

PARKS AND RECREATION IMPACT FEE FACILITIES PLAN (IFFP) & IMPACT FEE ANALYSIS (IFA) WEST HAVEN, UT

SEPTEMBER 2019

SUBMITTED BY:
LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.

NOTICE DRAFT




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IMPACT FEE CERTIFICATION

IFFP & IFA Certification

Lewis Young Robertson & Burningham, Inc. certifies that the attached Impact Fee Facilities Plan ("IFFP") and Impact Fee Analysis ("IFA") prepared for parks and recreation services:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; or
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
3. offsets costs with grants or other alternate sources of payment; and
4. complies in each and every relevant respect with the Impact Fees Act.

Lewis Young Robertson & Burningham, Inc. makes this certification with the following caveats:

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 If all or a portion of the IFFP/IFA is modified or amended, this certification is no longer valid.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

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.



DEFINITIONS

The following acronyms or abbreviations are used in this document:

HH: Household

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

LOS: Level of Service

LYRB: Lewis Young Robertson and Burningham, Inc.

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SECTION 1: EXECUTIVE SUMMARY

The purpose of the Parks and Recreation Impact Fee Analysis ("IFA") is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fees Act," and help the city of West Haven (the "City") plan necessary capital improvements for future growth. This document will address the parks and recreation infrastructure (both existing and future) needed within the Service Area 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").

- ☞ **Impact Fee Service Area:** The Service Area for the parks and recreation impact fees includes all areas within the municipal boundary of the City. **Figure 3.1** illustrates the proposed Service Area.
- ☞ **Demand Analysis:** The demand unit utilized in this analysis is population. The population of the City is expected to reach 25,684 by 2029, which represents an addition of 9,704 residents.
- ☞ **Level of Service:** The existing LOS is defined by the per capita value of park land and improvements. The land value per capita is \$247 and the improvement value per capita is \$396.
- ☞ **Excess Capacity:** No excess capacity has been identified related to parks and recreation facilities.
- ☞ **Capital Facilities Analysis:** Based on the existing level of service and proposed growth, the City will be able to invest approximately \$6,239,254 toward additional parks and recreation land acquisitions and/or amenities.
- ☞ **Outstanding Debt:** There is no outstanding debt related to parks and recreation facilities.
- ☞ **Funding of Future Facilities:** This analysis assumes future growth-related facilities will be funded through a combination of impact fee revenues and general fund revenues. Future bonding is not contemplated in this analysis.

SUMMARY OF IMPACT FEES

The impact fees proposed in this analysis will be assessed within the Service Area. **Table 1.1** illustrates the impact fee for parks and recreation per capita. Based on the per capita fee of \$644.25, the proposed impact fee per household ("HH") is summarized in **Table 1.2**.

TABLE 1.1: ESTIMATE OF IMPACT FEE VALUE PER CAPITA

	LAND VALUE PER CAPITA	VALUE OF IMPROVEMENTS PER CAPITA	TOTAL VALUE PER CAPITA
All Parks	\$247.37	\$395.59	\$642.96
Professional Services Fee	-	\$1.29	\$1.29
Estimate of Impact Fee Per Capita			\$644.25

Professional Services Fee assumes a fee of \$6,800 to complete the Impact Fee Analysis.

TABLE 1.2: PARK IMPACT FEE SCHEDULE

IMPACT FEE PER UNIT	PERSONS PER HH	PROPOSED FEE PER UNIT
Single Family	3.33	\$2,143.75
Multi-Family	2.79	\$1,795.55

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. The formula for a non-standard impact fee is as follows:

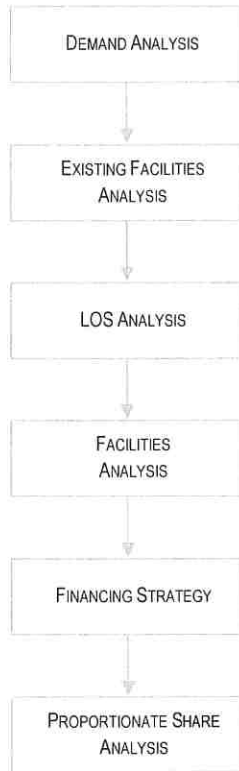
FORMULA FOR NON-STANDARD PARKS AND RECREATION IMPACT FEES:

Estimate Population per Unit x \$644.25 = Impact Fee per Unit

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 identifies the demands placed upon the city's existing facilities by future development and evaluate how these demands will be met by the city. The IFFP is also intended to outline the improvements, which are intended to be funded by impact fees. The purpose of IFA is to allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. The Impact Fee Act requires that the IFFP and IFA consider the historic level of service provided to existing development and ensure that the proposed impact fees maintain the existing 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 and IFA. This element focuses on a specific demand unit related to each public service – the existing demand on public facilities and the future demand as a result of new development that will affect system facilities.

EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, to the extent possible the IFFP provides an inventory of the City's existing system 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 determine the excess capacity of existing facilities and the utilization of excess capacity by new development.

LEVEL OF SERVICE ANALYSIS

"Level of service" or LOS means the defined performance standard or unit of demand for each capital component of a public facility within a service area. Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the existing LOS that is provided to a community's existing residents and ensures that future facilities maintain these standards.

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 system. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the LOS. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

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 finance system improvements.² 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.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

² 11-36a-302(2)

³ 11-36a-302(3)



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).

IMPACT FEE METHODOLOGIES

There are two methods employed in this analysis to determine the maximum allowable impact fees: the Growth-Driven Approach or the Plan Based Approach.

GROWTH-DRIVEN (PERPETUATION OF EXISTING LOS)

The growth-driven method utilizes the existing level of service and perpetuates that level of service 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).

NEW FACILITY – PLAN BASED (FEE BASED ON DEFINED CIP)

Impact fees can be 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 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.

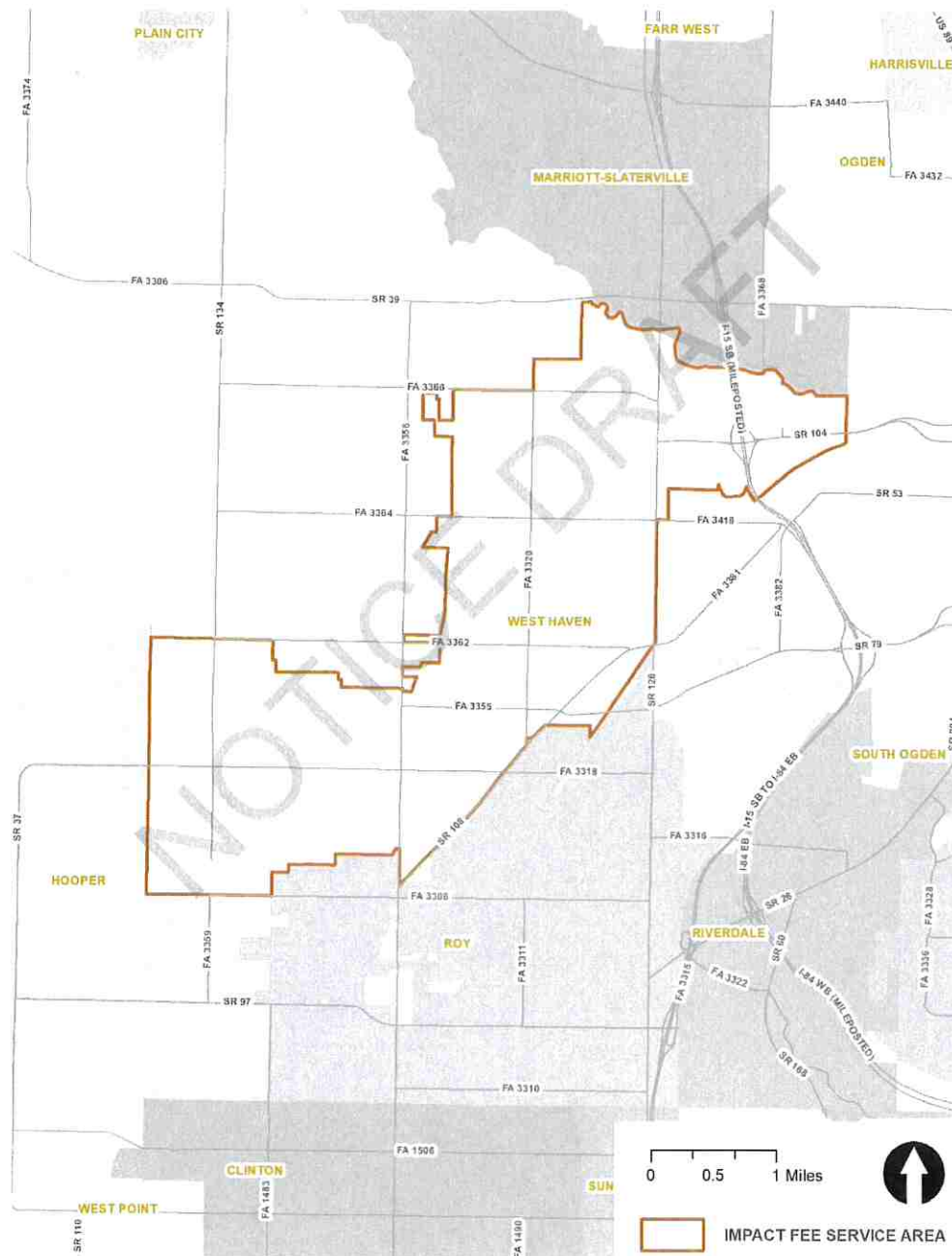
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SECTION 3: OVERVIEW OF SERVICE AREA, DEMAND AND LOS

SERVICE AREA

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 the parks and recreation impact fees includes all areas within the municipal boundaries of 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 level of service ("LOS") into the future.

FIGURE 3.1: SERVICE AREA



⁴UC 11-36a-402(1)(a)

DEMAND UNIT

The demand unit utilized in this analysis is population. As of 2019, the City population was 15,980. Based on the 2010 Census, the average HH size in the City is 3.21 persons. Thus, the population is expected to increase to 25,684 by 2029, an increase of 9,704 residents as shown in **Table 3.1**. As new development and redevelopment occurs within the City, it generates increased demand for parks and recreation in order to maintain the existing LOS.

TABLE 3.1: POPULATION PROJECTIONS

YEAR	POPULATION
2019	15,980
2020	16,757
2021	17,571
2022	18,425
2023	19,320
2024	20,259
2025	21,244
2026	22,276
2027	23,369
2028	24,494
2029	25,684
New population	9,704
Average HH Size (Single-Family)	3.21
HH Size based on ACS 2013-2017	

LEVEL OF SERVICE STANDARDS

Impact fees cannot be used to finance an increase in the LOS to current or future users of capital improvements. The LOS for this analysis is based on maintaining the existing level of investment in current parks and recreation facilities. The LOS consists of two components – the land value per capita and the improvement value per capita. The valuation included in this analysis includes the cost to purchase 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, which allows the City to maintain the current LOS standard through the collection and expenditure of impact fees.

Table 3.2 includes the total value per capita for park land and improvements within the City. Per capita, the park land is valued at \$247 and park improvements are valued at \$396 per capita resulting in a total value per capita of \$643.

TABLE 3.2: PARKS LEVEL OF SERVICE

PARK TYPE	CITY FUNDED ACREAGE	PER CAPITA	EST. LAND VALUE	PER CAPITA	EST. IMPROV. VALUE	PER CAPITA	TOTAL PER 1,000 CAPITA
Combined	79.06	4.95	\$3,953,000	\$247	\$6,321,451	\$396	\$643

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 does 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 \$50,000 per acre.⁵

The timing of construction for growth-related park and recreation 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 parks and recreation facilities can lag behind development without impeding continued development activity. This analysis assumes that construction of needed parks and recreation facilities will proceed on a pay-as-you-go basis.

⁵ Source: West Haven City. Based on recent sale of developed lots in the City



SECTION 4: EXISTING FACILITIES INVENTORY

EXISTING FACILITIES

The City's existing park inventory and park acres are shown in **Table 4.1**. This inventory is used to help calculate the LOS in the City that will need to be perpetuated as additional residents locate in the City. The improvement costs for parks and recreation are based on the current value of existing amenities.

TABLE 4.1: EXISTING PARK INVENTORY

Country Park				
Total Acreage	City Funded %	Donated %	Other %	Estimated Value of City Funded
30.00	100%	-	-	
Land Value				\$1,500,000.00
Existing Amenity	City Funds	RAMP Funds	Donated	Estimated Value of City Funded
Pickleball Courts	60%	0.40	-	\$235,000
Baseball Fields (3)/Building	100%	-	-	\$90,000
Playground	100%	-	-	\$94,500
Pavilions/Kitchen/Restrooms	50%	50%	-	\$257,625
Bleachers	50%	50%	-	\$25,000
Basketball Court	100%	-	-	\$50,000
Volleyball Court	100%	-	-	\$10,000
Rodeo Arena	100%	-	-	\$800,000
Sidewalk/Trail (3500 lf)	100%	-	-	\$87,500
Open Space/Fields (759,100 sf)	100%	-	-	\$569,325
Parking lot (128,327 sf)	100%	-	-	\$705,799
Land and Improvement Value				\$4,424,748.50
Stonefield Park				
Total Acreage	City Funded %	Donated %	Other %	Estimated Value of City Funded
6.82	-	100%	-	
Land Value				\$0.00
Existing Amenity	City Funds	RAMP Funds	Donated	Estimated Value of City Funded
Multi Use Fields/Open Space (262,820 sf)	100%	-	-	\$197,115
Play Ground	100%	-	-	\$24,750
Pavilion	100%	-	-	\$94,050
Land and Improvement Value				\$315,915.00
Country Haven Park				
Total Acreage	City Funded %	Donated %	Other %	
2.70	100%	-	-	
Land Value				\$135,000.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Open Space	100%	-	-	\$88,209
Trails (Road base 6600 lf)	-	-	100%	-
Land and Improvement Value				\$223,209.00



TABLE 4.1: EXISTING PARK INVENTORY (CONT.)

Fair Grove Park				
Total Acreage	City Funded %	Donated %	Other %	
8.78	-	100%	-	
Land Value				\$0.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Parking	100%	-	-	\$43,120
Trail (800 lf)	-	-	100%	-
Open Space/Landscape (8.24 acres)	-	-	100%	-
Land and Improvement Value				\$43,120.00
Windsor Farms Park				
Total Acreage	City Funded %	Donated %	Other %	
16.88	-	100%	-	
Land Value				\$0.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Frisbee Golf	100%	-	-	20,000.00
Land and Improvement Value				\$20,000.00
Recreation Complex Park				
Total Acreage	City Funded %	Donated %	Other %	
18.05	100%	-	-	
Land Value				\$902,500.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Baseball Fields (2)	50%	50%	-	\$60,000
Multi Use Fields/Open Space (14.43 ac)	50%	50%	-	471,428.10
Pavilion	100%	-	-	135,900.00
Playground	50%	50%	-	96,450.00
Tennis Courts (2)	50%	50%	-	150,000.00
Basketball Courts (6 Hoops)	50%	50%	-	65,000.00
Parking Lot	100%	-	-	568,194.50
Score Boards/Bleachers	50%	50%	-	25,000.00
Land and Improvement Value				\$2,474,472.60
Moulding and Sons Park				
Total Acreage	City Funded %	Donated %	Other %	
10.85	-	100%	-	
Land Value				\$0.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Pavilions (2)	100%	-	-	\$41,040
Trails (685 lf)	100%	-	-	34,250.00
Land and Improvement Value				\$75,290.00
Prevedel Park/Weber River Park				
Total Acreage	City Funded %	Donated %	Other %	
57.31	44%	56%	-	
Land Value				\$1,265,500.00
Existing Amenity	City Funds	RAMP Funds	Donated	
	-	-	-	
Land and Improvement Value				\$1,265,500.00
Tuscan Park				
Total Acreage	City Funded %	Donated %	Other %	
3.00	100%	-	-	
Land Value				\$150,000.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Open Space/Landscape (86,300 sf)	100%	-	-	\$64,725
Playground	100%	-	-	\$40,800
Trail (413 lf)	100%	-	-	\$10,325
Dog Park (5250 sf)	100%	-	-	\$3,938
Land and Improvement Value				\$269,787.50



TABLE 4.1: EXISTING PARK INVENTORY (CONT.)

Holmes Park				
Total Acreage	City Funded %	Donated %	Other %	
1.01	-	100%	-	
Land Value				\$0.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Open Space	50%	-	50%	\$16,498
Playground	100%	-	-	\$12,450
Land and Improvement Value				\$28,948.35
River Parkway Trail Head				
Total Acreage	City Funded %	Donated %	Other %	
0.20	-	100%	-	
Land Value				\$0.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Parking Lot (8220 sf)	100%	-	-	\$45,210
Land and Improvement Value				\$45,210.00
Sycamore park				
Total Acreage	City Funded %	Donated %	Other %	
1.01	-	100%	-	
Land Value				\$0.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Pickleball Courts	-	100%	-	\$58,750
Playground	50%	50%	-	\$7,500
Land and Improvement Value				\$66,250.00
River Park Trail System				
Total Acreage	City Funded %	Donated %	Other %	
-	-	-	-	
Land Value				\$0.00
Existing Amenity	City Funds	RAMP Funds	Donated	
Trail (9144 lf) (east of I-15)	100%	-	-	\$457,200
Trail (4940 lf) (I-15 to 1900 W)	50%	-	50%	\$123,500
Trail (8652 lf) (west of 1900 W)	50%	-	50%	\$216,300
Trail (10096 lf) (UDOT Trail)	match	-	UDOT / UTA	\$225,000
Land and Improvement Value				\$1,022,000.00

LEVEL OF SERVICE ANALYSIS

Table 4.2 includes the total value per capita for park land and improvements within the City. Per capita, the park land is valued at \$3,953,000 or \$247 per capita. Park improvements include lawn and irrigation systems, children's equipment, sports courts, etc. and are valued at \$6,321,451 or \$396 per capita. The total land and improvement LOS value per capita is \$643.

TABLE 4.2: PARKS LEVEL OF SERVICE

SUMMARY LEVEL OF SERVICE (COST PER CAPITA)	LAND VALUE PER CAPITA	IMPROVEMENT VALUE PER CAPITA	TOTAL LOS VALUE PER CAPITA
All City Funded Parks	\$247	\$396	\$643

EXCESS CAPACITY

No excess capacity has been identified related to parks and recreation facilities.



SECTION 5: FUTURE CAPITAL FACILITIES

Future planning for park land is an ongoing process, based on the changes in population and community preference. The City will purchase and improve parks and recreational facilities to maintain the LOS defined in this document. A summary of the City's estimated future investment is found in **Table 5.1** below. Actual future improvements will be determined as development occurs, and the opportunity to acquire and improve park land arises. Impact fees will only be assessed to the proportionate fee to maintain the existing LOS.

TABLE 5.1: FUTURE PARK AND RECREATION INVESTMENT

TYPE OF IMPROVEMENT	POPULATION INCREASE IFFP HORIZON	TOTAL LOS VALUE PER CAPITA	ESTIMATED FUTURE INVESTMENT
Parks and Recreation	9,704	\$643	\$6,239,254

The estimated future investment in **Table 5.1** excludes buy-in to existing facilities. This service area includes all areas within the City. Future investment will be used to acquire additional parks and recreation land and fund new park improvements and amenities or make improvements to existing park facilities to add capacity to the system. The following types of improvements may be considered:

- ☐ Land Acquisition
- ☐ Sod and Irrigation Improvements
- ☐ Pavilions
- ☐ Restrooms and other Parks and Recreation Buildings
- ☐ Picnic Tables
- ☐ Playgrounds
- ☐ Trailways/Walkways
- ☐ Volleyball Courts
- ☐ Tennis Courts
- ☐ Basketball Courts
- ☐ Pickleball Courts
- ☐ Other Recreational Courts and Facilities
- ☐ Baseball/Softball Field Facilities
- ☐ Multi-Purpose Fields
- ☐ Field Lighting
- ☐ Concession/ Buildings
- ☐ Parking
- ☐ Skate Parks
- ☐ Other Park and Recreation Amenities

In addition, the City may need to acquire additional parks and recreation land, fund new park improvements and amenities, or make improvements to existing park facilities to add capacity to the system not identified above.

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to the community at large.⁶ 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.⁷ 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.

FINANCING STRATEGY & CONSIDERATION OF ALL REVENUE RESOURCES

This analysis assumes that construction of needed park facilities will proceed on a pay-as-you-go basis, and assumes a standard annual dollar amount the City should anticipate collecting and plan to expend on park improvements. 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.⁸

⁶ 11-36a-102(20)

⁷ 11-36a-102(13)

⁸ 11-36a-302(3)



PROPERTY TAX REVENUES

It is anticipated that the City will continue to utilize property tax revenues, as part of the total General Fund revenues, to maintain existing park facilities. Impact fee revenues will be a continual source of revenue to fund growth related improvements.

GRANTS AND DONATIONS

The City does not anticipate any donations from new development for future system-wide capital improvements related to park facilities. A donor will be entitled to a reimbursement for the negotiated value of system improvements funded through impact fees if donations are made by new development. The City may receive grant monies to assist with park construction and improvements. This analysis has removed all funding that has come from federal grants and donations to ensure that none of those infrastructure items are included in the LOS. Therefore, the City's existing LOS standards have been funded by the City's existing residents. Funding the future improvements through impact fees places a similar burden upon future users as that which has been placed upon existing users through impact fees, property taxes, user fees, and other revenue sources.

IMPACT FEE REVENUES

Impact fees are an ideal mechanism for funding growth-related infrastructure. Impact fees will be charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

DEBT FINANCING

In the event the City has not amassed sufficient impact fees in the future to pay for the construction of time sensitive or urgent capital projects needed to accommodate new growth, the City must look to revenue sources other than impact fees for funding. The Impact Fees Act allows for the costs related to the financing of future capital projects to be legally included in the impact fee. This allows the City to finance and quickly construct infrastructure for new development and reimburse itself later from impact fee revenues for the costs of issuing debt (i.e. interest costs). Debt financing has not been considered in the calculation of the park impact fee.



SECTION 6: PROPOSED IMPACT FEE

The calculation of the parks and recreation 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. parks and recreation facilities).

PARKS AND RECREATION IMPACT FEE CALCULATION

Utilizing the estimated value per capita and the value per capita to provide the same level of improvements, with the addition of the professional expense and the impact fee fund balance, the total fee per capita is shown in **Table 6.1** below.

TABLE 6.1: ESTIMATE OF IMPACT FEE VALUE PER CAPITA

	LAND VALUE PER CAPITA	VALUE OF IMPROVEMENTS PER CAPITA	TOTAL VALUE PER CAPITA
All Parks	\$247.37	\$395.59	\$642.96
Professional Services Fee ¹	-	\$1.29	\$1.29
Estimate of Impact Fee Per Capita			\$644.25

¹Professional Services Fee assumes a fee of \$6,800 to complete the Impact Fee Analysis.

Based on the per capita fee of \$644.25, the proposed impact fee per household is summarized in **Table 6.2**.

TABLE 6.2: PARK IMPACT FEE SCHEDULE

IMPACT FEE PER UNIT	PERSONS PER HH	PROPOSED FEE PER UNIT	EXISTING FEE PER UNIT
Single Family	3.33	\$2,143.75	\$1,277.00
Multi-Family	2.79	\$1,795.55	

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.⁹ 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 per Unit x \$644.25 = Impact Fee per Unit

⁹ 11-36a-402(1)(c)

TRANSPORTATION IMPACT FEE ANALYSIS (IFA) WEST HAVEN, UT

SEPTEMBER 2019

SUBMITTED BY:
LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.

NOTICE DRAFT




**LEWIS YOUNG
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IMPACT FEE CERTIFICATION

Lewis Young Robertson & Burningham, Inc. certifies that the Impact Fee Analysis ("IFA") prepared for transportation services:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
 - d. offsets costs with grants or other alternate sources of payment; and
3. complies in each and every relevant respect with the Impact Fees Act.

Lewis Young Robertson & Burningham, Inc. makes this certification with the following caveats:

1. All of 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 LYRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.



DEFINITIONS

The following acronyms or abbreviations are used in this document:

AADT: Average Annual Daily Trips

FT: Feet

HH: Household

IFA: Impact Fee Analysis

IFFP: Impact Fee Facilities Plan

LOS: Level of Service

LYRB: Lewis Young Robertson and Burningham, Inc.

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SECTION I: EXECUTIVE SUMMARY

The purpose of the Transportation Impact Fee Analysis ("IFA") is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the "Impact Fee Act," and help West Haven City (the "City") plan necessary capital improvements for future growth. This document will determine the appropriate impact fee the City may charge to new growth to maintain the level of service ("LOS") for the transportation system. This analysis is supported by the 2019 West Haven Transportation Capital Facilities Plan and Impact Fee Facilities Plan.

- ☞ **Impact Fee Service Areas:** The impact fees related to transportation will be assessed within the proposed Service Area, which incorporates the entire municipal boundaries.
- ☞ **Demand Analysis:** The demand unit utilized in this analysis are trips on existing and proposed roadways. As residential and commercial growth occurs within the City, it generates new trips on existing and proposed roadways. The capital improvements identified in this study are designed to maintain the current level of service for new growth.
- ☞ **Level of Service:** 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 City has adopted an acceptable standard of LOS D for its street network and intersections.
- ☞ **Excess Capacity:** It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 33.7 percent of the total demand on the system will occur within the IFFP planning horizon. As a result, \$3,235,504 of the total original system cost is included in this analysis, based on the original cost of system improvements as identified in the City's financial records.
- ☞ **Capital Facilities Analysis:** The IFFP has identified the growth-related projects needed within the next ten years. The total cost related to growth is \$7,766,064, based on construction timing and inflation of 3.0 percent annually. A total of \$2,535,858 is related to the demand within the next ten years.
- ☞ **Financing of Future Facilities:** The future capital projects which are intended to serve new growth will be financed using inter-fund loans or the issuance of bonds. Thus, costs associated with future debt are included in the Impact Fee Analysis.

PROPORTIONATE SHARE ANALYSIS

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The impact fee per trip is \$225.32 as shown in **Table 1.1** below.

TABLE 1.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL COST	ALLOCATION TO IFFP	COST TO IFFP	TRIPS SERVED	COST PER TRIP
Existing Facilities	\$9,592,999	33.7%	\$3,235,504	27,093	\$119.42
Future Roadways	\$7,766,064	32.7%	\$2,535,858	27,093	\$93.60
Future Intersections	\$991,905	32.7%	\$323,887	27,093	\$11.95
Professional Expense	\$9,250	100.0%	\$9,250	27,093	\$0.34
					\$225.32

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is illustrated in **Table 1.2**.

TABLE 1.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE CATEGORY	TRIPS	PROPOSED IMPACT FEE
Cost per Trip		\$225.32
Residential (per unit)		
Single Family Residential (Unit)	9.44	\$2,126.99
Apartment (Multi Family Low Rise Unit)	7.32	\$1,649.32
Apartment (Multi Family Mid Rise Unit)	5.44	\$1,225.72



LAND USE CATEGORY	TRIPS	PROPOSED IMPACT FEE
Senior Adult Housing-Detached (Unit)	4.27	\$962.10
Senior Adult Housing-Attached (Occ. Unit)	3.44	\$775.09
Assisted Living (Beds)	2.60	\$585.82
Hotel (Rooms)	8.36	\$1,883.65
Non-Residential (per 1,000 sq feet)		
Light Industrial	4.96	\$1,117.57
Industrial Park	3.37	\$759.32
Mini Warehouse	1.51	\$340.23
Elementary School	19.52	\$4,398.18
Middle/Jr. High School	20.17	\$4,544.63
High School	14.07	\$3,170.20
Daycare Center	47.62	\$10,729.57
Nursing Home	6.64	\$1,496.10
Clinic	38.16	\$8,598.08
Church	6.95	\$1,565.95
General Office	9.74	\$2,194.58
Medical Dental Office	34.80	\$7,841.01
Free-Standing Discount Store	50.70	\$11,423.55
Hardware/Paint Store	6.76	\$1,523.95
Shopping Center/General Commercial	24.92	\$5,613.76
New Car Sales	27.06	\$6,097.06
Tire Store	28.52	\$6,426.03
Supermarket	68.34	\$15,397.95
Convenience Market w/ Gas Pumps	230.95	\$52,037.75
Discount Club	26.33	\$5,933.48
Home Improvement Superstore	17.83	\$4,017.21
Department Store	22.88	\$5,155.24
Pharmacy/Drugstore w/ Drive Thru	55.67	\$12,543.73
Drive-In Bank	65.02	\$14,649.97
Quality Restaurant	46.95	\$10,578.70
High Turnover/Sit Down Restaurant	63.94	\$14,407.32
Fast Food with Drive Thru	235.48	\$53,056.40
Automobile Care Center	2.25	\$506.96

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. The formula for a non-standard impact fee is as follows:

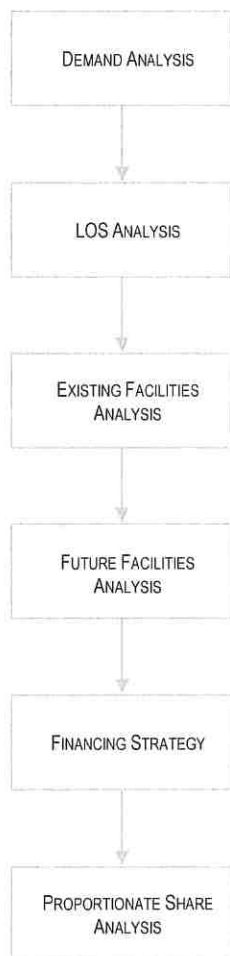
FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Estimate Trips per Unit x \$225.32 = Impact Fee per Unit

¹ 11-36a-402(1)(c)

SECTION II: 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 demands placed upon existing facilities by future development and evaluate how these demands will be met. The IFFP is also intended to outline the improvements which are intended to be funded by impact fees. The IFA is designed to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the historic level of service 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 service – the existing demand on public facilities and the future demand as a result of new development that will impact public facilities.

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 system beyond the existing capacity justifies the construction of new 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 **system** 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.

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 system. This list includes any excess capacity of existing facilities as well as future **system improvements** necessary to maintain the level of service. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

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 finance system improvements.² 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.³

PROPORTIONATE SHARE ANALYSIS

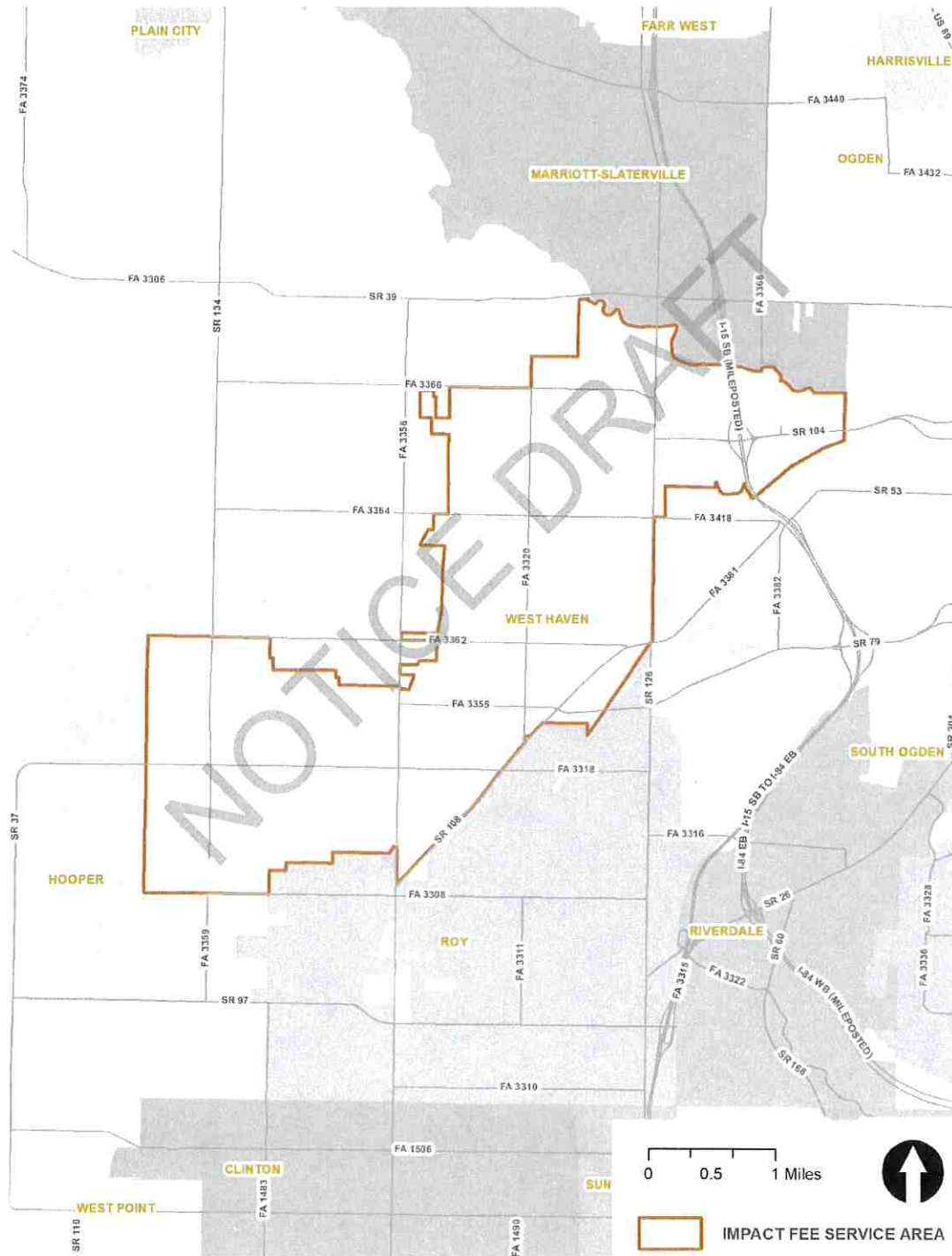
The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly 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 to the costs borne in the past and to be borne in the future (UCA 11-36a-302).

SECTION III: OVERVIEW OF SERVICE AREA, DEMAND AND LEVEL OF SERVICE

SERVICE AREA

Figure 3.1 illustrates the proposed impact fee service area, which incorporates the entire municipal boundary of the City. The impact fees related to transportation will be assessed within the proposed service area.

FIGURE 3.1: PROPOSED SERVICE AREA





DEMAND UNITS

The demand units utilized in this analysis are based on undeveloped residential and commercial land and the new trips generated from these land-use types. As residential and commercial growth occurs within the City, additional trips will be generated on the City's roadways. The transportation capital improvements identified in this study are based on maintaining the current level of service as defined by the City. The proposed impact fees are based upon the projected growth in demand units which are used as a means 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 and road usage characteristics expressed in the number of trips generated. The existing and future trip statistics used in this analysis were prepared by the City and their engineers based on existing modeling software.

To determine the proportionate impact from each land use type, the existing trips are allocated to the different land use types based on trip statistics as presented in the Institute of Traffic Engineers (ITE) Trip Generation Manual, 10th Edition. The most common method of determining growth is measuring the number of trips within a community based on existing and future land uses. Appropriate adjustment factors are applied to remove pass-by traffic. Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. Growth from new development will create an additional 27,093 trips by 2029, as show in **Table 3.1**.

TABLE 3.1: PROJECTED TRAFFIC BY LAND USE TYPE

LAND USE	2018	2024	2029	2040
Residential	37,741	47,755	58,102	89,447
Commercial	171,385	186,108	198,565	225,368
Industrial	6,470	6,673	6,875	7,246
Raw Trip Gen Total	215,596	240,536	263,542	322,061
34% Commercial Reduction for Pass-by	(58,271)	(63,277)	(67,512)	(76,625)
30% Reduction for Double Count	(47,198)	(53,178)	(58,809)	(73,631)
Projected Total City Trips	110,128	124,081	137,221	171,805
New Trips		13,953	27,093	61,677

LEVEL OF SERVICE

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. West Haven City has adopted an acceptable standard of LOS D for its street network and intersections.⁴

⁴ See West Haven Transportation Capital Facilities Plan and Impact Fee Facilities Plan, 2019 p. 14



SECTION IV: EXISTING FACILITIES INVENTORY

EXCESS CAPACITY & BUY-IN

Transportation impact fees are justified when trips are added to system-wide roadways that are at or nearing capacity or when new system-wide roadways are needed to meet the demands of growth. A buy-in component is contemplated for the roadways that have sufficient capacity to handle new growth while maintaining safe and acceptable levels of service.

EXISTING TRANSPORTATION SYSTEM BUY-IN

The determination of a buy-in component related to existing roadways is based on a capacity utilization analysis of existing roadways. According to the analysis shown in Table 4.1, approximately 33.7 percent of the existing system roadways will be used by new demand in the IFFP planning horizon. This analysis excludes State or County owned road facilities, as well as project improvements (neighborhood roadways).

TABLE 4.1: ALLOCATION OF BUY-IN COMPONENT

ROADWAY	FROM	TO	EXISTING AADT	EXISTING LOS D CAPACITY	EXISTING EXCESS CAPACITY	LINK LENGTH (FT)	% OF ROAD CAPACITY	% OF TOTAL CAPACITY	LENGTH AS % OF TOTAL	2029 AADT	NEW GROWTH	CAPACITY USED	% OF ROAD CAPACITY
4000 South	4700 West	3500 West	10,200	30,500	20,300	7,905	67%	4%	5%	16,600	6,400	6,400	21%
4000 South	3500 West	Midland Drive	9,000	30,500	21,500	4,390	70%	4%	3%	21,000	12,000	12,000	39%
3300 South	5100 West	3500 West	1,300	10,500	9,200	10,595	88%	2%	7%	4,700	3,400	3,400	32%
3300 South	3500 West	1900 West	560	10,500	9,940	10,580	95%	2%	7%	5,300	4,740	4,740	45%
2550 South	3500 West	2700 West	6,000	11,500	5,500	5,270	48%	1%	4%	12,000	6,000	5,500	48%
2550 South	2700 West	1900 West	6,000	13,000	7,000	5,290	54%	1%	4%	12,000	6,000	6,000	46%
2550 South	1900 West	I-15	11,000	13,000	2,000	5,270	15%	0%	4%	14,000	3,000	2,000	15%
2100 South	1900 West	I-15	14,000	30,500	16,500	3,580	54%	3%	2%	22,000	8,000	8,000	26%
2100 South	I-15	East Border	15,000	30,500	15,500	4,630	51%	3%	3%	24,500	9,500	9,500	31%
1800 South	1900 West	2700 West	3,300	10,500	7,200	5,290	69%	1%	4%	6,700	3,400	3,400	32%
1800 South	2700 West	3500 West	3,300	10,500	7,200	5,300	69%	1%	4%	6,700	3,400	3,400	32%
4700 West	4800 South	4000 South	550	10,500	9,950	5,375	95%	2%	4%	4,300	3,750	3,750	36%
4700 West	4000 South	3300 South	4,500	11,500	7,000	5,400	61%	1%	4%	11,300	6,800	6,800	59%
3500 West	4000 South	1200 South	3,000	13,000	10,000	19,570	77%	2%	14%	8,500	5,500	5,500	42%
3500 West	4800 South	4000 South	5,200	13,000	7,800	5,325	60%	1%	4%	10,600	5,400	5,400	42%
2700 West	Midland Drive	North Border	1,300	10,500	9,200	14,820	88%	2%	10%	5,200	3,900	3,900	37%
1900 West	South Border	Midland Drive	16,000	30,500	14,500	610	48%	3%	0%	23,500	7,500	7,500	25%
1100 West	South Border	North Border	8,700	10,500	1,800	3,775	17%	0%	3%	10,400	1,700	1,700	16%
Midland Drive	3500 West	4000 South	20,000	30,500	10,500	6,300	34%	2%	4%	24,000	4,000	4,000	13%
Midland Drive	4000 South	Hinckley	14,000	30,500	16,500	3,440	54%	3%	2%	29,500	15,500	15,500	51%
Midland Drive	Hinckley	1900 West	13,000	13,000	0	5,000	0%	0%	3%	21,000	8,000	0	0%
Midland Drive	1900 West	East Border	4,800	11,500	6,700	200	58%	1%	0%	8,800	4,000	4,000	35%
Hinkley Drive	Midland Drive	1900 West	11,000	30,500	19,500	4,000	64%	4%	3%	13,500	2,500	2,500	8%
Hinkley Drive	1900 West	East Border	16,000	30,500	14,500	2,060	48%	3%	1%	24,000	8,000	8,000	26%
				533,000	290,090	143,955		54%	100%				
Weighted % to Growth													33.7%



City records indicate that the transportation system is valued at \$24,614,357. However, approximately \$15,021,358 is related to project improvements and is therefore removed from the analysis. The remaining value of \$9,592,999 is used to determine the appropriate buy-in fee. It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area.

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SECTION V: CAPITAL FACILITY ANALYSIS

The IFFP has identified the growth-related projects needed within the next 10 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 below.

FUTURE CAPITAL PROJECTS

Table 5.1 illustrates the estimated cost of future capital improvements within the Service Area, as identified in the IFFP. The total cost related to growth is \$7,766,064, based on construction timing and inflation of 3.0 percent annually. A total of \$2,535,858, or 32.7 percent, is related to the demand within the next 10 years.

TABLE 5.1: SUMMARY OF FUTURE ROADWAY SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

ROADWAY	FROM	TO	ESTIMATED CITY	ESTIMATED DATE	CONST. YR. COST	% TO IFFP	COST TO IFFP
2550 South	2700 West	City Boundary	\$1,413,012	2020	\$1,455,402	33.3%	\$485,134
*1800 to 2100 South	1800 South	2100 South	\$3,464,894	2025	\$4,137,265	29.5%	\$1,220,832
Wilson Lane	2700 West	2400 West	\$976,123	2025	\$1,165,542	26.1%	\$304,054
*1700 South	2050 West	1650 West	\$950,000	2021	\$1,007,855	52.2%	\$525,837
Total			\$6,804,029		\$7,766,064	32.7%	\$2,535,858

Table 5.1 details the future cost of intersection improvements in the IFFP. Similar to roadway improvements, 32.7 percent is related to demand in the planning horizon. (See **Table 5.1**). The total intersection cost attributable to the IFFP is \$323,887.

TABLE 5.2: SUMMARY OF FUTURE SIGNALIZATION SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

INTERSECTION		WEST HAVEN CITY	UDOT/OTHER	ESTIMATED DATE	CONST. YR. COST	% TO IFFP	COST TO IFFP
3500 West	3300 South	\$267,201	-	2025	\$319,052	32.7%	\$104,180
3500 West	2550 South	\$223,688	-	2024	\$259,316	32.7%	\$84,675
5100 West	4000 South	\$60,090	\$180,270	2025	\$71,751	32.7%	\$23,429
Midland Dr	3300 South	\$141,870	\$141,870	2023	\$159,676	32.7%	\$52,139
4000 South	3050 West	\$53,750	\$161,250	2019	\$53,750	32.7%	\$17,551
4000 South	4300 West	\$107,500	\$107,500	2025	\$128,361	32.7%	\$41,914
Total		\$854,099	\$805,890		\$991,905		\$323,887

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.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 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 also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.⁷ 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.⁸

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The capital projects that will be constructed to cure the existing system deficiencies will be funded through general fund revenues. All other capital projects within the next six years which are intended to serve new growth will be funded through impact fees or on a pay-as-you-go approach. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects. At this time, the cost

⁵ 11-38a-102(34)

⁶ 11-38a-102(14)

⁷ 11-35a-302(2)

⁸ 11-38a-302(3)



associated with future debt is not included in the Impact Fee Analysis. If bonding is used in the future, this cost can be included in the analysis.

The City does not anticipate any donations from new development for future system-wide capital improvements related to transportation facilities. A donor will be entitled to a reimbursement for the negotiated value of system improvements funded through impact fees if donations are made by new development. The impact fees should also be adjusted if grant monies are received. New development may be entitled to a reimbursement for any grants or donations received by the City for growth related projects or for developer funded IFFP projects.

Impact fees are an ideal mechanism for funding growth-related infrastructure. Impact fees will be charged to ensure that new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing LOS. Increases to an existing LOS cannot be funded with impact fee revenues. An impact fee analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

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.⁹

The facilities must be considered system improvements or be dedicated to the public and offset 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 relate 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.



SECTION VI: TRANSPORTATION IMPACT FEE CALCULATION

The transportation impact fees proposed in this analysis will be assessed to the Service Area as defined in **Section III**. The impact fee calculations include the costs of constructing future transportation improvements (including an annual inflation rate for projects constructed after 2019).

PROPOSED TRANSPORTATION IMPACT FEE

The proportionate share analysis determines the cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The impact fee per trip is \$225.32 as shown in **Table 6.1** below.

TABLE 6.1: PROPORTIONATE SHARE ANALYSIS

	TOTAL COST	ALLOCATION TO IFFP	COST TO IFFP	TRIPS SERVED	COST PER TRIP
Existing Facilities	\$9,592,999	33.7%	\$3,235,504	27,093	\$119.42
Future Roadways	\$7,766,064	32.7%	\$2,535,858	27,093	\$93.60
Future Intersections	\$991,905	32.7%	\$323,887	27,093	\$11.95
Professional Expense	\$9,250	100.0%	\$9,250	27,093	\$0.34
Impact Fee Fund Balance	-	100.0%	-	27,093	-
					\$225.32

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is, is illustrated in **Table 6.2**.

TABLE 6.2: IMPACT FEE SUMMARY BY LAND USE TYPE

LAND USE CATEGORY	TRIPS	PROPOSED FEE
Cost per Trip		\$225.32
Residential (per unit)		
Single Family Residential (Unit)	9.44	\$2,126.99
Apartment (Multi Family Low Rise Unit)	7.32	\$1,649.32
Apartment (Multi Family Mid Rise Unit)	5.44	\$1,225.72
Senior Adult Housing-Detached (Unit)	4.27	\$962.10
Senior Adult Housing-Attached (Occ. Unit)	3.44	\$775.09
Assisted Living (Beds)	2.60	\$585.82
Hotel (Rooms)	8.36	\$1,883.65
Non-Residential (per 1,000 sq feet)		
Light Industrial	4.96	\$1,117.57
Industrial Park	3.37	\$759.32
Mini Warehouse	1.51	\$340.23
Elementary School	19.52	\$4,398.18
Middle/Jr. High School	20.17	\$4,544.63
High School	14.07	\$3,170.20
Daycare Center	47.62	\$10,729.57
Nursing Home	6.64	\$1,496.10
Clinic	38.16	\$8,598.08
Church	6.95	\$1,565.95
General Office	9.74	\$2,194.58
Medical Dental Office	34.80	\$7,841.01
Free-Standing Discount Store	50.70	\$11,423.55
Hardware/Paint Store	6.76	\$1,523.95
Shopping Center/General Commercial	24.92	\$5,613.76
New Car Sales	27.06	\$6,097.06
Tire Store	28.52	\$6,426.03
Supermarket	68.34	\$15,397.95
Convenience Market w/ Gas Pumps	230.95	\$52,037.75
Discount Club	26.33	\$5,933.48



LAND USE CATEGORY	TRIPS	PROPOSED FEE
Home Improvement Superstore	17.83	\$4,017.21
Department Store	22.88	\$5,155.24
Pharmacy/Drugstore w/ Drive Thru	55.67	\$12,543.73
Drive-In Bank	65.02	\$14,649.97
Quality Restaurant	46.95	\$10,578.70
High Turnover/Sit Down Restaurant	63.94	\$14,407.32
Fast Food with Drive Thru	235.48	\$53,056.40
Automobile Care Center	2.25	\$506.96

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.¹⁰ 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 a non-standard impact fee is as follows:

FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

Estimate Trips per Unit x \$225.32 = Impact Fee per Unit

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. See **Section V** for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the IFFP planning horizon should be spent only on those projects outlined in the IFFP as growth related costs to maintain the LOS.

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. A three percent annual construction inflation adjustment is applied to the proposed capital improvements identified in this analysis. The impact fee analysis should be updated regularly to account for changes in costs estimates over time.

¹⁰ 11-36a-402(1)(c)