



Impact Fee Analysis



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City of Saratoga Springs | Transportation Impact Fee Analysis

Transportation Impact Fee Analysis



Summary

This Impact Fee Analysis (IFA) is based on the information provided in the City's Roadway Impact Fee Facilities Plan ("IFFP") dated April 2020 and prepared by Horrocks Engineers.

Projected Growth. The IFFP projects that new development in the City of Saratoga Springs ("City") is projected to grow by an estimated 15,101 PM peak trips between 2020 and 2030 – from 9,010 PM peak hour trips in 2020 to 24,111 trips in 2030. 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 existing level of service (LOS) is LOS D and that the "IFFP will not make any changes to the existing level of service, and LOS D will be the standard by which future growth will be evaluated" (p. 4). Therefore, the proposed LOS is also LOS D.

Service Areas. The City includes one roadway service area.

System Improvements. Only improvements to "collector" streets and "arterials" are considered "system improvements" and are eligible to be funded with impact fees.

Excess Capacity. The City's IFFP identifies current excess capacity on 26 streets. The actual cost of these improvements is eligible to be included in the calculation of impact fees. The City has identified \$2,596,615 in actual costs of existing, excess capacity that will be consumed by new development between 2020 and 2030.

System Deficiencies. The City has identified, in the IFFP, three streets with existing deficiencies. Impact fees cannot be charged, and have not been charged, to make up for existing deficiencies.

New Construction. The City's Transportation IFFP identifies a total of 30 projects necessitated by new development at a total cost of \$136,090,000. However, three of the projects will be partially funded by Mountain Association of Governments (MAG). The City is only responsible for costs of \$65,838,000.

After removing the MAG costs, as well as adjustments for excess capacity remaining in 2030 on the newly-constructed projects, as well as pass-through traffic and costs of curing existing deficiencies, new development in the City is responsible for only \$26,208,000 of the total new construction costs.

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	\$171.95
New Construction	\$1,587.36
Consultant Cost	\$2.05
Cost per PM Peak Trip	\$1,761.36

The maximum fee per PM peak hour trip is \$1,761.36.

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.

The following table shows groupings as listed in the IFFP. Note that all ITE trip generation rates have been decreased by 50 percent to account for the differences between the model used for trip generation and ITE trip generation rates. Some categories have been further reduced to account for pass-by trips.

TABLE 2: RECOMMENDED MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

Code	Category	Units; Per	ITE Trips	Additional Factor - Pass-By Factors	Maximum Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	0.4		\$352
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.67		\$590
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	0.17		\$150
152	Warehouse	1000 Sq. Feet Gross Floor Area	0.19		\$167
210	Single-Family Detached Housing	Dwelling Unit	0.99		\$872
220	Multi-Family / (Low-Rise 1-2 Levels)	Dwelling Unit	0.56		\$493
221	Multi-Family (Mid-Rise 3-10 Levels)	Dwelling Unit	0.44		\$387
222	Multi-Family (High-Rise >10 Levels)	Dwelling Unit	0.36		\$317
240	Mobile Home / RV Park	Occupied Dwelling Unit	0.59		\$520
254	Assisted Living Center	Bed	0.26		\$229
310	Hotel	Room	0.6		\$528
444	Movie Theater < 10 Screens	1000 Sq. Feet Gross Floor Area	6.17		\$5,434
445	Movie Theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91		\$4,324
492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.45		\$3,038
520	Elementary School	1000 Sq. Feet Gross Floor Area	1.37		\$1,207
522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	1.19		\$1,048
530	High School	1000 Sq. Feet Gross Floor Area	0.97		\$854
534	Private School (K-8)	Students	0.26		\$229
560	Church	1000 Sq. Feet Gross Floor Area	0.49		\$432

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Code	Category	Units; Per	ITE Trips	Additional Factor - Pass-By Factors	Maximum Fee
565	Day Care Center	1000 Sq. Feet Gross Floor Area	11.12		\$9,793
590	Library	1000 Sq. Feet Gross Floor Area	8.16		\$7,186
610	Hospital	1000 Sq. Feet Gross Floor Area	0.97		\$854
710	General Office Building	1000 Sq. Feet Gross Floor Area	1.15		\$1,013
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.46		\$3,047
730	Government Office Building	1000 Sq. Ft. Gross Floor Area	1.71		\$1,506
770	Business Park	1000 Sq. Feet Gross Floor Area	0.42		\$370
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	2.06		\$1,814
816	Hardware/Paint Store	1000 Sq. Ft. Gross Floor Area	2.68	26%	\$1,747
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94		\$6,112
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.81	34%	\$2,215
841	Automobile Sales	1000 Sq. Feet Gross Floor Area	3.75		\$3,303
848	Tire Store	1000 Sq. Feet Gross Floor Area	3.98	28%	\$2,524
850	Supermarket	1000 Sq. Feet Gross Floor Area	9.24	36%	\$5,208
851	Convenience Market	1000 Sq. Feet Gross Floor Area	49.11	61%	\$16,868
880	Pharmacy/Drugstore without Drive-Thru Window	1000 Sq. Ft. Gross Floor Area	8.51	53%	\$3,522
881	Pharmacy/Drugstore with Drive-Thru Window	1000 Sq. Ft. Gross Floor Area	10.29	49%	\$4,622
890	Furniture Store	1000 Sq. Ft. Gross Floor Area	0.52	53%	\$215
911	Walk-In Bank	1000 Sq. Ft. Gross Floor Area	12.13		\$10,683
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	20.45	47%	\$9,545
918	Hair Salon	1000 Sq. Feet Gross Floor Area	1.45		\$1,277
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	9.77	44%	\$4,818
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	28.34	43%	\$14,226
934	Restaurant with Drive Through Window	1000 Sq. Feet Gross Floor Area	32.67	50%	\$14,386
942	Auto Care Center	1000 Sq. Feet Gross Leasable Area	3.11		\$2,739
944	Gasoline/Service Station	Fueling Position	14.03	42%	\$7,166
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	88.35	56%	\$34,236
947	Self Service Car Wash	Wash Stall	5.54		\$4,879
948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.2		\$12,506

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.

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)

Projected Growth in PM Peak Hour Trips

PM peak hour trips are projected to grow by 15,101 trips by 2030.

TABLE 3: PM PEAK HOUR TRIPS

Time Period	PM Peak Hour Trips
2020 PM Peak Hour Trips	9,010
2030 PM Peak Trips	24,111
Growth in PM Peak Hour Trips, 2020-2030	15,101

Source: City of Saratoga Springs Transportation IFFP 2020, p. 21

Existing Capacity

Development activity in the City is based on both residential and nonresidential growth. Growth projections are then used by the City’s engineers as inputs in the Mountainland Association of Governments (MAG) travel demand model to forecast trip generation. The MAG Travel Demand Model was also calibrated to existing traffic conditions in the City of Saratoga Springs. Traffic counts for city-owned roadways were either provided by the City or were manually counted as part of the Transportation

Master Plan. Existing excess capacity, as well as current deficiencies, are shown in Table 2 of the IFFP, p. 5 and are included below.

TABLE 4: AVAILABLE CAPACITY

Excess Capacity	Existing Capacity	Existing Volume	Excess Capacity	Excess Capacity %
Pony Express Parkway	30,500	25,700	4,800	16%
Crossroads Blvd (East of Redwood Road)	13,000	13,900	(900)	-7%
W Harvest Hills Blvd	11,500	4,700	6,800	59%
Aspen Hills Blvd	11,500	1,900	9,600	83%
Commerce Dr.	11,500	5,100	6,400	56%
400 East	7,500	3,100	4,400	59%
1400 North	11,500	1,500	10,000	87%
Foothill Blvd	11,500	12,200	(700)	-6%
1200 North	11,500	1,000	10,500	91%
Thunder Blvd.	11,500	2,400	9,100	79%
400 South	7,500	4,200	3,300	44%
1400 East: Pioneer to 145 North	11,500	1,000	10,500	91%
Saratoga Road: 145 North to 400 South	11,500	6,100	5,400	47%
Saratoga Road: 400 South to the South	11,500	6,100	5,400	91%
Ring Road	11,500	4,600	6,900	60%
Lariat Blvd.	11,500	2,700	8,800	77%
Stillwater Dr	11,500	1,000	10,500	91%
Village Pkwy	11,500	1,300	10,200	89%
Wildlife Blvd	11,500	2,800	8,700	76%
Harbor Park Way	11,500	2,600	8,900	77%
145 North	11,500	1,000	10,500	91%
Riverside Drive (South of Pioneer Crossing)	11,500	5,400	6,100	53%
Market St	13,000	1,900	11,100	85%
Riverside Drive (North Side)	11,500	6,500	5,000	43%
Pioneer Crossing (SR-165) West of Redwood	30,500	5,600	24,900	82%
400 North	11,500	1,600	9,900	86%
Talus Ridge Drive	11,500	2,200	9,300	81%

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Excess Capacity	Existing Capacity	Existing Volume	Excess Capacity	Excess Capacity %
Grandview Blvd.	11,500	5,600	5,900	57%

Where actual costs are available, these costs have been included in the calculation of existing excess capacity that will be consumed by new development over the next ten years.

TABLE 5: ACTUAL COST OF EXCESS CAPACITY CONSUMED 2020-2030

Excess Capacity	Actual Cost	Excess Capacity (%) Used by New Growth, 2020-2030	Excess Capacity (Cost) Used by New Growth, 2020-2030
Pony Express Parkway	\$5,195,519	0.00%	\$0
Crossroads Blvd (East of Redwood Road)		0.00%	\$0
W Harvest Hills Blvd		20.00%	\$0
Aspen Hills Blvd		44.35%	\$0
Commerce Dr.		17.39%	\$0
400 East	\$112,655	0.00%	\$0
1400 North		4.35%	\$0
Foothill Blvd		108.70%	\$0
1200 North		41.74%	\$0
Thunder Blvd.		66.09%	\$0
400 South	\$900,000	58.78%	\$529,043
1400 East: Pioneer to 145 North		20.87%	\$0
Saratoga Road: 145 North to 400 South	\$324,318	82.61%	\$267,915
Saratoga Road: 400 South to the South		126.65%	\$0
Ring Road	\$354,595	30.43%	\$107,920
Lariat Blvd.		27.83%	\$0
Stillwater Dr		8.70%	\$0
Village Pkwy		20.87%	\$0
Wildlife Blvd		15.65%	\$0
Harbor Park Way		2.61%	\$0
145 North		25.22%	\$0
Riverside Drive (South of Pioneer Crossing)	\$4,225,790	5.22%	\$220,476
Market St	\$2,029,022	15.38%	\$312,157
Riverside Drive (North Side)		53.04%	\$0
Pioneer Crossing (SR-165) West of Redwood	\$929,389	36.07%	\$335,189
400 North	\$912,734	66.96%	\$611,135
Talus Ridge Drive	\$521,516	40.80%	\$212,779
Grandview Blvd.	\$358,970	0.00%	\$0
TOTAL	\$15,864,508		\$2,596,615

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 City’s Transportation IFFP identifies a total of 30 projects necessitated by new development at a total cost of \$136,090,000. However, three of the projects will be partially funded by Mountain Association of Governments (MAG). The City is only responsible for costs of \$65,838,000.

After removing the MAG portion of the costs, as well as calculations for excess capacity remaining in 2030 relative to new construction projects, as well as pass-through traffic and costs of curing existing deficiencies, new development in the City is responsible for only \$26,208,000 of the total new construction costs.

The projects identified in the IFFP as necessary to maintain a LOS D over the next ten years, given the demands placed on the roadway network by new development, are found in Table 5, pp. 18 and 19 of the IFFP as shown below.

TABLE 6: CITY PORTION OF NEW CONSTRUCTION COSTS

Project	Location	Total Price (with Inflation)	Funding Source	Saratoga Springs Total (with Inflation)
7	Exchange Place: Crossroads Blvd to Market Street (Upsize Only)	\$2,337,000	Saratoga Springs	\$491,000
8	Crossroads Blvd: Commerce Drive to Eastern Border, Signal: Crossroads and 400 East/Riverside Drive	\$2,005,000	MAG/Saratoga Springs	\$602,000
9A	Pony Express Extension: Redwood Road to Jordan River	\$6,563,000	MAG/Saratoga Springs	\$817,000
9B	Pony Express Extension: Jordan River to Saratoga Road	\$10,151,000	Saratoga Springs	\$10,151,000
10	Talus Ridge Drive: End of Existing to Mt. Saratoga Blvd. (Upsize Only)	\$2,689,000	Saratoga Springs	\$565,000
11	Mt. Saratoga Blvd: End of Existing to SR-73 (Upsize Only)	\$8,981,000	Saratoga Springs	\$1,886,000
14A	Founder’s Boulevard: Redwood Road to Old Farm Road (Upsize Only)	\$1,088,000	Saratoga Springs	\$228,000
14B	Founder’s Boulevard: End of Old Farm Road to Ensign Drive	\$3,117,000	Saratoga Springs	\$3,117,000
21	Foothill Boulevard Extension (East Frontage Road): Pony Express Parkway to Lariat Boulevard	\$16,349,000	MAG/Saratoga Springs	\$1,107,000
22	Corridor Preservation	\$5,752,000	Saratoga Springs	\$5,752,000
30	Market Street: Pioneer Crossing (SR-145) to Foothill Boulevard (Upsize Only)	\$4,790,000	Saratoga Springs	\$4,790,000
36	Saratoga Road: Pony Express to Pioneer Crossing (SR-175) (Upsize Only, excludes Lehi’s side)	\$1,615,000	Saratoga Springs	\$1,615,000

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Project	Location	Total Price (with Inflation)	Funding Source	Saratoga Springs Total (with Inflation)
40	400 North: Redwood Road (SR-68) to Riverside Drive (Upsize Only)	\$1,806,000	Saratoga Springs	\$379,000
42	400 East: Crossroads Boulevard to Northern Border	\$2,004,000	Saratoga Springs	\$2,004,000
51	Market Street: Redwood Road (SR-68) to Riverside Drive	\$520,000	Saratoga Springs	\$520,000
56	Riverside Drive: End of Existing to Pioneer Roundabout: Market Street and Riverside Drive	\$4,598,000	Saratoga Springs	\$4,598,000
71	Lariat Boulevard: End of Existing to Foothill Blvd. Extension (Upsize Only)	\$1,213,000	Saratoga Springs	\$255,000
72	Medical Drive: Foothill Boulevard to Redwood Road (Upsize Only)	\$6,912,000	Saratoga Springs	\$1,452,000
74	Roundabout: Talus Ridge Drive and Mt. Saratoga Blvd.	\$802,000	Saratoga Springs	\$802,000
90	Frontage Road: Lariat Boulevard to Grandview Boulevard	\$3,228,000	Saratoga Springs	\$3,228,000
96	Ensign Drive: Foothill Boulevard Extension to 800 South (Project 106)	\$4,321,000	Saratoga Springs	\$907,000
98	Traffic Signal: Crossroads Boulevard & 1400 North	\$566,000	Saratoga Springs	\$566,000
99	Old Farm Road: Founders Blvd. to School House (Upsize Only)	\$1,913,000	Saratoga Springs	\$402,000
100	Harvest Hills: End of Existing to Chianti Street (Upsize Only)	\$14,102,000	Saratoga Springs	\$6,064,000
102	560 North: Saratoga Road to 900 East (Approx. 1,600')	\$2,004,000	Saratoga Springs	\$2,004,000
103	New Collector: Wildlife Blvd to 4180 South (Approx 6000')	\$7,515,000	Saratoga Springs	\$7,515,000
104	Old farm Road: End of Existing to School House road (Upsize Only)	\$3,302,000	Saratoga Springs	\$693,000
105	School House Road: Redwood road to (Project 106) (Upsize Only)	\$3,132,000	Saratoga Springs	\$658,000
106	800 South (Approx.): School House road to Mountain View Corridor Extension (Upsize Only)	\$5,807,000	Saratoga Springs	\$1,219,000
107	Mount Saratoga Road: Mountain View Corridor to Approx. SR-73 (Upsize Only)	\$6,908,000	Saratoga Springs	\$1,451,000
TOTAL		\$136,090,000		\$65,838,000

The total cost for which new development is responsible must be reduced by those construction costs associated with curing existing deficiencies, for pass-through trips and for excess capacity remaining on the above roads in 2030.

TABLE 7: REDUCED COSTS FOR DEFICIENCIES, PASS-THROUGH AND REMAINING EXCESS CAPACITY IN 2030

Project	Location	Reduction for Existing Deficiencies	Reduction for Pass-Through	Reduction for Excess Capacity	Impact Fee Eligible Proportion	Impact Fee Eligible Total
7	Exchange Place: Crossroads Blvd to Market Street (Upsize Only)	1%	1%	82%	16%	\$79,000

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Project	Location	Reduction for Existing Deficiencies	Reduction for Pass-Through	Reduction for Excess Capacity	Impact Fee Eligible Proportion	Impact Fee Eligible Total
8	Crossroads Blvd: Commerce Drive to Eastern Border, Signal: Crossroads and 400 East/Riverside Drive	0%	13%	33%	50%	\$301,000
9A	Pony Express Extension: Redwood Road to Jordan River	1%	21%	50%	28%	\$229,000
9B	Pony Express Extension: Jordan River to Saratoga Road	1%	23%	8%	68%	\$6,903,000
10	Talus Ridge Drive: End of Existing to Mt. Saratoga Blvd. (Upsize Only)	2%	1%	85%	12%	\$68,000
11	Mt. Saratoga Blvd: End of Existing to SR-73 (Upsize Only)	1%	7%	71%	21%	\$396,000
14A	Founder's Boulevard: Redwood Road to Old Farm Road (Upsize Only)	2%	1%	43%	54%	\$123,000
14B	Founder's Boulevard: End of Old Farm Road to Ensign Drive	2%	1%	69%	28%	\$873,000
21	Foothill Boulevard Extension (East Frontage Road): Pony Express Parkway to Lariat Boulevard	2%	19%	8%	71%	\$786,000
22	Corridor Preservation	76%	0%	0%	24%	\$1,380,000
30	Market Street: Pioneer Crossing (SR-145) to Foothill Boulevard (Upsize Only)	2%	1%	90%	7%	\$335,000
36	Saratoga Road: Pony Express to Pioneer Crossing (SR-175) (Upsize Only, excludes Lehi's side)	0%	1%	56%	43%	\$694,000
40	400 North: Redwood Road (SR-68) to Riverside Drive (Upsize Only)	1%	2%	84%	13%	\$49,000
42	400 East: Crossroads Boulevard to Northern Border	1%	6%	48%	45%	\$902,000
51	Market Street: Redwood Road (SR-68) to Riverside Drive	1%	1%	52%	46%	\$239,000
56	Riverside Drive: End of Existing to Pioneer Roundabout: Market Street and Riverside Drive	1%	1%	77%	21%	\$966,000
71	Lariat Boulevard: End of Existing to Foothill Blvd. Extension (Upsize Only)	2%	4%	32%	62%	\$158,000
72	Medical Drive: Foothill Boulevard to Redwood Road (Upsize Only)	2%	1%	52%	45%	\$653,000
74	Roundabout: Talus Ridge Drive and Mt. Saratoga Blvd.	0%	1%	47%	52%	\$417,000
90	Frontage Road: Lariat Boulevard to Grandview Boulevard	1%	0%	77%	22%	\$710,000
96	Ensign Drive: Foothill Boulevard Extension to 800 South (Project 106)	2%	1%	76%	21%	\$190,000
98	Traffic Signal: Crossroads Boulevard & 1400 North	0%	0%	62%	38%	\$215,000
99	Old Farm Road: Founders Blvd. to School House (Upsize Only)	2%	0%	95%	3%	\$12,000
100	Harvest Hills: End of Existing to Chianti Street (Upsize Only)	2%	1%	44%	53%	\$3,214,000

Project	Location	Reduction for Existing Deficiencies	Reduction for Pass-Through	Reduction for Excess Capacity	Impact Fee Eligible Proportion	Impact Fee Eligible Total
102	560 North: Saratoga Road to 900 East (Approx. 1,600')	0%	1%	89%	10%	\$200,000
103	New Collector: Wildlife Blvd to 4180 South (Approx 6000')	1%	1%	44%	54%	\$4,058,000
104	Old farm Road: End of Existing to School House road (Upsize Only)	2%	1%	85%	12%	\$83,000
105	School House Road: Redwood road to (Project 106) (Upsize Only)	2%	1%	90%	7%	\$46,000
106	800 South (Approx.): School House road to Mountain View Corridor Extension (Upsize Only)	1%	6%	49%	44%	\$536,000
107	Mount Saratoga Road: Mountain View Corridor to Approx. SR-73 (Upsize Only)	1%	2%	1%	96%	\$1,393,000
TOTAL						\$26,208,000

The cost of \$26,208,000 can be partially offset by the fund balance of \$2,237,272 which can be used for the cost of some of the capital improvements.

PM peak hour trip demand citywide is projected to grow from 9,010 trips in 2020 to 24,111 trips in 2030 – an increase of 15,101 trips over the 10-year period. While volume on some existing roads 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 increase on the road system.

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 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 City currently has excess capacity on 26 roads as listed previously in Table 4 in this analysis. The proportionate share of the existing, excess capacity to be paid by new development is calculated as follows:

TABLE 8: PROPORTIONATE SHARE CALCULATION, CONSUMPTION OF EXCESS CAPACITY, 2020-2030

Description	Amount
Excess Capacity Actual Cost	\$15,864,508

Description	Amount
Excess Capacity Consumed 2020-2030, Actual Cost	\$2,596,615
Growth in PM Peak Hour Trips, 2020-2030	15,101
Excess Capacity Cost per PM Peak Hour Trip	\$171.95

New Construction Cost Calculation

The City’s Transportation IFFP identifies a total of 30 projects necessitated by new development at a total cost of \$136,090,000. However, three of the projects will be partially funded by Mountain Association of Governments (MAG). The City will be responsible for \$65,838,000 of total costs.

After removing the MAG costs, as well as adjustments for excess capacity remaining in 2030 on the newly-constructed projects, as well as pass-through traffic and costs of curing existing deficiencies, new development in the City is responsible for only \$26,208,000 of the total new construction costs. The City will offset \$2,237,272 of the cost which leaves \$23,970,728 for the construction of new projects needed due to the growth in development over the next ten years.

New construction costs are calculated as follows:

TABLE 9: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COSTS

New Construction Costs	
New Construction Costs - Impact Fee Eligible	\$23,970,728
Growth in PM Peak Hour Trips, 2020-2030	15,101
New Construction Cost per PM Peak Hour Trip	\$1,587.36

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 2020 and 2030.

TABLE 10: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consulting Costs	Amount
Horrocks – IFFP	\$25,000
ZPFI – IFA (est.)	\$6,000
Growth in PM Peak Hour Trips, 2020-2030	15,101
Consultant Cost per PM Peak Hour Trip	\$2.05

Summary of Impact Fees

TABLE 11: SUMMARY OF GROSS IMPACT FEE

Summary of Cost per PM Peak Hour Trip	Amount
Excess Capacity	\$171.95
New Construction	\$1,587.36
Consultant Cost	\$2.05
TOTAL	\$1,761.36

The total cost per trip is then applied to the 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 adjusted: “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 Saratoga Springs 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 2 trips. This can be rectified simply by adjusting the ITE Trip Generation rates by one half.”¹

The IFFP further states that, “an additional consideration is that certain types of developments do not generate primary trips or trips that originated for the sole purpose of visiting that development.”² Therefore, Horrocks has provided additional reductions for pass-by trips, as reflected in the table below.³

TABLE 12: SUMMARY OF ADDITIONAL REDUCTIONS FOR PASS-BY TRIPS

Land Use	Pass by Trip Percent
Hardware/Paint Store	26%
Shopping Center/Strip Mall	34%
Tire Store	28%
Supermarket	36%
Convenience Market	61%
Pharmacy/Drugstore without Drive-Thru Window	53%
Pharmacy/Drugstore with Drive-Thru Window	49%
Furniture Store	53%
Drive-In Bank	47%
Restaurant, Sit-Down (High Turnover)	44%
Fast Food without Drive-Through Window	43%
Restaurant with Drive Through Window	50%

¹ Transportation IFFP, p. 2.

² Transportation IFFP, p. 3.

³ ITE Trip Generation Manual, 5th ed.

Land Use

Pass by Trip Percent

Gasoline/Service Station	42%
Gasoline/Service Station with Convenience Store	56%

A summary of the maximum impact fees by land use category is shown below. The City may choose to enact any fees up to the maximum amount (shown in the far right-hand column) below. These maximum fees were calculated by taking the cost per PM peak hour trip (\$1,761.36) and multiplying by the ITE trips per land use type. This amount is then multiplied 50 percent to account for differences in the MAG model and ITE counts, and further reduced by pass-by-factors to arrive at the Maximum Fee.

TABLE 13: SUMMARY OF MAXIMUM IMPACT FEES

Code	Category	Units; Per	ITE Trips	Additional Factor - Pass-By Factors	Maximum Fee
130	Industrial Park 130	1000 Sq. Feet Gross Floor Area	0.4		\$352
140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.67		\$590
151	Mini-Warehouse	1000 Sq. Feet Gross Floor Area	0.17		\$150
152	Warehouse	1000 Sq. Feet Gross Floor Area	0.19		\$167
210	Single-Family Detached Housing	Dwelling Unit	0.99		\$872
220	Multi-Family / (Low-Rise 1-2 Levels)	Dwelling Unit	0.56		\$493
221	Multi-Family (Mid-Rise 3-10 Levels)	Dwelling Unit	0.44		\$387
222	Multi-Family (High-Rise >10 Levels)	Dwelling Unit	0.36		\$317
240	Mobile Home / RV Park	Occupied Dwelling Unit	0.59		\$520
254	Assisted Living Center	Bed	0.26		\$229
310	Hotel	Room	0.6		\$528
444	Movie Theater < 10 Screens	1000 Sq. Feet Gross Floor Area	6.17		\$5,434
445	Movie Theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91		\$4,324
492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	3.45		\$3,038
520	Elementary School	1000 Sq. Feet Gross Floor Area	1.37		\$1,207
522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	1.19		\$1,048
530	High School	1000 Sq. Feet Gross Floor Area	0.97		\$854
534	Private School (K-8)	Students	0.26		\$229
560	Church	1000 Sq. Feet Gross Floor Area	0.49		\$432
565	Day Care Center	1000 Sq. Feet Gross Floor Area	11.12		\$9,793
590	Library	1000 Sq. Feet Gross Floor Area	8.16		\$7,186

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Code	Category	Units; Per	ITE Trips	Additional Factor - Pass-By Factors	Maximum Fee
610	Hospital	1000 Sq. Feet Gross Floor Area	0.97		\$854
710	General Office Building	1000 Sq. Feet Gross Floor Area	1.15		\$1,013
720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	3.46		\$3,047
730	Government Office Building	1000 Sq. Ft. Gross Floor Area	1.71		\$1,506
770	Business Park	1000 Sq. Feet Gross Floor Area	0.42		\$370
812	Building Material and Lumber Store	1000 Sq. Feet Gross Floor Area	2.06		\$1,814
816	Hardware/Paint Store	1000 Sq. Ft. Gross Floor Area	2.68	26%	\$1,747
817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	6.94		\$6,112
820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.81	34%	\$2,215
841	Automobile Sales	1000 Sq. Feet Gross Floor Area	3.75		\$3,303
848	Tire Store	1000 Sq. Feet Gross Floor Area	3.98	28%	\$2,524
850	Supermarket	1000 Sq. Feet Gross Floor Area	9.24	36%	\$5,208
851	Convenience Market	1000 Sq. Feet Gross Floor Area	49.11	61%	\$16,868
880	Pharmacy/Drugstore without Drive-Thru Window	1000 Sq. Ft. Gross Floor Area	8.51	53%	\$3,522
881	Pharmacy/Drugstore with Drive-Thru Window	1000 Sq. Ft. Gross Floor Area	10.29	49%	\$4,622
890	Furniture Store	1000 Sq. Ft. Gross Floor Area	0.52	53%	\$215
911	Walk-In Bank	1000 Sq. Ft. Gross Floor Area	12.13		\$10,683
912	Drive-in Bank	1000 Sq. Feet Gross Floor Area	20.45	47%	\$9,545
918	Hair Salon	1000 Sq. Feet Gross Floor Area	1.45		\$1,277
932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	9.77	44%	\$4,818
933	Fast Food without Drive-Through Window	1000 Sq. Feet Gross Floor Area	28.34	43%	\$14,226
934	Restaurant with Drive Through Window	1000 Sq. Feet Gross Floor Area	32.67	50%	\$14,386
942	Auto Care Center	1000 Sq. Feet Gross Leasable Area	3.11		\$2,739
944	Gasoline/Service Station	Fueling Position	14.03	42%	\$7,166
945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	88.35	56%	\$34,236
947	Self Service Car Wash	Wash Stall	5.54		\$4,879
948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.2		\$12,506

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 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.