



SPANISH FORK CITY

IMPACT FEE ANALYSIS

Draft: 03/20/2017

EXECUTIVE SUMMARY

The impact fees calculated in this analysis have been developed in accordance with Section 11-36A-304 of the Impact Fees Act. The basic process for adoption of an impact fee is illustrated in Figure 1.

The analysis in this document is based on the cost of projects identified in the Impact Fee Facilities Plan (IFFP). It quantifies the cost of providing system infrastructure facilities to anticipated new development at a proposed level of service (LOS) comparable to the current LOS enjoyed by Spanish Fork City's property owners.

The following infrastructure types are addressed in this analysis and the accompanying IFFP:

- Power
- Storm Water
- Drinking Water
- Transportation
- Pressurized Irrigation
- Waste Water
- Parks, Trails, and Recreation
- Public Safety
- Fire/EMS Facilities
- Police Facilities

The data used in this analysis was obtained from Spanish Fork City, the U.S. Census Bureau and the Utah State Governor's Office of Management and Budget, Demographics and Economic Analysis Division. Estimates for the 2014 cost of facilities were obtained from designers, planners, engineers, and architects working in the field.

An impact fee is a one-time fee charged to new development to pay for the cost of infrastructure to serve that development. The fee is charged either at plat approval for storm water and pressurized irrigation water rights or at the time the building permit is issued for other facility types. Impact fees are calculated based on strict guidelines laid out in the Utah Impact Fees Act. Following the guidelines in the Act ensures that there is a well-established and understood relationship between the impacts of new development and the need for new infrastructure AND that the cost of that infrastructure is fairly apportioned to the different types of anticipated development.

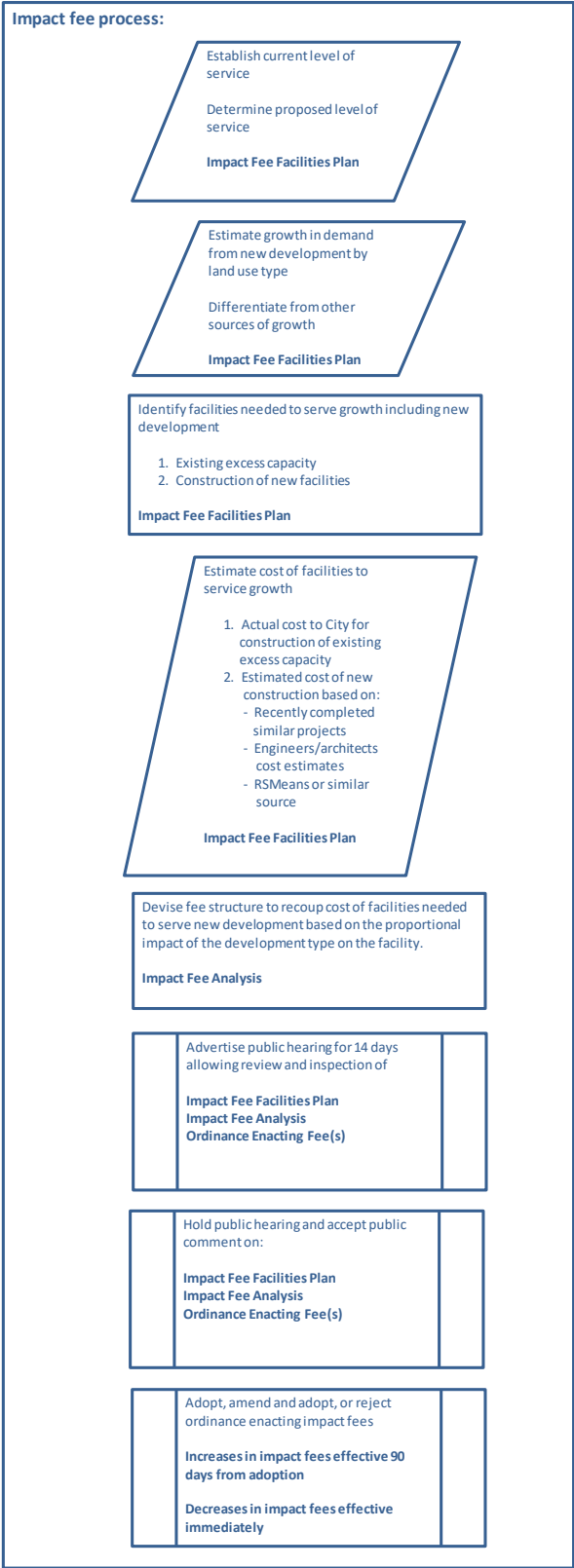


Figure 1: Impact Fee Process

This analysis and the accompanying IFFP show the impact of anticipated growth in Spanish Fork City in the study period 2013-2023. The addition of 9,688 new residents and 1.99 million square feet of new non-residential development will require additional drinking water, waste water, power, pressurized irrigation, parks/trails, transportation, storm water, fire/EMS, and police facilities capacity.

Tables ES-1 through ES-9 provide the maximum allowable impact fees for each infrastructure type. Where appropriate, the maximum allowable fee is adjusted to reflect the proportional infrastructure needs of different land use types. In case of excess capacities, new development's contributions to existing infrastructure is included to calculate the final recommended impact fee.

Table ES-1: Maximum Allowable Power Impact Fee

Total Value of Excess Capacity	\$2,274,032
Total Cost of IFFP	\$5,161,984
# of new ERU	4,997
"Buy-in" Cost/ERU	\$455.08
IFFP Cost/ERU	\$1,033.02
Maximum Allowable Impact Fee/ERU	\$1,488.10

Source: GSBS Richman

The power impact fee is charged with the issuance of a building permit. The power equivalent residential unit (ERU) is based on a residential single-phase 120/240 V service size of 100 amps/24 Kilowatts. The fee by service size and type is provided in the power section of this analysis.

Table ES-2: Maximum Allowable Storm Drainage Impact Fee

Total Value of Excess Capacity	\$493,677
Total Cost of IFFP	\$233,286
# of new acres developed	1,065
"Buy-in" Cost/Acre	\$463.5
IFFP Cost/Acre	\$219.01
Maximum Allowable Impact Fee/Acre	\$682.47

Source: GSBS Richman

The storm water impact fee is charged with the filing of an approved plat. Storm water impact fees are charged on a per-acre basis for all land uses. The fee is proportional to impact on the system because non-single family residential uses are required to detain storm water on site and discharge to the system at a rate approximately equal to the rate of undetained runoff from a typical single family lot.

Table ES-3: Maximum Allowable Drinking Water Impact Fee/ERC

Total Value of Excess Capacity	\$3,598,474
Total Cost of IFFP	\$150,000
# of new ERC	3,714
"Buy-in" Cost/ERC	\$968.83
IFFP Cost/ERC	\$40.39
Maximum Allowable Impact Fee/ERC	\$1,009.22

Source: GSBS Richman

The drinking water impact fee is charged with the issuance of a building permit. The drinking water equivalent residential connection (ERC) is based on a 1" residential connection. The fee by connection size is provided in the drinking water section of this Analysis.

Table ES-4: PI Maximum Allowable Impact Fee/ERC Excluding Water Rights

Total Value of Excess Capacity	\$3,773,143
Total Cost of IFFP	\$801,428
# of new ERC	2,891
"Buy-in" Cost/ERC	\$1,305.30
IFFP Cost/ERC	\$277.25
Maximum Allowable Impact Fee/ERC	\$1,582.55

Source: GSBS Richman

Table ES-5: PI Water Rights Maximum Allowable Impact Fee/ERC

Total Value of Excess Capacity	\$2,167,693
Total Cost of IFFP	\$1,092,717
# of new ERC	2,891
"Buy-in" Cost/ERC	\$749.90
IFFP Cost/ERC	\$378.02
Maximum Allowable Impact Fee/ERC	\$1,127.92

Source: GSBS Richman

The pressurized irrigation impact fee is separated into a water rights element and a PI excluding water rights element. The pressurized irrigation impact fee excluding water rights is charged with the issuance of a building permit while the water rights portion is charged with the filing of the final plat. The ERC is based on landscaped area, which includes a proportionate share of irrigated area for parks and open space. The fee for other uses is based on the size of the lot and landscaped area.

Table ES-6: Maximum Allowable Waste Water Impact Fee/ERC

	Planning & Collection	Treatment	Total
Total Cost of IFFP	\$1,319,397	\$1,885,853	\$3,205,250
# of new ERC	3,894	3,894	3,894
IFFP Cost/ERC	\$338.82	\$484.28	\$823.10
Total Cost of Collection Existing Excess Capacity	\$665,114		\$665,114
Total Cost of Treatment Existing Excess Capacity	\$0	\$1,198,131	\$1,198,131
Total Cost of Other Assets Existing Excess Capacity	\$0	\$504,196	\$504,196
# of new ERC	3,894	3,894	3,894
"Buy-in" Cost/ERC	\$170.80	\$437.15	\$607.95
Maximum Allowable Impact Fee/ERC	\$509.62	\$921.43	\$1,431.05

Source: GSBS Richman

The waste water impact fee is charged with issuance of a building permit. The waste water ERC is based on domestic production of waste flows of 174 gpd by a single family residential unit with approximately 24 gpd of infiltration per ERC (based on 200 gpd / in-diam-mile), resulting in an ERC of 198 gpd. The planning I&I is lower than existing I&I, as a result

of lower infiltration rates due to improved construction methods. For new construction, current material and design standards typically plan on an allowance of no more than 400 to 600 gpd/in-dia/mile of installed pipe. By assuming an infiltration rate of approximately 200 gpd/(in-diameter mile), the City has assumed that infiltration for new construction will be roughly half the allowable infiltration for modern material and design standards. The fee for other uses is based on anticipated production (related to water flows) plus 24 gpd/ERC for I&I.

Table ES-7: Public Safety Maximum Allowable Impact Fee

Facility Type	Total Cost	% Residential	Population Served	Fee Per Capita	% Non-Residential	SF Served (1000s)	Fee per 1,000 SF
Fire/EMS IFFP	\$832,996	54.15%	10,436	\$43.22	45.85%	1,756	\$217.45
Police Facility Buy In	\$9,083,257	51.39%	69,895	\$66.78	48.61%	20,311	\$217.39
Total Maximum Fee	\$9,916,253			\$110.01			\$434.84

Source: GSBS

The public safety impact fee is charged with issuance of a building permit. The fee is established on a per-capita basis for residential uses and a per-square-foot basis for non-residential uses.

Table ES-8: Maximum Allowable Impact Fee Calculation

	Roadway
Total Value of Excess Capacity	\$6,449,149
Total Cost of IFFP	\$7,396,065
Average Increase of PM Peak Hour Trips per Year *	1,650
# of New PM Peak Hour Trips	16,500
"Buy-in" Cost/PM Peak Hour Trip	\$390.86
Cost/PM Peak Hour Trip	\$448.25
Maximum Allowable Impact Fee/PM Peak Hour Trip	\$839.10

Source: Horrocks, GSBS Richman

* Based on the MAG Traffic Demand Model

The transportation impact fee is charged with issuance of a building permit. The fee is based on cost per peak trip on Spanish Fork's transportation system. The number of peak trips attributable to specific land uses is based on the Institute of Transportation Engineers manual (currently 2012 version). The table of uses in the transportation section of this analysis is provided as a guide to the most frequent uses in Spanish Fork. The formula for calculating the fee for land uses not identified on the table uses ITE data for peak trips.

Table ES-9: Maximum Allowable Parks/Trails Impact Fee

Total Cost of IFFP	\$10,408,953
# of new residents	10,436
Cost/Capita	\$997.37
Maximum Allowable Impact Fee/Capita	\$997.37

Source: GSBS Richman

The parks, trails and recreation facilities impact fee is charged with issuance of a building permit. The fee is based on cost per capita to provide park and trail acreage, improvements and equipment and facilities at the proposed LOS.

The recommended impact fee for a single family residential unit for each facility type is identified in Table ES-10. The impact fee schedule for all land use types and the formula for calculating the impact fee are found in each individual section. A complete description of the basis and methodology for the calculation of each of these fees is included in this document and the companion IFFP document.

Table ES-10: Recommended Current % Change

	Recommended	Current	% Change
Power	\$1,488.10	\$1,609.09	-7.5%
Storm Water	\$122.00	\$154.65	-21.1%
Drinking Water	\$897.08	\$952.85	-5.9%
Pressurized Irrigation Excluding Water Rights	\$1,582.55	\$1,658.01	-4.6%
Pressurized Irrigation Water Rights	\$1,127.92	\$967.74	16.6%
Waste Water	\$1,157.41	\$1,288.89	-10.2%
Public Safety	\$436.73	\$432.37	1.0%
Transportation	\$419.55	\$473.58	-11.4%
Park, Trail, & Recreation	\$3,959.56	\$3,775.59	4.9%
Total	\$11,190.91	\$11,312.77	-1.1%

Source: Spanish Fork City, GSBS (\$121.86)

STATUTORY SUMMARY

The Utah Impact Fees Act includes several requirements relating to the completion of an Impact Fee Analysis. This section is a summary, by section of the Impact Fee Act, of the analysis included in this document.

11-36a-304. Impact fee analysis requirements.

- (1) An impact fee analysis shall:
 - (a) identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;

The existing capacity of each facility type was established through an evaluation of existing facilities. In the case of the transportation network, the Mountainlands Association of Governments travel-demand model was run using the current road network and 2013 traffic information. For the storm water system, each of the City-wide drains was evaluated. For drinking water, waste water, and pressurized irrigation, models of the current system and demand were run to identify current function and capacity. The City's current fire/EMS and police facilities were identified and mapped using current land uses and development patterns to identify the existing capacity of public safety facilities. The City's park system includes neighborhood, community, and special purpose parks, trails, and improvements to each type of facility. For purposes of the impact fee analysis, community parks, neighborhood parks, and trails were evaluated. The capacity of each was established based on the current population of Spanish Fork City. For each facility type, a current LOS was established using current facilities and current population or level of development. The future LOS was then calculated using anticipated future development levels to estimate anticipated impact of anticipated development on the identified infrastructure. Table ES-11 provides a summary of the impact on or consumption of existing capacity by anticipated development activity.

Table ES-11: New Development Impact on Existing Facilities

Facility Type	Measure	Current Use	Future Use	Impact
Power	% of Base Load	72.0%	113.7%	57.9%
Storm Drainage	Hydrologic Model Available Capacity	14.0%	0%	- 100.0%
Drinking Water	Peak Day Use GPM	3,705	4,679	26.3%
Pressurized Irrigation	Peak Day Use GPM	10,721	13,541	26.3%
Waste Water	Dom. Waste Water Production MGD	2.35	2.97	26.4%
Public Safety	Households	10,580	13,363	26.3%
	Non Residential SF (000s)	7,664	9,420	22.9%
Transportation	PM Peak Trips	10,000	26,500	165.0%
Parks	Population	39,676	50,113	26.3%

Source: GSBS

(b) identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established LOS for each public facility;

The LOS for both current and future residents and businesses will erode for each of the facility types if additional facilities are not built. Spanish Fork City has established the proposed LOS based on the current LOS, therefore facilities were identified for each infrastructure type to maintain the current LOS for current property owners and provide the same LOS for future property owners. The process to identify required facilities to provide the current and proposed LOS includes identification of existing excess capacity available to new development before identification of future, new facilities to be constructed. Table ES-12 identifies the value of existing excess capacity available to new development.

Table ES-12: Value of Existing Excess Capacity

Facility Type	Existing Excess Capacity	% of Total IFFP
Power	\$2,274,032	30.6%
Storm Drainage	\$493,676.82	67.9%
Drinking Water	\$3,598,474	96.0%
Pressurized Irrigation	\$5,940,836	75.8%
Waste Water	\$2,367,441	42.5%
Public Safety	\$9,083,257	91.6%
Transportation	\$6,449,149	46.6%
Parks	\$0	0.0%

(c) subject to Subsection (2), demonstrate how the anticipated impacts described in Subsections (1) (a) and (b) are reasonably related to the anticipated development activity;

The analysis included in the IFFP identified the proportion of existing facilities attributable to current land uses and development types. The IFFP also identified anticipated development by land use type for the 2015 to 2025 planning horizon. Based on an anticipated population increase of 10,625 people in 2,833 new households and one million square feet of additional nonresidential buildings existing, excess capacity will be used and new facilities required to provide the proposed LOS. The City has used several funding sources in the past to pay for existing infrastructure, including general fund, user fees and rates, bond proceeds, grants, developer exactions, and impact fees. The analysis evaluates the availability of all funding sources in determining the appropriateness of impact fees to fund future facilities. Several existing facilities providing services to existing property owners are funded with bonds. To the extent that future development will contribute property taxes to the repayment of existing bonds, a credit has been calculated. Table ES-13 identifies the credits calculated for the infrastructure types requiring credits.

Table ES-13: Impact Fee Credits

Facility Type	Unit	Maximum Allowable Fee	Credit	Net Fee
Power	ERU	\$1,488.10	\$384.11	\$1,103.99
Storm Water	Acre	\$682.47	\$151.03	\$531.44
Drinking Water	ERC	\$1,009.22	\$0.00	\$1,009.22
Pressurized Irrigation Excluding Water Rights	ERC	\$1,582.55	\$0.00	\$1,582.55
Pressurized Irrigation Water Rights	ERC	\$1,127.92	\$0.00	\$1,127.92
Waste Water	ERC	\$921.43	\$273.64	\$647.79
Public Safety	SF DU	\$436.73	\$0.00	\$436.73
Transportation	Peak Trip	\$839.10	\$0.00	\$839.10
Parks	SF DU	\$3,959.56	\$0.00	\$3,959.56

Source: GSBS

- (d) estimate the proportionate share of:
- (i) the costs for existing capacity that will be recouped; and

Existing capacity is available for utilization by new development in five of the eight infrastructure types analyzed. Table ES-12 summarizes the value of the excess capacity available to new development in the period 2015 – 2025. In all cases where new development will “buy-in” to existing excess capacity, the actual cost of the infrastructure was used.

- (ii) the costs of impacts on system improvements that are reasonably related to the new development activity;
- and

In addition to the existing infrastructure capacity available to new development, there are new facilities required for each infrastructure type to achieve the proposed LOS. The projects were identified from larger lists of projects needed to maintain current infrastructure or address existing deficiencies. The IFFP for each facility type includes only the projects needed to serve new development at the proposed LOS. The cost for each of the system improvements was determined based on recently completed projects, current engineering or architectural estimates, or based on values identified in RSMMeans.

- (e) based on the requirements of this chapter, identify how the impact fee was calculated.

Each section in this report identifies the steps taken to calculate the impact fee in accordance with the requirements of the Impact Fees Act. The analysis in this report is based on the analysis and information contained in the IFFP report.

- (2) In analyzing whether or not the proportionate share of the costs of public facilities are reasonably related to the new development activity, the local political subdivision or private entity, as the case may be, shall identify, if applicable:

- (a) the cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;

The basis of the value of existing excess capacity available to serve new development is based on actual cost of the facility. In the event that actual cost information was not available or the facility was funded by an entity other than the City the value of the facility was not included in the analysis although the capacity was taken into account in the evaluation of needed facilities.

- (b) the cost of system improvements for each public facility;

Using actual cost of construction, where available or estimates based on engineering or architectural estimates or RSMMeans as appropriate, the cost of system improvements was identified.

- (c) other than impact fees, the manner of financing for each public facility, such as user charges, special assessments, bonded indebtedness, general taxes, or federal grants;

For each facility type the source of funding for existing improvements was identified and reviewed. The applicability of available funding sources was reviewed and alternative sources of funding were identified.

(d) the relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by such means as user charges, special assessments, or payment from the proceeds of general taxes;

(e) the relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;

A combination of impact fees and rates has been used to build the current power system. Rates will be used to maintain the current and future system, while impact fees will be used to fund the extension of the system for new development. For storm water infrastructure developer exactions and impact fees have been the primary source of funding for the existing system and will continue to be the primary source for construction of new facilities to serve new development. The storm drain utility fund is used to operate and maintain the current and future system. The drinking water, pressurized irrigation, and waste water systems have been funded with a combination of rates and impact fees. Rates will continue to fund maintenance and operations, while impact fees will fund new facilities for new development. To the extent that rates will be used to fund the correction of existing deficiencies, a credit has been calculated.

For public safety facilities, a combination of general fund and bonding revenue sources has been used to construct current infrastructure. For some future facilities, bonding may be appropriate. If bonds funded with property tax revenues are issued in the future, a credit may be appropriate. For transportation infrastructure a combination of federal and state funds as well as other local sources including developer exactions and impact fees has funded the current network. Spanish Fork City will continue to fund transportation needs from a variety of sources including the share of road capacity costs associated with new development. For parks and trails infrastructure grants, developer exactions, general fund and impact fee sources have been used to fund current infrastructure. Grants, developer exactions and impact fees will continue to be sources of funding for future infrastructure.

(f) the extent to which the development activity is entitled to a credit against impact fees because the development activity will dedicate system improvements or public facilities that will offset the demand for system improvements, inside or outside the proposed development;

This evaluation will occur as development proposals are reviewed by the City and at the request of the developer. The process and basis for establishing the impact fees in this analysis will be the basis for evaluating the extent to which new development activity should receive a credit.

(g) extraordinary costs, if any, in servicing the newly developed properties; and

No extraordinary costs are anticipated.

(h) the time-price differential inherent in fair comparisons of amounts paid at different times.

The time horizon for the improvements anticipated in this analysis is ten years. The time price differential is anticipated to be minimal given current inflation and interest rates. The current inflation rate on construction materials and activities is approximately 3 percent. The current interest rate on construction materials and activities is approximately 3 percent. The current interest rate on impact fee funds held in the impact fee accounts is the PTIF rate. Interest generated on impact fee accounts is held in the account and used to fund impact fee projects included on the IFFP.

The following sections of the Impact Fee Analysis report provide the methodology and basis for the recommended impact fee for each facility type.

POWER IMPACT FEE

SERVICE AREA

The Spanish Fork power system is served by seven substations combined into three groups to serve residents and businesses. Although capacity and utilization is measured according to the three substation groups, the system is interconnected and treated as a single system. The entire City of Spanish Fork is defined as the electric power impact fee service area.

IMPACT FEE FACILITIES PLAN (IFFP)

The IFFP identifies the existing infrastructure facilities with existing excess capacity and future required future facilities to serve anticipated new development at the current and proposed level of service (LOS). Table 1 shows the projects included in the power IFFP.

Table 1: Impact Fee Facility Plan

Project	Approx. Time Frame	Estimated Cost	IFFP Value	Percent Capacity for New Development for Next 10 Years
Masterplan & Impact Fee Studies	2016-2026	\$541,097	\$541,097	100.00%
46 kV 2700 N Dry Creek to Whitehead Tran Line	2016-2018	\$500,000	\$340,018	68.00%
SUVPS Substation Upgrades	2016-2017	\$984,900	\$728,302	73.95%
SUVPS Line Rebuild & Upgrades	2018-2022	\$2,706,316	\$292,261	10.80%
400 N, 2000 E & 2550 E Connection	2017	\$61,174	\$55,930	91.43%
IHC Distribution Line Relocation UG Williams Ln	2016	\$90,000	\$39,308	43.68%
Bonner Substation	2017-2018	\$1,575,000	\$1,071,056	68.00%
Leland Area Rebuild	2018	\$20,000	\$2,856	14.28%
US-6 600A Powerhouse Rd to Canyon Rd SR198	2018	\$250,000	\$91,805	36.72%
Upgrade Bonner to Canyon Rd Sub Tran Line	2019	\$1,100,000	\$145,191	13.20%
46 kV Reconductor Argyle to Bonner	2019	\$675,000	\$89,095	13.20%
350 E Tap Line Rebuild	2020	\$250,000	\$30,633	12.25%
50 E Tap Line Rebuild	2020	\$250,000	\$30,633	12.25%
46 kV Reconductor Industrial to Woodhouse	2021	\$830,000	\$95,340	11.49%
Future Leland Substation	2022-2023	\$2,177,334	\$1,055,399	48.47%
46 kV Reconductor 900 N. to Whitehead	2022	\$550,000	\$59,396	10.80%
600 amp Circuit Tie 100 S.	2022	\$600,000	\$64,795	10.80%
46 kV Reconductor Industrial to Argyle	2023	\$450,000	\$45,806	10.18%
Reconductor 1100 East	2023	\$200,000	\$20,358	10.18%
Reconstructed 2300 East	2023	\$250,000	\$25,448	10.18%
Reconductor US-6	2023	\$215,000	\$21,885	10.18%
Reconductor River Ridge Ln & Delmonte	2024	\$360,000	\$34,612	9.61%
Reconductor Main St SR-198	2024	\$16,000	\$1,538	9.61%
46 kV Reconductor Woodhouse to Canyon Rd	2024	\$1,100,000	\$105,788	9.62%
Land for Argyle and Whitehead Expansion	2025	\$400,000	\$173,436	43.36%
Total through	2026	\$16,151,821	\$5,161,984	31.96%

Source: Intermountain Consumer Professional Engineers, Inc., GSBS Richman

* Cost estimate from existing 10 CFP spreadsheet from Spanish Fork City

** Actual cost from Spanish Fork City

*** E = Estimated Cost, A = Actual Cost

The IFFP distinguishes between infrastructure needed to serve growth in demand from existing power customers and infrastructure needed to serve new development. Overall, 46 percent of the \$23 million infrastructure needed is attributable to new development for a cost of \$10.8 million.

MAXIMUM ALLOWABLE IMPACT FEE

The projects included in the \$9.8 million IFFP are required to serve the estimated 5,374 new equivalent residential units (ERU) anticipated as a result of the projected growth by 10,625 new residents and one million square feet of nonresidential development. The maximum allowable impact fee per ERU is \$1,823.51. This equates to a 23 percent increase in the base fee.

Table 2: Maximum Allowable Power Impact Fee

Total Value of Excess Capacity	\$2,274,032
Total Cost of IFFP	\$5,161,984
# of new ERU	4,997
"Buy-in" Cost/ERU	\$455.08
IFFP Cost/ERU	\$1,033.02
Maximum Allowable Impact Fee/ERU	\$1,488.10

Source: GSBS Richman

Impact Fee Credits

Existing Facilities

The Impact Fees Act requires that the impact fee achieve an equitable allocation of costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received. Current Spanish Fork City residents have paid for the existing power infrastructure through impact fees and taxes. Property owners of vacant, undeveloped land have paid property taxes at a level necessary to fund ongoing operations. Spanish Fork City does not allocate property tax revenues to fund capital infrastructure. Accordingly, a credit for past property tax payments on vacant undeveloped property is not appropriate.

The act also requires the City to distribute credits to developers if improvements included in the IFFP will eventually be funded by future fees, so that new development is not required to pay twice for the same improvement. The City does not intend to fund IFFP projects with other fees from new development. Therefore, a credit is not applicable.

System Improvements Related to New Development/Impact Fee Calculation

The City intends to achieve the proposed LOS calculated for power facilities. The actual demand and impact on the power system from each new connection depends on the type and size of service used to supply power to the new structure. Table 3 provides the relationship of each type and size of service connection to the ERU type and size which is defined as Single Phase, 24 (100 A 120/240V) and is equal to ERU = 1. Basing the impact fee on the type and size of service connection ensures that the impact fee is roughly proportional to the impact of the new development on system facility infrastructure.

TABLE 3: ERU SCHEDULE

Type	Size	ERU Multiple
One Phase	24 KVA (100 A 120/240V)	1.00
	30 KVA (125 A 120/240V)	1.23
	36 KVA (150 A 120/240V)	1.47
	48 KVA (200 A 120/240V)	1.94
	54 KVA (225 A 120/240V)	2.17
	96 KVA (400 A 120/240V)	3.82
Three Phase	45.0 KVA (100 A 120/208V)	1.82
	75.0 KVA (200 A 120/208V)	2.99
	112.5 KVA (400 A 120/208V) or 112.5 KVA (125 A 277/480V)	4.46
	150.0 KVA (600 A 120/208V) or 150.0 KVA (200 A 277/480V)	5.93
	225.0 KVA (800 A 120/208V) or 225.0 KVA (400 A 277/480V)	8.86
	300.0 KVA (800 A 120/208V) or 300.0 KVA (600 A 277/480V)	11.79
	500.0 KVA (1000 A 120/208V) or 500.0 KVA (800 A 277/480V)	19.61
	750.0 KVA (1000 A 120/208V) or 750.0 KVA (1000 A 277/480V)	29.39
	1000.0 KVA (1500 A 277/480V)	39.17
	1500.0 KVA (2000 A 277/480V)	58.72

Source: GSBS Richman

The impact fee calculation is based on the following formula:

$$\text{Impact Fee} = \text{Type/Service Size ERU Multiple} * \$1,823.51$$

The standard impact can be reduced in case of specific project conditions and unusual circumstances. A developer may submit studies and data that show a need for fee adjustment based on the impact of new development on service levels. In the event that a developer demonstrates that actual impact will differ from the impact identified based on service size, the calculation will establish the anticipated impact in relation to the value of the ERU (i.e. demand relative to a single phase 24 (100 A 120/240V) connection) multiplied by \$1,823.51

IMPACT FEE SCHEDULE

The power impact fee is charged with the issuance of a building permit in accordance with the type and size of the service. Table 4 is the proposed impact fee schedule.

Table 4: Power Impact Fee Schedule

Type	Size	Maximum Fee	Credit	Total Fee
Single Phase	24 (100 A 120/240V)	\$1,488.10	\$384.11	\$1,103.99
	30 (125 A 120/240V)	\$1,830.36	\$472.45	\$1,357.91
	36 (150 A 120/240V)	\$2,187.51	\$564.63	\$1,622.88
	48 (200 A 120/240V)	\$2,886.91	\$745.16	\$2,141.75
	54 (225 A 120/240V)	\$3,229.18	\$833.51	\$2,395.67
	96 (400 A 120/240V)	\$5,684.54	\$1,467.28	\$4,217.26
Three Phase	45	\$2,708.34	\$699.07	\$2,009.27
	75	\$4,449.42	\$1,148.47	\$3,300.95
	112.5	\$6,636.92	\$1,713.11	\$4,923.81
	150	\$8,824.43	\$2,277.74	\$6,546.69
	225	\$13,184.56	\$3,403.17	\$9,781.39
	300	\$17,544.69	\$4,528.60	\$13,016.09
	500	\$29,181.63	\$7,532.31	\$21,649.32
	750	\$43,735.24	\$11,288.86	\$32,446.38
	1000	\$58,288.85	\$15,045.41	\$43,243.44
1500	\$87,381.20	\$22,554.66	\$64,826.54	

PROPORTIONALITY

The impact fees as proposed are roughly proportional to the impact from new development based on current utilization patterns and the size of connections to serve different types of development.

MANNER OF FINANCING

Impact fees will be used to achieve the proposed impact-fee eligible power LOS. Power rate payments are used to maintain the current and future system. To the extent that City residents wish to improve the current LOS, system-wide improvements beyond those funded through impact fees will be paid for through other funding mechanisms such as general funds, bonds, grants and donations.

Spanish Fork City has not, nor does it intend to bond for the construction of the power system.

CREDITS AGAINST IMPACT FEES

Credits may also be attributed to developers constructing, directly funding, or donating IFFP improvements in lieu of impact fees, including the dedication of land for improvements. To be eligible for a credit, a developer-funded project must be included in the IFFP, and the City must approve the project prior to construction of the improvements. This situation does not apply to development exactions intended to offset density or as a condition for development.

At the discretion of the City, impact fees may be adjusted for low-income housing, subject to the identification of alternative sources of funding.

EXTRAORDINARY COSTS AND TIME/PRICE DIFFERENTIAL

Extraordinary costs to service new power facilities are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development.

STORM WATER IMPACT FEE

SERVICE AREA

Spanish Fork City provides storm water facilities on a city-wide basis. The service area for the storm water impact fee is the entire city.

IMPACT FEE FACILITIES PLAN (IFFP)

The IFFP identifies the existing infrastructure facilities with existing excess capacity and the required future facilities to serve anticipated new development at the current and proposed level of service (LOS). Table 5 shows the projects included in the storm water IFFP.

Table 5: Storm Water Impact Fee Facilities Plan, 10-Year Growth

Project	Approx. Time Frame	Estimated Cost	IFFP Value	Percent Capacity for New Development for Next 10 Years	Remaining Capacity for Build-out Development
Planning and Impact Fee Analysis, 2016 – 2025	2022	\$50,000	\$50,000	100.00%	0.00%
CFP-FG DF Fairgrounds	2020	\$175,998	\$20,315	11.54%	4.46%
CFP-R43 Sunset Park Trunk Line	2020	\$191,441	\$23,478	12.26%	4.74%
CFP-R267 Fairgrounds to Cemetery Trunk Line	2020	\$123,105	\$13,321	10.82%	4.18%
CFP-R262 Cemetery Trunk Line / LID	2020	\$250,000	\$63,124	25.25%	9.75%
CFP-400S DF 700 E	2020	\$135,845	\$28,420	20.92%	8.08%
CFP-R270 Cemetery Trunk Line / LID	2020	\$150,000	\$34,628	23.09%	8.91%
Totals		\$1,076,389	\$233,286	21.7%	

Source: BC&A

¹ 2016 dollars

The IFFP distinguishes between infrastructure needed to correct existing deficiencies in the storm water system and infrastructure needed to serve new development. Overall, 42 percent of the \$3 million infrastructure needed is attributable to new development for a total cost of \$1,249,732.

MAXIMUM ALLOWABLE IMPACT FEE

The projects included in the \$1.8 million IFFP are required to serve the projected growth by 10,625 new residents and one million square feet of nonresidential development on 907 acres of Spanish Fork's currently undeveloped area. The maximum allowable impact fee per acre is \$1,991.40 (Table 6).

Table 6: Maximum Allowable Storm Drainage Impact Fee

Total Value of Excess Capacity	\$493,677
Total Cost of IFFP	\$233,286
# of new acres developed	1,065
"Buy-in" Cost/Acre	\$463.5
IFFP Cost/Acre	\$219.01
Maximum Allowable Impact Fee/Acre	\$682.47

Source: GSBS Richman

*net of acres for public works

IMPACT FEE CREDITS

EXISTING FACILITIES

The Impact Fees Act requires that the impact fee achieve an equitable allocation of costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received. Current Spanish Fork City residents have paid for the existing storm drainage infrastructure through impact fees and rates. Property owners of vacant, undeveloped land have not paid rates. Spanish Fork City does not allocate property taxes revenues to fund capital infrastructure. Accordingly, a credit for past payments on vacant undeveloped property is not appropriate.

The act also requires the City to distribute credits to developers if improvements included in the IFFP will eventually be funded by future fees, so that new development is not required to pay twice for the same improvement. As indicated above, 58 percent of the infrastructure planned for the period 2015 through 2025 will address existing deficiencies in the storm drainage system. As calculated in Table 7, a credit equal to \$245.61 per acre is applied to the maximum allowable impact fee per acre.

Table 7: Credit to Storm Drainage Impact Fee

Value of Rate Financed Projects Attributable to Existing Users	\$772,324
Total Acres Developed in Lots	4,050
Total Acres Developed in Lots in 10 Years	5,115
New Development Acres in Lots	1,065
New Development Acres as % of Total	20.83%
Cost of Existing Deficiencies Credited to New Development	\$160,875
Cost/New Development Acre	\$151.03
Impact Fee Credit/Acre	\$151.03

Source: GSBS Richman

SYSTEM IMPROVEMENTS RELATED TO NEW DEVELOPMENT/IMPACT FEE CALCULATION

The total recommended storm water impact fee per acre is \$810.62 per acre. For an average single family lot of 10,000 SF, the fee is equal to \$129.71. This is a 66 percent decrease in the base fee. The formula to calculate the storm drainage impact fee is:

$$\text{STORM DRAINAGE IMPACT FEE} = \text{PARCEL SIZE IN ACRES} * \$565.01$$

IMPACT FEE SCHEDULE

The storm water impact fee is charged at the time the final plat is filed. Table 8 is the proposed impact fee schedule.

Table 8: Storm Drainage Impact Fee Schedule

Size of Lot (acres)	Maximum Fee	Credit	Total Fee
0.24	\$156.67	\$34.67	\$122.00
1.00	\$682.47	\$151.03	\$531.44

Source: GSBS Richman

PROPORTIONALITY

The impact fee per acre is based on the discharge from an average 10,000 SF single family lot with approximately 8,400 SF of impervious surface (the same standard used in the City's storm drainage utility fee). Multi-family and non-residential development is required to detain on site and discharge to the system at the same rate as the standard single family lot. For this reason, the per-acre fee as proposed achieves rough proportionality for all forms of development. In the event that a development will discharge more or less than the standard 10,000 SF single family lot, the fee will be adjusted relative to the standard lot.

MANNER OF FINANCING

Impact fees will be used to achieve the proposed impact fee eligible storm drainage LOS. Storm drainage utility payments are used to maintain the current and future system. To the extent that City residents wish to improve the current LOS, system-wide improvements beyond those funded through impact fees will be paid for through other funding mechanisms such as general funds, bonds, grants and donations.

Spanish Fork City has not, nor does it intend to bond for the construction of the storm drainage system.

CREDITS AGAINST IMPACT FEES

Credits may also be attributed to developers constructing, directly funding, or donating IFFP improvements in lieu of impact fees, including the dedication of land for improvements. To be eligible for a credit, a developer-funded project must be included in the IFFP, and the City must approve the project prior to construction of the improvements. This situation does not apply to development exactions intended to offset density or as a condition for development.

At the discretion of the City, impact fees may be adjusted for low-income housing, subject to the identification of alternative sources of funding.

EXTRAORDINARY COSTS AND TIME/PRICE DIFFERENTIAL

Extraordinary costs to service new storm drainage facilities are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development.

DRINKING WATER IMPACT FEE

SERVICE AREA

Spanish Fork City's drinking water system includes source, storage and distribution facilities. The entire drinking water system functions as a single service area.

IMPACT FEE FACILITIES PLAN (IFFP)

The IFFP identifies the existing infrastructure facilities with existing excess capacity and required future facilities to serve anticipated new development at the current and proposed level of service (LOS). Table 9 shows the projects included in the drinking water IFFP.

Table 9: Drinking Water Existing Excess Capacity Evaluation

Project	Year Constructed	Construction Cost ¹	Cost to New Development for Next 10 Years	Total Capacity (ERC's)	Percent Capacity Used by Existing Users	Percent Capacity for New Development for Next 10 Years
<i>Source</i>						
Cold Springs Development	2013	\$2,017,502	\$1,316,218	4,567	34.76%	65.24%
Crab Creek Transmission Line (77%)	2011	\$1,505,457	\$615,470	9,167	17.32%	40.88%
<i>Storage</i>						
5 MG Water Tank - Sterling Hollow	2008	\$3,215,705	\$1,274,015	9,375	37.29%	39.62%
Crab Creek Transmission Line (23%)	2011	\$449,682	\$178,157			
<i>Distribution</i>						
2550 E. Trunk Line (MM High School)	2011	\$174,347	\$29,039	22,300	63.32%	16.66%
400 N. Trunk Line (Legacy Farms)	2011	\$52,898	\$8,811			
Muhlestein Meadows, LLC	2014	\$2,780	\$463			
11/17/2015 Riemb Agree						
750 South 2550 East Trunk Line	2013	\$133,480	\$22,232			
Main St. 1400 N to 1600 N Trunk Line	2015	\$215,000	\$35,810			
Canyon Creek, 12" waterline in Canyon Creek Parkway and Market Place Dr	2016	\$344,931	\$57,451			
Mountain Country Foods	2016	\$15,988	\$2,663			
<i>Planning</i>						
Model, Master Plan, & Impact Fee Updates	2012-2015	\$100,000	\$58,144	1,857	41.86%	58.14%
Total		\$8,227,770	\$3,598,474			

Source: Spanish Fork Drinking Water System Master Plan, 2012, Hansen, Allen & Luce; GSBS

¹ Value provided by Spanish Fork City personnel

The IFFP distinguishes between infrastructure needed to serve new development expected to occur between 2015 and 2025 and new development beyond 2025. Overall, 44 percent of the \$8.02 million infrastructure needed is attributable to new development anticipated between 2015 and 2025 for a total cost of \$3,522,349.

MAXIMUM ALLOWABLE IMPACT FEE

The projects included in the \$3.5 million IFFP are required to serve the projected growth by 3,697 new equivalent residential connections (ERC) as a result of 10,625 new residents and 1 million square feet of nonresidential development

on 907 acres of Spanish Fork's currently undeveloped area. The maximum allowable impact fee per ERC is \$953 (Table 10).

Table 10: Maximum Allowable Impact Fee/ERC

Total Value of Excess Capacity	\$3,598,474
Total Cost of IFFP	\$150,000
# of new ERC	3,714
"Buy-in" Cost/ERC	\$968.83
IFFP Cost/ERC	\$40.39
Maximum Allowable Impact Fee/ERC	\$1,009.22

Source: GSBS Richman

IMPACT FEE CREDITS

EXISTING FACILITIES

The Impact Fees Act requires that the impact fee achieve an equitable allocation of costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received. Current Spanish Fork City residents have paid for the existing drinking water infrastructure through impact fees and rates. Property owners of vacant, undeveloped land have not paid rates. Spanish Fork City does not allocate property tax revenues to fund capital infrastructure. A credit for past payments on vacant undeveloped property is not appropriate.

The act also requires the City to distribute credits to developers if improvements included in the IFFP will eventually be funded by future fees, so that new development is not required to pay twice for the same improvement. The City does not intend to fund IFFP projects with other fees from new development, therefore a credit is not applicable.

SYSTEM IMPROVEMENTS RELATED TO NEW DEVELOPMENT/IMPACT FEE CALCULATION

The total recommended drinking water impact fee per ERC is \$952.85. This equates to a 6 percent decrease in the cost per ERC. The amount of the impact fee for drinking water is \$952.85 for services with meters up to and including 1½ inch in size and for all single family residential connections with meters up to 2 inches in size. For non-residential and multifamily meter sizes larger than 1½ inch, the impact fee is based on estimated number of ERCs calculated by actual anticipated usage in Acre-Feet. An ERC is equal to 0.32 acre feet per year. The impact fee calculation for non-residential and multifamily meter sizes larger than 1½ inch is based on the following formula:

Table 11: ERC Schedule

Meter Size (in.)	ERC Multiple
3/4, 1	1

Source: GSBS Richman

$$IMPACT\ FEE = (Anticipated\ water\ use\ in\ Acre-Feet / 0.32\ Acre-Feet) * \$952.85$$

Non-residential user accounts will be audited annually. If drinking water usage is increased without a building permit by more than 5% of that at the time of building permit, an impact fee for the increase is due and payable to continue receiving City services. No credit will be given for decreases in drinking water usage.

IMPACT FEE SCHEDULE

The drinking water impact fee is charged at the time the building permit is issued. The amount of the impact fee for drinking water is \$952.85 for services with meters up to and including 1½ inch in size and for all single family residential connections with meters up to 2 inches in size. For non-residential and multifamily meter sizes larger than 1½ inch, the

impact fee is based on the estimated number of ERCs calculated by actual anticipated usage in Acre-Feet using the following formula:

**Table 12: Drinking Water
Impact Fee Schedule**

Meter Size (in.)	Maximum Fee	Credit	Impact Fee
3/4, 1	\$1,009.22	\$112.14	\$897.08

Source: GSBS Richman

$$IMPACT\ FEE = (Anticipated\ water\ use\ in\ Acre-Feet / 0.32\ Acre-Feet) * \$952.85$$

MANNER OF FINANCING

Impact fees will be used to achieve the proposed impact fee eligible drinking water LOS. Drinking water utility rate payments are used to maintain the current and future system. To the extent that City residents wish to improve the current LOS, system-wide improvements beyond those funded through impact fees will be paid for through other funding mechanisms such as general funds, bonds, grants and donations.

Spanish Fork City has not, nor does it intend to bond for the construction of the drinking water system.

CREDITS AGAINST IMPACT FEES

Credits may also be attributed to developers constructing, directly funding, or donating IFFP improvements in lieu of impact fees, including the dedication of land for improvements. To be eligible for a credit, a developer-funded project must be included in the IFFP, and the City must approve the project prior to construction of the improvements. This situation does not apply to development exactions intended to offset density or as a condition for development.

At the discretion of the City, impact fees may be adjusted for low-income housing, subject to the identification of alternative sources of funding.

EXTRAORDINARY COSTS AND TIME/PRICE DIFFERENTIAL

Extraordinary costs to service new drinking water facilities are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development.

PRESSURIZED IRRIGATION IMPACT FEE

SERVICE AREA

Spanish Fork City's pressurized irrigation system includes source, storage, and distribution facilities. The entire pressurized irrigation system functions as a single service area.

IMPACT FEE FACILITIES PLAN (IFFP)

The IFFP identifies the existing infrastructure facilities with existing excess capacity and required future facilities to serve anticipated new development at the current and proposed level of service (LOS). Table 13 shows the projects included in the pressurized irrigation IFFP.

Table 13: Pressure Irrigation Existing Excess Capacity Evaluation

Project	Year Purchased / Constructed	Cost ¹	Cost to New Development for Next 10 Years	Total Capacity (ERC's)	Percent to 10-Year Growth
<i>Source</i>					
Golf Course PI Pond and Pump Station	2009	\$957,645	\$159,189	4,000	16.62%
<i>Source Total</i>		<i>\$957,645</i>	<i>\$159,189</i>		
<i>Water Rights</i>					
Summit Energy Water Right Purchase	2014	\$450,588	\$383,461	173	
Wash Creek Water Right Purchase	2014	\$60,000	\$51,061	23	85.10%
Spring Creek Water Right Purchase	2014	\$678,708	\$577,596	1,120	
Butler Springs Water Right Purchase	2014	\$1,275,000	\$1,085,054	1,308	
2016 Strawberry Water Purchases	2016	\$70,522.10	\$70,522	59	100.00%
<i>Water Rights Total</i>		<i>\$2,534,818</i>	<i>\$2,167,693</i>		
<i>Distribution and Storage</i>					
2550 E. Trunk Line (MM High School)	2011	\$110,554	\$20,761		
400 N. Trunk Line (Legacy Farms)	2011	\$52,898	\$9,934		
Citywide Pressurized Irrigation System	2003	\$17,315,139	\$3,251,584		
2000 N 200 E. Railroad Casing	2011	\$13,043	\$2,449	15,393	18.78%
Canyon Road Transmission Line/Crab Creek	2015	\$993,000	\$186,474		
Mill Rd (Muhlestein Meadows)	2014	\$47,883	\$8,992		
Canyon Creek, 12" PI in Canyon Creek Parkway and Marketplace Dr	2015	\$402,669	\$75,617		
<i>Distribution Total</i>		<i>\$18,935,185</i>	<i>\$3,555,810</i>		
<i>Planning</i>					
Model, Master Plan & Impact Fee Updates	2012-2015	\$100,000	\$58,144	1,445	58.14%
Total:		\$22,527,648	\$5,940,836		

Source: Spanish Fork Pressurized Irrigation System Master Plan, 2012, Hansen, Allen & Luce; GSBS

The IFFP identifies the total equivalent residential connection (ERC) capacity of each of the projects included either currently available to new development or planned to serve new development. New development between 2015 and 2025 is expected to result in 2,994 new ERCs. The IFFP calculates the cost of existing or planned infrastructure to serve these 2,994 new ERCs. Overall, 33 percent of the \$23.2 million infrastructure needed is attributable to new development anticipated between 2015 and 2025 for a total cost of \$7,860,878.

MAXIMUM ALLOWABLE IMPACT FEE

The projects included in the \$7.9 million IFFP are required to serve the projected growth by 2,994 new ERCs as a result of 10,625 new residents and 1 million square feet of nonresidential development on 907 acres of Spanish Fork's currently

undeveloped area. The maximum allowable impact fee per ERC is \$1,658.01 for pressurized irrigation excluding water rights (Table 12) and \$967.74 for pressurized irrigation water rights (Table 13).

Table 14: PI Maximum Allowable Impact Fee/ERC Excluding Water Rights

Total Value of Excess Capacity	\$3,773,143
Total Cost of IFFP	\$801,428
# of new ERC	2,891
"Buy-in" Cost/ERC	\$1,305.30
IFFP Cost/ERC	\$277.25
Maximum Allowable Impact Fee/ERC	\$1,582.55

Source: GSBS Richman

IMPACT FEE CREDITS

EXISTING FACILITIES

The Impact Fees Act requires that the impact fee achieve an equitable allocation of costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received. Current Spanish Fork City residents have paid for the existing pressurized irrigation infrastructure through impact fees and rates. Property owners of vacant, undeveloped land have not paid rates. Spanish Fork City does not allocate property tax revenues to fund capital infrastructure. A credit for past payments on vacant undeveloped property is not appropriate.

The act also requires the City to distribute credits to developers if improvements included in the IFFP will eventually be funded by future fees, so that new development is not required to pay twice for the same improvement. The City does not intend to fund IFFP projects with other fees from new development, therefore a credit is not applicable.

SYSTEM IMPROVEMENTS RELATED TO NEW DEVELOPMENT/IMPACT FEE CALCULATION

The total recommended pressurized irrigation impact fee per ERC is \$967.74 for water rights and \$1,658.01 for pressurized irrigation excluding water rights. The sum of both pressurized irrigation impact fees amounts to a 4 percent decrease in the cost per ERC. The decrease is a result of a decrease in the estimated cost of water rights. Future water rights will either be provided by the developer in exchange for a reduction in the impact fee or by the City through reimbursement of excess capacity or purchase using impact fees. The actual demand and impact on the pressurized irrigation system from each new development is related to the percent of the development parcel landscaped and requiring irrigation. The level of service assumes a landscaped area of 60% of the overall lot size. It also includes a proportionate share of irrigated area for parks and open space (assumed to be 8.4% per irrigated acre).

Table 15: Irrigated acres by residential lot size

Lot Size	Irrigated Acres	ERC
.25 Acre Single Family Residential Lot *	0.163	1
1 Acre Single Family Residential Lot *	0.65	4
1 Acre of Landscaped Area	1.00	6.15

* Irrigated acres = (lot size) x 0.6 x (1.084)

Source: Hansen, Allen & Luce; GSBS

IMPACT FEE SCHEDULE

The pressurized irrigation impact fee is charged at the time a building permit is issued. The amount of impact fee for pressurized irrigation excluding water rights is based on the following formulas.

Table 16: PI Impact Fee Schedule Excluding Water Rights

Lot Size	ERC	Impact Fee	Maximum Fee	Credit
.25 Acre Single Family Residential Lot *	1	\$1,583	\$1,582.55	\$0
1 Acre Single Family Residential Lot *	4	\$6,330	\$6,330.21	\$0
1 Acre of Landscaped Area	6.15	\$9,733	\$9,733.79	\$0

* Irrigated acres = (lot size) x 0.6 x (1.084)

Source: GSBS Richman

- a) Single Family Residential Lots and Twin Homes
[Lot Size in Acres] x \$6,330.21
- b) Non-residential and Townhome or Multi-Family Residential
[Landscaped Area in Acres] x \$9733.79

Table 17: PI Water Rights Impact Fee Schedule

Lot Size	ERC	Impact Fee
.25 Acre Single Family Residential Lot *	1	\$1,127.92
1 Acre Single Family Residential Lot *	4	\$4,511.70
1 Acre of Landscaped Area	6.15	\$6,936.80

* Irrigated acres = (lot size) x 0.6 x (1.084)

Source: GSBS Richman

The water rights impact fee for pressurized irrigation is also charged at the time a building permit is issued. The water rights impact fee can be satisfied by transferring water rights to the city or paying the fees as described by the following formulas.

Water Right Transfers to the City

- a) Single Family Residential Lots and Twin Homes
[Lot Size in Acres] x 60% x 1.084 x 4 Acre Feet per Acre
1.084 is the parks and detention basin factor
- b) Non-residential and Townhome or Multi-Family Residential
[Lot Size in Acres] x 60% x 4 Acre Feet per Acre

Pay Impact Fee

- a) Single Family Residential Lots and Twin Homes
[Lot Size in Acres] x \$4,511.70
- b) Non-residential and Townhome or Multi-Family Residential

[Landscaped Area in Acres] x \$6936.80

PROPORTIONALITY

The impact fees as proposed are roughly proportional to the impact of new development based on current utilization patterns and typical irrigated area to serve different types of development.

MANNER OF FINANCING

Impact fees will be used to achieve the proposed impact fee eligible pressurized irrigation LOS. Pressurized irrigation utility rate payments are used to maintain the current and future system. To the extent that City residents wish to improve the current LOS, system-wide improvements beyond those funded through impact fees will be paid for through other funding mechanisms such as general funds, bonds, grants and donations.

Spanish Fork City has not, nor does it intend to bond for the construction of the pressurized irrigation system.

CREDITS AGAINST IMPACT FEES

Credits may also be attributed to developers constructing, directly funding, or donating IFFP improvements in lieu of impact fees, including the dedication of land for improvements. To be eligible for a credit, a developer-funded project must be included in the IFFP, and the City must approve the project prior to construction of the improvements. This situation does not apply to development exactions intended to offset density or as a condition for development.

At the discretion of the City, impact fees may be adjusted for low-income housing, subject to the identification of alternative sources of funding.

EXTRAORDINARY COSTS AND TIME/PRICE DIFFERENTIAL

Extraordinary costs to service new pressurized irrigation facilities are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development.

WASTE WATER IMPACT FEE

SERVICE AREA

Spanish Fork City's waste water system includes trunk line and treatment facilities. The entire City is modeled and functions as a single service area.

IMPACT FEE FACILITIES PLAN (IFFP)

The IFFP identifies the existing infrastructure facilities with existing excess capacity and required future facilities to serve anticipated new development at the current and proposed level of service (LOS). Table 19 shows the projects included in the waste water IFFP.

Table 18: Waste Water System Impact Fee Facilities Plan

Project Name	Approx. Time Frame	Estimated Cost ¹	IFFP Value	Percent Attributable to Existing Users	Percent Attributable to 10-Year Growth	Percent Attributable to Growth Beyond 10-Years
Williams Lane	2020	\$623,900	\$99,200	0%	15.90%	84.10%
1850 N to WWTP	2019	\$912,100	\$145,024	0%	15.90%	84.10%
Southeast Trunk Line - Phase 2 ²	2021	\$1,440,771	\$353,565	0%	24.54%	75.46%
Southwest Lift Station	2017	\$1,716,200	\$471,608	2.30%	27.48%	70.22%
Collection System Costs Sub-total		\$4,692,971	\$1,069,397			
Phosphorous Removal	2018	\$352,000	\$522,100	52.82%	15.35%	31.83%
UV Disinfection	2018	\$895,000	\$185,735	71.42%	20.75%	7.83%
Anoxic Basins	2024	\$1,386,000	\$239,592	59.49%	17.29%	23.22%
Aeration Basins	2024	\$4,522,000	\$938,426	71.42%	20.75%	7.83%
Treatment Costs Sub-total		\$7,155,000	\$1,885,853			
Model, Master Plan & Impact Fee Updates		\$250,000	\$250,000	0%	100%	0%
Total Costs		\$12,097,971	\$3,205,250			

¹ – Cost estimates are in 2014 dollars. Inflation is not included.

² – See Project 3 in 2011 Wastewater Master Plan. Project has been modified to exclude Mapleton City flows. Percent attributable to 10-year growth based on City estimate of 10-year growth for service area of trunk line.

³ – Improved level of service project per Division of Environmental Quality requirements.

Source: Bowen, Collins & Associates; GSBS Richman

The IFFP identifies the percentage of each project intended to address the needs of new development between 2015 and 2025 and new development beyond 2025. New development between 2015 and 2025 is expected to result in 3,697 new equivalent residential connections (ERC). The IFFP identifies the cost of existing or planned infrastructure to serve these 3,697 ERCs. Overall, 26 percent of the \$14.6 million infrastructure needed is attributable to new development anticipated between 2015 and 2025 for a total cost of \$3.8 million.

MAXIMUM ALLOWABLE IMPACT FEE

The projects included in the \$3.8 million IFFP are required to serve the projected growth by 3,697 new ERUs as a result of 10,625 new residents and one million square feet of nonresidential development. In addition, new development will be required to “buy in” to the existing excess capacity. The maximum allowable impact fee per ERU is \$1,567.50 (Table 20).

Table 19 Maximum Allowable Waste Water Impact Fee/ERC

	Planning & Collection	Treatment	Total
Total Cost of IFFP	\$1,319,397	\$1,885,853	\$3,205,250
# of new ERC	3,894	3,894	3,894
IFFP Cost/ERC	\$338.82	\$484.28	\$823.10
Total Cost of Collection Existing Excess Capacity	\$665,114		\$665,114
Total Cost of Treatment Existing Excess Capacity	\$0	\$1,198,131	\$1,198,131
Total Cost of Other Assets Existing Excess Capacity	\$0	\$504,196	\$504,196
# of new ERC	3,894	3,894	3,894
"Buy-in" Cost/ERC	\$170.80	\$437.15	\$607.95
Maximum Allowable Impact Fee/ERC	\$509.62	\$921.43	\$1,431.05

Source: GSBS Richman

IMPACT FEE CREDITS

EXISTING FACILITIES

The Impact Fees Act requires the impact fee achieve an equitable allocation of costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received. Current Spanish Fork City residents have paid for the existing waste water infrastructure through impact fees and rates. Property owners of vacant, undeveloped land have not paid rates. Spanish Fork City does not allocate property tax revenues to fund capital infrastructure. Accordingly, a credit for past payments on vacant undeveloped property is not appropriate.

The act also requires the City to distribute credits to developers if improvements included in the IFFP will eventually be funded by future fees, so that new development is not required to pay twice for the same improvement. As indicated in Table 19, approximately 33 percent of the total infrastructure cost of \$14.6 million is required to continue to serve existing user at the current LOS including the new standards. A credit to the impact fee for future rates, used to fund the \$4.8 million cost to address this deficiency, is calculated in Table 21.

Table 20: Waste Water Impact Fee Credit

	Planning & Collection	Treatment	Total
Total Cost of Addressing Existing System Deficiencies	\$0	\$4,879,286	\$4,879,286
Total 2023 ERCs	17,835	17,835	17,835
New Development ERCs	3,714	3,714	3,714
% Total 2023 ERCs from New Development	20.83%	20.83%	20.83%
Cost of Existing Deficiencies Credited to New Development	\$0	\$1,016,355	\$1,016,355
Cost/New Development ERC	\$0.00	\$273.64	\$273.64
Impact Fee Credit/ERC	\$0.00	\$273.64	\$273.64

Source: GSBS Richman

SYSTEM IMPROVEMENTS RELATED TO NEW DEVELOPMENT/IMPACT FEE CALCULATION

The total recommended waste water impact fee per ERU is \$1,288.89. This is a 45 percent increase in the cost per ERU. The actual demand and impact on the waste water system from each new development is correlated with the volume of waste water conveyed, via trunk lines, to the treatment plan. The ERU is based on a standard single-family residential connection. Table 22 identifies the ERU, by water meter size, assuming that 10 percent of water provided through the meter is “consumed” and not conveyed through the waste water system. The ERU also assumes a 24 gpd increase in flows because of I&I in the trunk lines.

Table 21: Waste Water ERU Schedule

Meter Size (in.)	ERC
1" or Less	1

Source: GSBS Richman

TABLE 22: WASTE WATER ERU SCHEDULE

Meter Size (in.)	ERU
3/4	1.00
1	1.00

Source: GSBS Richman

Unless estimated waste water production can be estimated, the impact fee calculation will be based on the following formula that utilizes estimates of average indoor water use:

$$IMPACT\ FEE = (Average\ Indoor\ Water\ Use / 194\ gpd) * \$1,288.89$$

If wastewater production can be estimated for non-residential users, the impact fee may be calculated based on the following formula:

$$IMPACT\ FEE = (Average\ wastewater\ production / 198\ gpd) * \$1,288.89$$

In some cases, some non-residential users may impact the treatment plant disproportionately to flow because of high concentrations of biological oxygen demand or total suspended solids. For these limited cases, the ERU may be calculated based on the following formula:

$$IMPACT\ FEE = (Average\ Daily\ BOD\ or\ TSS\ Concentration / 0.6375\ lb) * \$1,288.89$$

The standard impact can be reduced in response to specific project conditions and unusual circumstances. A developer may submit studies and data that show a need for fee adjustment based on the impact of new development on service levels. In the event that a developer demonstrates that actual impact will differ from the impact identified based on projected flows, the calculation will establish the anticipated impact in relation to the value of the ERU.

IMPACT FEE SCHEDULE

The waste water impact fee is charged at the time a building permit is issued. Table 23 shows the proposed waste water impact fee schedule.

Table 23: Waste Water Impact Fee Schedule

Meter Size	ERC	Planning & Collection	Treatment	Total Impact Fee
3/4, 1 & 1 1/2	1	\$509.62	\$647.79	\$1,157.41

Source: GSBS Richman

PROPORTIONALITY

The impact fees as proposed are roughly proportional to the impact from new development based on current utilization patterns and meter size to serve different types of development.

MANNER OF FINANCING

Impact fees will be used to achieve the proposed impact fee eligible waste water LOS. Waste water utility rate payments are used to maintain the current and future system. To the extent that City residents wish to improve the current LOS, system-wide improvements beyond those funded through impact fees will be paid for through other funding mechanisms such as general funds, bonds, grants and donations.

Spanish Fork City has not, nor does it intend to bond for the construction of the waste water system.

CREDITS AGAINST IMPACT FEES

Credits may also be attributed to developers constructing, directly funding, or donating IFFP improvements in lieu of impact fees, including the dedication of land for improvements. To be eligible for a credit, a developer-funded project must be included in the IFFP, and the City must approve the project prior to construction of the improvements. This situation does not apply to development exactions intended to offset density or as a condition for development.

At the discretion of the City impact fees may be adjusted for low-income housing, subject to the identification of alternative sources of funding.

EXTRAORDINARY COSTS AND TIME/PRICE DIFFERENTIAL

Extraordinary costs to service new waste water facilities are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development

PUBLIC SAFETY IMPACT FEE ANALYSIS

SERVICE AREA

The public safety network in Spanish Fork City works city-wide. A single, city-wide service area is used to calculate the Spanish Fork City Public Safety Impact Fee. System-level improvements are focused on capacity to respond on a timely basis throughout the City. The City recently proposed standards for proximity to fire/EMS services. According to these standards, all developed areas should be within a five mile radius of a fire/EMS station. Current fire/EMS facilities are centrally located, which represents an existing deficiency for the currently developing eastern areas of the City. The proposed proximity standard is to locate fire/EMS facilities within five miles off all developments to allow response in emergency situations throughout the City.

IMPACT FEE FACILITIES PLAN (IFFP)

The IFFP identifies the required future facilities to serve anticipated new development at the current and proposed level of service (LOS). Table 24 shows the projects included in the public safety IFFP.

Table 24: Public Safety Impact Fee Facilities Plan

Future Facility	Area (sf)	Cost/SF	Impact Fee Funded SF	Impact Fee Funded Cost
East Side Fire/EMS Station	15,000	\$215.30	1,934.5	\$416,498
West Side Fire/EMS Station	15,000	\$215.30	1,934.5	\$416,498
Police Facility Buy-In	28,060	\$323.71	3,330.0	\$1,077,949
Total				\$1,910,945

Source: GSBS

The IFFP identifies the facilities needed by 2025. Supplementing the existing centrally located fire/EMS station with two fire/EMS stations one on the east side and one on the west side is included in the IFFP. Of the 30,000 SF of new fire/EMS station facility identified, 1,472 SF will serve anticipated new development. The IFFP identifies the cost of planned infrastructure.

MAXIMUM ALLOWABLE IMPACT FEE

The projects included in the \$940 thousand IFFP are required to serve the projected growth by 10,625 new residents and one million square feet of nonresidential development. The maximum allowable impact fee for residential development is \$103.42 per capita and for non-residential development is \$452.07 per 1,000 SF (Table 25).

Table 25: Public Safety Maximum Allowable Impact Fee

Facility Type	Total Cost	% Residential	Population Served	Fee Per Capita	% Non-Residential	SF Served (1000s)	Fee per 1,000 SF
Fire/EMS IFFP	\$832,996	54.15%	10,436	\$43.22	45.85%	1,756	\$217.45
Police Facility Buy In	\$9,083,257	51.39%	69,895	\$66.78	48.61%	20,311	\$217.39
Total Maximum Fee	\$9,916,253			\$110.01			\$434.84

Source: GSBS

IMPACT FEE CREDITS

EXISTING FACILITIES

The Impact Fees Act requires that the impact fee achieve an equitable allocation of costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received. Current Spanish Fork City residents have paid for the existing public safety infrastructure through impact fees, sales tax bonds and the general fund. Property owners of vacant, undeveloped land have not paid impact fees and sales tax payments are not attributable to vacant undeveloped land. Spanish Fork City does not allocate property tax revenues to fund capital infrastructure. A credit for past payments on vacant undeveloped property is not appropriate.

The act also requires the City to distribute credits to developers if improvements included in the IFFP will eventually be funded by future fees, so that new development is not required to pay twice for the same improvement. Approximately 52 percent of the total infrastructure cost of \$6.46 million is required to supplement the existing fire/EMS station at the current LOS. A credit to the impact fee for future funds may be required at the time that the source of funds is identified.

SYSTEM IMPROVEMENTS RELATED TO NEW DEVELOPMENT/IMPACT FEE CALCULATION

The total recommended public safety impact fee per capita is \$103.42. The average single family household size in Spanish Fork is 3.75, resulting in a single-family residential unit impact fee of \$387.82. This equates to a 11 percent decrease in the cost per single family unit. The actual demand and impact on the public safety system from each new development is correlated with floor area in square feet or number of units protected. The fee is based on average household size by type of dwelling unit and 1,000 SF of non-residential building.

The impact fee calculation is based on the following formulas:

$$\begin{aligned} \text{SINGLE FAMILY/TOWNHOME RESIDENTIAL IMPACT FEE} &= (\# \text{ OF UNITS} * 3.75) * \$103.42 \\ \text{DUPLEX/MULTI FAMILY RESIDENTIAL IMPACT FEE} &= (\# \text{ OF UNITS} * 2.13) * \$103.42 \\ \text{NON-RESIDENTIAL IMPACT FEE} &= (\# \text{ OF SF}/1,000) * \$452.07 \end{aligned}$$

The standard impact can be reduced in response to specific project conditions and unusual circumstances. A developer may submit studies and data that show a need for fee adjustment based on the impact of new development on service levels. In the event that a developer demonstrates that actual impact will differ from the impact identified based on occupancy, the calculation will establish the anticipated impact in relation to the value per capita or per square foot (i.e. demand relative to 3.75 occupants per single family household * \$103.42.)

IMPACT FEE SCHEDULE

The public safety impact fee is charged at the time a building permit is issued. Table 26 is the proposed public safety impact fee schedule.

Table 26: Public Safety Impact Fee Schedule

Land Use	Average Occupation	Unit	Fee
Single-Family/Townhome	3.97	DU	\$436.73
Duplex/Multi-Family	2.26	DU	\$248.61
Non-Residential		1,000 SF	\$434.84

Source: GSBS Richman

PROPORTIONALITY

The impact fees as proposed are roughly proportional to the impact from new development based on current utilization patterns and occupancy to serve different types of development.

MANNER OF FINANCING

Impact fees will be used to achieve the proposed impact fee eligible public safety LOS. To the extent that City residents wish to improve the current LOS, system-wide improvements beyond those funded through impact fees will be paid for through other funding mechanisms such as general funds, bonds, grants and donations.

Spanish Fork City has not, nor does it intend to bond for the construction of the public safety system.

CREDITS AGAINST IMPACT FEES

Credits may also be attributed to developers constructing, directly funding, or donating IFFP improvements in lieu of impact fees, including the dedication of land for improvements. To be eligible for a credit, a developer-funded project must be included in the IFFP, and the City must approve the project prior to construction of the improvements. This situation does not apply to development exactions intended to offset density or as a condition for development.

At the discretion of the City impact fees may be adjusted for low-income housing, subject to the identification of alternative sources of funding.

EXTRAORDINARY COSTS AND TIME/PRICE DIFFERENTIAL

Extraordinary costs to service new public safety facilities are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development.

TRANSPORTATION IMPACT FEE

SERVICE AREA

The transportation network in Spanish Fork City is interconnected. System level improvements are focused on capacity on arterials and collectors and intersection improvements. For this reason a single, city-wide service area is used to calculate the Spanish Fork City Transportation Impact Fee.

IMPACT FEE FACILITIES PLAN (IFFP)

The IFFP identifies facilities with existing excess capacity and the required future facilities to serve anticipated new development at the current and proposed level of service (LOS). Table 27 shows the projects included in the transportation IFFP.

Table 27: Impact Fee Facilities Plan

Project No*	Project	Approx. Time Frame	Estimated Cost	IFFP Value	Percent to 10-Year Growth
5	New Signal & Intersection Rebuild Center St 1150 E	2019	\$637,010	\$396,025	62.17%
2	New Signal Center St 800 E	2022	\$180,000	\$91,558	50.87%
46-2	Spanish Fork Parkway - Phase 2	2018	\$4,984,205	\$2,018,608	40.50%
15	Spanish Fork Parkway S.R. 51 Signal **	2025	\$180,000	\$0	0.00%
96	Spanish Fork Parkway Railroad Crossing Design & Permitting	2023	\$125,000	\$74,914	59.93%
53	2550 E US-6 to 920 S	2017	\$818,702	\$375,345	45.85%
54-1	920 S 2550 E to 2300 E	2018	\$1,356,981	\$1,140,944	84.08%
54-2	2300 E Canyon Rd to 920 S	2018	\$350,872	\$295,012	84.08%
54-3	2300 E 920 S to 2000 E 750 S	2020	\$1,081,856	\$339,503	31.38%
54-4	2000 E 750 S to US-6	2020	\$1,094,340	\$789,472	72.14%
54-5	2550 E 920 S Roundabout	2020	\$200,000	\$144,283	72.14%
54-6	2300 E 920 S Roundabout	2020	\$110,000	\$79,356	72.14%
54-7	2000 E 750 S Roundabout	2020	\$160,000	\$115,426	72.14%
6	New Signal at US-6 2000 E **	2020	\$240,000	\$0	0.00%
43-2	Canyon Creek Parkway - Phase 2	2025	\$5,104,055	\$1,310,663	25.68%
	New Signal Canyon Creek Pkwy & Commerce Dr	2018	\$180,000	\$121,075	67.26%
39	New Signal Canyon Creek Pwky & Marketplace Dr	2020	\$180,000	\$103,884	57.71%
Total			#####	\$7,396,065	

* Project Numbers

Correspond to

Figure 9-5

** UDOT Facility not Eligible for Impact Fees

*** Project is funded by grants

Source: Horrocks & Spanish Fork City

The IFFP identifies the facilities needed by 2025. The list includes projects required to meet increased trips in and through Spanish Fork City and maintain LOS C as modeled by the Mountainland Association of Governments Travel Demand Model. There are projects required to address existing deficiencies in whole or in part and projects on UDOT roads that are not eligible for impact fees. Overall, 43 percent of the \$36 million facilities needed are attributable to new development anticipated between 2015 and 2025 for a total cost of \$15,628,104.

MAXIMUM ALLOWABLE IMPACT FEE

The projects included in the \$15.6 million IFFP are required to accommodate approximately 16,500 new PM peak hour trips from new development resulting from projected growth by 10,625 new residents and one million square feet of nonresidential development on 907 acres of Spanish Fork's currently undeveloped area. The maximum allowable impact fee per PM peak hour trip is \$947.16 (Table 28).

Table 28: Maximum Allowable Impact Fee Calculation

	Roadway
Total Value of Excess Capacity	\$6,449,149
Total Cost of IFFP	\$7,396,065
Average Increase of PM Peak Hour Trips per Year *	1,650
# of New PM Peak Hour Trips	16,500
"Buy-in" Cost/PM Peak Hour Trip	\$390.86
Cost/PM Peak Hour Trip	\$448.25
Maximum Allowable Impact Fee/PM Peak Hour Trip	\$839.10

Source: Horrocks, GSBS Richman

** Based on the MAG Traffic Demand Model*

IMPACT FEE CREDITS

EXISTING FACILITIES

The Impact Fees Act requires that the impact fee achieve an equitable allocation of costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received. Current Spanish Fork City residents have paid for the existing transportation infrastructure through grants, general fund and Class B road funds. Spanish Fork City does not allocate property tax revenues to fund capital infrastructure. A credit for past payments on vacant undeveloped property is not appropriate.

The act also requires the City to distribute credits to developers if improvements included in the IFFP will eventually be funded by future fees, so that new development is not required to pay twice for the same improvement. As indicated in Table 27, approximately \$20 million of the \$36million in transportation projects is required to address existing deficiencies at the current LOS C. A credit to the impact fee for future funds may be required at the time that the source of funds is identified.

SYSTEM IMPROVEMENTS RELATED TO NEW DEVELOPMENT/IMPACT FEE CALCULATION

Spanish Fork City does not currently charge a transportation impact fee. The total recommended transportation impact fee per PM peak hour trip is \$947.16. According to ITE, the average single family household generates 0.5 single way PM peak hour trips for a single-family residential unit impact fee of \$473.58. The actual demand and impact on the transportation system from each new development is related to the land use and number of trips generated by the specific use. The 2012 ITE Trip Generation Manual provides an estimate of trips generated by land use type based on surveys and studies across the country. The ITE PM peak hour trip rates count the number of times a car crosses a driveway, essentially "double counting" the trip by counting arrival and departure. For this reason, the PM peak hour trips are adjusted by 50 percent. An additional adjustment to PM peak hour trips by land use is an ITE provided adjustment for primary versus "pass-by" trips. This adjustment accounts for trips with multiple stops. Table 29 provides the ITE codes and adjusted PM peak hour trip rates by land use. The single family residential rate is the ERU on which the impact fee by land use will be based.

TABLE 29: SPANISH FORK CITY TRIP RATES PER LAND USE

Land Use	ITE Code	Unit	Adjusted PM Peak Trips	Primary Trip Factor	Peak ERU
Residential					
Single Family	210	Dwelling Unit	0.500	1.00	1.0000
Apartment	220	Dwelling Unit	0.335	1.00	0.6700
Residential Condo/Townhouse	230	Dwelling Unit	0.260	1.00	0.5200
Mobile Home	240	Dwelling Unit	0.300	1.00	0.6000
Assisted Living	254	Bed	0.145	1.00	0.2900
Lodging					
Hotel	310	Room	0.300	1.00	0.6000
Motel	320	Room	0.290	1.00	0.5800
Industrial					
Light Industrial	110	1000 sq ft	0.485	1.00	0.9700
Manufacturing	140	1000 sq ft	0.365	1.00	0.7300
Warehousing	150	1000 sq ft	0.225	1.00	0.4500
Mini-Warehouse	151	1000 sq ft	0.145	1.00	0.2900
Recreational					
Golf Course	430	Hole	1.460	1.00	2.9200
Movie Theater w/ matinee	444	Seat	0.035	1.00	0.0700
Multiplex Movie Theater	445	Seat	2.455	1.00	4.9100
Health/Fitness Club	492	1000 sq ft	1.765	1.00	3.5300
Institutional					
Elementary School	520	1000 sq ft	0.605	1.00	1.2100
Middle School/Junior High School	522	1000 sq ft	0.595	1.00	1.1900
High School	530	1000 sq ft	0.485	1.00	0.9700
Church	560	1000 sq ft	0.275	1.00	0.5500
Day Care Center	565	1000 sq ft	6.170	1.00	12.3400
Medical					
Hospital	610	1000 sq ft	0.465	1.00	0.9300
Nursing Home	620	1000 sq ft	0.370	1.00	0.7400
Animal Hospital/Veterinary Clinic	640	1000 sq ft	2.360	1.00	4.7200
Office					
General Office Building	710	1000 sq ft	0.745	1.00	1.4900
Medical/Dental Office Building	720	1000 sq ft	1.785	1.00	3.5700
Retail					
Building Materials and Lumber	812	1000 sq ft	2.245	0.74	3.3226
Free-standing Discount Superstore	813	1000 sq ft	2.175	0.72	3.1320
Specialty Retail	814	1000 sq ft	3.410	0.66	4.5012
Free-standing Discount Store	815	1000 sq ft	2.490	0.83	4.1334
Hardware/Paint Store	816	1000 sq ft	2.420	0.74	3.5816
Garden Center/Nursery	817	1000 sq ft	3.470	0.74	5.1356

TABLE 29: SPANISH FORK CITY TRIP RATES PER LAND USE

Land Use	ITE Code	Unit	Adjusted PM Peak Trips	Primary Trip Factor	Peak ERU
Shopping Center	820	1000 sq ft	1.855	0.66	2.4486
New Car Sales	841	1000 sq ft	1.310	0.72	1.8864
Automobile Parts Sales	843	1000 sq ft	2.990	0.57	3.4086
Tire Store	848	1000 sq ft	2.075	0.72	2.9880
Supermarket (Free Standing)	850	1000 sq ft	4.740	0.64	6.0672
Convenience Market (24hrs)	851	1000 sq ft	26.205	0.39	20.4399
Discount Club	857	1000 sq ft	2.090	0.77	3.2186
Home Improvement Superstore	862	1000 sq ft	1.165	0.52	1.2116
Department Store	875	1000 sq ft	0.935	0.66	1.2342
Apparel Store	876	1000 sq ft	1.915	0.66	2.5278
Pharmacy/Drug Store (No Drive-Thru)	880	1000 sq ft	4.200	0.47	3.9480
Pharmacy/Drug Store (Drive-Thru)	881	1000 sq ft	4.955	0.51	5.0541
Furniture Store	890	1000 sq ft	0.225	0.47	0.2115
Video Rental Store	896	1000 sq ft	6.800	0.66	8.9760
Services					
Bank, Drive-Thru	912	1000 sq ft	12.150	0.53	12.8790
Restaurant - Quality	931	1000 sq ft	3.745	0.56	4.1944
Restaurant - High Turnover	932	1000 sq ft	4.925	0.57	5.6145
Restaurant - Fast Food w/ Drive-Thru Window	934	1000 sq ft	16.325	0.50	16.3250
Quick Lubrication (Servicing Positions)	941	Bay	2.595	0.58	3.0102
Automobile Care Center	942	1000 sq ft	1.555	0.72	2.2392
Automobile Parts and Service Center	943	1000 sq ft	2.230	0.57	2.5422
Gas Station (Fueling Positions)	944	Fuel Pump	6.935	0.58	8.0446
Gas Station with Conv Mrkt (Fueling Positions)	945	Fuel Pump	6.755	0.44	5.9444
Self-Service Car Wash (Stall)	947	Bay	2.770	0.58	3.2132

Source: ITE

The impact fee schedule should be used with caution. The ITE Trip Generation Manual provides detailed PM peak hour and primary trip factors for a wide variety of land uses. The list included here is not comprehensive. The ITE Trip Generation Manual should be consulted as necessary. The impact fee calculation is based on the following formulas:

$$IMPACT\ FEE = (ITE\ PM\ PEAK\ HOUR\ TRIPS/2) / SINGLE\ FAMILY\ RESIDENTIAL\ ITE\ PM\ PEAK\ HOUR\ TRIPS * PRIMARY\ TRIP\ FACTOR * \$830.46$$

The standard impact can be reduced in response to specific project conditions and unusual circumstances. A developer may submit studies and data that show a need for fee adjustment based on the impact of new development on service levels. In the event that a developer demonstrates that actual impact will differ from the impact identified based on occupancy, the calculation will establish the anticipated impact in relation to the value per capita or per square foot (i.e. demand relative to the single family PM peak hour trips / 2 * \$947.16.)

IMPACT FEE SCHEDULE

The transportation impact fee is charged at the time that building permit is issued. Table 30 is the proposed transportation impact fee schedule.

Table 30: Spanish Fork City Trip Rates per Land Use

Land Use	ITE Code	Unit	Peak REU	Impact Fee/Unit
Residential				
Single Family	210	Dwelling Unit	1	\$419.55
Multi Family	220	Dwelling Unit	0.67	\$281.10
Mobile Home	240	Dwelling Unit	0.6	\$251.73
Assisted Living	254	Bed	0.29	\$121.67
Lodging				
Hotel	310	Room	0.6	\$251.73
Motel	320	Room	0.58	\$243.34
Industrial				
Light Industrial	110	1000 sq ft	0.97	\$406.96
Manufacturing	140	1000 sq ft	0.73	\$306.27
Warehousing	150	1000 sq ft	0.45	\$188.80
Mini-Warehouse	151	1000 sq ft	0.29	\$121.67
Recreational				
Golf Course	430	Hole	2.92	\$1,225.09
Multiplex Movie Theater	445	1000 sq ft	4.91	\$2,059.99
Health/Fitness Club	492	1000 sq ft	3.53	\$1,481.01
Institutional				
Elementary School	520	1000 sq ft	1.21	\$507.66
Middle School/Junior High School	522	1000 sq ft	1.19	\$499.26
High School	530	1000 sq ft	0.97	\$406.96
Church	560	1000 sq ft	0.55	\$230.75
Day Care Center	565	1000 sq ft	12.34	\$5,177.25
Medical				
Hospital	610	1000 sq ft	0.93	\$390.18
Nursing Home	620	1000 sq ft	0.74	\$310.47
Animal Hospital/Veterinary Clinic	640	1000 sq ft	4.72	\$1,980.28
Office				
General Office Building	710	1000 sq ft	1.49	\$625.13
Medical/Dental Office Building	720	1000 sq ft	3.57	\$1,497.79
Retail				
Building Materials and Lumber	812	1000 sq ft	3.3226	\$1,394.00
Free-standing Discount Superstore	813	1000 sq ft	3.132	\$1,314.03
Specialty Retail	814	1000 sq ft	4.5012	\$1,888.48
Free-standing Discount Store	815	1000 sq ft	4.1334	\$1,734.17
Hardware/Paint Store	816	1000 sq ft	3.5816	\$1,502.66
Garden Center/Nursery	817	1000 sq ft	5.1356	\$2,154.64
Shopping Center	820	1000 sq ft	2.4486	\$1,027.31
New Car Sales	841	1000 sq ft	1.8864	\$791.44
Automobile Parts Sales	843	1000 sq ft	3.4086	\$1,430.08
Tire Store	848	1000 sq ft	2.988	\$1,253.62
Supermarket (Free Standing)	850	1000 sq ft	6.0672	\$2,545.49
Convenience Market (24hrs)	851	1000 sq ft	20.4399	\$8,575.56
Discount Club	857	1000 sq ft	3.2186	\$1,350.36
Home Improvement Superstore	862	1000 sq ft	1.2116	\$508.33
Department Store	875	1000 sq ft	1.2342	\$517.81
Apparel Store	876	1000 sq ft	2.5278	\$1,060.54
Pharmacy/Drug Store (No Drive-Thru)	880	1000 sq ft	3.948	\$1,656.38

Table 30: Spanish Fork City Trip Rates per Land Use

Land Use	ITE Code	Unit	Peak REU	Impact Fee/Unit
Pharmacy/Drug Store (Drive-Thru)	881	1000 sq ft	5.0541	\$2,120.45
Furniture Store	890	1000 sq ft	0.2115	\$88.73
Video Rental Store	896	1000 sq ft	8.976	\$3,765.88
Services				
Bank, Drive-Thru	912	1000 sq ft	12.879	\$5,403.38
Restaurant - Quality	931	1000 sq ft	4.1944	\$1,759.76
Restaurant - High Turnover	932	1000 sq ft	5.6145	\$2,355.56
Restaurant - Fast Food w/ Drive-Thru Window	934	1000 sq ft	16.325	\$6,849.15
Quick Lubrication (Servicing Positions)	941	Bay	3.0102	\$1,262.93
Automobile Care Center	942	1000 sq ft	2.2392	\$939.46
Automobile Parts and Service Center	943	1000 sq ft	2.5422	\$1,066.58
Gas Station (Fueling Positions)	944	Fuel Pump	8.0446	\$3,375.11
Gas Station with Conv Mrkt (Fueling Positions)	945	Fuel Pump	5.9444	\$2,493.97
Self-Service Car Wash (Stall)	947	Bay	3.2132	\$1,348.10

Source: ITE; GSBS

PROPORTIONALITY

The impact fees as proposed are roughly proportional to the impact from new development based on current utilization patterns and ITE code by land use to serve different types of development.

MANNER OF FINANCING

Impact fees will be used to achieve the proposed impact fee eligible transportation LOS. To the extent that City residents wish to improve the current LOS, system-wide improvements beyond those funded through impact fees will be paid for through other funding mechanisms such as general funds, bonds, grants and donations.

Spanish Fork City has not, nor does it intend to bond for the construction of the transportation system.

CREDITS AGAINST IMPACT FEES

Credits may also be attributed to developers constructing, directly funding, or donating IFFP improvements in lieu of impact fees, including the dedication of land for improvements. To be eligible for a credit, a developer-funded project must be included in the IFFP, and the City must approve the project prior to construction of the improvements. This situation does not apply to development exactions intended to offset density or as a condition for development.

At the discretion of the City impact fees may be adjusted for low-income housing, subject to the identification of alternative sources of funding.

EXTRAORDINARY COSTS AND TIME/PRICE DIFFERENTIAL

Extraordinary costs to service new transportation facilities are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development.

PARKS/TRAILS/RECREATION IMPACT FEE ANALYSIS

SERVICE AREA

The community parks, trails, and recreation network in Spanish Fork City is available to all residents regardless of the neighborhood they live in. System-level improvements are focused on capacity to provide open space alternatives throughout the City. For this reason a single, city-wide service area is used to calculate the Spanish Fork City Parks Impact Fee.

IMPACT FEE FACILITIES PLAN (IFFP)

The IFFP identifies the required future facilities to serve anticipated new residential development at the current and proposed level of service (LOS). Table 31 shows the projects included in the parks, trails, and recreation IFFP.

Table 31: Community Parks and Trails IFFP

Project	2017	2018	2019	2020	2021	2022	2023	2025	TOTAL	
<i>Community Parks Acres</i>										
Group Campground	\$427,100								\$427,100	
Hansen Park	9	\$527,450	\$527,450						\$1,054,899	
NE Bench Park Final Phase	13.3			\$779,453	\$779,453				\$1,558,906	
Urban Forest Park Development	16					\$937,688	\$937,688		\$1,875,376	
River Park Engineering	6.1							\$50,000.00	\$50,000	
Legacy Farms East	8			\$1,577,688					\$1,577,688	
Legacy Farms West	15.5							\$1,018,924	\$1,018,924	
Park Land Purchase	20	\$800,000							\$800,000	
Subtotal Community Parks	87.9	\$427,100	\$1,327,450	\$527,450	\$2,357,141	\$779,453	\$937,688	\$937,688	\$1,068,924	\$8,362,893
<i>Trails</i>										
North Park Main St Connector Trail	\$68,800								\$68,800	
Arrowhead Connector Trail		\$150,000							\$150,000	
US-6 Cut Bridge to Maple Mountain Sub		\$236,500							\$236,500	
Justice Center Connector Trail			\$91,900						\$91,900	
River Connector Trail		\$500,000	\$2,900,000						\$3,400,000	
Trail Development based on Master Plan					\$100,000		\$100,000	\$100,000	\$300,000	
Subtotal Trails	\$68,800	\$886,500	\$2,991,900	\$0	\$100,000	\$0	\$100,000	\$100,000	\$4,247,200	
Total	\$495,900	\$2,213,950	\$3,519,350	\$2,357,141	\$879,453	\$937,688	\$1,037,688	\$1,168,924	\$12,610,093	
Grants & Other Funding		\$108,850	\$242,280		\$50,000		\$50,000	\$50,000	\$2,201,140	
IFFP TOTAL	\$495,900	\$2,105,100	\$3,277,070	\$2,357,141	\$829,453	\$937,688	\$987,688	\$1,118,924	\$10,408,953	

The IFFP identifies the facilities needed by 2025 to achieve the proposed LOS for acreage, improvements and facilities. Approximately 18 percent of the \$12.3 million facilities needed is anticipated to be funded with grants and other similar sources. The impact fee funded projects will cost \$10.1 million

MAXIMUM ALLOWABLE IMPACT FEE

The projects included in the \$9.3 million IFFP accommodate the projected growth by 9,688 new residents. The parks, trails, and recreation impact fee is levied only on new residential development. The maximum allowable impact fee per capita is \$962.67 (Table 32).

Table 32: Maximum Allowable Parks/Trails Impact Fee

Total Cost of IFFP	\$10,408,953
# of new residents	10,436
Cost/Capita	\$997.37
Maximum Allowable Impact Fee/Capita	\$997.37

Source: GSBS Richman

IMPACT FEE CREDITS

EXISTING FACILITIES

The Impact Fees Act requires the impact fee to achieve an equitable allocation of costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received. Current Spanish Fork City residents have paid for the existing parks, trails and recreation infrastructure through grants, impact fees and general fund. Spanish Fork City does not allocate property tax revenues to fund capital infrastructure. A credit for past payments on vacant undeveloped property is not appropriate.

EXISTING FACILITIES

The Impact Fees Act requires that the impact fee achieve an equitable allocation of costs borne in the past and to be borne in the future in comparison to the benefits already received and yet to be received. Current Spanish Fork City residents have paid for the existing parks infrastructure through impact fees and taxes. Parks have also been funded with CDBG grant funds and other donations. The City will continue to seek grants and other funds to supplement park and trail development activities.

Owners of developable property who contributed to the cost of the existing parks, trails, and recreation system through property taxes are entitled to a credit against impact fees to the roughly equal to their contribution.

The act also requires the City to distribute credits to developers if improvements included in the IFFP will eventually be funded by future fees, so that new development is not required to pay twice for the same improvement. As indicated in Table 31 approximately \$2.2 million of the \$12.3 million in park, trail, and recreation projects will be funded with grants and similar sources. A credit to the impact fee for future funds is not required.

SYSTEM IMPROVEMENTS RELATED TO NEW DEVELOPMENT/IMPACT FEE CALCULATION

The total recommended park, trail and recreation impact fee per capita is \$951.03. The average single family household size in Spanish Fork is 3.75, resulting in a single-family residential unit impact fee of \$3,556.36. This is a 7 percent decrease in the cost per single family unit. The actual demand and impact on the park, trail, and recreation system from each new development is correlated with the type of unit.

The impact fee calculation is based on the following formulas:

$$\text{SINGLE FAMILY/TOWNHOME RESIDENTIAL IMPACT FEE} = (\# \text{ OF UNITS} * 3.75) * \$951.03$$

$$\text{DUPLEX/MULTI FAMILY RESIDENTIAL IMPACT FEE} = (\# \text{ OF UNITS} * 2.13) * \$951.03$$

The standard impact can be reduced in response to specific project conditions and unusual circumstances. A developer may submit studies and data that show a need for fee adjustment based on the impact of new development on service levels. In the event that a developer demonstrates that actual impact will differ from the impact identified based on occupancy, the calculation will establish the anticipated impact in relation to the value per capita (i.e. demand relative to the single family household size * \$951.03.)

IMPACT FEE SCHEDULE

The park, trail, and recreation impact fee is charged at the time a building permit is issued. Table 33 shows the proposed park, trail, and recreation impact fee schedule.

Table 32: Park, Trail, & Recreation Impact Fee Schedule

Land Use	Average Occupation	Unit	Fee
Single-Family/Townhome	3.97	DU	\$3,959.56
Duplex/Multi-Family	2.26	DU	\$2,254.06
Non-Residential		1,000 SF	\$0.00

Source: GSBS Richman

PROPORTIONALITY

The impact fees as proposed are roughly proportional to the impact from new development based on current utilization patterns and household size to serve residential development. Park impact fees are charged only to residential development as parks are, generally, located and designed to serve the City's residential population. Although non-residential uses benefit from the presence of parks in the City, the nexus of benefit has not been established.

MANNER OF FINANCING

Impact fees will be used to achieve the proposed impact-fee eligible park, trail and recreation LOS. To the extent City residents wish to improve the current LOS, system-wide improvements beyond those funded through impact fees will be paid for through other funding mechanisms such as general funds, bonds, grants and donations.

Spanish Fork City has not, nor does it intend to bond for the construction of the park, trail, and recreation system.

CREDITS AGAINST IMPACT FEES

Credits may also be attributed to developers constructing, directly funding, or donating IFFP improvements in lieu of impact fees, including the dedication of land for improvements. To be eligible for a credit, a developer-funded project must be included in the IFFP, and the City must approve the project prior to construction of the improvements. This situation does not apply to development exactions intended to offset density or as a condition for development.

At the discretion of the City impact fees may be adjusted for low-income housing, subject to the identification of alternative sources of funding. The standard impact can also be reduced in response to specific project conditions and unusual circumstances. A developer may submit studies and data that show a need for fee adjustment based on the impact of new development on service levels.

EXTRAORDINARY COSTS AND TIME/PRICE DIFFERENTIAL

Extraordinary costs to service new park, trail and recreation facilities are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development.

ADOPTION, ACCOUNTING, EXPENDITURE, AND REFUNDS

ADOPTION

The Utah Impact Fees Act requires the preparation of an IFFP, impact fee analysis and impact fee enactment prior to adoption of an ordinance adopting or amending impact fees.

The IFFP for power, storm water, drinking water, pressurized irrigation, waste water, public safety transportation, and parks/trails/recreation facilities were prepared to identify existing excess capacity, existing deficiencies, current and proposed LOS and the facilities required to serve new development in Spanish Fork City through 2025.

The written impact fee analysis, using the analysis from the IFFP, identifies the impacts placed on facilities by development activity and how the impacts are related to new development. The analysis also calculates the roughly proportional share of costs of each facility identified in the IFFP attributable to new development and establishes the relative benefit each group will receive from the improvement. The analysis also includes an executive summary of the impact fee analysis providing a brief overview of the impact fee structure, methodology and cost basis used.

The impact fee enactment must be adopted by the City Council to enact the proposed fees. The ordinance may not impose a fee higher than the maximum legal fee defined in the written analysis, but may adopt a fee that is lower than the maximum fee. In addition, the ordinance must:

- establish one or more service areas
- include a schedule of the impact fees or the formula by which the fee is derived
- include provisions allowing the City to adjust or modify the fee to take into account any changes or unusual circumstances to ensure that the fee is administered fairly
- include provisions to adjust the fee if independent research or studies determine that it should be different
- include a provision allowing charter and public schools to request the inclusion of facilities on the IFFP and in the calculation of the impact fee

The Ordinance may be adopted following a fourteen (14) day noticing period and public hearing. Copies of the proposed Ordinance, written IFFP and Impact Fee Analysis must be made available to the public during the 14-day noticing period for public review and inspection in designated public places including the City offices and any public libraries within the jurisdiction. A public hearing shall be held at the end of the 14-day noticing period, at which point the Council may adopt, amend and adopt, or reject the Impact Fee Ordinance and proposed fee schedule.

ACCOUNTING

The Impact Fees Act requires that any entity imposing impact fees establish an interest bearing ledger account for each type of public facility for which an impact fee is collected. All impact fee receipts must be deposited into the appropriate account. Any interest earned in each account must remain in the corresponding account. At the end of each fiscal year, the City must prepare a report on each fund or account showing the source and amount of all monies collected, earned, and received by each account and each expenditure made from each account.

EXPENDITURE

The City may only expend impact fees for system improvements identified in the IFFP. All funds collected must be spent or encumbered within six years of collection or the City must provide an extraordinary or compelling reason why the fees must be held longer and provide an ultimate date by which the impact fees collected will be expended. Any fees retained beyond the six years without an extraordinary or compelling reason must be refunded. For the purposes of this analysis, it is assumed that the ultimate date by which impact fees will be spent is 2025. The improvement financed by impact fees must be owned and operated by the City or another local public entity with which the City has contracted or will contract for services and improvements that will be operated on the City's behalf.

REFUNDS

The City is required to refund any impact fees collected, plus interest earned since collection if:

1. A developer who has paid impact fees does not proceed with the development and has filed a written request for a refund,
2. The fees have not been spent or encumbered within six years, or
3. The new development which has paid impact fees has not created an impact upon the system.