



Syracuse City

Transportation Impact Fee Analysis
Amended
July 9, 2019

Amended Transportation Impact Fee Analysis

Summary

This Amended Impact Fee Analysis (IFA) is based off of the information provided in the City's Roadway Impact Fee Facilities Plan ("IFFP") dated November 2015 and prepared by Horrocks Engineers, as used in the Impact Fee Analysis dated January 2016. This Amended Impact Fee Analysis includes only new trip generation and pass-by rates as provided in the Institute of Transportation Engineers' Trip Generation Manual, 10th edition.

Projected Growth. The IFFP projects that new development in Syracuse City is projected to grow by an estimated 8,000 PM peak hour trips¹ between 2015 and 2025 – from 26,300 one-way PM peak hour trips in 2015 to 34,300 trips in 2025. 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 the "IFFP will not make any changes to the existing level of service, and LOS C will be the standard by which future growth will be evaluated" (p. 44).

Service Areas. Syracuse City ("City") includes one roadway service area as recommended by the City's engineers in the IFFP.

Excess Capacity. Syracuse City's IFFP identifies excess capacity on major streets in the City's roadway system. Total capacity on the existing roads identified as part of the IFFP is 30,000 ADTs, with a 2015 volume of 21,700 ADTs, resulting in excess capacity of 8,300 ADTs² or approximately 28 percent of existing capacity. The actual cost of the existing roads with excess capacity is \$10,898,017. All of the excess capacity will be consumed by 2025.

Therefore, new development will be responsible to buy-in to the remaining 28 percent of excess capacity which has an actual cost of \$3,015,118 (\$10,898,017 multiplied by the 28 percent of excess capacity).

New Construction. Syracuse City's IFFP identifies a total of 12 projects necessitated by new development at a total cost of \$62,980,000. However, four of the projects will be funded by UDOT and are therefore not eligible for impact fees. Of the remaining eight projects, two will share costs between the City and Wasatch Front Regional Council (WFRC). Therefore, Syracuse is responsible for only \$15,030,000 of the total new construction costs necessitated by new growth. This number is further adjusted to reflect the fact that new development is not responsible for pass-through traffic and for the excess capacity remaining in these new projects after 2025. Therefore, the total cost attributable to new development through 2025 years is \$8,699,391.

¹ A PM peak hour trip is defined as a single or one-directional vehicle movement to or from a site between the hours of 4 p.m. and 6 p.m.

² Excess capacity has been measured in terms of ADTs; new construction demand has been measured in terms of PM peak hour demand. All impact fee calculations have been made in terms of PM peak hour demand.

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

TABLE 1: PROPORTIONATE SHARE ANALYSIS

Summary of Cost per Trip	Amount
Buy-In to Excess Capacity	\$376.89
New Construction	\$1,087.42
Consultant Cost	\$1.04
Fund Balance Credit	(\$8.40)
Cost per PM Peak Hour Trip	\$1,456.96

The maximum fee per PM peak hour trip is \$1,456.96.

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

TABLE 2: MAXIMUM TRANSPORTATION IMPACT FEES

Category	Units; Per	ITE Trips	Pass-Thru	Adjusted Trips	Maximum Fee PM Peak Fee
130 - Industrial Park	1000 Sq. Feet Gross Floor Area	0.85		0.43	\$619.21
140 - General Manufacturing *	1000 Sq. Feet Gross Floor Area	0.73		0.37	\$531.79
151 - Storage Units	1000 Sq. Feet Rentable Storage Area	0.26		0.13	\$189.40
152 - Warehouse / Distribution Center	1000 Sq. Feet Gross Floor Area	0.12		0.06	\$87.42
210 - Single-Family Detached Housing	Dwelling Unit	1.00		0.50	\$728.48
220 - Multi-Family / Apartment (Greater than 4 Units)	Dwelling Unit	0.62		0.31	\$451.66
230 - Multi-Family / Condo, Townhouse, Duplex, Triplex, Quadplex	Dwelling Unit	0.52		0.26	\$378.81
240 - Mobile Home / RV Park	Dwelling Lot	0.59		0.30	\$429.80
254 - Assisted Living Center	Bed	0.22		0.11	\$160.27
310 - Hotel	Room	0.60		0.30	\$437.09
444 - Movie Theatre < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80		1.90	\$2,768.21
445 - Movie Theatre > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91		2.46	\$3,576.83
492 - Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.53		1.77	\$2,571.53
520 - Elementary School	1000 Sq. Feet Gross Floor Area	1.21		0.61	\$881.46
522 - Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	1.19		0.60	\$866.89

Category	Units; Per	ITE Trips	Pass-Thru	Adjusted Trips	Maximum Fee PM Peak Fee
530 - High School	1000 Sq. Feet Gross Floor Area	0.97		0.49	\$706.62
534 - Private School (K-8)	1000 Sq. Feet Gross Floor Area	0.60		0.30	\$437.09
560 - Church	1000 Sq. Feet Gross Floor Area	0.55		0.28	\$400.66
565 - Day Care Center	1000 Sq. Feet Gross Floor Area	12.34		6.17	\$8,989.41
590 - Library	1000 Sq. Feet Gross Floor Area	7.30		3.65	\$5,317.89
610 - Hospital	1000 Sq. Feet Gross Floor Area	0.93		0.47	\$677.48
710 - General Office Building	1000 Sq. Feet Gross Floor Area	1.49		0.75	\$1,085.43
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.57		1.79	\$2,600.67
770 - Business Park	1000 Sq. Feet Gross Floor Area	1.26		0.63	\$917.88
812 - Building Materials and Lumber Store	1000 Sq. Feet Gross Floor Area	4.49		2.25	\$3,270.86
817 - Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94		3.47	\$5,055.63
820 - Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.71	34%	1.22	\$1,783.75
826 - Specialty Retail Center	1000 Sq. Feet Gross Leasable Area	2.71		1.36	\$1,974.17
841 - Automobile Car Sales	1000 Sq. Feet Gross Floor Area	5.98		2.99	\$4,356.30
848 - Tire Store	1000 Sq. Feet Gross Floor Area	4.15	28%	1.49	\$2,176.69
850 - Supermarket	1000 Sq. Feet Gross Floor Area	9.48	36%	3.03	\$4,419.82
851 - Convenience Store	1000 Sq. Feet Gross Floor Area	52.41	61%	10.22	\$14,890.01
912 - Bank / Financial Institution	1000 Sq. Feet Gross Floor Area	24.30	47%	6.44	\$9,382.06
918 - Hair / Nails / Massage / Beauty Salon / Day Spa	1000 Sq. Feet Gross Floor Area	1.45		0.73	\$1,056.29
932 - Restaurant, Sit-Down	1000 Sq. Feet Gross Floor Area	9.85	44%	2.76	\$4,018.28
933 - Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	26.15	43%	7.45	\$10,858.32
934 - Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	32.65	50%	8.16	\$11,892.40
942 - Auto Care Center	1000 Sq. Feet Occupied Gross Leasable Area	3.11		1.56	\$2,265.57
944 - Gasoline/Service	Fueling Position	13.87	42%	4.02	\$5,860.31

Category	Units; Per	ITE Trips	Pass-Thru	Adjusted Trips	Maximum Fee PM Peak Fee
Station					
945 - Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	97.47	56%	21.44	\$31,242.07
947 - Self Service Car Wash	Wash Stall	5.54		2.77	\$4,035.77
948 - Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12		7.06	\$10,286.10

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. (ZPFI) 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 by posting notice.

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 Syracuse is based on both residential and nonresidential growth. Growth projections are then used by the City's engineers as inputs in the Wasatch Front Regional Council – Mountainland Association of Government regional travel demand model to forecast trip generation. Based on existing capacity and existing volumes on roads that qualify for impact fee reimbursement, the City's roads currently have excess capacity of 8,300 ADTs,³ given a LOS C.

TABLE 3: EXISTING AND EXCESS CAPACITY

	Location	Existing Capacity - ADTs	Existing Volume - ADTs	Excess Capacity - ADTs	Excess Capacity %
14	1000 West: SR-193 to Bluff Street	10,000	7,600	2,400	24%
16	2000 West: 1700 South to 2700 South	10,000	8,300	1,700	17%
20	Bluff Street & Gentile Street: 1000 West to 500 West (3700 West Layton)	10,000	5,800	4,200	42%
TOTAL		30,000	21,700	8,300	

The cost associated with these roads with excess capacity, in \$2015, is as follows:

TABLE 4: COST OF EXCESS CAPACITY OF EXISTING ROADS (\$2015)

Project	Length (ft)	Existing Total Cost	Cost per linear foot
1000 West: SR-198 to Bluff Street (Syracuse Portion)	14,100	\$29,860,000	\$2,117.73
2000 West: 1700 South to 2700 South	5,300	\$11,300,000	\$2,132.08
Bluff Street & Gentile Street: 1000 West to 500 West (3700 West Layton)	4,500	\$8,290,000	\$1,842.22
TOTAL		\$49,450,000	

However, Utah law clearly specifies that buy-in to excess capacity must be calculated based on the actual cost of constructing the roads and not on current costs. Therefore, the above cost of \$49,450,000 has been reduced to \$10,898,017 to reflect the actual cost of the roads at the time of construction. Further, the excess capacity represents only 28 percent (the ratio of excess capacity of 8,300 ADTs to total capacity of 30,000 ADTs) of the road costs, or \$3,015,118.

³ ADTs are used to calculate excess capacity in the system; PM peak hour trips are used to calculate new construction needs. The ADTs used for excess capacity are later converted to PM peak hour trips in the calculation of impact fees.

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)

Syracuse City's Transportation IFFP identifies a total of 12 projects necessitated by new development at a total cost of \$62,980,000. However, four of the projects will be funded by UDOT and are therefore not eligible for impact fees. Of the remaining eight projects, two will share costs between the City and Wasatch Front Regional Council (WFRC). Therefore, Syracuse is responsible for only \$15,030,000 of the total new construction costs necessitated by new growth.

These are the projects identified in the IFFP as necessary to maintain a LOS C.

TABLE 5: SYRACUSE CITY PORTION OF NEW CONSTRUCTION COSTS

Project	Location	Total Price	Funding Source	Syracuse City %	Syracuse City Total
1	SR-193 Extension: 2000 West to 4000 West	\$21,690,000	UDOT	0%	\$0
2	2500 West Extension: 700 South to SR-193	\$1,860,000	City	8%	\$160,000
4	450 South: 1550 West to 2000 West	\$2,660,000	City	25%	\$670,000
5	1200 South: Extension to 3000 West	\$820,000	City	8%	\$70,000
6	Bluff Street Re-Route due to West Davis Corridor (New Portion)	\$2,230,000	UDOT	0%	\$0
12	500 West (3700 West Layton) Extension to 1700 South (Syracuse)	\$1,030,000	City/WFRC	8%	\$80,000
14	1000 West: SR-193 to Bluff Street	\$8,580,000	City	100%	\$8,580,000
15	2000 West: SR-193 to 1700 South	\$9,340,000	UDOT	0%	\$0
16	2000 West: 1700 South to 2700 South	\$4,750,000	City	100%	\$4,750,000
19	1700 South: 3000 West to 2000 West	\$5,410,000	UDOT	0%	\$0
20	Bluff Street & Gentile Street: 1000 West to 500 West (3700 West Layton)	\$4,230,000	City/WFRC	8%	\$340,000
21	Roundabout: 3000 West & 700 South	\$380,000	City	100%	\$380,000
TOTAL		\$62,980,000			\$15,030,000

The total costs for which Syracuse City is responsible need to be further adjusted to reduce costs for pass-through trips which must be shared by the community as a whole. Finally, there will be excess

capacity on many of these roads in 2025; therefore, new development can only be expected to pay for the actual portion of the road needs that it generates and not for the excess capacity.

TABLE 6: SYRACUSE CITY PORTION OF NEW CONSTRUCTION COSTS ADJUSTED FOR PASS-THROUGH TRIPS AND EXCESS CAPACITY

Project	Location	Syracuse City Total	% Pass-Through Traffic	Syracuse Reduction Amount for Pass Through	Excess Capacity %	Syracuse Reduction Amount for Excess Capacity
1	SR-193 Extension: 2000 West to 4000 West	\$0	NA		NA	
2	2500 West Extension: 700 South to SR-193	\$160,000	6%	\$150,400	68%	\$48,128
4	450 South: 1550 West to 2000 West	\$670,000	5%	\$636,500	71%	\$184,585
5	1200 South: Extension to 3000 West	\$70,000	11%	\$62,300	56%	\$27,412
6	Bluff Street Re-Route due to West Davis Corridor (New Portion)	\$0	NA		NA	
12	500 West (3700 West Layton) Extension to 1700 South (Syracuse)	\$80,000	6%	\$75,200	51%	\$36,848
14	1000 West: SR-193 to Bluff Street	\$8,580,000	24%	\$6,520,800	21%	\$5,151,432
15	2000 West: SR-193 to 1700 South	\$0		\$0	NA	
16	2000 West: 1700 South to 2700 South	\$4,750,000	18%	\$3,895,000	18%	\$3,193,900
19	1700 South: 3000 West to 2000 West	\$0		\$0	NA	
20	Bluff Street & Gentile Street: 1000 West to 500 West (3700 West Layton)	\$340,000	27%	\$248,200	77%	\$57,086
21	Roundabout: 3000 West & 700 South	\$380,000	NA		NA	
TOTAL		\$15,030,000		\$11,588,400		\$8,699,391

The total cost of \$8,699,391 attributable to new development between 2015 and 2025 must be shared proportionately between the additional PM peak hour trips projected for that time period. PM peak hour trip demand citywide is projected to grow from 26,300 PM peak hour trips in 2015 to 34,300 PM peak hour trips in 2025 – an increase of 8,000 PM peak hour trips over the 10-year period. While volume on the existing roads with excess capacity will actually decrease, volume will increase on new roads constructed. Therefore, the increased volume and capacity impacts need to be viewed as part of an overall system of roads.

TABLE 7: GROWTH IN PM PEAK HOUR TRIPS ON ROADS WITH NEW CONSTRUCTION COSTS

Project	Location	2025 Capacity	2025 Volume	Excess Capacity in 2025
1	SR-193 Extension: 2000 West to 4000 West	NA	NA	NA

Project	Location	2025 Capacity	2025 Volume	Excess Capacity in 2025
2	2500 West Extension: 700 South to SR-193	5,000	1,600	3,400
4	450 South: 1550 West to 2000 West	11,500	3,300	8,200
5	1200 South: Extension to 3000 West	5,000	2,200	2,800
6	Bluff Street Re-Route due to West Davis Corridor (New Portion)	NA	NA	NA
12	500 West (3700 West Layton) Extension to 1700 South (Syracuse)	11,500	5,600	5,900
14	1000 West: SR-193 to Bluff Street	11,500	9,100	2,400
15	2000 West: SR-193 to 1700 South	NA	NA	NA
16	2000 West: 1700 South to 2700 South	11,500	9,400	2,100
19	1700 South: 3000 West to 2000 West	NA	NA	NA
20	Bluff Street & Gentile Street: 1000 West to 500 West (3700 West Layton)	11,500	2,600	8,900
21	Roundabout: 3000 West & 700 South	NA	NA	NA
TOTAL		67,500	33,800	33,700

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 calculates the proportionate share of the 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

Specific roads, costs and additional trips were identified previously in this IFA. The proportionate share calculation simply takes the cost of the excess capacity that is consumed between 2015 and 2025 and proportionately shares that amount among the additional trips generated during that time period.

TABLE 8: PROPORTIONATE SHARE CALCULATION – BUY-IN TO EXCESS CAPACITY

Category	Amount
Value of Existing Capacity \$2015	\$49,450,000
Construction Cost Deflator	22%
Actual Cost Estimate	\$10,898,017
Excess Capacity	28%
Value of Excess Capacity	\$3,015,118
Growth in PM Peak Hour Trips 2015-2025	8,000
Cost per PM Peak Hour Trip Cost	\$376.89

New Construction Cost Calculation

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

TABLE 9: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COST OF NEW

New Construction	Amount
Cost of New Construction Attributable to Syracuse Growth from 2015 to 2025 - Reduced for Pass-Through Traffic and Excess Capacity	\$8,699,391
PM Peak Hour Trips 2015	26,300
PM Peak Hour Trips 2025	34,300
PM Peak Hour Trip Growth 2015-2040	8,000
Cost per PM Peak Hour Trip Cost	\$1,087.42

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 2015 and 2025.

TABLE 10: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consulting Costs	Amount
Horrocks - IFFP	\$3,330.00
ZBPF - IFA (est.)	\$5,000.00
PM Peak Hour Trip Growth 2015-2025	8,000
Consultant Cost per PM Peak Hour Trip	\$1.04

Syracuse City also has an impact fee fund balance of \$124,314.78 as of June 2015. These funds can be used to offset the costs of new construction associated with the impact fee calculations shown above.

TABLE 11: IMPACT FEE CREDITS FOR FUND BALANCE

Category	Amount
Roadway Impact Fee Fund Balance as of January 31, 2015	\$124,314.78

Category	Amount
Total Trips 2015-2025	14,800
Impact Fee Credit per ADT	(\$8.40)

Summary of Impact Fees

TABLE 12: SUMMARY OF GROSS IMPACT FEE

Summary of Cost per PM Peak Hour Trip	Amount
Buy-In to Excess Capacity	\$376.89
New Construction	\$1,087.42
Consultant cost	\$1.04
Fund Balance Credit	(\$8.40)
Cost per PM Peak Hour Trip	\$1,456.96

The total cost per trip is then applied to the daily PM peak hour trips 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.

The IFFP explains that trips generated need to be divided by two in order to avoid double-counting such as when a person leaves home and goes to work.

“There is a minor discrepancy in the way ITE calculates trips and the way trips or roadway volumes are calculated in the travel demand modeling used in the Syracuse TMP. This discrepancy is explained by the model roadway volumes and capacities being calculated using daily traffic volumes rather than trips on the roadway. Essentially this means that a travel demand model “trip” or unit of volume is counted once as a vehicle leaves home, travels on the road network and then arrives at work. This vehicle will only be counted as it travels on the roadway network. The ITE Trip Generation method uses driveway counts as its measure of a trip. Therefore, a vehicle making the same journey will be counted once as it leaves home and once again as it arrives at work for a total of two trips. This can be rectified simply by adjusting the ITE Trip Generation rates by one-half.”⁴

This adjustment by 50 percent has been made in the calculation of impact fees shown below. The fees have been further adjusted to account for pass-by trips. Pass-by trips occur when multiple stops are made, such as leaving home for work in the morning and stopping along the way to get gas and buy a doughnut. The pass-by trip reduction factors are taken directly from the Institute of Transportation Engineers’ Trip Generation Manual, 10th ed.

TABLE 13: SUMMARY OF GROSS IMPACT FEE

Category	Units; Per	ITE Trips	Pass-By	Adjusted Trips	Maximum Fee PM Peak Fee
130 - Industrial Park	1000 Sq. Feet Gross Floor Area	0.85		0.43	\$619.21

⁴ Horrocks, Impact Fee Facilities Plan, p. 43

Category	Units; Per	ITE Trips	Pass-By	Adjusted Trips	Maximum Fee PM Peak Fee
140 - General Manufacturing *	1000 Sq. Feet Gross Floor Area	0.73		0.37	\$531.79
151 - Storage Units	1000 Sq. Feet Rentable Storage Area	0.26		0.13	\$189.40
152 - Warehouse / Distribution Center	1000 Sq. Feet Gross Floor Area	0.12		0.06	\$87.42
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522 - Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	1.19		0.60	\$866.89
530 - High School	1000 Sq. Feet Gross Floor Area	0.97		0.49	\$706.62
534 - Private School (K-8)	1000 Sq. Feet Gross Floor Area	0.60		0.30	\$437.09
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565 - Day Care Center	1000 Sq. Feet Gross Floor Area	12.34		6.17	\$8,989.41
590 - Library	1000 Sq. Feet Gross Floor Area	7.30		3.65	\$5,317.89
610 - Hospital	1000 Sq. Feet Gross Floor Area	0.93		0.47	\$677.48
710 - General Office Building	1000 Sq. Feet Gross Floor Area	1.49		0.75	\$1,085.43
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.57		1.79	\$2,600.67
770 - Business Park	1000 Sq. Feet Gross Floor Area	1.26		0.63	\$917.88
812 - Building Materials and Lumber Store	1000 Sq. Feet Gross Floor Area	4.49		2.25	\$3,270.86

Category	Units; Per	ITE Trips	Pass-By	Adjusted Trips	Maximum Fee PM Peak Fee
817 - Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94		3.47	\$5,055.63
820 - Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.71	34%	1.22	\$1,783.75
826 - Specialty Retail Center	1000 Sq. Feet Gross Leasable Area	2.71		1.36	\$1,974.17
841 - Automobile Car Sales	1000 Sq. Feet Gross Floor Area	5.98		2.99	\$4,356.30
848 - Tire Store	1000 Sq. Feet Gross Floor Area	4.15	28%	1.49	\$2,176.69
850 - Supermarket	1000 Sq. Feet Gross Floor Area	9.48	36%	3.03	\$4,419.82
851 - Convenience Store	1000 Sq. Feet Gross Floor Area	52.41	61%	10.22	\$14,890.01
912 - Bank / Financial Institution	1000 Sq. Feet Gross Floor Area	24.30	47%	6.44	\$9,382.06
918 - Hair / Nails / Massage / Beauty Salon / Day Spa	1000 Sq. Feet Gross Floor Area	1.45		0.73	\$1,056.29
932 - Restaurant, Sit-Down	1000 Sq. Feet Gross Floor Area	9.85	44%	2.76	\$4,018.28
933 - Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	26.15	43%	7.45	\$10,858.32
934 - Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	32.65	50%	8.16	\$11,892.40
942 - Auto Care Center	1000 Sq. Feet Occupied Gross Leasable Area	3.11		1.56	\$2,265.57
944 - Gasoline/Service Station	Fueling Position	13.87	42%	4.02	\$5,860.31
945 - Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	97.47	56%	21.44	\$31,242.07
947 - Self Service Car Wash	Wash Stall	5.54		2.77	\$4,035.77
948 - Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12		7.06	\$10,286.10

Calculation of Credits

There is no general obligation or revenue bond outstanding debt on the roadway system and therefore no credits have been applied.

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 Bank Public Finance 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.