The institutional frequently has much larger landscaped areas than what a commercial or industrial would have. You'd think schools, for instance. You have much larger landscaped areas for that. It all comes in on that on that runoff coefficient as Fred mentioned. Your different land use types, behave much differently from each other in terms of the stormwater generated from those sites.
Jett: I can show you storage units. They have very little asphalt or our shops, 1000 to 1200 square foot shops. It's dirt and dirt, then a driveway.
Kent: As Fred mentioned it, this analysis has to because there's not another way to do it consider some of these averages right? When you have a project that is significantly different from an average project, then there is that opportunity to look at the individual projects.
Jett: We do have a recourse to speak to our City Engineer to say, hey, can this be fair?
Kent: We have something built into the ordinance on how to deal with those, and that's what we would follow.
Jett: Okay, thank you. That helps.
Webster: I like one of the things that, Mr. Pittman said too, either growth pays for growth or somebody else pays for growth. The school district, since I'm a part of that, is bumping up against the exact same thing. Where we want school quality, classroom size, all those things that we've enjoyed as a rural community, but we want all the conveniences of a city. When we see seven hundred and two area codes and things like that, call we're like. They wanted to move here because it's rural and get away from the very thing, they're demanding that we produce for them. They want all the conveniences of the city, the ruralness of the country, and somebody's got to pay. The school district is bumping up against the inability to pass bonds to pass truth in taxation things, and things like that. Eventually, I agree with Mr. Bittman, it's just like the rubber band is as tight as it can get. I don't know that that addresses this, but it seems to me to be a metaphor for the same type of thing as we're experiencing this growth, and we want affordability, but affordability comes with a cost too. I don't know the answer. These are my thoughts. Any other comments from the public?
Don: The money must come from somewhere. I don't know if these numbers are perfect or at what they should be, I don't, that's what we have.
Randall: Well, I can give you the legal answer. We're meeting the requirements. It comes back to the same thing. If you look at our master plans, if you disagree with something that's in there that doesn't need to exist, then great. Go back and tell us what to remove because we don't need this water tank or that pump or that street. Because that's the only way you're going to affect these numbers. Is to remove things from the system that our council, with your advice as they came through, said we need these things. Once that is in, and it is in now you're going back to what's been said repeatedly who pays for it? Because somebody is. The city will always subsidize a little bit. You come in with a specific industrial use that's slightly lower. We're going to adjust those impact fees for that specific development. Well, that's now a difference, the city's going to subsidize. Do you want the current taxpayers to subsidize half or more than half of the

cost of these systems? Because if we don't change our impact fees, that's what's going to happen. Those of us that are already here will be dramatically subsidizing as we already are right now. People who are moving in.
Jett: Well, I'm going to start selling property out in Baker, Nevada by Lehman's Cave because it's cheap out there.
Hitz: I have a question and it's probably a stupid question. Is there a way to uh on a single family to base it on instead of a flat fee on some of these items, base it on square footage of the home? Would that be a fairer way to do it. Because as Carter says, some homes are 1,000 square feet, some are 10,000 square feet.
Fred: We will have to evaluate the demand variable and go back into our analysis to determine that. For example, we're assuming that a larger square footage home would result in increased demand, but that may not be the case. You could have a larger home that has less demand on a system. Take parks and recreation in my personal experience. I lived in an 1800 square foot house, and we used the park facilities all the time. I am now in a 360 square foot house, and we don't use the park facilities as much anymore. It would depend on the service. We'd have to analyze the system based on those new demand variables rather than the average that's in here.
Jett: Let me ask you one other question. There seems to be somewhat of a movement for tiny homes in our society. Let's say I'm going to build a 700 square foot one-bedroom tiny home. Will I still be paying $20,891 dollars for 700 square foot tiny home?
Fred: I think that would fall under the case-by-case review.
Jett: I'm having a hard time.
Hitz: Case by case review,
Jett: Who does that case-by-case review?
Randall: That would be you presenting it to the engineering department. You as the developer would come, and at least, this is how it's been done. Is that they would come in and show the impact will be less in some in one of these categories. Therefore, once we see that your information seems correct, we will reduce the impact.
Jett: This applies to all the items. Well, probably excluding police and fire because our gaps could be kind of hard to quantify.
Randall: Exactly, these are what you're seeing here and what the council will be considering is the default amounts, where they start from. If you can show you are substantially different. Because of the size of your units, for example. Then yes, you could potentially justify a lower fee for your specific house or development.
Jett: Okay, you ready for that Kent? 400 people a month come to visit you?
Kent: They're going to visit me anyway so that's okay. One thing I guess, I would just uh comment on, procedurally here is this will be considered by city council, right? I think it would be wise for you to make whatever recommendation you want to make to city council for their consideration. Coming out of this, it's not necessary, but it I think it. It's certainly making a matter of record what this body thinks. If you, feel like you um are of enough like if you're like-minded enough to be able to put together a recommendation. I think that would make sense. Let city council know what you think on this. Because it is going to be going to city council, and they can either have your thoughts or not have your thoughts.
Decker: There's no way, I can sit here in the last 20 minutes with all these figures and decide whether and not have any idea if it's justified or not. I have absolutely no idea. I'm not sure any of us do. If I have no idea, I've got to say no way.

Kent: If I could comment to that. I think these numbers are all justified because there's a state law statute there that governs this. The analysis has been done and in compliance with those requirements. The analysis is there; the backup is there to support all these numbers. Then it becomes a policy question as to whether the entire amount is charged or whether some of these should have some haircut on them, right? That's where I say that that's something that this body. As a policy recommendation to city council could certainly make a recommendation.
Decker: That said, I honor your opinion, and I'm a lot more about it than I do. What I know of you is, I'm extremely impressed, but I don't know. I'm not going to say, yeah, let's charge this. If I don't know, because I've taken your word for it and I trust you, but there's no way in the world. I can vote for something like this, if I don't know all the details. There's no way to figure out those details in 20 minutes. Even if I had a lot of time, this is out of my element. I just got to say that it just seems ridiculous to me to have these kinds of fees go up like this. That's my take on it without knowing as a semi-retired contractor. Has the Home Builders Association been notified, or have they offered any input?
Paul: The Board Realtors, the Home Builders, School District, all involved in this.
Decker: What's been the input there? Or has there been any feedback was?
Paul: They were all very polite and said, thanks for letting us know. They haven't come up with a policy position or anything else. The feedback you've given tonight is valuable in its own right to say. At first blush, it looks high. It looks too high to me. I mean, that's good feedback that the council can use that. That's helpful. It.
Jett: Just scares the wits out of me.
Decker: Everybody comes up here that's been in business for a long time and says, Well, back in the olden days. I don't want to be that guy. This is just so much higher than it was in the past. I don't know. I just can't see the justification, and I'm not saying that it's not justified. I'm saying I don't know, and if I don't know, I can't vote for it.
Jett: What makes it harder for me is there's nobody to blame. There's no one to say, "It's your fault. "That is the hardest part about this. As we've all discussed we're kind of damned if we do, damned if we don't.
Paul: I appreciate you having that perspective, but I just kind of see it a little different. You guys aren't going to vote to impose the impact fee tonight.
Jett: No, I get it.
Paul: The most feedback you can give the council is probably something you've already given them by saying, "Gee whiz, that number looks way too high."
Decker: That would be my stance.
Paul: I think that that's probably valuable feedback for the city council to get. Whether they get it from the planning commission or get it from the development community, the real estate community, the schools or anybody else. That's probably good valuable feedback.
Burgess: If you look at it as an item by item. We see a 143% increase for single families in total. They range from 33% increase to 200 plus increase. 340 for police. The one that speaks out to me, the most, is just the 204% park and recreation increase. That just seems like of all these things on here, the one we have the most control over spending. I hope that if this is the future, we're looking into it. Then that would cause us to change some of the things we're promising because, obviously. In the world of affordability being the kind of paramount problem in housing, adding twenty-one grand to every house just seems like a real tough barrier.
Carter: To your point Mister Decker. As a member of the city council, hearing your guys opinions, of course, is something that I personally and I am sure all my colleagues do as well.

We do take that very seriously and it's something that is weighted heavily. Having this discussion tonight and having those in the minutes. I think it will be crucial whether your actual recommendation comes tonight versus your recommendation comes the day before, and it gets passed to us via our legal counsel and our staff or waits written down on a piece of paper in the minutes. I don't think it makes that big of a difference. I'm only speaking for myself. What I'm trying to get here is if you don't feel comfortable making a recommendation tonight, there could still be a recommendation made on the third. Before we talk about it on the fourth, it just won't be written down in the minutes. The recommendation will obviously still be passed to us either way.
Decker: Does anyone read the minutes?
Carter: Yeah, we read the minutes. They're included in all our packets. We read through and hear about the conversations personally. That's part of the reason why I am here. Me, I am here. They're not minutes, don't take this the wrong way. Minutes are never as good as being in the meeting personally, obviously, every single word cannot be written down. Whether the recording or being in person is more helpful. On these big items, I think that we do either watch or try to be here to really hear what happened and get a better idea. There's that too is the recommendation.
Decker: That's why I voted for you.
Carter: Oh, thank you. The recommendation could come technically the day before, but it would be good. I think Mister Burgess makes a good point. I'll be honest, I think what he just brought up is, Look at them maybe in different ways. Some of them seem like high percentages, but when you look at the total dollar amount, 300% of $200 is not as big as 300% of $2,000. You look at the total dollar amount for some of those. The percentages are bigger; the actual dollar amount might not be as large of a thing. Some of those things are more needed and some of those things, as was mentioned, parks and rec might fall under the want category. We need to weigh that also when we look at those things.
Webster: Thank you. Let's do this before we close the public hearing. We do have the benefit of having the mayor here. Do you have any thoughts that you would like to share on this matter.

Mayor Nelson: Same as Carter, I wanted to come and just hear discussion. Because I think it's valuable to get every perspective we can possibly get as we're trying to make decisions that are going to affect a lot of people. I think one of the ones I've personally been wrestling with, and as we're starting into our budget discussions, is the comment that Paul made is hard. We haven't done a tax increase on the normal citizen in over 30 years. Everybody that's been here, lived here, we haven't increased taxes on them. We're subsidizing new growth. Because if these are the projects we need, they still get paid for. I can show you from last little while we spent a lot of money out of the general fund for water. That's just the most recent example. It happens repeatedly. When we expanded the sewer plant, did all that come from impact fees last time? We did the sewer plant expansion. I'm going to guess no. I've looked through some of the projects, we do you get some from here, you get some from here, you get some from there. It doesn't all come from new growth. That's a hard thing that I do wrestle with and how to balance that and is. If all the public understands that or are okay with that. Then they also complain about how we don't have enough parks, and we don't have maintenance and we have weed growing. There are things that we also hear as negatives that. We don't have general fund money to go take care of those things because we are subsidizing the projects that we need to do for growth. It's a hard balance that I also don't know the answer to. I do struggle with that idea that uh that we are subsidizing it from the general taxpayer, or we need to make it public that by doing this. When

we must go out for a tax increase that everybody's okay to pay the tax increase, knowing that we're subsidizing new growth with it. It's a tough issue. A couple of thoughts that I had tonight just listening was on like the affordability piece. Tom's idea about the square footage, maybe is something we should look at of how we incentivize what we need with reductions and things but leave the actual numbers for Impact fees may be higher. Then we come through with how we reduce or our incentivize, if you develop closer to town because that's less impact on our systems, then we'll give you a reduction. If you develop these smaller homes on smaller lots, then we will give you a reduction on impact fees. It helps bring in line what we want in the development community with a carrot or an incentive. I had some good thoughts to listen to you tonight and thank you for your service and taking it seriously. The way you're evaluating it.
Webster: Thanks, Mayor.
Jett: Mayor, I'd, just like to say, I know, Paul's office, engineering office, Don's office and many others. They've spent hundreds and hundreds of man hours, working with the one that's doing our study. I just don't want you to think that we're discounting your time by our frustration. Because our frustration is just a reflection of everybody else's frustration. It's like being in a traffic jam. You just go who do you blame? Because you're part of that same traffic jam. The people that are complaining and so it is hard. This is a very, very sensitive issue. It's going to affect, I don't care if we raise it a thousand or raise it ten thousand, it's going to affect a lot of lives. I just hope we can approach this and it'll affect a lot of lives. If we don't do it. It'll affect a lot of lives if we do it.

Cindy Lafoon: I just want to thank you guys for serving because it is a thankless job, and you guys are faced with. A lot of decisions all the time that are always tough decisions. There's you can please some of the people, some of the time, and that is how that goes. I want to thank you for serving first. Second of all, I do agree with the mayor that we can't keep kicking this down the road. These fees seem high right now but is that because we've because previous boards. Have kicked the can down the road and not wanted to raise taxes or spend money or ask for higher fees. With the growth that we've experienced, now we can't keep kicking the can down the road. We must address the issues that are before us now. So that's all I wanted to say.
Webster: Thank you, Cindy, I think that is well said.
Close Public Hearing
Burgess: Can I get one sentence on minutes. The proposed new parks amount is higher than the current water. If you look at the culinary water right now it is a concern most members of the community have. We're going to be paying more on these new proposed impact fees per home than we're currently even paying for culinary water. I want to see now the plans for like the parks, because that is so much.
Webster: Thank you, Mr. Burgess. Okay, with that in mind, back to the commission. Does anybody want to make a recommendation for anything?
Decker: I can't support it. I did my part.
Webster: Did you want to make a recommendation? I think we flushed it out, sort of how we wanted to it goes to the city, not without some comment and I'm happy to entertain that any motion.
Decker: I'm not quite sure how to phrase that, but I'm just I can't support these extreme numbers. With the knowledge that I have. I'm not quite sure how to propose that.

Decker motions for a Negative Recommendation on Increasing the Impact Fees to this extent on Item 5; Hitz seconds; all in favor for a unanimous vote.

Kent: I just wanted to thank Fred before he jumps off the call here. Thank Fred, for taking your time with us tonight.
Fred: Thank you.

IMPACT FEES CITY COMPARISON

Impact Fees Charged by Various Cities

As Cedar City prepares to adopt a new Impact Facilities Plan and Analysis it is helpful to see what other municipalities throughout the State of Utah are charging. Each municipality charges different impact fees than what is proposed for Cedar City, and each municipality has different financial positions and needs. For example, some may include water rights acquisition in an impact fee, Cedar City does not. So, the comparison is not exact, rather the comparison is intended to give an idea as to what is common around the State. For each of the municipalities in this chart you will see the impact fee they charge to a single-family home. Please keep in mind that impact fees are different depending on the land use.

IMPACT FEES CITY COMPARISON

	Drinking Water 1" meter	Sewer 1" meter	Parks & Rec	Transportation	Police	Fire
Cedar City	$3,892	$1,935.00	$1,350	$636	$89	$404
Cedar City, Proposed Fees	$8,594	$5,632	$4,106	$1,169	$394	$603
Washington City Hurricane/Ash Creek Dist.	$4,550 to $291,200	$1,135 to $56,750	$4,800	$2,941	$416	
St. George	$1,996 to $207,584	$1,516 to $157,624	$4,525	$2,188	$95	$320
Spanish Fork City	$1,865	$4,215	$4,795	$1,992.92	$675	
Grantsville City	$2,497 to $99,881.63	$5,949.41 to $237,976.25	$4,132.14	$3,150.23	$1,037.12	
Tooele City	$7,805	$4,731	$3,199		$216.90	$255.90
American Fork City	$2,502.45 to $133,455.68	$840.08 to $44,801.34	$3,855.99		$326.45	$429
Eagle Mountain City	$2,445 to $4,283	$622 to $4,665	$3,690	$4,853		
Saratoga Springs	$2019 to $2465	$1,217.18	$5,607.45	$1,016	$466.28	$264
Lehi City	$1,194.07	$761.43	$2,772.98	$1,163	$98.35	$198.02
Layton City	$2041 to $6,952		$1,873	$2,207	$501	

(Charges reported for single family homes)