Farmington City

Transportation Impact Fees Analysis

July 15, 2021

ZIONS PUBLIC FINANCE, INC.

Transportation Impact Fee Analysis

Summary

This Impact Fee Analysis (IFA) is based on the information provided in Farmington City's ("City") Roadway Impact Fee Facilities Plan ("IFFP") prepared by CRS Engineers.

Projected Growth. The IFFP projects that new development in the City is projected to grow by an estimated 51,238 average daily trips (ADTs) between 2021 and 2031. This growth will use up excess capacity on existing roads and will require the expansion of existing roads or development of new roads in order to maintain the existing levels of service.

Service Levels. The IFFP states that the current level of service (LOS) is LOS C and that LOS C should be maintained in the future.

Service Areas. The City includes one roadway service area as recommended by the City's engineers in the IFFP.

Excess Capacity. The IFFP identifies 16 projects with existing excess capacity with an actual cost of $45,208,900. Based on the IFFP, $10,570,521 of this excess capacity will be consumed over the next 10 years.

New Construction. The IFFP identifies a total of 34 projects necessitated by new development at a total cost of $505,042,635. However, Farmington is only responsible for $44,442,315 of the total costs as federal and state funds are available for some of the construction costs. The IFFP has adjusted this cost to reflect the fact that new development over the next 10 years is not responsible for pass-through traffic and for the excess capacity remaining in these new projects after 2030. Therefore, the total cost attributable to new development over the next ten years is $18,620,018.

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

TABLE 1: PROPORTIONATE SHARE ANALYSIS

Summary of Cost per Trip	Amount per ADT
Excess Capacity Buy-In	$206.30
New Improvements	$363.40
Consultant Costs	$0.63
Impact Fee Fund Balance Credit	($59.47)
Deficiency Credit	($1.45)
Cost per ADT	**$509.41**

The cost per ADT is $509.41

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

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

The City may choose to enact any fee up to the maximum fees shown below.

TABLE 2: MAXIMUM TRANSPORTATION IMPACT FEES

ITE Code	ITE Land Use	Unit	ITE Daily Trip Rate	Pass-By	Adjusted Trip Rate	Impact Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37		1.69	$858.36
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	3.93		1.97	$1,001.00
150	Warehousing	1000 Sq. Feet Gross Floor Area	1.74		0.87	$443.19
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	1.51		0.76	$384.61
210	Single-Family Detached Housing	Dwelling Unit	9.44		4.72	$2,404.44
220	Multi-Family (2 stories or less - typically townhomes)	Dwelling Unit	7.32		3.66	$1,864.46
221	Multi-Family (3-9 stories)	Dwelling Unit	5.44		2.72	$1,385.61
240	Mobile Home Park	Occupied Dwelling Unit	6.49		3.25	$1,653.05
254	Assisted Living Center	Bed	2.60		1.30	$662.24
310	Hotel	Room	8.36		4.18	$2,129.35
444	Movie Theater	1000 Sq. Feet Gross Floor Area	78.09		39.05	$19,890.09
520	Elementary School	Students	1.89		0.95	$481.40
522	Middle School / Junior High School	Students	2.13		1.07	$542.53
530	High School	Students	2.03		1.02	$517.06
534	Private School (K-8)	Students	4.11		2.06	$1,046.85
560	Church**	1000 Sq. Feet Gross Floor Area	27.63		13.82	$7,037.56
565	Day Care Center	1000 Sq. Feet Gross Floor Area	47.62		23.81	$12,129.16
590	Library	1000 Sq. Feet Gross Floor Area	72.05		36.03	$18,351.66
610	Hospital	1000 Sq. Feet Gross Floor Area	10.72		5.36	$2,730.46
710	General Office Building	1000 Sq. Feet Gross Floor Area	9.74		4.87	$2,480.85
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	34.80		17.40	$8,863.81
770	Business Park	1000 Sq. Feet Gross Floor Area	12.44		6.22	$3,168.56
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	18.05		9.03	$4,597.47
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	68.10		34.05	$17,345.56
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	37.75	34%	12.46	$6,346.03
840	Automobile Sales (New)	1000 Sq. Feet Gross Floor Area	27.84		13.92	$7,091.05

ITE Code	ITE Land Use	Unit	ITE Daily Trip Rate	Pass-By	Adjusted Trip Rate	Impact Fee
841	Automobile Sales (Used)	1000 Sq. Feet Gross Floor Area	27.06		13.53	$6,892.38
848	Tire Store	1000 Sq. Feet Gross Floor Area	28.52	28%	10.27	$5,230.26
850	Supermarket	1000 Sq. Feet Gross Floor Area	106.78	36%	34.17	$17,406.49
851	Convenience Market	1000 Sq. Feet Gross Floor Area	762.28	51%	186.76	$95,137.53
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	100.03	35%	32.51	$16,560.94
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	112.18	43%	31.97	$16,286.64
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	346.23	43%	98.68	$50,266.75
934	Restaurant with Drive Through Window	1000 Sq. Feet Gross Floor Area	470.95	50%	117.74	$59,977.18
942	Auto Care Center***	1000 Sq. Feet Gross Leasable Area	23.72		11.86	$6,041.66
944	Gasoline/Service Station	Fueling Position	172.01	42%	49.88	$25,411.07
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Leasable Area	1440.02	56%	316.80	$161,384.74
947	Self Service Car Wash	Wash Stall	108.00		54.00	$27,508.38

Utah Code Legal Requirements

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

Notice of Intent to Prepare Impact Fee Analysis

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

Preparation of Impact Fee Analysis

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

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

(1) An impact fee analysis shall:

(a) identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;

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

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

(d) estimate the proportionate share of:
  (i) the costs for existing capacity that will be recouped; and
  (ii) the costs of impacts on system improvements that are reasonably related to the new development activity; and

(e) identify how the impact fee was calculated.

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

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

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

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

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

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

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

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

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

Certification of Impact Fee Analysis

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

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

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

Consumption of Existing Capacity

Development activity in Farmington is based on both residential and nonresidential growth which generate increased demand on existing roads.

TABLE 3: CONSUMPTION OF EXISTING, EXCESS CAPACITY

Road Name	Historic Value	Excess Capacity	2016 Volume	LOS C Capacity	% Excess	% Used
200 East	$2,443,875	2000	7000	9000	22%	10%
Frontage Road	$2,503,800	4500	6000	10500	43%	25%
200 West	$668,850	2000	8500	10500	19%	25%
Lagoon Drive	$1,511,300	4500	6000	10500	43%	50%
Main Street	$4,590,000	0	10600	9000	0%	0%
650 West	$1,576,450	4150	2600	6750	61%	10%
Station Parkway	$802,500	4000	5000	9000	44%	80%
1100 West	$2,278,000	4500	3500	8000	56%	80%
1525 West	$1,677,600	4500	1500	6000	75%	100%
Glovers Lane	$5,276,800	4625	3625	8250	56%	80%
500 South	$471,825	4000	2000	6000	67%	50%
State Street	$5,182,800	2000	7000	9000	22%	10%
Clark Lane	$2,311,200	5000	5500	10500	48%	100%
Park Lane	$8,319,300	7600	16900	24500	31%	90%
Burke Lane	$1,090,800	4000	5000	9000	44%	80%
Shepard Drive	$4,503,800	2425	8825	11250	22%	80%

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

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

The IFFP identifies a total of 34 projects necessitated by new development at a total cost of $505,042,635. However, Farmington is only responsible for $44,442,315 of the total costs. The IFFP has adjusted this cost to reflect the fact that new development over the next 10 years is not responsible for pass-through traffic and for the excess capacity remaining in these new projects after 2030. Therefore, the total cost attributable to new development over the next ten years is $18,620,018.

TABLE 4: FARMINGTON CITY PORTION OF NEW CONSTRUCTION COSTS

Project #	Improvement Description	Total Cost	System 10-Year	System Beyond 10-Year	Existing Deficiency	Project	State or Federal Funds
1-1	UDOT North Legacy Connection Interchange at 950 North	$9,720,375	$0	$0	$0	$0	$9,720,375
1-2	Extension of 950 N from 2000 W to future W Davis Corridor Interchange	$4,104,419	$0	$0	$0	$0	$4,104,419
1-3	Extension of 950 N from 2000 W to future intersection with road to the North	$1,438,730	$143,873	$0	$0	$0	$1,294,857
1-4	Extension of 950 N from future intersection with road to the North	$1,152,978	$172,947	$57,649	$0	$0	$922,382
1-5	New intersection improvements at 950 N and 2000 W	$430,267	$43,027	$0	$0	$0	$387,240
1-6	New intersection improvements at 950 N and 1875 W	$579,255	$405,479	$173,777	$0	$0	$0
1-7	Road to North from future 950 N to Kaysville boundary w/ traffic calming	$1,522,553	$0	$0	$0	$1,522,553	$0
1-8	Road to North from Burke Lane to future 950 N	$10,444,685	$4,700,108	$0	$0	$5,744,577	$0
1-9	Road to north from Park Lane to Burke Lane	$16,994,328	$7,647,448	$0	$0	$9,346,880	$0
1-10	Intersection of future Road to North future 950 N	$545,559	$218,224	$54,556	$0	$272,780	$0
1-11	Burke Lane D&RG to 1525 W	$555,372	$70,305	$0	$0	$485,067	$0
1-12	Burke Lane 1525 W to Station Pkwy	$1,352,075	$365,060	$94,645.28	$0	$892,370	$0
1-13	Station Pkwy from Park Lane to Burke Lane	$372,700	$100,629	$26,089	$0	$245,982	$0
1-14	Trail and road intersection improvements at Burke Ln and D&RG	$225,974	$180,779	$45,195	$0	$0	$0
1-15a	Intersection at 1525 W and Burke Lane	$264,858	$71,512	$15,892	$0	$177,455	$0
1-15b	Signal 1525 W and Burke Lane Intersection	$392,510	$314,008	$78,502	$0	$0	$0

Project #	Improvement Description	Total Cost	System 10-Year	System Beyond 10-Year	Existing Deficiency	Project	State or Federal Funds
1-16	Park Ln extension to 1525 W	$433,719	$117,104	$26,023	$0	$290,592	$0
1-17	Intersection at Clark lane and Park Lane	$170,389	$170,389	$0	$0	$0	$0
1-18	Intersection and signal at Park Lane & Road to the North	$159,221	$159,221	$0	$0	$0	$0
2-1	New I-15 Interchange at Shepard Lane	$9,720,375	$0	$0	$0	$0	$9,720,375
2-2	Intersection Improvements at Shepard Lane/Frontage Road 1500 W	$555,450	$0	$0	$0	$0	$555,450
2-4	New signal at South Mountain Road and Main Street	$385,567	$385,567	$0	$0	$0	$0
2-7	700 W Extension - New Road Construction	$788,792	$70,991	$0	$0	$717,801	$0
2-8	Lagoon Drive Extension - new road construction	$2,972,749	$713,460	$0	$0	$2,259,289	$0
2-9	Main Street Drainage, Surface, Sidewalk and Related Improvements from Shepard Lane to Park Lane	$4,025,261	$603,789	$0	$0	$0	$3,421,472
2-10	Lower Compton Road curb, gutter, sidewalk and surface improvements from 1000 N to Main Street	$555,625	$0	$0	$111,125	$444,500	$0
2-11	Lagoon Drive & Hwy 89 Frontage Rd - Right-in Right-out Intersection	$358,935	$165,110	$0	$0	$193,825	$0
3-1	UDOT North Legacy Connection	$430,473,750	$0	$0	$0	$0	$430,473,750
3-2	1525 W curb, gutter, sidewalk and widening improvements from Clark Lane to Legacy Overpass	$2,063,828	$857,036	$60,340	$377,123	$769,330	$0
3-9	1100 W Extension from 500 S to Glovers Lane	$552,843	$420,161	$0	$0	$132,682	$0
3-12	500 S curb, gutter, sidewalk and	$1,047,581	$523,791	$0	$52,379	$471,412	$0

Project #	Improvement Description	Total Cost	System 10-Year	System Beyond 10-Year	Existing Deficiency	Project	State or Federal Funds
	widening improvements from 1100 W to 650 W						
4-2	Sidewalk improvements on Main St and 200 S	$63,059	$0	$0	$63,059	$0	$0
4-4	Frontage Road sidewalk on east side from Lund Lane to 200 W	$227,635	$0	$0	$0	$227,635	$0
4-5	Lund Lane improvements - existing road widening	$391,218	$0	$0	$54,770	$336,447	$0
	TOTAL 1-6 Years	**$505,042,635**	**$18,620,018**	**$632,668**	**$658,456**	**$24,531,177**	**$460,600,320**

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

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

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

Buy-In Calculation for Excess Capacity

The IFFP identifies 16 projects with existing excess capacity with an actual cost of $45,208,900. Based on the IFFP, $10,570,521 of this excess capacity will be consumed over the next 10 years.

TABLE 5: PROPORTIONATE SHARE CALCULATION – EXISTING EXCESS CAPACITY

Excess Capacity	Amount
Cost Attributable to Next 10 Years	$10,570,521
Growth in ADTs, 2021-2031	51,238
Cost per ADT	**$206.30**

New Construction Cost Calculation

In order to maintain its LOS C, the City will need to construct additional facilities, as identified previously. New construction costs are calculated as follows:

TABLE 6: NEW CONSTRUCTION COST PROPORTIONATE SHARE CALCULATION

Cost of New Construction	Amount
Cost of Capacity Consumed, 2021-2031	$18,620,018
Growth in ADTs 2021-2031	51,238
Cost per ADT	**$363.40**

Other Cost Calculations

Utah law allows for the cost of developing the Impact Fee Facility Plan and Impact Fee Analysis to be included in the calculation of impact fees. These costs are then shared proportionately among the additional trips generated between 2021 and 2030.

TABLE 7: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consultant Costs	Amount
CRS Costs	$25,000
ZPFI Costs	$7,500
Cost per ADT	**$0.63**

A credit must be made for the impact fee fund balance of $3,047,317.[1]

TABLE 8: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Impact Fee Fund Balance	
Impact Fee Fund Balance	$3,047,317
Growth in ADTs 2021-2031	51,238
Credit per ADT	**($59.47)**

A credit must also be made for the portion of new construction projects that will benefit existing development. Based on input provided by CRS Engineers, the following portions of the new construction projects are anticipated to cure existing deficiencies and benefit existing development.

TABLE 9: NEW CONSTRUCTION CREDIT AMOUNT

Project #	Improvement Description	Total Cost	Existing Deficiency
1-1	UDOT North Legacy Connection Interchange at 950 North	$9,720,375	$0
1-2	Extension of 950 N from 2000 W to future W Davis Corridor Interchange	$4,104,419	$0
1-3	Extension of 950 N from 2000 W to future intersection with road to the North	$1,438,730	$0
1-4	Extension of 950 N from future intersection with road to the North	$1,152,978	$0
1-5	New intersection improvements at 950 N and 2000 W	$430,267	$0
1-6	New intersection improvements at 950 N and 1875 W	$579,255	$0
1-7	Road to North from future 950 N to Kaysville boundary w/ traffic calming	$1,522,553	$0

[1] Source: Farmington City, June 16, 2021

Project #	Improvement Description	Total Cost	Existing Deficiency
1-8	Road to North from Burke Lane to future 950 N	$10,444,685	$0
1-9	Road to north from Park Lane to Burke Lane	$16,994,328	$0
1-10	Intersection of future Road to North future 950 N	$545,559	$0
1-11	Burke Lane D&RG to 1525 W	$555,372	$0
1-12	Burke Lane 1525 W to Station Pkwy	$1,352,075	$0
1-13	Station Pkwy from Park Lane to Burke Lane	$372,700	$0
1-14	Trail and road intersection improvements at Burke Ln and D&RG	$225,974	$0
1-15a	Intersection at 1525 W and Burke Lane	$264,858	$0
1-15b	Signal 1525 W and Burke Lane Intersection	$392,510	$0
1-16	Park Ln extension to 1525 W	$433,719	$0
1-17	Intersection at Clark lane and Park Lane	$170,389	$0
1-18	Intersection and signal at Park Lane & Road to the North	$159,221	$0
2-1	New I-15 Interchange at Shepard Lane	$9,720,375	$0
2-2	Intersection Improvements at Shepard Lane/Frontage Road 1500 W	$555,450	$0
2-4	New signal at South Mountain Road and Main Street	$385,567	$0
2-7	700 W Extension - New Road Construction	$788,792	$0
2-8	Lagoon Drive Extension - new road construction	$2,972,749	$0
2-9	Main Street Drainage, Surface, Sidewalk and Related Improvements from Shepard Lane to Park Lane	$4,025,261	$0
2-10	Lower Compton Road curb, gutter, sidewalk and surface improvements from 1000 N to Main Street	$555,625	$111,125
2-11	Lagoon Drive & Hwy 89 Frontage Rd - Right-in Right-out Intersection	$358,935	$0
3-1	UDOT North Legacy Connection	$430,473,750	$0
3-2	1525 W curb, gutter, sidewalk and widening improvements from Clark Lane to Legacy Overpass	$2,063,828	$377,123
3-9	1100 W Extension from 500 S to Glovers Lane	$552,843	$0
3-12	500 S curb, gutter, sidewalk and widening improvements from 1100 W to 650 W	$1,047,581	$52,379
4-2	Sidewalk improvements on Main St and 200 S	$63,059	$63,059
4-4	Frontage Road sidewalk on east side from Lund Lane to 200 W	$227,635	$0
4-5	Lund Lane improvements - existing road widening	$391,218	$54,770
	TOTAL 1-6 Yrs	**$505,042,635**	**$658,456**

Therefore, a credit must be made for the $658,456 that will benefit existing development. The analysis assumes that payments for deficiencies are spread equally over 10 years.

TABLE 10: PROPORTIONATE SHARE CALCULATION – CREDITS

Year	Payment	ADTs	Payment per ADT	NPV*
2022	$65,845.60	278,309	$0.24	$1.79
2023	$65,845.60	283,128	$0.23	$1.62
2024	$65,845.60	288,031	$0.23	$1.46
2025	$65,845.60	293,018	$0.22	$1.29
2026	$65,845.60	298,092	$0.22	$1.11

Year	Payment	ADTs	Payment per ADT	NPV*
2027	$65,845.60	303,254	$0.22	$0.94
2028	$65,845.60	308,505	$0.21	$0.76
2029	$65,845.60	313,847	$0.21	$0.57
2030	$65,845.60	319,281	$0.21	$0.39
2031	$65,845.60	324,810	$0.20	$0.19

**NPV = net present value discounted at 4 percent*

Summary of Impact Fees

The cost per ADT is $509.41.

TABLE 11: SUMMARY OF COST PER ADT

	Amount
Excess Capacity Buy-In	$206.30
New Improvements	$363.40
Consultant Costs	$0.63
Impact Fee Fund Balance	($59.47)
Deficiency Credit	($1.45)
TOTAL	**$509.41**

The total cost per trip is then applied to the ADTs generated by various land use types. The more trips that are associated with a particular land use or development, the greater its impact on the street system. However, ITE trips need to divided in half in order to avoid double-counting such as when a person leaves home and goes to work.

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

TABLE 12: SUMMARY OF MAXIMUM IMPACT FEES

ITE Code	ITE Land Use	Unit	ITE Daily Trip Rate	Pass-By	Adjusted Trip Rate	Impact Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	3.37		1.69	$858.36
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	3.93		1.97	$1,001.00
150	Warehousing	1000 Sq. Feet Gross Floor Area	1.74		0.87	$443.19
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	1.51		0.76	$384.61
210	Single-Family Detached Housing	Dwelling Unit	9.44		4.72	$2,404.44
220	Multi-Family (2 stories or less - typically townhomes)	Dwelling Unit	7.32		3.66	$1,864.46
221	Multi-Family (3-9 stories)	Dwelling Unit	5.44		2.72	$1,385.61

ITE Code	ITE Land Use	Unit	ITE Daily Trip Rate	Pass-By	Adjusted Trip Rate	Impact Fee
240	Mobile Home Park	Occupied Dwelling Unit	6.49		3.25	$1,653.05
254	Assisted Living Center	Bed	2.60		1.30	$662.24
310	Hotel	Room	8.36		4.18	$2,129.35
444	Movie Theater	1000 Sq. Feet Gross Floor Area	78.09		39.05	$19,890.09
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530	High School	Students	2.03		1.02	$517.06
534	Private School (K-8)	Students	4.11		2.06	$1,046.85
560	Church**	1000 Sq. Feet Gross Floor Area	27.63		13.82	$7,037.56
565	Day Care Center	1000 Sq. Feet Gross Floor Area	47.62		23.81	$12,129.16
590	Library	1000 Sq. Feet Gross Floor Area	72.05		36.03	$18,351.66
610	Hospital	1000 Sq. Feet Gross Floor Area	10.72		5.36	$2,730.46
710	General Office Building	1000 Sq. Feet Gross Floor Area	9.74		4.87	$2,480.85
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	34.80		17.40	$8,863.81
770	Business Park	1000 Sq. Feet Gross Floor Area	12.44		6.22	$3,168.56
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	18.05		9.03	$4,597.47
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	68.10		34.05	$17,345.56
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	37.75	34%	12.46	$6,346.03
840	Automobile Sales (New)	1000 Sq. Feet Gross Floor Area	27.84		13.92	$7,091.05
841	Automobile Sales (Used)	1000 Sq. Feet Gross Floor Area	27.06		13.53	$6,892.38
848	Tire Store	1000 Sq. Feet Gross Floor Area	28.52	28%	10.27	$5,230.26
850	Supermarket	1000 Sq. Feet Gross Floor Area	106.78	36%	34.17	$17,406.49
851	Convenience Market	1000 Sq. Feet Gross Floor Area	762.28	51%	186.76	$95,137.53
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	100.03	35%	32.51	$16,560.94
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	112.18	43%	31.97	$16,286.64
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	346.23	43%	98.68	$50,266.75
934	Restaurant with Drive Through Window	1000 Sq. Feet Gross Floor Area	470.95	50%	117.74	$59,977.18
942	Auto Care Center***	1000 Sq. Feet Gross Leasable Area	23.72		11.86	$6,041.66
944	Gasoline/Service Station	Fueling Position	172.01	42%	49.88	$25,411.07

ITE Code	ITE Land Use	Unit	ITE Daily Trip Rate	Pass-By	Adjusted Trip Rate	Impact Fee
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Leasable Area	1440.02	56%	316.80	$161,384.74
947	Self Service Car Wash	Wash Stall	108.00		54.00	$27,508.38

Calculation of Credits

The City does not have any outstanding roadway bonds for which credits need to be made against the impact fees.

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

Certification

Zions Public Finance, Inc. certifies that the attached impact fee analysis:

1. Includes only the costs of public facilities that are:
    a. allowed under the Impact Fees Act; and
    b. actually incurred; or
    c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;

2. Does not include:
    a. costs of operation and maintenance of public facilities;
    b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; or
    c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;

3. Offsets costs with grants or other alternate sources of payment; and

4. Complies in each and every relevant respect with the Impact Fees Act.