

Jim Miller, *Mayor*  
Stephen Willden, *Mayor Pro Tem*  
Shellie Baertsch, *Council Member*  
Michael McOmber, *Council Member*  
Bud Poduska, *Council Member*  
Chris Porter, *Council Member*

## CITY COUNCIL MEETING

Tuesday, January 17, 2017

7:00 P.M.

City of Saratoga Springs Council Chambers  
1307 North Commerce Drive, Suite 200, Saratoga Springs, Utah 84045

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1. Call to Order.
2. Roll Call.
3. Invocation / Reverence.
4. Pledge of Allegiance.
5. Presentation: Recognition of Fire Crew
6. Public Input – This time has been set aside for the public to express ideas, concerns, and comments.

### REPORTS:

1. Mayor.
2. City Council.
3. Administration Communication with Council.
4. Staff Updates: Inquiries, Applications, and Approvals.

### PUBLIC HEARING:

1. Transportation Impact Fee Facilities Plan (IFFP), Impact Fee Analysis (IFA) and Enactment; Ordinance 17-4 (1-17-17).

### BUSINESS ITEMS:

1. Bid Award: Foothill Water Pipeline Project; Resolution R17-11 (1-17-17).
2. Planning Commission Appointment; Resolution R17-12 (1-17-17).
3. Real Estate Purchase Agreement with Brigham and Jennifer Morgan; Resolution R17-13 (1-17-17).
4. Assignment and Bill of Sale and Agreement for Irrigation Water between the City, Suburban Land Reserve, Inc. (SLR), Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter-Day Saints (CPB), and D.R. Horton, Inc.; Resolution R17-14 (1-17-17).

### APPROVAL OF MINUTES:

1. January 3, 2017.

### CLOSED SESSION:

Motion to enter into closed session for any of the following: purchase, exchange, or lease of real property; discussion regarding deployment of security personnel, devices, or systems; pending or reasonably imminent litigation; the character, professional competence, or the physical or mental health of an individual.

### ADJOURNMENT

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this meeting should notify the City Recorder at 766-9793 at least one day prior to the meeting.

# City Council Staff Report

**Author:** Gordon Miner, City Engineer

**Subject:** Transportation Impact Fee Facilities Plan and Impact Fee Analysis

**Date:** January 17, 2017

**Type of Item:** Transportation Capital Facilities Planning and Funding



- A. Executive Summary:** An Impact Fee Facilities Plan and an Impact Fee Analysis have been prepared in order to modify the City's impact fee schedule relative to required transportation system improvements attributable to new growth within the city.

**Recommendation:** City staff recommends that the City Council adopt these documents.

- B. Background:** Four documents are involved in the process of planning and funding transportation system improvements: Transportation Master Plan (TMP), Capital Facilities Plan (CFP), Impact Fee Facilities Plan (IFFP), and Impact Fee Analysis (IFA). Beginning with the TMP, each one is derived from the former. For most facilities, the TMP used a planning horizon of the year 2040, while the build-out scenario was used for some facilities. The CFP addresses the capital facilities projects that are anticipated to be built within the next 10 years. The IFFP addresses those capital projects that will qualify to be funded with impact fees. The IFA provides the calculation of the impact fee amount.

Because the CFP and the IFFP are so closely-related, we chose to just include the CFP in the IFFP and call it the IFFP.

The Council adopted a TMP in the last Council meeting. The City staff has been working on the CFP, IFFP, and IFA concurrently. So, with the adoption of the TMP, the City is now ready to adopt the IFFP and IFA.

- C. Funding Source:** Impact Fees.
- D. Review:** The IFFP was prepared by Horrocks Engineers with significant input from City staff. The IFA was prepared by Zions Bank. Both documents were reviewed by Jodie Hoffman, Esquire, who specializes in impact fee law. Drafts of these documents have been made generally-available to the public as required by State law. They were also placed on the City's website, the links to which were made available to the Utah Valley Homebuilders Association, the Utah Central Association of Realtors, and Property Reserve, Inc.
- E. Recommendation and Alternatives:** City staff recommends that the City Council adopt these documents. The following alternative motions are offered to the Council for consideration:

**Alternative 1 - Adopt**

“I move to **adopt** the subject Transportation System Impact Fee Facilities Plan and Impact Fee Analysis”.

**Alternative 2 – Adopt with Modifications**

“I move to **adopt** the subject Transportation System Impact Fee Facilities Plan and Impact Fee Analysis with direction to City staff to modify the subject document(s) as follows:”

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_

**Alternative 3 – Table**

“I move to **table** the adoption of the Transportation System Impact Fee Facilities Plan and Impact Fee Analysis with the following direction to City staff for changes needed to render a future consideration:

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_

**F. Attachments:**

- 1. Transportation Impact Fee Facilities Plan
- 2. Transportation Impact Fee Analysis



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**IMPACT FEE FACILITIES PLAN**

**HORROCKS**  
ENGINEERS



# Transportation Impact Fee Facilities Plan Summary

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## Introduction

The Impact Fee Facilities Plan (IFFP) was prepared to meet the requirements of Section 11-36a of the Utah State Impact Fee Code. The purpose of the IFFP is to identify master planned roadway infrastructure projects that are eligible for impact fees, estimate the implementation costs associated with those projects that are eligible for impact fees, and estimate the available capacities in the existing roadway network that are eligible for reimbursement through impact fees.

## Existing Level of Service

According to the Impact Fee Act, level of service (LOS) is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on the average delay per vehicle. A standard of LOS D was chosen as the acceptable LOS for Saratoga Springs City. Based on existing traffic volumes, the following shows existing deficiencies within the City:

- **Redwood Road (SR-68):** Northern Border to Crossroads Blvd.
- **Redwood Road (SR-68):** 400 North to Pony Express
- **Redwood Road (SR-68):** 400 South to Grandview Blvd.
- **Pony Express Parkway:** Redwood Road (SR-68) to Western Border
- **Crossroads Blvd:** Riverside Drive to Eastern Border

## Future Demand

The basis of the future travel demand was projected using the Mountainland Association of Governments (MAG) Travel Demand Model (TDM). The MAG TDM models the entire Wasatch Front from north of Ogden to south of Spanish Fork. The entire region is split into Traffic Analysis Zones (TAZ). Each TAZ includes socio-economic and land use data provided by MAG and the City. The TDM generates traffic projects and, future traffic demands/impacts based on the socioeconomic data within each TAZ. Since the MAG TDM is a regional model, the TAZ's were updated to better simulate driving conditions within the City boundaries. The TDM was used to project existing traffic volumes to determine the roadway projects necessary to maintain adequate LOS.



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## Impact Fee Facilities Plan

January 2017

### Project Cost Attributable to Future Demand

Utilizing the TDM projections, a 10 year Capital Facilities Plan was created outlining the projects necessary to maintain adequate LOS throughout the City. This includes existing improvements as well as new roadways based on projected new development. All projects included in the 10 year Capital Facilities Plan were assigned a project year based on expected development. Only the projects from 2016-2022 are impact fee eligible. For all impact fee eligible projects, reductions were calculated based on existing deficiencies, excess capacity and pass-through traffic. Of the \$40,362,000 required from Saratoga Springs to build the expected roadway projects from 2016-2022, \$15,032,000 is eligible to be paid using impact fees. All project costs included in the IFFP include inflation based on the expected project year.

DRAFT



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# Impact Fee Facilities Plan

## Introduction

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate development, and to determine which projects may be funded with impact fees. Utah law requires communities to prepare an IFFP prior to preparing an impact fee analysis and establishing an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- **The existing level of service**
- **A proposed level of service**
- **Any excess capacity to accommodate future growth at the proposed level of service**
- **The demands placed on existing public facilities by new development**
- **A proposed means by which the local political subdivision will meet those demands**
- **A general consideration of all potential revenue sources to finance the impacts on system improvements**

This analysis incorporates the information provided in the Saratoga Springs Transportation Master Plan (TMP) regarding the upcoming demands on the existing infrastructure facilities that will require improvements to accommodate future growth and provide an acceptable LOS. Reference should be made to the previous chapters for additional information on the evaluation methodology and how the projections were made.

This section focuses on the improvements that are projected to be needed over the next ten years. Utah law requires that any impact fees collected for those improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City’s General Fund as tax revenues increase as a result of additional development.

## Existing Level of Service (11-36a-302.1.a.i)

According to the Impact Fee Act, level of service is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on the average delay per vehicle. A standard of LOS D was chosen as the acceptable LOS for Saratoga Springs City. This allows for speeds at or near free-flow speeds, but with less freedom to maneuver. At intersections, LOS D means that vehicles should not have to wait more than one cycle to proceed through the intersection and



# SARATOGA SPRINGS

## Impact Fee Facilities Plan

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experience delays less than 35 seconds, according to the Highway Capacity Manual 2010. [Table 1](#) below summarizes the capacities for roadway segments used by Saratoga Springs City at LOS D.

**Table 1: Capacity Criteria in Vehicles per Day at LOS D**

Functional Classification	Lanes	Capacity
Principal Arterial	7	46,000
Major Arterial	5	30,500
Minor Arterial	3	13,000
Collector	3	11,500
Minor Collector	2	5,000

### Intersection Standards

The performance of intersections has a large effect on the level of service of the roadway network. Intersections have different stop controls such as: no control, stop controlled, signal, roundabout, or are controlled in another way. The level of service for each type of intersection is calculated in a different way. Intersection improvements will be necessary in order to maintain LOS D. One method to reduce costs is to coordinate the placement of signal wiring, foundations, and other features, with roadway construction before the placement of the actual traffic signals and other elements. The costs of these intersection improvements have been included in the roadway network cost estimates included in [Table 5](#).

### Trips

The unit of demand for transportation impact is the PM peak hour trip. A PM peak hour trip is defined by the Institute of Transportation Engineers (ITE) as a single or one-directional vehicle movement to or from a site between the hours of 4pm and 6pm. The total traffic impact of a new development can be determined by the sum of the total number of trips generated by a development during the PM peak hour. This trip generation number or impact can be estimated for an individual development using the ITE Trip Generation Manual (currently 8<sup>th</sup> edition) (Examples of ITE Trip Generation values are found in [Appendix A – ITE Trip Generation](#)). This publication uses national data studied over decades to assist traffic engineering professionals to determine the likely impact of new development on transportation infrastructure.

There is a minor discrepancy in the way ITE calculates trips, and the way trips or roadway volumes are calculated in the travel demand modelling 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.



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. An example of a primary trip is a home based work trip where someone leaves their house with the express purpose of going to work. This primary trip has been generated by a combination of the home the trip originated in and the place of occupation where the trip is terminated. Thus it is easily understood that the impact of this trip should be attributed to the housing development and workplace development, without either of these locations, the trip doesn't happen. Some trips are not primary trips, they are defined as pass-by trips. This essentially means that the trip (crossing the driveway of a development) was generated by a driver deciding to make a stop on their way to their primary destination. Good examples of pass-by trips are someone that stops at the gas station on their way to work (a gas station is a pass-by trip) or a driver that is enticed to stop at a fast food restaurant as they drive by because the HOT DONUTS sign is illuminated (the fast food restaurant is a pass-by trip). Pass-by trips do not add traffic to the roadway and therefore do not create additional impact. Each land use type in the ITE Trip Generation Manual has a suggested reduction for pass-by trips where applicable. In each case, the trip reduction rate has been applied to the trip generation rate used in this IFFP.

### System Improvements and Project Improvements

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As described in the TMP, there are four primary classifications of roads, including local streets, collectors, arterials, and freeways/expressways. Saratoga Springs City classifies street facilities based on the relative amounts of through and land-access service they provide. Local streets primarily serve land-access functions, while freeways and expressways are primarily meant for mobility. Each classification may have a variable amount of lanes, which is a function of the expected traffic volume and serves as the greatest measure of roadway capacity.

Improvements to collectors and arterials are considered "system improvements" according to the Utah Impact Fee Law, as these streets serve users from multiple developments. System improvements may include anything within the roadway such as curb and gutter, asphalt, road base, lighting, and signing for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

### Proposed Level of Service (11-36a-302.1.a.ii)

The proposed level of service provides a standard for future roadway conditions to be evaluated against. This standard will determine whether or not a roadway will need improvements or not. According to the Utah Impact Fee Law, the proposed level of service may:

1. Diminish or equal the existing level of service
2. Exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
3. Establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of

service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

This 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.

## Existing Capacity to Accommodate Future Growth (11-36a-302.1.a.iii)

Included is the determination of excess capacity on the existing roadway network. Excess capacity is defined as the amount of available capacity on any given street in the roadway network under existing conditions. **Table 2** represents the excess capacity for each existing roadway under Saratoga Springs jurisdiction. A positive excess capacity represents available capacity for new development in the city before additional infrastructure will be needed. This represents a buy-in component from the City as the existing residents/property owners/developers are to proportionately reimburse the City for its actual cost of excess capacity in these improvements. The portion of these roadways which are calculated as the buy-in component of the impact fee is included in the Impact Fee Analysis (IFA). For the existing roadway segments with a negative existing excess capacity in **Table 2** (existing deficiencies under the Impact Fee Act) will undergo capacity improvements that will not be funded with Impact Fee revenues and the analysis is included in the IFFP.

**Table 2: Existing and 2022 Excess Capacity/Deficiency Calculations on Existing Roadways**

Road Name	Existing Capacity	Existing Volume	Excess Capacity/Deficiency	Excess Capacity/Deficiency %	2022 Capacity (Projects Included)	2022 Volume	2022 Excess Capacity/Deficiency	2022 Excess Capacity/Deficiency %
<b>Pony Express Parkway</b>	13,000	15,900	-2,900	-22%	30,500	23,500	7,000	23%
<b>Crossroads Blvd (East of Redwood Road)</b>	13,000	13,700	-700	-5%	30,500	20,000	10,500	34%
<b>W Harvest Hills Blvd</b>	10,500	4,700	5,800	55%	10,500	7,000	3,500	33%
<b>Aspen Hills Blvd</b>	10,500	1,100	9,400	90%	10,500	5,000	5,500	52%
<b>Commerce Dr.</b>	10,500	5,000	5,500	52%	10,500	6,600	3,900	37%
<b>400 East</b>	10,500	3,100	7,400	70%	10,500	3,600	6,900	66%
<b>800 West</b>	10,500	1,000	9,500	90%	10,500	2,100	8,400	80%
<b>1400 North</b>	10,500	1,500	9,000	86%	10,500	2,000	8,500	81%
<b>Foothill Blvd</b>	11,500	2,000	9,500	83%	11,500	6,600	4,900	43%
<b>1200 North</b>	10,500	1,000	9,500	90%	10,500	1,500	9,000	86%
<b>W Evens Lane</b>	10,500	1,000	9,500	90%	10,500	2,000	8,500	81%
<b>200 West</b>	11,500	1,500	10,000	87%	11,500	2,100	9,400	82%
<b>400 South</b>	5,000	1,200	3,800	76%	11,500	5,500	6,000	52%
<b>Saratoga Road</b>	11,500	1,000	10,500	91%	11,500	3,400	8,100	70%



Road Name	Existing Capacity	Existing Volume	Excess Capacity/Deficiency	Excess Capacity/Deficiency %	2022 Capacity (Projects Included)	2022 Volume	2022 Excess Capacity/Deficiency	2022 Excess Capacity/Deficiency %
Ring Road	11,500	2,300	9,200	80%	11,500	5,800	5,700	50%
Lariat Blvd	11,500	2,300	9,200	80%	11,500	5,800	5,700	50%
Stillwater Dr.	11,500	1,000	10,500	91%	11,500	2,000	9,500	83%
Village Pkwy	11,500	1,000	10,500	91%	11,500	3,000	8,500	74%
Wildlife Blvd	11,500	1,000	10,500	91%	11,500	4,000	7,500	65%
Harbor Park Way	11,500	2,600	8,900	77%	11,500	2,900	8,600	75%
7200 North	11,500	900	10,600	92%	11,500	3,400	8,100	70%
7350 North	11,500	600	10,900	95%	11,500	3,900	7,600	66%
Riverside Drive (South of Pioneer Crossing)	11,500	1,000	10,500	91%	11,500	7,000	4,500	39%
Market St	13,000	1,000	12,000	92%	13,000	5,900	7,100	55%
Riverside Drive (North Side)	11,500	1,000	10,500	91%	11,500	5,800	5,700	50%
Pioneer Crossing (SR-165) West of Redwood	30,500	10,000	20,500	67%	30,500	16,600	13,900	46%
400 North	11,500	8,200	3,300	29%	11,500	11,400	100	1%

## Demands Placed on Facilities by New Development (11-36a-302.1.a.iv)

To meet the requirements of the Utah Impact Fee law, to “identify demands placed upon existing public facilities by new development activity at the proposed level of service” and to “identify the means by which the political subdivision or private entity will meet those growth demands”, the following steps were completed and are explained in further detail in the following sections:

1. **Existing Demand** – The traffic demand at the present time was estimated using traffic counts and population data.
2. **Existing Capacity** – The capacity of the current roadway network was estimated using the calculated LOS.
3. **Existing Deficiencies** – The deficiencies in the current network were identified by comparing the LOS of the roadways to the LOS standard.
4. **Future Demand** – The future demand on the network was estimated using development projections.
5. **Future Deficiencies** – The deficiencies in the future network were identified by comparing the calculated future LOS with the LOS standard.
6. **Recommended Improvements** – Recommendations were made that will help meet future demands.

## Existing Roadway Network Conditions

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### *Conversions of Growth and Development Projections to Trip Generations*

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The basis of the future travel demand was projected using the Mountainland Association of Governments (MAG) Travel Demand Model (TDM). The MAG TDM models the entire Wasatch Front from north of Ogden to south of Spanish Fork. The entire region is split into Traffic Analysis Zones (TAZ). Each TAZ includes socio-economic and land use data provided by MAG and the City. Variables included in the model come directly from the Utah Governor's Office of Management and budget such as total population, total households, household size, total employment as well as average income. The existing population in Saratoga Springs is 26,736 and the projected population in 2025 will be 46,005.

The MAG TDM was calibrated to fit existing traffic conditions in Saratoga Springs City. Existing traffic counts were collected throughout the city. Traffic counts were collected from UDOT and include annual average daily traffic (AADT) volumes as defined in *Traffic on Utah Highways*. On City owned roadways, traffic counts were either provided by Saratoga Springs City or were manually counted as part of the analysis. [Figure 1](#) shows the count locations throughout the City used for model calibration. Once collected, the TDM is updated so the model produces similar traffic patterns within the City.

The TDM generates traffic projects and future traffic demands/impacts based on the socioeconomic data within each TAZ. There are numerous variables within each TAZ, but the two main variables that determine traffic generation are total households and total employment. Since the MAG TDM provides a regional model with large TAZ's, citywide traffic volumes generated in the model are not accurate. In order to calibrate the MAG TDM with the existing local conditions, each TAZ is split into smaller units based on the roadway network in Saratoga Springs. The socioeconomic data within the original TAZ's are then redistributed within the split TAZ's. No data in the model is changed, but redistributed to ensure that the model is calibrated with the existing roadway conditions and better reflects future growth impacts (The TAZ socioeconomic data is included in [Appendix B – TAZ Socioeconomic Data](#)). The TAZ structure used for this analysis is shown in [Figure 2](#). The original TAZ's are shown as dark lines and the split TAZ's are shown as lighter lines. For each TAZ, [Table 3](#) shows the total households and total employment for each TAZ in 2015, and 2025 for all TAZ's in Saratoga Springs.

### *Existing Functional Classification and Level of Service*

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The existing functional classification used in the MAG Travel Demand Model is shown in [Figure 3](#). The LOS was calculated for each roadway and intersection according to the guidelines explained in the Level of Service section and a LOS map is included in [Figure 4](#).



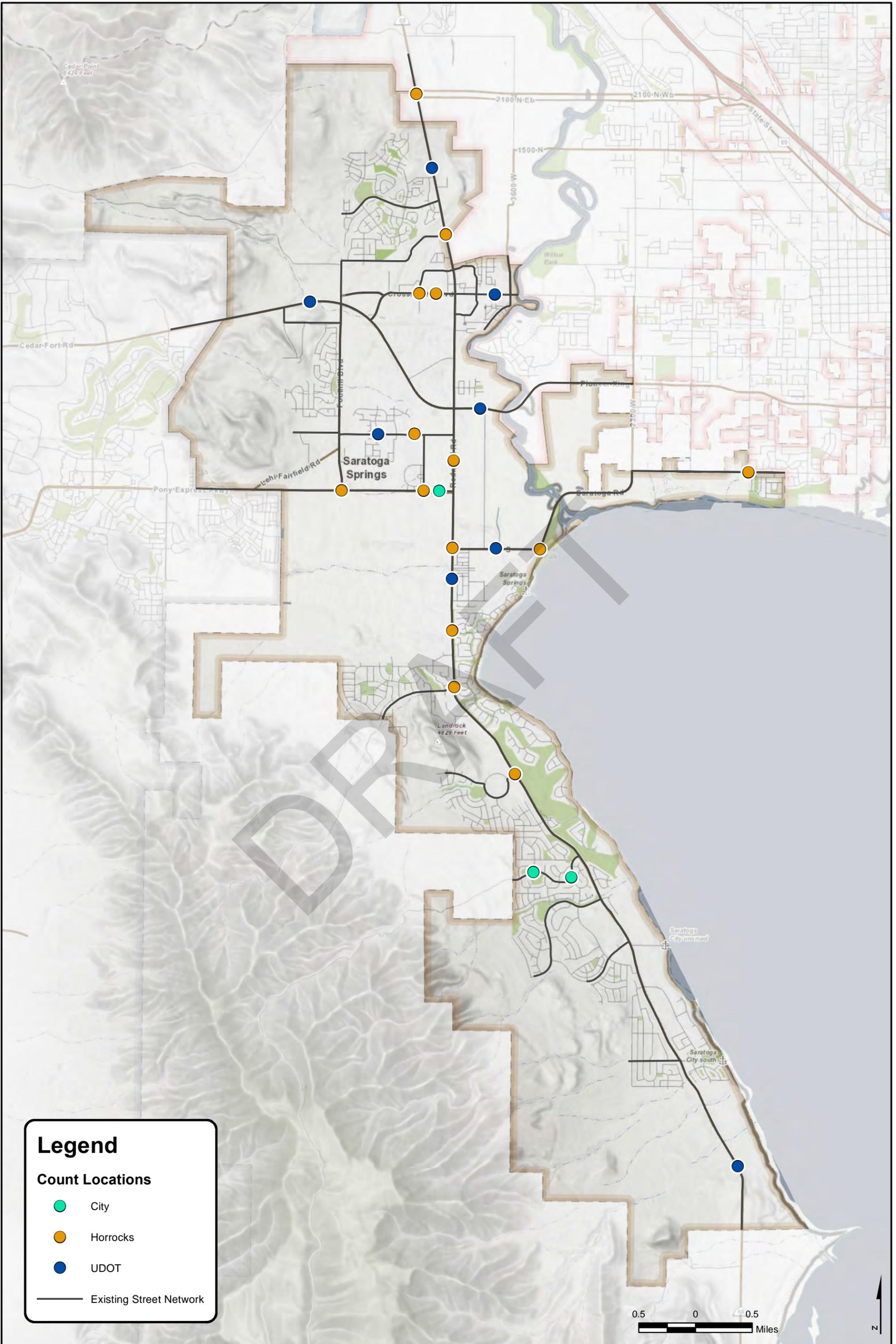
# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

**Table 3: Total Households and Total Employment for Each TAZ in Saratoga Springs**

TAZ ID	Total Households		Total Employment		TAZ ID	Total Households		Total Employment	
	2015	2025	2015	2025		2015	2025	2015	2025
1751	330	613	12	48	2266	50	163	4	10
1754	254	504	79	131	2267	38	124	3	7
1755	9	64	0	225	2268	145	344	7	13
1781	0	0	0	0	2269	66	232	21	51
1782	0	108	0	101	2270	45	158	14	35
1784	7	98	8	44	2271	121	265	19	48
1786	818	1158	92	409	2272	2	17	4	4
1787	334	453	340	718	2273	23	158	32	41
1788	0	128	0	49	2275	0	255	0	10
1789	183	507	604	750	2276	0	0	0	0
1790	0	39	0	110	2277	0	0	0	0
1791	2	69	0	158	2278	1	64	0	1
1792	25	113	90	436	2279	0	41	0	2
1793	7	66	0	305	2280	0	27	0	1
1794	0	175	6	14	2281	0	33	0	1
1795	1	74	0	5	2282	0	17	0	1
1796	2	252	0	5	2283	0	9	0	0
1797	556	828	25	38	2284	0	78	2	7
1798	364	364	18	18	2285	43	193	153	745
1799	0	199	0	6	2286	16	72	57	278
1800	24	167	34	44	2287	3	94	0	215
1801	94	182	127	148	2288	128	173	129	275
1802	211	462	35	85	2289	128	173	130	275
1803	73	255	23	57	2290	53	71	53	113
1804	16	82	0	112	2292	8	111	9	51
1805	116	302	5	8	2293	159	135	33	333
1806	236	558	13	22	2294	1	33	0	76
1807	96	312	7	19	2295	1	29	0	66
1808	2	247	0	6	2296	1	31	0	70
1809	0	130	0	4	2297	2	78	0	178
1811	0	87	5	787	2298	2	53	0	122
1818	0	876	0	166	2299	1	51	0	140
1819	191	520	20	292	2300	1	74	0	205
2245	0	10	0	6	2301	102	278	10	156
2264	0	59	0	2	2302	0	152	0	57
2265	32	104	2	6					



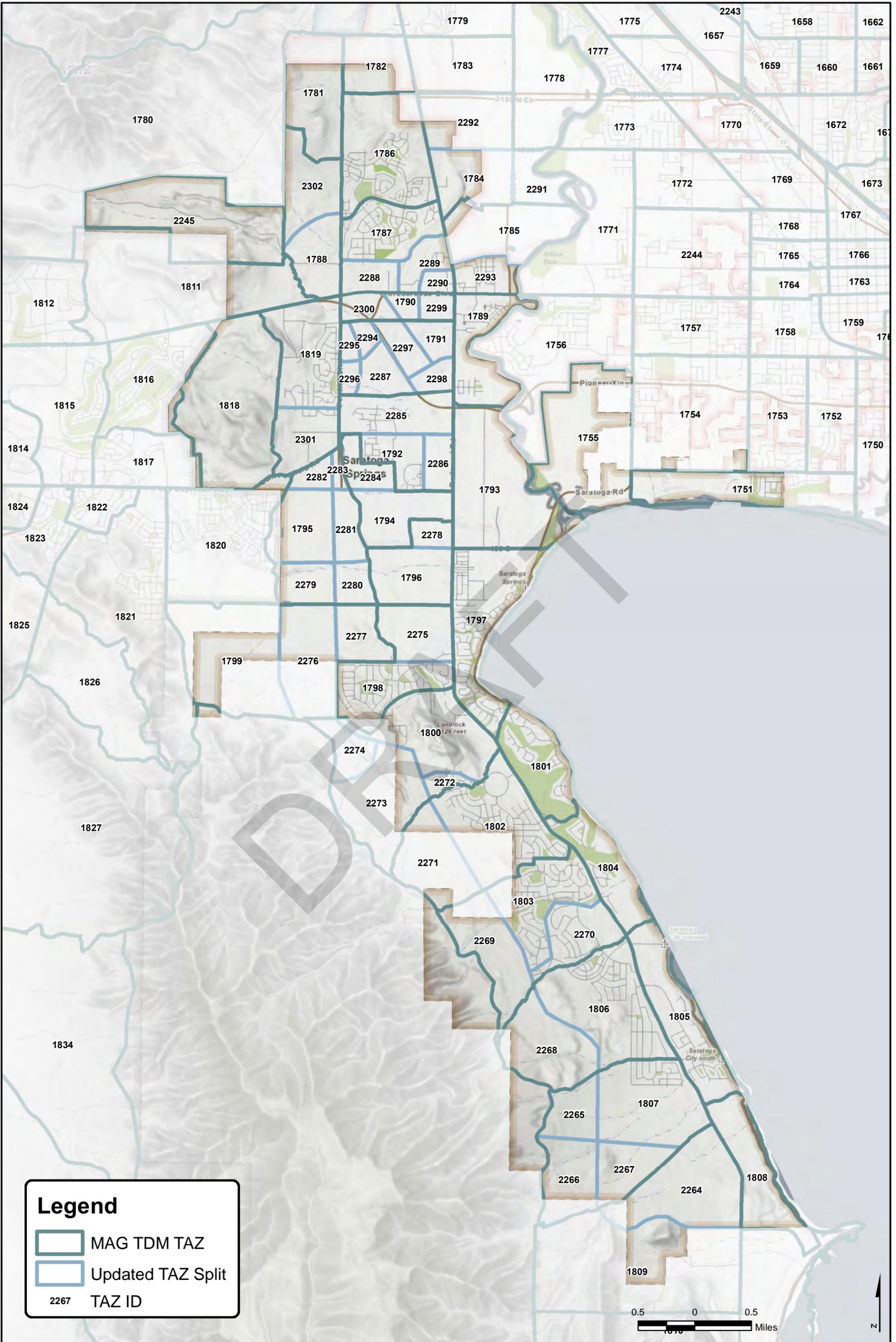
**Legend**

**Count Locations**

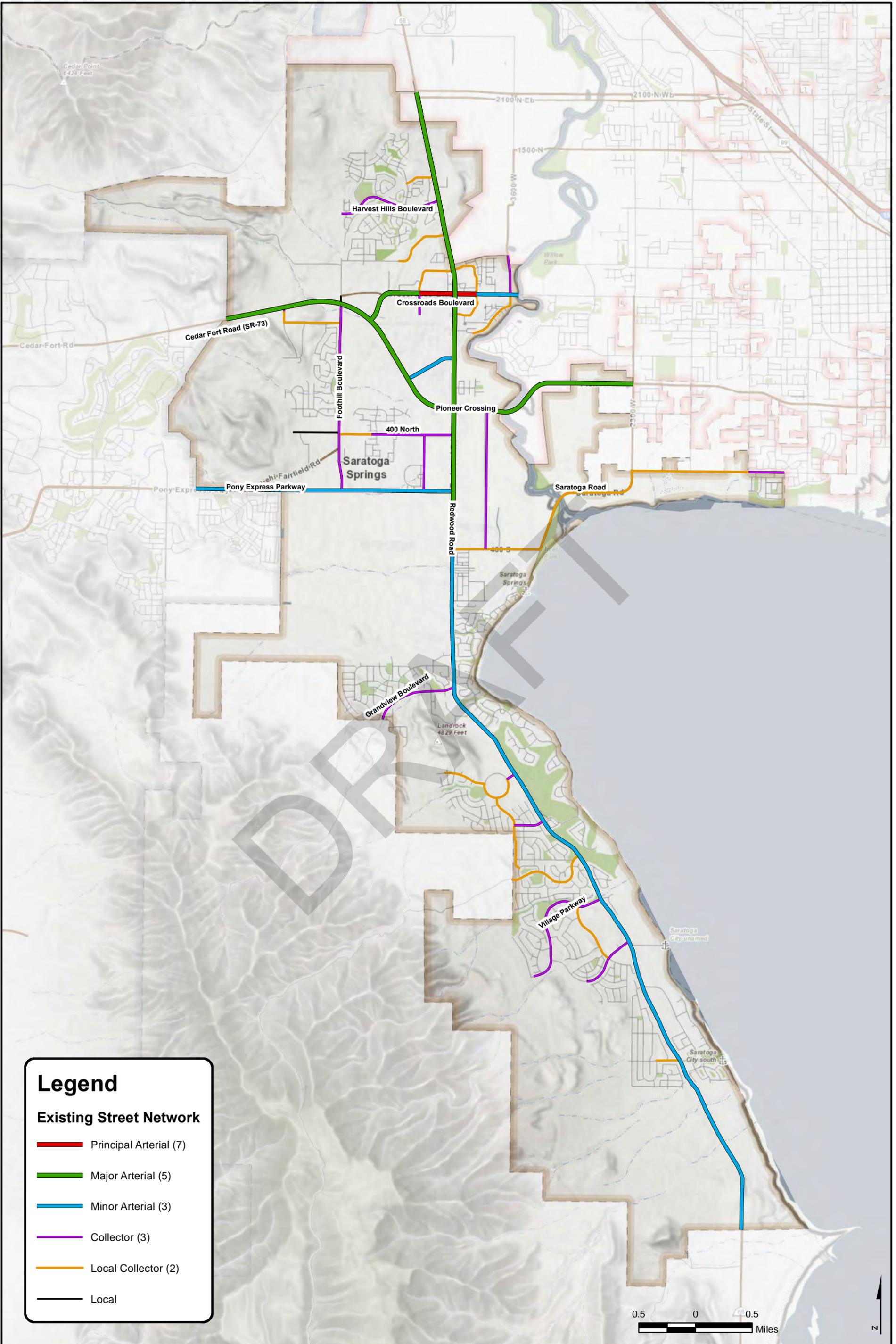
- City
- Horrocks
- UDOT

— Existing Street Network

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### Legend

#### Existing Street Network

- Principal Arterial (7)
- Major Arterial (5)
- Minor Arterial (3)
- Collector (3)
- Local Collector (2)
- Local



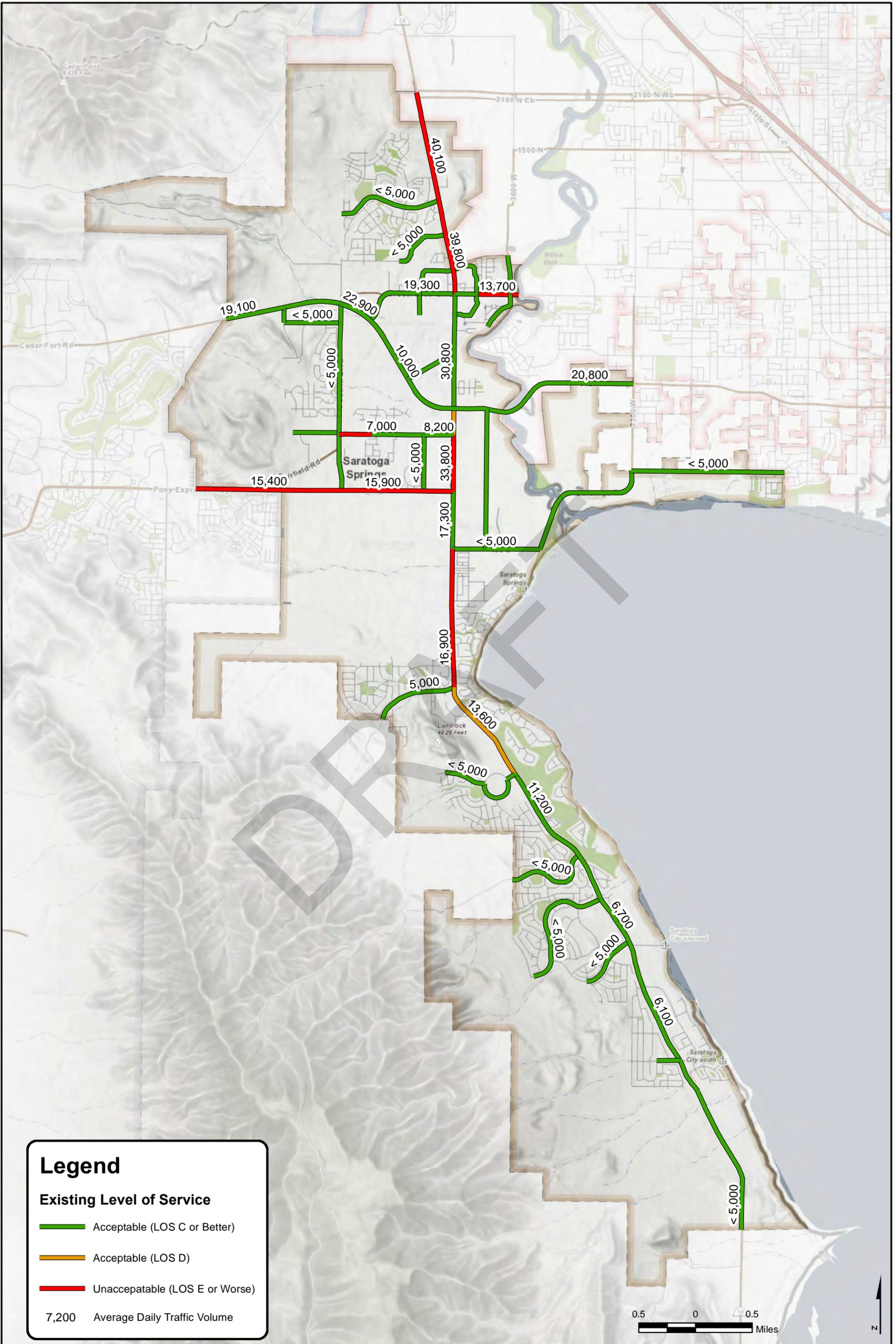
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2162 West Grove Parkway  
Suite 400  
Pleasant Grove, UT 84062  
(801) 763-5100

### Existing Roadway Network Saratoga Springs Impact Fee Facilities Plan

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Figure 3	



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### *Mitigations to Existing Capacity Deficiencies*

---

Using LOS D as the threshold for roadway improvements in **Figure 4** (Indicated by red lines), the following shows the roadways that have existing capacity deficiencies:

#### **Roadway Segments at or below LOS E:**

- **Redwood Road (SR-68):** Northern Border to Crossroads Blvd.
- **Redwood Road (SR-68):** 400 North to Pony Express
- **Redwood Road (SR-68):** 400 South to Grandview Blvd.
- **Pony Express Parkway:** Redwood Road (SR-68) to Western Border
- **Crossroads Blvd:** Riverside Drive to Eastern Border

In most cases, roadway capacity improvements are achieved by adding travel lanes. In some cases, additional capacity can be gained by striping additional lanes where the existing pavement width will accommodate it. This can be accomplished by eliminating on street parking, creating narrower travel lanes, and adding two-way left turn lanes where they don't currently exist. For all roadway capacity improvements, it is recommended to investigate other mitigation methods before widening the roadway.

### *Future Roadway Network Conditions*

---

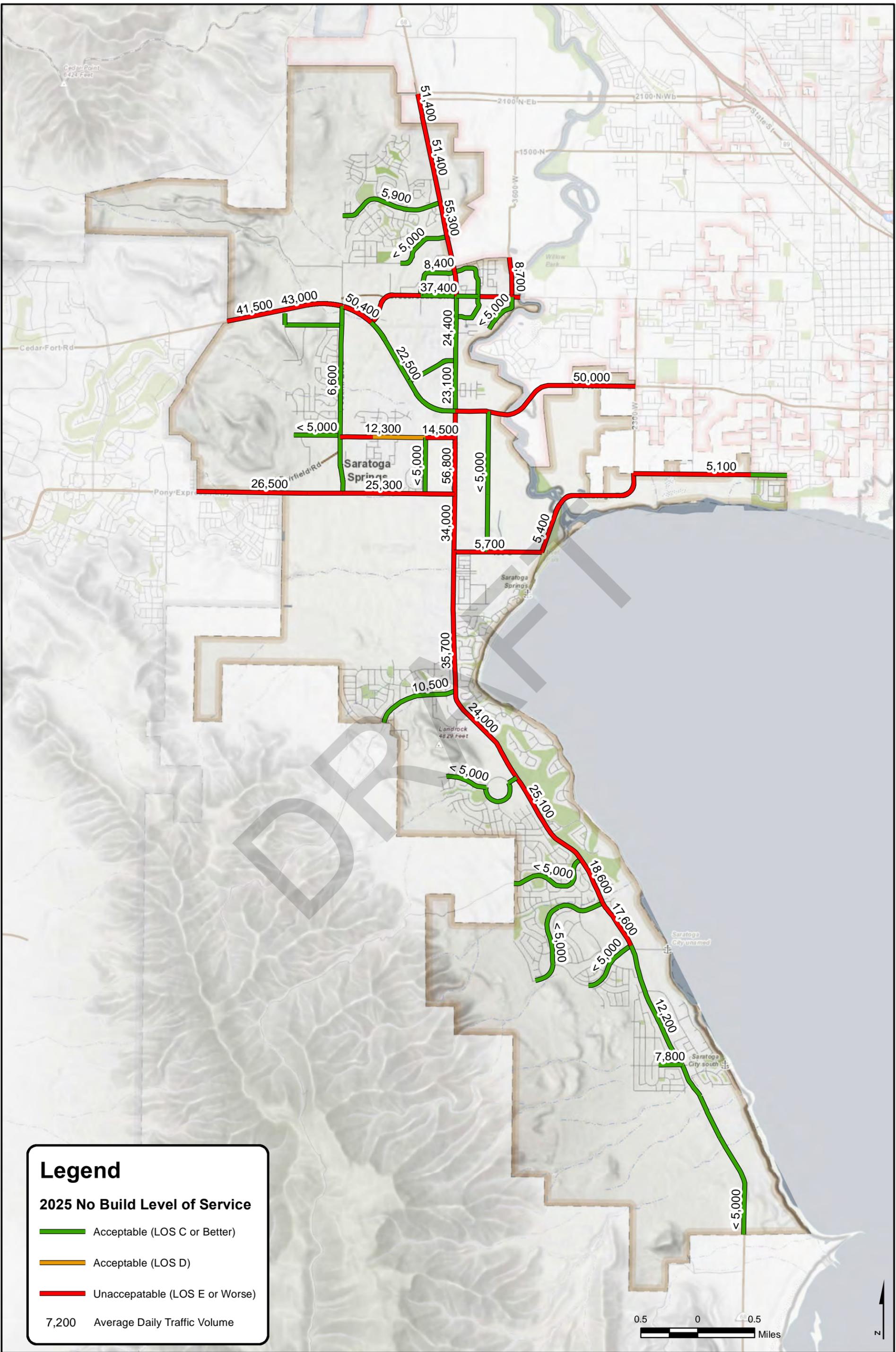
By calibrating the MAG Travel Demand Model to fit the existing traffic conditions in Saratoga Springs City, the model is prepared to project traffic volumes into the future. There are two future models used for this TMP. The first model used was to identify potential capacity deficiencies, called the 2025 No Build Model. The other model used was the 2025 Master Plan Solution Model, which includes all future projects to improve the deficiencies in the 2025 No Build Model.

### *No Build Level of Service*

---

A no-build scenario is intended to show what the roadway network would be like in the future if no action is taken to improve the City roadway network. The travel demand model was again used to predict this condition by applying the future growth and travel demand to the existing roadway network. As shown in **Figure 5**, the following roadways would perform at LOS E or worse if no action were taken by 2025 to improve the roadway network:

- **Redwood Road (SR-68):** Northern Border to Crossroads Blvd.
- **Redwood Road (SR-68):** Pioneer Crossing (SR-145) to Wildlife Blvd.
- **Crossroads Blvd.:** Commerce Dr. to Pioneer Crossing (SR-145) & Commerce Dr. to Eastern Border
- **Pioneer Crossing (SR-145):** Eastern Border to Redwood Road (SR-68)
- **Pioneer Crossing (SR-145):** Crossroads Blvd. to Foothill Blvd.
- **Cedar Fort Road (SR-73):** Foothill Blvd. to Western Border
- **400 North:** Redwood Road (SR-68) to 200 West
- **Pony Express:** Redwood Road (SR-68) to Western Border
- **400 East:** Crossroads Blvd. to Northern Border
- **400 South:** Redwood Road (SR-68) to Saratoga Road
- **Saratoga Road:** 400 South to 145 North
- **145 North:** Saratoga Road to 1100 West



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# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

### 10-Year Capital Facilities Plan

Although projects will be completed as growth and development occurs throughout the city, the existing and no build scenarios are used as a basis to predict the necessary projects to include in the IFFP. **Figure 6** and **Table 4** show the Capital Facilities Plan, which forecast all necessary improvements for the next ten years. This includes all of the projects regardless of their eligibility for impact fee expenditure. Project costs are included in **Appendix C – 10 Year Capital Facilities Plan Cost Summary**.

**Table 4: Capital Facilities Plan Projects**

Project	Location	Project Year	Funding Source
1	Redwood Road (SR-68): 400 South to Stillwater Drive	2017	UDOT
12	Crossroads Blvd: Commerce Drive to Eastern Border	2017	MAG
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	Saratoga Springs
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	Saratoga Springs
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	2018	Saratoga Springs
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	Saratoga Springs
22	Signal: Market Street & Redwood Road (SR-68)	2018	UDOT
23	Signal: Market Street & Pioneer Crossing (SR-145)	2018	UDOT
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	Saratoga Springs
13	Pony Express Extension: Riverside Drive to Saratoga Road	2018	Saratoga Springs
4	Mountain View Corridor Frontage Roads: Northern Border to SR-73	2019	UDOT
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	MAG
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	Saratoga Springs
24	Signal: Riverside Drive & Pioneer Crossing (SR-145)	2019	UDOT
19	Signal: Crossroads Blvd & Riverside Drive	2019	Saratoga Springs
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	Saratoga Springs

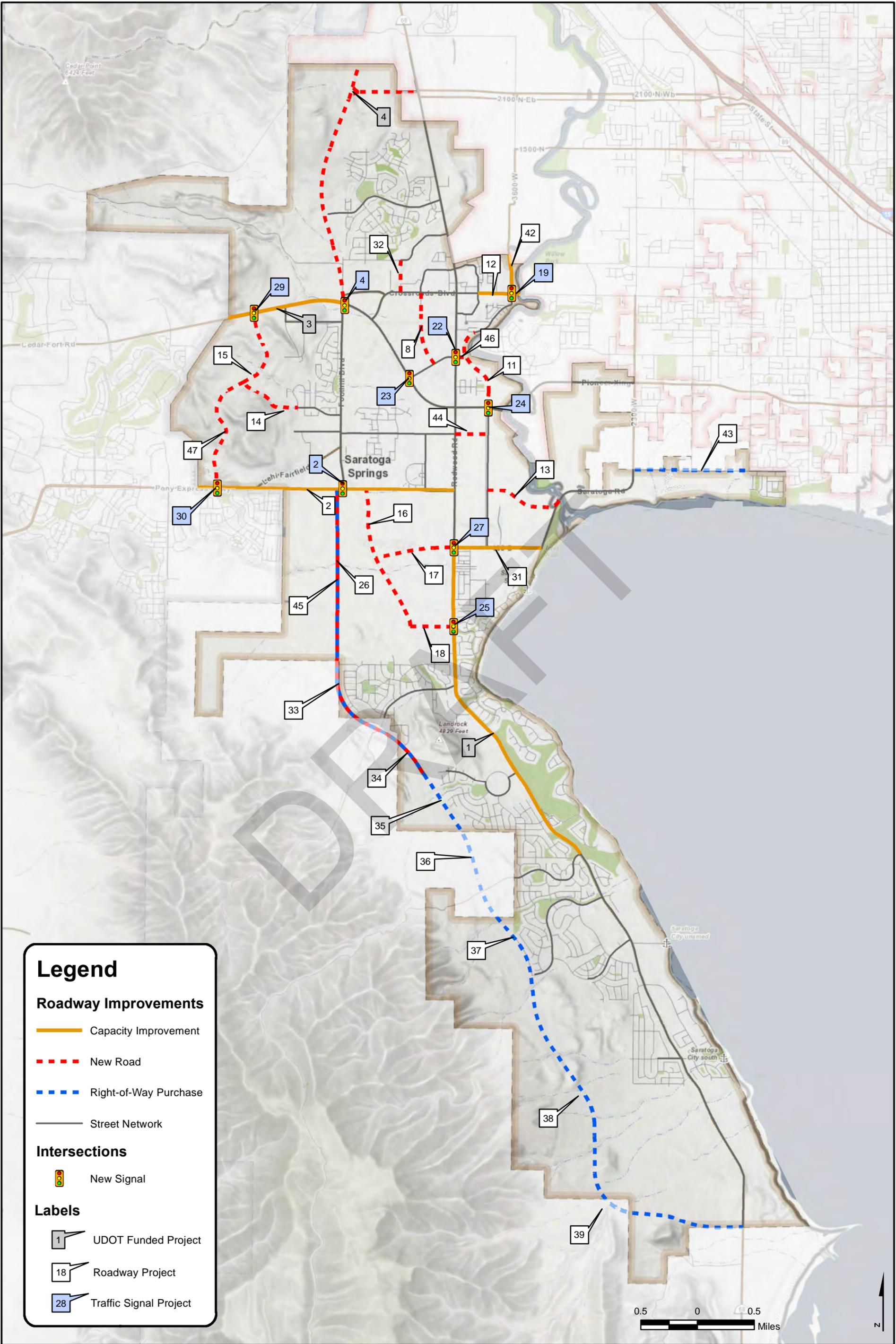


# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

Project	Location	Project Year	Funding Source
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	Saratoga Springs
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	Saratoga Springs
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	Saratoga Springs
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	Saratoga Springs
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	Saratoga Springs
42	400 East: Crossroads Boulevard to Northern Border	2022	Saratoga Springs
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	Saratoga Springs
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	Saratoga Springs
15	Mt. Saratoga Blvd: Cedar Fort Road (SR-73) to Talus Ridge Drive	2023	Saratoga Springs
17	400 South: Redwood Road (SR-68) to 600 West	2023	Saratoga Springs
18	800 South: Redwood Road (SR-68) to 600 West	2023	Saratoga Springs
37	Foothill Blvd: Fox Hollow Drive to Marsh Hawk Drive (Right of Way Only)	2023	Saratoga Springs
45	Foothill Blvd: Pony Express Parkway to Meadow Side Drive (Additional Right of Way)	2023	Saratoga Springs
3	Cedar Fort Road (SR-73): Mountain View Corridor Frontage to Western Border	2024	UDOT
16	600 West: Pony Express to 800 South	2024	Saratoga Springs
25	Signal: 800 South (Project 18) & Redwood Road (SR-68)	2024	UDOT
27	Signal: Redwood Road (SR-68) & 400 South	2024	UDOT
30	Signal: Mt. Saratoga Boulevard & Pony Express Parkway	2024	Saratoga Springs
29	Signal: Mt. Saratoga Boulevard & Cedar Fort Road	2025	UDOT
38	Foothill Blvd: Marsh Hawk Drive to Bonneville Drive (Right of Way Only)	2025	Saratoga Springs
39	Foothill Blvd: Bonneville Drive to Redwood Road (SR-68) (Right of Way Only)	2026	Saratoga Springs



### Legend

#### Roadway Improvements

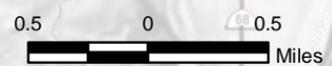
- Capacity Improvement
- - - New Road
- - - Right-of-Way Purchase
- Street Network

#### Intersections

- New Signal

#### Labels

- 1 UDOT Funded Project
- 18 Roadway Project
- 28 Traffic Signal Project



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## Infrastructure Required to Meet Demands of New Development (11-36a-302.1.a.v)

### Project Cost Attributable to 6-year Growth

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**Table 5** shows the funding sources for IFFP projects costs attributable to new growth as a percentage of the total project. A portion of each project in **Table 5** is impact fee eligible, depending on how it is funded. Only that portion of a project cost funded by Saratoga Springs is impact fee eligible. For each project, that amount is indicated in the **Saratoga Springs City %** and **Saratoga Springs City Total (Project Year)** columns. Where the project is likely to be completed using MAG funding, the Saratoga Springs City impact fee eligible portion of the project is its “matching funds” obligation, in this case, 6.77% of the total project cost. UDOT projects will be funded entirely with state funds and are not eligible for impact fee expenditure.

There are additional costs included in each cost estimate based on a percentage of the construction costs. The four additional costs include contingency, mobilization, preconstruction engineering, and construction engineering. The percentages used for the additional costs may vary as these values are estimated for each individual project. These estimates are based on the concept cost estimate values used by UDOT. Contingency accounts for the items not estimated during the concept cost estimate. Examples include roadway striping, utility placement, and survey. Contingency costs can range up to 25% based on the number of items not estimated. Mobilization is the preparation before construction begins on a project. It is recommended that a value of 10% be used for project mobilization. Preconstruction engineering is based on the complexity of the project as well as the construction costs. It is recommended that for local projects the preconstruction costs can range up to 16% of the construction costs. For the cost estimates included in this IFFP, a value of 10% was used. Construction engineering includes the construction management and additional design necessary during construction. Recommended costs for local projects range up to 16% and a value of 10% was used for the cost estimates included in the IFFP. All cost estimates along with all unit costs and assumptions are included in **Appendix D – IFFP Cost Estimates**.



# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

**Table 5: Impact Fee Facilities Plan Project Funding Sources**

Project	Location	Project Year	Total Price (Project Year)	Funding Source	Saratoga Springs City %	Saratoga Springs City Total (Project Year)
12	Crossroads Blvd: Commerce Drive to Eastern Border	2017	\$6,171,000	MAG/Saratoga Springs	6.77%	\$418,000
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	\$900,000	Saratoga Springs	100%	\$900,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	\$5,431,000	Saratoga Springs	100%	\$5,431,000
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	2018	\$2,844,000	Saratoga Springs	100%	\$2,844,000
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	\$3,390,000	Saratoga Springs	100%	\$3,390,000
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	\$1,033,000	Saratoga Springs	100%	\$1,033,000
13	Pony Express Extension: Riverside Drive to Saratoga Road	2018	\$4,407,000	Saratoga Springs	100%	\$4,407,000
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	\$10,597,000	MAG/Saratoga Springs	6.77%	\$717,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	\$4,959,000	Saratoga Springs	100%	\$4,959,000
19	Signal: Crossroads Blvd & Riverside Drive	2019	\$325,000	Saratoga Springs	100%	\$325,000
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	\$3,137,000	Saratoga Springs	100%	\$3,137,000
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	\$1,745,000	Saratoga Springs	100%	\$1,745,000
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	\$1,955,000	Saratoga Springs	100%	\$1,955,000
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	\$628,000	Saratoga Springs	100%	\$628,000
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	\$1,350,000	Saratoga Springs	100%	\$1,350,000
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	\$1,377,000	Saratoga Springs	100%	\$1,377,000



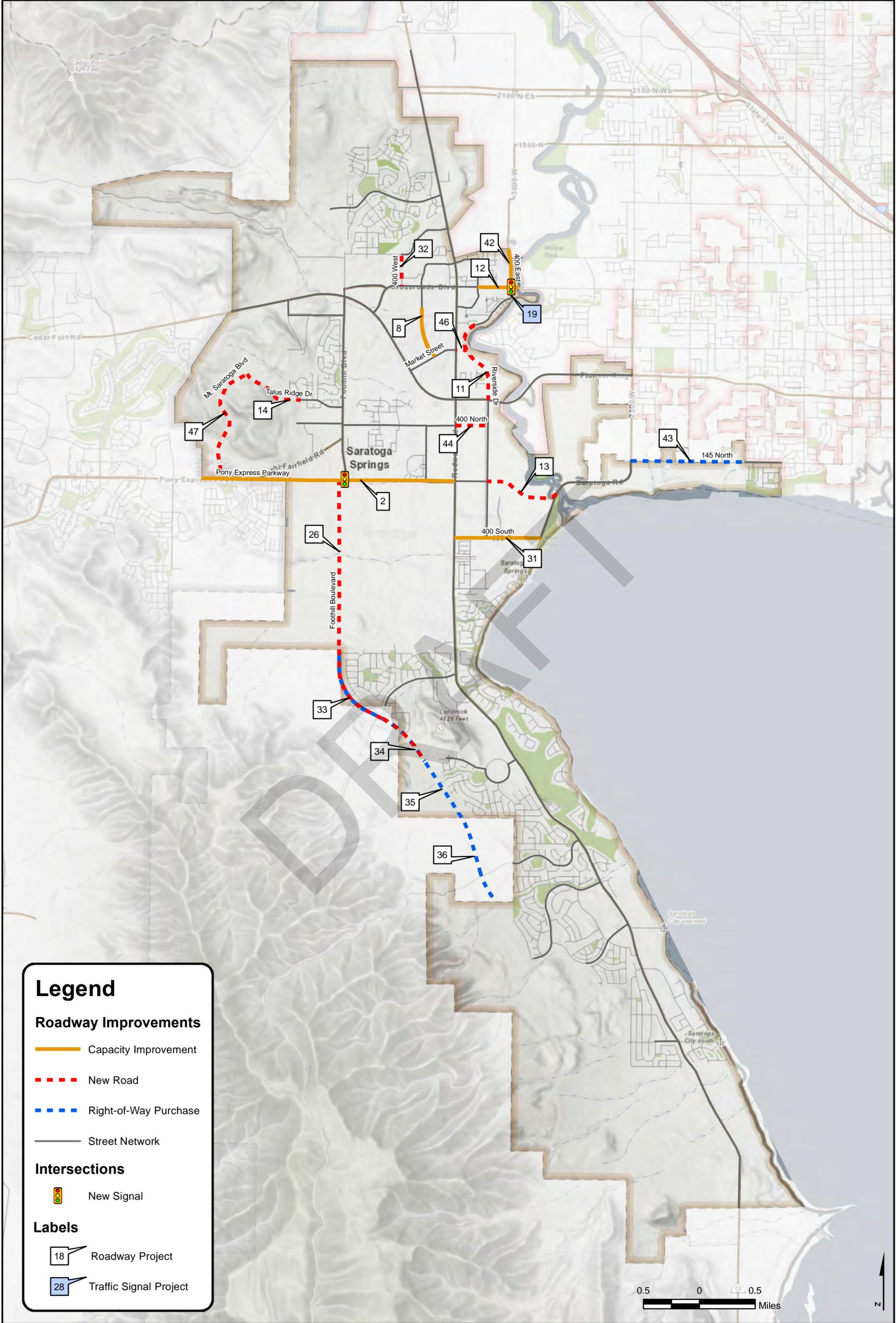
# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

Project	Location	Project Year	Total Price (Project Year)	Funding Source	Saratoga Springs City %	Saratoga Springs City Total (Project Year)
42	400 East: Crossroads Boulevard to Northern Border	2022	\$2,283,000	Saratoga Springs	100%	\$2,283,000
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	\$1,765,000	Saratoga Springs	100%	\$1,765,000
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	\$1,698,000	Saratoga Springs	100%	\$1,698,000
<b>Total</b>			<b>\$55,995,000</b>			<b>\$40,362,000</b>

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**Legend**

**Roadway Improvements**

- Capacity Improvement
- - - New Road
- - - Right-of-Way Purchase
- Street Network

**Intersections**

- New Signal

**Labels**

- 18 Roadway Project
- 28 Traffic Signal Project

**Project Cost Attributable to 6-Year Growth**

Using the travel demand model mentioned in previous chapters it is possible to estimate the number of PM trips originating or terminating in Saratoga Springs for the existing and future conditions. The difference between the future PM trips and the existing PM trips (the number of new trips in the City) becomes the denominator in the equation used to calculate the impact fee cost per PM peak hour trip for new development. The City of Saratoga Springs currently generates approximately **7,809** one-way PM peak hour trips. The projected 2022 PM peak hour trip number for Saratoga Springs City is **14,149**, an **81%** increase on today’s value. This gives a total increase of **6,340** trips.

Included in the IFFP are reductions to the City’s total cost that are not attributed to growth. The reductions included in the following sections are for existing deficiencies, pass-through, and excess capacity that will not be consumed through 2022. These are calculated based on the projected 2022 traffic volumes as well as output data from the TDM.

Also included are the reductions for traffic signals. Traffic signals are implemented based on the traffic signal warrants found in Chapter 4C of the Utah Manual on Uniform Traffic Control Devices (MUTCD). Included in the MUTCD are warrants based of traffic volumes, pedestrian volumes, safety, as well as the roadway network in proximity to the intersection. A traffic signal is not installed without meeting one of the signal warrants included in the Utah MUTCD. To estimate the reductions for existing deficiencies, pass-through, and excess capacity, the weighted average of the two intersecting streets was used.

*Existing Deficiency Reduction*

**Table 6** includes the calculations to determine the cost to cure deficiencies in existing roadways that are unrelated to new development activity due to existing deficiencies. This proportionate cost of added lane capacity will remedy an existing capacity deficiency that cannot be funded using Impact Fees.

**Table 6: Existing Deficiency Cost Reduction Calculation**

Project	Location	Year	Added Capacity	Existing Deficiency	Deficiency %
12	Crossroads Blvd: Commerce Drive to Eastern Border	2017	17,500	700	4%
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	17,500	2,900	17%



# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

### Pass-Through Reduction

Included in **Table 7** is the percent Pass-Through traffic for all project roadways. A vehicle trip is considered pass-through when the origin and the destination for a specific trip occurs outside the city limits. For all growth within Saratoga Springs, there is a certain percentage of new trips which are considered pass-through. This percentage is determined using the MAG Travel Demand Model. The Travel Demand Model determines pass-through traffic by keeping track of the origin, destination, and path for each vehicle trip generated. When the vehicle trip uses a roadway in Saratoga Springs and the origin and destination of that trip is located outside of Saratoga Springs, that trip is considered a pass-through trip. Since a pass-through trip does not arise from new development activity in Saratoga Springs, it cannot be paid for with impact fees. The proportion of pass-through traffic not attributable to impact fees is the proportion of pass-through traffic to the added capacity of the roadway.

**Table 7: Pass-Through Traffic Cost Reduction Calculation**

Project	Location	Year	Added Capacity	Pass-Through Volume	Pass Through %
12	Crossroads Blvd: Commerce Drive to Eastern Border	2017	17,500	4,640	27%
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	11,500	60	1%
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	11,500	60	1%
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	2018	6,500	20	1%
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	11,500	60	1%
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	65,000	650	1%
13	Pony Express Extension: Riverside Drive to Saratoga Road	2018	11,500	340	3%
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	17,500	5,460	32%
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	11,500	60	1%
19	Signal: Crossroads Blvd & Riverside Drive	2019	17,500	2,280	13%
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	5,000	10	1%
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	65,000	650	1%
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2019	65,000	650	1%



# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

Project	Location	Year	Added Capacity	Pass-Through Volume	Pass Through %
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	11,500	110	1%
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	6,500	30	1%
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	65,000	650	1%
42	400 East: Crossroads Boulevard to Northern Border	2022	8,000	160	2%
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	25,500	1,275	5%
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	11,500	630	6%

### Excess Capacity Reduction

Included in **Table 8** is the calculated excess capacity remaining in 2022. The excess capacity is the proportion of the added capacity that is not used in 2022. Since this capacity is not used by 2022, it is not a cost of growth in this IFFP period, but can be recouped in a later IFFP period.

**Table 8: Excess Capacity Cost Reduction Calculations**

Project	Location	Year	Future Capacity	Added Capacity	Future Volume	2022 Excess Capacity	Cost Reduction %
12	Crossroads Blvd: Commerce Drive to Eastern Border	2017	30,500	17,500	23,800	6,700	38%
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	11,500	11,500	6,300	5,200	45%
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	11,500	11,500	6,300	5,200	45%
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	2018	11,500	6,500	6,700	4,800	74%
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	11,500	11,500	6,000	5,500	48%
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	70,000	65,000	29,700	40,300	62%
13	Pony Express Extension: Riverside Drive to Saratoga Road	2018	11,500	11,500	5,700	5,800	50%
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	30,500	17,500	23,500	7,000	40%
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	11,500	11,500	5,700	5,800	50%



# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

Project	Location	Year	Future Capacity	Added Capacity	Future Volume	2022 Excess Capacity	Cost Reduction %
19	Signal: Crossroads Blvd & Riverside Drive	2019	42,000	17,500	35,350	6,650	<b>38%</b>
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	5,000	5,000	1,100	3,900	<b>78%</b>
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	70,000	65,000	29,050	40,950	<b>63%</b>
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2019	70,000	65,000	30,350	39,650	<b>61%</b>
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	11,500	11,500	5,500	6,000	<b>52%</b>
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	11,500	6,500	5,500	6,000	<b>92%</b>
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	70,000	65,000	29,050	40,950	<b>63%</b>
42	400 East: Crossroads Boulevard to Northern Border	2022	13,000	8,000	7,700	5,300	<b>66%</b>
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	30,500	25,500	16,985	13,515	<b>53%</b>
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	11,500	11,500	1,800	9,700	<b>84%</b>

### *Existing User Share for New Construction Projects*

For all roadways in the roadway system, a portion of the traffic volume would be used by the existing roadway users regardless of future development. For existing roadways, the existing user share is the existing roadway volume. For new construction, a proportion of the new traffic volume is attributed to those users who would use the road regardless of the development. [Table 9](#) shows the cost reduction based on the existing user share for all new roadway construction.



# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

**Table 9: Existing User Share Cost Reduction Calculation**

Project	Location	Year	Added Capacity	Existing User Volume	Existing User %
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	11,500	230	2%
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	11,500	115	1%
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	2018	6,500	65	1%
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	11,500	230	2%
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	65,000	1,300	2%
13	Pony Express Extension: Riverside Drive to Saratoga Road	2018	11,500	115	1%
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	11,500	115	1%
19	Signal: Crossroads Blvd & Riverside Drive	2019	17,500	350	2%
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	5,000	250	5%
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	65,000	650	1%
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	65,000	1,950	3%
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	11,500	115	1%
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	65,000	650	1%
42	400 East: Crossroads Boulevard to Northern Border	2022	8,000	80	1%
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	25,500	765	3%
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	11,500	115	1%

### *Proportion Attributable to Growth Summary and Costs*

Impact fees can only be collected for the proportion of the added capacity which is used by new development that is projected to occur through 2022. **Table 10** is a summary table that accounts for all cost reductions attributed to existing deficiencies, existing user share, pass-through, and excess capacity.

**Table 10: Proportion of Projects Attributed to New Development**

Project	Location	Cost Reduction For			Proportion Attributable to Growth
		Existing Deficiencies/ User Share	Reduction for Pass-Through	Reduction for Excess Capacity	
12	Crossroads Blvd: Commerce Drive to Eastern Border	4%	27%	38%	31%
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2%	1%	45%	52%
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	1%	1%	45%	53%
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	1%	1%	74%	24%
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2%	1%	48%	49%
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2%	1%	62%	35%
13	Pony Express Extension: Riverside Drive to Saratoga Road	1%	3%	50%	46%
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	17%	32%	40%	11%
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	1%	1%	50%	48%
19	Signal: Crossroads Blvd & Riverside Drive	2%	13%	38%	47%
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	5%	1%	78%	16%
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	1%	1%	63%	35%
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	3%	1%	61%	35%
46	Market Street: Redwood Road (SR-68) to Riverside Drive	1%	1%	52%	46%
31	400 South: Redwood Road (SR-68) to Saratoga Road	1%	1%	92%	7%
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	1%	1%	63%	35%
42	400 East: Crossroads Boulevard to Northern Border	3%	2%	66%	31%
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	1%	5%	53%	39%
44	400 North: Redwood Road (SR-68) to Riverside Drive	1%	6%	84%	9%



# SARATOGA SPRINGS

## Impact Fee Facilities Plan

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Using the proportion attributed to future growth in [Table 10](#), the cost attributable to future growth is calculated in [Table 11](#). Of the **\$40,417,000** required by Saratoga Springs for roadway improvements, **\$15,036,000** is eligible to be paid using impact fees. All project costs in [Table 11](#) include inflation based on the project year. All assumptions, rates and specific project costs are found in [Appendix D – IFFP Cost Estimates](#).

**Table 11: Cost Attributable to Growth**

Project	Location	Project Year	Total Cost (With Inflation)	Saratoga Springs City Total (With Inflation)	Proportion Attributable to Growth	Cost Attributable to Growth (With Inflation)
12	Crossroads Blvd: Commerce Drive to Eastern Border	2017	\$6,171,000	\$418,000	31%	\$130,000
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	\$900,000	\$900,000	52%	\$468,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	\$5,148,000	\$5,431,000	53%	\$2,878,000
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	2018	\$2,844,000	\$2,844,000	24%	\$683,000
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	\$3,390,000	\$3,390,000	49%	\$1,661,000
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	\$1,033,000	\$1,033,000	35%	\$362,000
13	Pony Express Extension: Riverside Drive to Saratoga Road	2018	\$4,407,000	\$4,407,000	46%	\$2,027,000
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	\$10,597,000	\$717,000	11%	\$79,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	\$4,959,000	\$4,959,000	48%	\$2,380,000
19	Signal: Crossroads Blvd & Riverside Drive	2019	\$325,000	\$325,000	47%	\$153,000
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	\$3,137,000	\$3,137,000	16%	\$502,000
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	\$1,745,000	\$1,745,000	35%	\$611,000
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	\$1,955,000	\$1,955,000	35%	\$684,000
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	\$520,000	\$628,000	46%	\$289,000
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	\$1,350,000	\$1,350,000	7%	\$94,000
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	\$1,377,000	\$1,377,000	35%	\$482,000



Project	Location	Project Year	Total Cost (With Inflation)	Saratoga Springs City Total (With Inflation)	Proportion Attributable to Growth	Cost Attributable to Growth (With Inflation)
42	400 East: Crossroads Boulevard to Northern Border	2022	\$2,283,000	\$2,283,000	31%	\$708,000
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	\$1,765,000	\$1,765,000	39%	\$688,000
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	\$1,698,000	\$1,698,000	9%	\$153,000
<b>Total</b>			<b>\$55,995,000</b>	<b>\$40,362,000</b>		<b>\$15,032,000</b>

## Proposed Means to Meet Demands of New Development (11-36a-302.2)

All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs as a result of new development.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State Government or UDOT, or MAG. The City will need to continue to partner and work with these other jurisdictions to ensure the adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if Saratoga Springs City recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the City.

### Federal Funding

Federal monies are available to cities and counties through the federal-aid program. UDOT administers the funds. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of the application is passed to the

State Transportation Commission. Transportation enhancements include 12 categories ranging from historic preservation, bicycle and pedestrian facilities, and water runoff mitigation. Other federal and state trail funds are available from the Utah State Parks and Recreation Program.

MAG accepts applications for federal funds through local and regional government jurisdictions. The MAG Technical Advisory and Regional Planning committees select projects for funding annually. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- **Congestion Relief** – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas
- **Mode Choice** – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles
- **Air Quality Improvements** – projects showing demonstrable air quality benefits
- **Safety** – improvements to vehicular, pedestrian, and bicyclist safety

### State/County Funding

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The distribution of State Class B and C Program monies is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities. As many of the roads in Saratoga Springs fall under UDOT jurisdiction, it is in the interests of the City that staff is aware of the procedures used by UDOT to allocate those funds and to be active in requesting the funds be made available for UDOT owned roadways in the City.

Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005, the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund, but the county is responsible to program and control monies. In order to qualify for preservation funds, the City must comply with the Corridor Preservation Process found online at [www.udot.utah.gov/public/ucon](http://www.udot.utah.gov/public/ucon). Currently, Saratoga Springs City uses Class C funding for their transportation projects.

## City Funding

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Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is the creation of special improvement districts. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. The City of Saratoga Springs currently uses Class C funding for their transportation improvements. Providing a line item in the City budgeted general funds to address roadway improvements, which are not impact fee eligible is a recommended practice to fund transportation projects should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth.

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. Creation of the SAA may be initiated by the municipality by a resolution declaring the public health, convenience, and necessity requiring the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

## Interfund Loans

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Since infrastructure must generally be built ahead of growth, it must sometimes be funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

## Developer Dedications and Exactions

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Developer dedications and exactions for road System Facilities can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or exactions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the city. If the dedications and/or exactions of the developer are greater than the impact fee liability, the city must reimburse the developer the difference.

## Developer Impact Fees

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Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructures and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

## Necessity of Improvements to Maintain Level of Service

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only projects costs that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

## Impact Fee Certification (11-36a-306)

According to state law, this report has been prepared in accordance with Utah Code Title 11 Chapter 36 titled "Impact Fees Act". This report relies upon the planning, engineering, land use and other source data provided by the City and their designees and all results and projections are founded upon this information.

In accordance with Utah Code Annotate, 11-36a-306(1), Horrocks Engineers, certifies that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
  - a. Allowed under the Impact Fees Act; and
  - b. Actually incurred; or
  - c. Are projected to be incurred or encumbered within six years of the day on which each impact fee is paid;
2. Does not include:
  - a. Costs of operation and maintenance of public facilities
  - b. Cost of qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service supported by existing residents;
  - c. An expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement; and



# SARATOGA SPRINGS

## Impact Fee Facilities Plan

January 2017

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

This certification is made with the following limitations:

1. All of the recommendations for implementing this IFFP of IFA are followed in their entirety by the City.
2. If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.
3. All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City or other outside source.

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## **Appendix A – ITE Trip Generation**

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Category	Units; Per	ITE Trips
130 - Industrial Park	1000 Sq. Feet Gross Floor Area	0.84
140 - General Manufacturing *	1000 Sq. Feet Gross Floor Area	0.75
151 - Storage Units	1000 Sq. Feet Rentable Storage Area	0.22
152 - Warehouse / Distribution Center	1000 Sq. Feet Gross Floor Area	0.16
210 - Single-Family Detached Housing	Dwelling Unit	1.02
220 - Multi-Family / Apartment (Greater than 4 Units)	Dwelling Unit	0.67
230 - Multi-Family / Condo, Townhouse, Duplex, Triplex, Quadplex	Dwelling Unit	0.52
240 - Mobile Home / RV Park	Dwelling Lot	0.60
254 - Assisted Living Center	Bed	0.35
310 - Hotel	Room	0.61
444 - Movie Theatre < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80
445 - Movie Theatre > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91
492 - Health/Fitness Club	1000 Sq. Feet Gross Floor Area	4.06
520 - Elementary School	1000 Sq. Feet Gross Floor Area	3.11
522 - Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	2.52
530 - High School	1000 Sq. Feet Gross Floor Area	2.12
534 - Private School (K-8)	1000 Sq. Feet Gross Floor Area	6.53
560 - Church	1000 Sq. Feet Gross Floor Area	0.94
565 - Day Care Center	1000 Sq. Feet Gross Floor Area	13.75
590 - Library	1000 Sq. Feet Gross Floor Area	7.20
610 - Hospital	1000 Sq. Feet Gross Floor Area	1.16
710 - General Office Building	1000 Sq. Feet Gross Floor Area	1.49
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	4.27
770 - Business Park	1000 Sq. Feet Gross Floor Area	1.26
812 - Building Materials and Lumber Store	1000 Sq. Feet Gross Floor Area	5.56
817 - Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	9.04
820 - Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.71
826 - Specialty Retail Center	1000 Sq. Feet Gross Leasable Area	5.02
841 - Automobile Car Sales	1000 Sq. Feet Gross Floor Area	2.80
848 - Tire Store	1000 Sq. Feet Gross Floor Area	4.15
850 - Supermarket	1000 Sq. Feet Gross Floor Area	8.37
851 - Convenience Store	1000 Sq. Feet Gross Floor Area	53.42
912 - Bank / Financial Institution	1000 Sq. Feet Gross Floor Area	26.69
918 - Hair / Nails / Massage / Beauty Salon / Day Spa	1000 Sq. Feet Gross Floor Area	1.93

Category	Units; Per	ITE Trips
932 - Restaurant, Sit-Down (Low Turnover)	1000 Sq. Feet Gross Floor Area	9.02
932 - Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	18.49
934 - Restaurant with Drive-Trough Window	1000 Sq. Feet Gross Floor Area	47.30
942 - Auto Care Center	1000 Sq. Feet Occupied Gross Leasable Area	3.51
944 - Gasoline/Service Station	Fueling Position	15.65
945 - Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	97.14
947 - Self Service Car Wash	Wash Stall	5.54
948 - Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12

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## **Appendix B – TAZ Socioeconomic Data**

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TAZ Socioeconomic Data - 2015

Z	COUNTY	TOTHH	TOTPOP	HHSIZE	TOTEMP	RETEMP	INDEMP	OTHEMP	AVGINCOME	ALLEMP	RETL	FOOD	MANU	WSLE	OFFI	GVED	HLTH	OTHR	FM_AGR	FM_MING	FM_CONS	ENROL_K_6	ENROL_7_12
1751	4	330	1214	3.68	12	0	5	7	54415	12	0	0	0	5	0	0	2	5	0	0	0	0	0
1754	4	245	1086	4.43	79	0	7	72	54415	93	0	0	6	1	3	71	1	2	0	0	0	9	1000
1755	4	9	30	3.33	0	0	0	0	54415	7	0	0	0	0	0	0	0	0	0	0	0	7	0
1781	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1782	4	0	0	0.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1784	4	7	23	3.28	8	0	8	0	54415	67	0	0	8	0	0	0	0	0	47	4	0	8	0
1786	4	818	3108	3.80	92	3	17	72	54415	152	3	0	9	8	11	64	1	2	0	0	0	54	1200
1787	4	334	1413	4.23	340	229	1	110	54415	409	226	8	0	1	17	6	6	89	0	0	0	56	0
1788	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1789	4	183	593	3.24	604	272	1	331	54415	655	172	107	0	1	8	138	76	130	0	0	0	23	0
1790	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1791	4	2	6	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1792	4	25	100	3.99	90	0	0	90	54415	95	0	0	0	0	1	90	1	3	0	0	0	0	211
1793	4	7	15	2.14	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1794	4	0	0	0.00	6	0	0	6	54415	6	0	0	0	0	0	6	0	0	0	0	0	0	0
1795	4	1	3	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1796	4	2	2	1.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1797	4	556	2099	3.78	25	1	7	17	56467	37	1	0	4	4	5	0	0	13	0	0	0	10	0
1798	4	364	1653	4.54	18	0	0	18	56467	46	0	0	0	0	7	0	0	12	0	0	0	27	0
1799	4	0	0	0.00	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	4	24	93	3.88	34	0	0	34	56467	38	0	0	0	0	0	35	0	1	0	0	0	2	514
1801	4	94	417	4.44	127	0	0	127	56467	135	0	0	0	0	7	3	1	124	0	0	0	0	0
1802	4	211	912	4.32	35	10	1	24	56467	44	0	10	0	1	4	4	8	8	0	0	0	9	0
1803	4	73	312	4.28	23	0	0	23	56467	27	0	0	0	0	1	19	0	4	0	0	0	3	327
1804	4	16	57	3.56	0	0	0	0	56467	3	0	0	0	0	0	0	0	0	0	0	0	3	0
1805	4	116	523	4.51	5	0	0	5	56467	16	0	0	0	0	0	0	5	0	0	0	0	11	0
1806	4	236	942	3.99	13	2	0	11	56467	17	2	0	0	0	6	0	0	5	0	0	0	4	0
1807	4	96	364	3.79	7	0	0	7	56467	7	0	0	0	0	5	0	0	2	0	0	0	0	0
1808	4	2	5	2.50	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1809	4	0	0	0.00	0	0	0	0	55078	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1811	4	0	0	0.00	5	0	0	5	60510	8	0	0	0	0	0	0	0	5	0	0	0	3	0
1818	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1819	4	191	854	4.47	20	2	2	16	60510	22	2	0	2	0	2	14	0	1	0	0	0	1	0
2245	4	0	0	0.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2264	4	0	0	0.00	0	0	0	0	55078	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2265	4	32	121	3.79	2	0	0	2	56467	3	0	0	0	0	2	0	0	1	0	0	0	0	0
2266	4	50	190	3.79	4	0	0	4	56467	4	0	0	0	0	3	0	0	1	0	0	0	0	0
2267	4	38	144	3.79	3	0	0	3	56467	3	0	0	0	0	2	0	0	1	0	0	0	0	0
2268	4	145	579	3.99	7	1	0	6	56467	10	1	0	0	0	4	0	0	3	0	0	0	2	0
2269	4	66	282	4.28	21	0	0	21	56467	26	0	0	0	0	1	18	0	4	0	0	0	3	297
2270	4	45	193	4.28	14	0	0	14	56467	18	0	0	0	0	1	12	0	3	0	0	0	2	203
2271	4	121	523	4.32	19	6	0	13	56467	26	0	6	0	0	3	2	5	5	0	0	0	5	0
2272	4	2	8	3.88	4	0	0	4	56467	4	0	0	0	0	0	4	0	0	0	0	0	0	53
2273	4	23	89	3.88	32	0	0	32	56467	36	0	0	0	0	0	33	0	1	0	0	0	2	485
2274	4	7	27	3.88	10	0	0	10	56467	10	0	0	0	0	0	10	0	0	0	0	0	0	148
2275	4	0	0	4.54	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2276	4	0	0	0.00	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2277	4	0	0	0.00	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2278	4	1	1	1.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2279	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2280	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2281	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2282	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2283	4	0	0	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2284	4	0	0	0.00	2	0	0	2	54415	2	0	0	0	0	0	2	0	0	0	0	0	0	0
2285	4	43	172	3.99	153	0	0	153	54415	164	0	0	0	0	3	153	2	6	0	0	0	0	361
2286	4	16	64	3.99	57	0	0	57	54415	61	0	0	0	0	1	57	1	2	0	0	0	0	135
2287	4	3	8	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2288	4	128	541	4.23	129	87	0	42	54415	154	86	3	0	0	6	2	2	34	0	0	0	21	0
2289	4	128	541	4.23	130	88	0	42	54415	155	87	3	0	0	6	2	2	34	0	0	0	21	0
2290	4	53	224	4.23	53	36	0	17	54415	65	36	1	0	0	3	1	1	14	0	0	0	9	0
2291	4	4	13	3.28	4	0	4	0	54415	35	0	0	4	0	0	0	0	0	25	2	0	4	0

TAZ Socioeconomic Data - 2015

2292	4	8	26	3.28	9	0	9	0	54415	76	0	0	9	0	0	0	0	53	5	9	0	0
2293	4	159	509	3.20	333	231	1	101	54415	359	52	185	0	1	13	3	44	48	0	0	13	0
2294	4	1	3	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0
2295	4	1	3	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0
2296	4	1	3	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0
2297	4	2	6	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0
2298	4	2	6	2.82	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0
2299	4	1	3	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	4	1	3	3.00	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0
2301	4	102	456	4.47	10	1	1	8	60510	11	1	0	1	0	1	8	0	0	0	0	0	0
2302	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0

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TAZ Socioeconomic Data - 2025

Z	COUNTY	TOTHH	TOTPOP	HHSIZE	TOTEMP	RETEMP	INDEMP	OTHEMP	AVGINCOME	ALLEMP	RETL	FOOD	MANU	WSLE	OFFI	GVED	HLTH	OTHR	FM_AGR	FM_MING	FM_CONS	ENROL_K_6	ENROL_7_12	
1751	4	613	2184	3.56	24	0	5	19	54415	25	0	0	0	5	4	3	4	9	0	0	0	0	0	
1754	4	504	2144	4.25	131	0	7	124	54415	154	0	0	6	1	19	83	10	20	0	0	15	1140	0	
1755	4	64	202	3.16	225	35	19	171	54415	252	25	11	9	10	54	38	30	62	0	0	13	505	0	
1781	4	0	0	0.00	0	0	0	0	60510	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1782	4	108	364	3.37	101	16	0	85	54415	107	11	5	0	0	29	17	15	30	0	0	0	0	0	
1784	4	98	389	3.97	44	4	9	31	54415	110	3	1	9	0	10	6	6	11	46	4	14	0	0	
1786	4	1158	4268	3.69	409	74	17	318	54415	528	53	22	9	8	90	117	44	89	0	0	96	1368	0	
1787	4	453	1830	4.04	718	312	4	402	54415	855	286	35	2	2	107	72	58	194	0	0	99	0	0	
1788	4	128	431	3.37	49	8	0	41	60510	51	5	2	0	0	14	8	7	15	0	0	0	0	0	
1789	4	507	1592	3.14	750	275	5	470	54415	829	174	108	2	3	51	170	101	180	0	0	40	0	0	
1790	4	39	131	3.37	110	23	0	87	54415	116	16	7	0	0	27	20	15	31	0	0	0	0	0	
1791	4	69	273	3.96	158	34	0	124	54415	167	24	11	0	0	38	28	22	44	0	0	0	0	0	
1792	4	113	433	3.83	436	0	0	436	54415	466	0	0	0	0	109	167	62	128	0	0	0	241	703	
1793	4	66	136	2.06	305	35	0	270	54415	325	25	11	0	0	80	64	47	98	0	0	0	0	0	
1794	4	175	592	3.38	14	0	0	14	54415	15	0	0	0	0	3	8	1	3	0	0	0	0	0	
1795	4	74	249	3.37	5	1	0	4	54415	6	1	0	0	0	1	1	1	2	0	0	0	0	0	
1796	4	252	849	3.37	5	0	0	5	54415	6	0	0	0	0	2	1	1	2	0	0	0	0	0	
1797	4	828	3033	3.66	38	1	7	30	56467	59	1	0	4	4	9	3	3	17	0	0	18	0	0	
1798	4	364	1587	4.36	18	0	0	18	56467	44	0	0	0	0	5	1	1	9	0	0	28	0	0	
1799	4	199	671	3.37	6	1	0	5	56467	6	1	0	0	0	1	1	1	2	0	0	0	457	0	
1800	4	167	625	3.74	44	0	2	42	56467	49	0	0	1	1	3	36	2	3	0	0	3	586	0	
1801	4	182	773	4.25	148	0	0	148	56467	158	0	0	0	0	13	8	5	132	0	0	0	0	0	
1802	4	462	1913	4.14	85	20	3	62	56467	105	8	13	1	1	16	13	15	22	0	0	16	273	0	
1803	4	255	1046	4.10	57	7	2	48	56467	66	5	2	1	1	9	25	5	13	0	0	5	373	0	
1804	4	82	324	3.95	112	19	0	93	56467	123	13	6	0	0	32	19	16	32	0	0	5	0	0	
1805	4	302	1297	4.29	8	0	0	8	56467	29	0	0	0	0	1	1	1	6	0	0	20	0	0	
1806	4	558	2132	3.82	22	2	0	20	56467	29	2	0	0	0	9	2	2	8	0	0	6	309	0	
1807	4	312	1148	3.68	19	0	0	19	56467	20	0	0	0	0	9	3	2	6	0	0	0	183	0	
1808	4	247	834	3.38	6	1	0	5	56467	6	1	0	0	0	1	1	1	2	0	0	0	0	0	
1809	4	130	438	3.37	4	1	0	3	55078	5	1	0	0	0	1	1	1	0	0	0	0	0	0	
1811	4	87	293	3.37	787	127	169	491	60510	832	90	40	83	88	155	106	86	179	0	0	5	0	0	
1818	4	876	2953	3.37	166	27	8	131	60510	176	19	9	3	5	45	26	23	46	0	0	0	0	216	
1819	4	520	2241	4.31	292	64	5	223	60510	309	46	20	3	1	68	59	36	74	0	0	2	336	0	
2245	4	110	371	3.37	6	0	0	6	54415	6	0	0	0	0	2	1	1	2	0	0	0	0	0	
2264	4	59	199	3.37	2	0	0	2	55078	1	0	0	0	0	0	0	1	0	0	0	0	0	0	
2265	4	104	383	3.68	6	0	0	6	56467	7	0	0	0	0	3	1	1	2	0	0	0	61	0	
2266	4	163	600	3.68	10	0	0	10	56467	10	0	0	0	0	5	1	1	3	0	0	0	95	0	
2267	4	124	456	3.68	7	0	0	7	56467	8	0	0	0	0	4	1	1	2	0	0	0	73	0	
2268	4	344	1314	3.82	13	1	0	12	56467	18	1	0	0	0	5	2	1	5	0	0	4	191	0	
2269	4	232	951	4.10	51	6	1	44	56467	60	4	2	1	1	8	23	4	12	0	0	5	339	0	
2270	4	158	648	4.10	35	4	1	30	56467	38	3	1	0	0	5	15	3	8	0	0	3	231	0	
2271	4	265	1097	4.14	48	12	1	35	56467	60	4	8	1	1	9	7	9	12	0	0	9	156	0	
2272	4	17	64	3.74	4	0	0	4	56467	4	0	0	0	0	0	4	0	0	0	0	0	0	60	0
2273	4	158	591	3.74	41	0	2	39	56467	47	0	0	1	1	3	34	2	3	0	0	3	553	0	
2274	4	48	180	3.74	13	0	1	12	56467	14	0	0	0	0	1	11	0	1	0	0	1	169	0	
2275	4	255	1112	4.36	10	0	0	10	56467	32	0	0	0	0	4	1	1	6	0	0	20	0	0	
2276	4	0	0	3.37	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2277	4	0	0	3.37	0	0	0	0	56467	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2278	4	64	216	3.37	1	0	0	1	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2279	4	41	138	3.37	2	0	0	2	54415	2	0	0	0	0	1	0	0	1	0	0	0	0	0	
2280	4	27	91	3.37	1	0	0	1	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2281	4	33	111	3.37	1	0	0	1	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2282	4	17	57	3.37	1	0	0	1	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2283	4	9	30	3.37	0	0	0	0	54415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2284	4	78	264	3.38	7	0	0	7	54415	7	0	0	0	0	1	3	1	2	0	0	0	0	0	
2285	4	193	739	3.83	745	0	0	745	54415	797	0	0	0	0	186	286	107	218	0	0	0	411	1201	
2286	4	72	276	3.83	278	0	0	278	54415	297	0	0	0	0	69	107	40	81	0	0	0	153	448	
2287	4	94	372	3.96	215	46	0	169	54415	229	33	15	0	0	52	38	30	61	0	0	0	0	0	
2288	4	173	699	4.04	275	119	2	154	54415	326	109	13	1	1	41	27	22	74	0	0	38	0	0	
2289	4	173	699	4.04	275	119	2	154	54415	326	109	13	1	1	41	27	22	74	0	0	38	0	0	
2290	4	71	287	4.04	113	49	1	63	54415	134	45	5	0	0	17	11	9	31	0	0	16	0	0	
2291	4	52	206	3.97	24	2	5	17	54415	61	2	1	5	0	6	3	3	6	25	2	8	0	0	

TAZ Socioeconomic Data - 2025

2292	4	111	441	3.97	51	5	10	36	54415	127	3	2	10	0	12	7	6	13	53	5	16	0	0
2293	4	135	419	3.10	333	148	4	181	54415	165	18	51	1	1	20	13	22	33	0	0	6	0	0
2294	4	33	131	3.96	76	16	0	60	54415	82	12	5	0	0	19	13	11	22	0	0	0	0	0
2295	4	29	115	3.96	66	14	0	52	54415	71	10	5	0	0	16	12	9	19	0	0	0	0	0
2296	4	31	123	3.96	70	15	0	55	54415	75	11	5	0	0	17	12	10	20	0	0	0	0	0
2297	4	78	309	3.96	178	38	0	140	54415	189	27	12	0	0	43	32	25	50	0	0	0	0	0
2298	4	53	210	3.96	122	26	0	96	54415	129	19	8	0	0	29	22	17	34	0	0	0	0	0
2299	4	51	172	3.37	140	29	0	111	54415	149	21	9	0	0	34	25	20	40	0	0	0	0	0
2300	4	74	249	3.37	205	42	0	163	54415	219	30	14	0	0	50	37	29	59	0	0	0	0	0
2301	4	278	1198	4.31	156	35	2	119	60510	167	25	10	2	1	36	32	20	40	0	0	1	179	0
2302	4	152	512	3.37	57	9	0	48	60510	61	7	3	0	0	16	10	8	17	0	0	0	0	0

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# Appendix C – 10 Year Capital Facilities Plan Cost Summary

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**Saratoga Springs 10 Year Capital Facilities Plan (2017-2026)**

Project	Location	Total Price	Completion Year	Inflation Rate	Total Price (With Inflation)	Funding Source	Saratoga Springs %	Saratoga Springs Total	Saratoga Springs Total (With Inflation)
1	Redwood Road (SR-68): 400 South to Stillwater Drive	\$27,629,000	2017	1.06	\$29,148,000	UDOT	0%	\$0	\$0
12	Crossroads Blvd: Commerce Drive to Eastern Border	\$5,849,000	2017	1.06	\$6,171,000	MAG/Saratoga Springs	6.77%	\$396,000	\$418,000
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	\$853,000	2017	1.06	\$900,000	Saratoga Springs	100%	\$853,000	\$900,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	\$5,148,000	2017	1.06	\$5,431,000	Saratoga Springs	100%	\$5,148,000	\$5,431,000
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	\$2,556,000	2018	1.11	\$2,844,000	Saratoga Springs	100%	\$2,556,000	\$2,844,000
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	\$3,046,000	2018	1.11	\$3,390,000	Saratoga Springs	100%	\$3,046,000	\$3,390,000
22	Signal: Market Street & Redwood Road (SR-68)	\$279,000	2018	1.11	\$311,000	UDOT	0%	\$0	\$0
23	Signal: Market Street & Pioneer Crossing (SR-145)	\$279,000	2018	1.11	\$311,000	UDOT	0%	\$0	\$0
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	\$928,000	2018	1.11	\$1,033,000	Saratoga Springs	100%	\$928,000	\$1,033,000
13	Pony Express Extension: Riverside Drive to Saratoga Road	\$3,959,000	2018	1.11	\$4,407,000	Saratoga Springs	100%	\$3,959,000	\$4,407,000
4	Mountain View Corridor Frontage Roads: Northern Border to SR-73	\$36,670,000	2019	1.16	\$42,652,000	UDOT	0%	\$0	\$0
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	\$9,111,000	2019	1.16	\$10,597,000	MAG/Saratoga Springs	6.77%	\$617,000	\$717,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	\$4,264,000	2019	1.16	\$4,959,000	Saratoga Springs	100%	\$4,264,000	\$4,959,000
24	Signal: Riverside Drive & Pioneer Crossing (SR-145)	\$279,000	2019	1.16	\$325,000	UDOT	0%	\$0	\$0
19	Signal: Crossroads Blvd & Riverside Drive	\$279,000	2019	1.16	\$325,000	Saratoga Springs	100%	\$279,000	\$325,000
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	\$2,698,000	2019	1.16	\$3,137,000	Saratoga Springs	100%	\$2,698,000	\$3,137,000
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	\$1,500,000	2019	1.16	\$1,745,000	Saratoga Springs	100%	\$1,500,000	\$1,745,000
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	\$1,617,000	2020	1.21	\$1,955,000	Saratoga Springs	100%	\$1,617,000	\$1,955,000
46	Market Street: Redwood Road (SR-68) to Riverside Drive	\$520,000	2020	1.21	\$628,000	Saratoga Springs	100%	\$520,000	\$628,000
31	400 South: Redwood Road (SR-68) to Saratoga Road	\$1,073,000	2021	1.26	\$1,350,000	Saratoga Springs	100%	\$1,073,000	\$1,350,000
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	\$1,094,000	2021	1.26	\$1,377,000	Saratoga Springs	100%	\$1,094,000	\$1,377,000
42	400 East: Crossroads Boulevard to Northern Border	\$1,745,000	2022	1.31	\$2,283,000	Saratoga Springs	100%	\$1,745,000	\$2,283,000
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	\$1,349,000	2022	1.31	\$1,765,000	Saratoga Springs	100%	\$1,349,000	\$1,765,000
44	400 North: Redwood Road (SR-68) to Riverside Drive	\$83,714	2022	1.31	\$1,698,000	Saratoga Springs	100%	\$1,298,000	\$1,698,000
15	Mt. Saratoga Blvd: Cedar Fort Road (SR-73) to Talus Ridge Drive	\$3,756,000	2023	1.36	\$5,111,000	Saratoga Springs	100%	\$3,756,000	\$5,111,000
17	400 South: Redwood Road (SR-68) to 600 West	\$4,345,000	2023	1.36	\$5,912,000	Saratoga Springs	100%	\$4,345,000	\$5,912,000
18	800 South: Redwood Road (SR-68) to 600 West	\$10,824,000	2023	1.36	\$14,728,000	Saratoga Springs	100%	\$10,824,000	\$14,728,000
37	Foothill Blvd: Fox Hollow Drive to Marsh Hawk Drive (Right of Way Only)	\$2,207,000	2023	1.36	\$3,003,000	Saratoga Springs	100%	\$2,207,000	\$3,003,000
45	Foothill Blvd: Pony Express Parkway to Meadow Side Drive (Additional Right of Way)	\$2,425,000	2023	1.36	\$3,299,000	Saratoga Springs	100%	\$2,425,000	\$3,299,000
3	Cedar Fort Road (SR-73): Mountain View Corridor Frontage to Western Border	\$51,250,000	2024	1.42	\$72,523,000	UDOT	0%	\$0	\$0
16	600 West: Pony Express to 800 South	\$6,903,000	2024	1.42	\$9,769,000	Saratoga Springs	100%	\$6,903,000	\$9,769,000
25	Signal: 800 South (Project 18) & Redwood Road (SR-68)	\$279,000	2024	1.42	\$395,000	UDOT	0%	\$0	\$0
27	Signal: Redwood Road (SR-68) & 400 South	\$279,000	2024	1.42	\$395,000	UDOT	0%	\$0	\$0
30	Signal: Mt. Saratoga Boulevard & Pony Express Parkway	\$279,000	2024	1.42	\$395,000	Saratoga Springs	100%	\$279,000	\$395,000
29	Signal: Mt. Saratoga Boulevard & Cedar Fort Road	\$279,000	2025	1.47	\$411,000	UDOT	0%	\$0	\$0
38	Foothill Blvd: Marsh Hawk Drive to Bonneville Drive (Right of Way Only)	\$2,985,000	2025	1.47	\$4,392,000	Saratoga Springs	100%	\$2,985,000	\$4,392,000
39	Foothill Blvd: Bonneville Drive to Redwood Road (SR-68) (Right of Way Only)	\$757,000	2026	1.53	\$1,159,000	Saratoga Springs	100%	\$757,000	\$1,159,000
<b>Total</b>		<b>\$199,376,714</b>			<b>\$250,234,000</b>			<b>\$69,421,000</b>	<b>\$88,130,000</b>



## **Appendix D – IFFP Cost Estimates**

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**Saratoga Springs Impact Fee Calculation (2016-2022)**

Project	Location	Year	Total Price (Project Year)	Funding Source	Saratoga Springs %	Saratoga Springs Total (Project Year)	Reduction for Existing Deficiencies	Reduction for Pass- Through	Reduction for Excess Capacity	Existing Proportionate Share	Impact Fee Eligible Proportion	Impact Fee Eligible Total (Project Year)
12	Crossroads Blvd: Commerce Drive to Eastern Border	2017	\$6,171,000	MAG/Saratoga Springs	6.77%	\$418,000	4%	27%	38%	0%	31%	\$130,000
32	400 West: Crossroads Boulevard to Aspen Hills Boulevard	2017	\$900,000	Saratoga Springs	100%	\$900,000	0%	1%	45%	2%	52%	\$468,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard	2017	\$5,431,000	Saratoga Springs	100%	\$5,431,000	0%	1%	45%	1%	53%	\$2,878,000
8	Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)	2018	\$2,844,000	Saratoga Springs	100%	\$2,844,000	0%	1%	74%	1%	24%	\$683,000
14	Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd	2018	\$3,390,000	Saratoga Springs	100%	\$3,390,000	0%	1%	48%	2%	49%	\$1,661,000
34	Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)	2018	\$1,033,000	Saratoga Springs	100%	\$1,033,000	0%	1%	62%	2%	35%	\$362,000
13	Pony Express Extension: Riverside Drive to Saratoga Road	2018	\$4,407,000	Saratoga Springs	100%	\$4,407,000	0%	3%	50%	1%	46%	\$2,027,000
2	Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)	2019	\$10,597,000	MAG/Saratoga Springs	6.77%	\$717,000	17%	32%	40%	0%	11%	\$79,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	2019	\$4,959,000	Saratoga Springs	100%	\$4,959,000	0%	1%	50%	1%	48%	\$2,380,000
19	Signal: Crossroads Blvd & Riverside Drive	2019	\$325,000	Saratoga Springs	100%	\$325,000	0%	13%	38%	2%	47%	\$153,000
26	Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)	2019	\$3,137,000	Saratoga Springs	100%	\$3,137,000	0%	1%	78%	5%	16%	\$502,000
36	Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)	2019	\$1,745,000	Saratoga Springs	100%	\$1,745,000	0%	1%	63%	1%	35%	\$611,000
33	Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)	2020	\$1,955,000	Saratoga Springs	100%	\$1,955,000	0%	1%	61%	3%	35%	\$684,000
46	Market Street: Redwood Road (SR-68) to Riverside Drive	2020	\$628,000	Saratoga Springs	100%	\$628,000	0%	1%	52%	1%	46%	\$289,000
31	400 South: Redwood Road (SR-68) to Saratoga Road	2021	\$1,350,000	Saratoga Springs	100%	\$1,350,000	0%	1%	92%	0%	7%	\$94,000
35	Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)	2021	\$1,377,000	Saratoga Springs	100%	\$1,377,000	0%	1%	63%	1%	35%	\$482,000
42	400 East: Crossroads Boulevard to Northern Border	2022	\$2,283,000	Saratoga Springs	100%	\$2,283,000	0%	2%	66%	1%	31%	\$708,000
43	145 North: 1100 West to 2300 West (Right-of-Way Only)	2022	\$1,765,000	Saratoga Springs	100%	\$1,765,000	0%	5%	53%	3%	39%	\$688,000
44	400 North: Redwood Road (SR-68) to Riverside Drive	2022	\$1,698,000	Saratoga Springs	100%	\$1,698,000	0%	6%	84%	1%	9%	\$153,000
<b>Total</b>			<b>\$55,995,000</b>			<b>\$40,362,000</b>						<b>\$15,032,000</b>

DRAFT

Year	Rate	Recommended Rate	Cumulative Inflation Factor
2016	5.0%	0.0%	1.00
2017	5.5%	5.5%	1.06
2018	5.5%	5.5%	1.11
2019	4.5%	4.5%	1.16
2020	4.0%	4.0%	1.21
2021	4.0%	4.0%	1.26
2022	4.0%	4.0%	1.31
2023	4.0%	4.0%	1.36
2024	4.0%	4.0%	1.42
2025	4.0%	4.0%	1.47
2026	4.0%	4.0%	1.53
2027	4.0%	4.0%	1.59
2028	4.0%	4.0%	1.66
2029	4.0%	4.0%	1.72
2030	4.0%	4.0%	1.79
2031	4.0%	4.0%	1.86
2032	4.0%	4.0%	1.94
2033	4.0%	4.0%	2.01
2034	4.0%	4.0%	2.09
2035	4.0%	4.0%	2.18
2036	4.0%	4.0%	2.27
2037	4.0%	4.0%	2.36
2038	4.0%	4.0%	2.45
2039	4.0%	4.0%	2.55
2040	4.0%	4.0%	2.65
2041	4.0%	4.0%	2.76
2042	4.0%	4.0%	2.87
2043	4.0%	4.0%	2.98
2044	4.0%	4.0%	3.10
2045	4.0%	4.0%	3.22

**Saratoga Springs City  
Transportation Improvement Program (TIP)**

**Unit Costs**

<b>Item</b>	<b>Unit</b>	<b>Unit Cost</b>
Parkstrip	S.F.	\$10.00
Removal of Existing Asphalt	S.Y.	\$4.00
Clearing and Grubbing	Acre	\$2,000
Roadway Excavation	C.Y.	\$10.50
HMA Concrete	Ton	\$85.00
Untreated Base Course	C.Y.	\$15.00
Granular Borrow	C.Y.	\$40.00
Curb and Gutter (2.5' width)	L.F.	\$22.50
Sidewalk (5' width)	L.F.	\$25.00
Drainage	L.F.	\$45.00
* Right of Way	S.F.	\$1.27
Bridge/Culvert	S.F.	\$225.00
Traffic Signal	Each	\$180,000
<b>Contingency</b>		25%
<b>Mobilization</b>		10%
<b>Preconstruction Engineering</b>		10%
<b>Construction Engineering</b>		10%

\* Right-of-Way calculated based on open space land cost

## LISTINGS

MLS Number	Lot Size (Acres)	Lot Size (S.F.)	Cost	Unit Cost
1276930	47.64	2075198.4	\$ 659,000	\$ 0.32
1289593	20.66	899949.6	\$ 123,960	\$ 0.14
1322429	7.5	326700	\$ 849,900	\$ 2.60
1330565	7.77	338461.2	\$ 500,000	\$ 1.48
1333179	26.93	1173070.8	\$ 2,080,000	\$ 1.77
1344204	4.02	175111.2	\$ 324,900	\$ 1.86
1363629	13.08	569764.8	\$ 845,000	\$ 1.48
1378192	3.57	155509.2	\$ 85,000	\$ 0.55
1347325	1.17	50965.2	\$ 27,500	\$ 0.54
			<b>Average:</b>	<b>\$ 1.27</b>

DRAFT

**MLS# 1276930**

**Tour/Open:** Tour  
**List Price:** \$659,000  
**Lease Price:** \$0  
**CDOM:** 1096  
**DOM:** 503

**Status:** Active  
**Price Per:** Other  
**List Date:** 01/21/2015

**Address:** See Directions

**NS/EW:** 0 S / 0 W

**Area:** Am Fork; HInd;  
 Lehi; Saratog.

**City:** Saratoga Springs, UT 84043

**County:** Utah

**Plat:**

**LOT #:** 3

**Tax ID:** 16-031-0009

**Taxes:** \$400

**Zoning Code:** AG MIN

**HOA Fee:** \$0



**Jr High:**  
**Other Schl:**  
**Acre FT./Share:** 0.00 |  
**Dev. Spring:** |

**School Dist:** Alpine

**Sr High:**

**Acre FT./Share:** 0.00 |

**Wells:** |

**Elem:**

**Priv Schl:**

**Acre FT./Share:** 0.00 |

**Surface:** |

**Culinary Well Health Inspected:**

**Prop Type:** Residential; Recreational; Agricultural

**Acres:** 47.64

**Frontage:** 0.0

**Side:** 0.0

**Back:** 0.0

**Irregular:** No

**Facing:**

**Drv. Access:**

**Water Distance:** 1 feet

**Sewer Distance:**

**Gas Distance:**

**Usable Electric:**

**Pressurized Irr.:**

**Conn. Fees:**

**Irrigation Co:**

**Water:**

**Exterior Feat.:**

**Irrigation:**

**Land Use:**

**Utilities:**

**Zoning:**

**Possession:** closing

**Terms:** Cash; Conventional

**CCR:**

**Lot Facts:** View: Lake; View: Mountain; View: Valley

**Pre-Market:**

**Township:** 7S

**Range:** 1E

**Section:** 18

**Section**

**Description:** LOT 3, & NE 1/4 OF SW 1/4 OF SEC 18, T7S, R1E, SLM. AREA 47.64

**Driving Dir:** South on the Redwood Road (Hiway 68) south of Saratoga Springs and Pelican Point ... just east of the Geneva Rock plant.

**Remarks:** Great opportunity for investment or commercial project. UTAH LAKE, Lake Front Property. LOT 3, & NE 1/4 OF SEC 18, T7S, R1E, SLM. AREA 47.64

**Agt Remarks:**

**HOA Remarks:**

**Clos Remarks:**

**Owner:** Brown Et Al

**Owner Type:**

**Contact:** Agent

**Contact Type:** Agent

**Ph 1:** 801-266-6275

**Ph 2:**

**L/Agent:** Mark Robinson

**Email:** 266mark@RealtyBrokers.co

**Ph:** 801-266-6275

**Cell:** 801-455-7454

**L/Office:** Realty Brokers Robinson & Associates

**Ph:** 801-266-6275

**Fax:** 801-747-8722

**L/Broker:** Mark Robinson

**BAC:** 3%

**Dual/Var:** No

**List Type:** ERS

**Comm Type:** Gross

**Wthdrwn Dt:**

**Off Mkt Dt:**

**Exp Dt:** -

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**MLS# 1289593**

**Tour/Open:** None  
**List Price:** \$123,960  
**Lease Price:** \$0  
**CDOM:** 607  
**DOM:** 441

**Status:** Active  
**Price Per:** Other  
**List Date:** 03/23/2015

**Address:** 2800 W Long Ridge Rd

**NS/EW:** 5000 S / 2800 W

**Area:** Am Fork; HInd;  
Lehi; Saratog.

**City:** Saratoga Springs, UT 84045

**County:** Utah

**Plat:**

**Tax ID:** 98-125-0249

**LOT #:**

**Taxes:** \$217

**Zoning Code:**

**HOA Fee:** \$0



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**School Dist:** Alpine

**Sr High:**

**Acre FT./Share:** 0.00 |

**Wells:** |

**Elem:**

**Priv Schl:**

**Acre FT./Share:** 0.00 |

**Surface:** |

**Jr High:**

**Other Schl:**

**Acre FT./Share:** 0.00 |

**Dev. Spring:** |

**Culinary Well Health Inspected:** No

**Prop Type:** Recreational; Other

**Acres:** 20.66

**Frontage:** 707.0

**Side:** 1500.0

**Back:** 707.0

**Irregular:** Yes

**Facing:** N

**Drv. Access:** Dirt; Gravel

**Water Distance:**

**Sewer Distance:**

**Gas Distance:**

**Usable Electric:**

**Pressurized Irr.:**

**Conn. Fees:** None

**Irrigation Co:** No water rights included. Buyer may purchase water rights and drill a well.

**Water:** Not Available

**Exterior Feat.:**

**Irrigation:**

**Land Use:** See Remarks

**Utilities:** See Remarks

**Zoning:** See Remarks

**Possession:** Closing

**Terms:** Cash; Exchange; Seller Finance

**CCR:**

**Lot Facts:** Terrain: Hilly

**Pre-Market:**

**Township:** 7S

**Range:** 1W

**Section:** 1

**Section**

**Description:**

**Driving Dir:**

**Remarks:** 20.655 acres of Unusual property in Lake Mountains just west of Pelican Point on west side of Utah Lake. The property originated as a mining claim for the mineral Onyx and was patented (Deeded by US Gov't) in 1908 and is called Last Chance Lode, MS 5871. The parcel is surrounded by BLM and State Owned property and is one of very few privately owned properties in the area. Sale includes Land Ownership and 95% of mineral rights. Parcel predates area zoning, does not come with water rights, is probably not subdividable and has been recently surveyed. Some have speculated that this property may be the site of the Long Lost Spanish Mine. Build a cabin, hunt for treasure or just use for a getaway. Views of Northern Utah Lake and Southern Utah Lake from the top. Fairly steep 4 wheel road to reach the summit from the West. Priced at \$7000 per acre, \$144,666 for all, contract possible with 20% down. Broker/Owner

**Agt Remarks:** Seller to retain 5% of mineral rights. Broker/Owner

**HOA Remarks:**

**Clos Remarks:**

**Owner:**

**Owner Type:** Property Owner

**Contact:** Brad Olsen

**Contact Type:** Agent

**Ph 1:** 801-560-8448

**Ph 2:** 801-560-8448

**L/Agent:** Brad Olsen

**Email:** olsen\_brad@msn.com

**Ph:** 801-617-2236

**Cell:**

**L/Office:** Dimension Realty Services

**Ph:** 801-617-2236

**Fax:** 801-984-0099

**L/Broker:** Brad Olsen

**BAC:** 3%

**Dual/Var:** No

**List Type:** ERS

**Comm Type:** Gross

**Withdrwn Dt:**

**Off Mkt Dt:**

**Exp Dt:** -

**MLS# 1322429**

**Tour/Open:** None  
**List Price:** \$849,900  
**Lease Price:** \$0  
**CDOM:** 6  
**DOM:** 24  
**Address:** 1423 S Redwood Rd  
**NS/EW:** 1423 S / 10800 W  
**City:** Saratoga Springs, UT 84045  
**County:** Utah  
**Plat:**  
**Tax ID:** 58-041-0179  
**Zoning Code:**

**Status:** Active  
**Price Per:**  
**List Date:** 08/14/2015  
**Area:** Am Fork; HInd;  
 Lehi; Saratog.  
**LOT #:**  
**Taxes:** \$1,646  
**HOA Fee:** \$0



**School Dist:** Alpine  
**Sr High:** Westlake  
**Acre FT./Share:** 0.00 |  
**Wells:** |

**Elem:** Saratoga Shores  
**Priv Schl:**  
**Acre FT./Share:** 0.00 |  
**Surface:** |

**Jr High:** Willowcreek  
**Other Schl:**  
**Acre FT./Share:** 0.00 |  
**Dev. Spring:** |

**Culinary Well Health Inspected:**  
**Prop Type:** Residential; Agricultural  
**Acres:** 7.50  
**Frontage:** 0.0  
**Side:** 0.0  
**Back:** 0.0  
**Irregular:** No  
**Facing:** E  
**Drv. Access:** Gravel

**Water Distance:**  
**Sewer Distance:**  
**Gas Distance:**  
**Usable Electric:**  
**Pressurized Irr.:**  
**Conn. Fees:**  
**Irrigation Co:**

**Water:** Culinary Available  
**Exterior Feat.:** Out Buildings  
**Irrigation:** Available  
**Land Use:** Pasture  
**Utilities:** Gas: Connected; Power: Connected  
**Zoning:** See Remarks; Single-Family; Agricultural  
**Possession:** Negotiable  
**Terms:** See Remarks; Cash; Conventional  
**CCR:**

**Lot Facts:** Corner Lot; Fenced: Full; Horse Property; Terrain: Flat; Terrain: Grad Slope; Terrain: Hilly; View: Lake; View: Mountain; View: Valley

**Pre-Market:**  
**Township:**  
**Range:**  
**Section:**

**Description:**  
**Driving Dir:**  
**Remarks:** 7.5 Acres on Redwood Road. Corner Lot, Views, Saratoga Springs. Land has a current Home with 2 car garage along with a separate garage. Development Property

**Agt Remarks:** The Utah Division of Real Estate requires that offers and counters offers are to be presented through the Listing Broker: Email: UtahBroker@comcast.net or FAX to (888)970-8883 All Info deemed reliable; Buyer or Buyer's Agent to verify all listed MLS info

**HOA Remarks:**  
**Clos Remarks:**

**Contact:** Lynn Fillmore  
**L/Agent:** Lynn C Fillmore  
**L/Office:** Town & Country Apollo Properties  
**L/Broker:** Lynn C Fillmore  
**BAC:** 3%  
**Comm Type:** Net

**Owner:** JACOBS  
**Contact Type:** Agent  
**Email:** UtahBroker@comcast.net

**Owner Type:** Property Owner  
**Ph 1:** 801-224-1559  
**Ph 2:** 801-372-1658  
**Ph:** 801-224-1559  
**Cell:** 801-372-1658  
**Fax:** 888-970-8883

**Dual/Var:** Yes  
**Wthdrwn Dt:**  
**List Type:** ERS  
**Off Mkt Dt:**  
**Exp Dt:** -

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**MLS# 1330565**

Tour/Open: None  
 List Price: \$500,000  
 Lease Price: \$0  
 CDOM: 257  
 DOM: 257

Status: Active  
 Price Per:  
 List Date: 09/24/2015

Address: 8827 W 7350 N

NS/EW: 7350 N / 8827 W

Area: Am Fork; HInd;  
 Lehi; Saratog.

City: Saratoga Springs, UT 84043

County: Utah

Plat:

Tax ID: 13-031-0016

LOT #:

Taxes: \$604

Zoning Code: SF

HOA Fee: \$0



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Jr High: Willowcreek

Other Schl:

Acre FT./Share: 0.00 |

Dev. Spring: |

School Dist: Alpine

Sr High: Lehi

Acre FT./Share: 0.00 |

Wells: |

Elem: Dry Creek

Priv Schl:

Acre FT./Share: 0.00 |

Surface: |

**Culinary Well Health Inspected:**

Prop Type: Residential

Acres: 7.77

Frontage: 0.0

Side: 0.0

Back: 0.0

Irregular: No

Facing:

Drv. Access: Gravel

Water Distance:

Sewer Distance:

Gas Distance:

Usable Electric:

Pressurized Irr.:

Conn. Fees: Power; Water

Irrigation Co:

Water: Well(s)

Exterior Feat.:

Irrigation: Well: Artesian

Land Use:

Utilities: Gas: Available; Power: Connected; Sewer: Available; Sewer: Septic Tank

Zoning:

Possession: NEG

Terms: Lease Option; Seller Finance

CCR: No

Lot Facts: View: Lake; View: Mountain

Pre-Market:

Township:

Range:

Section:

Section

Description:

Driving Dir:

Remarks: 360 degree views with lake access! Views of Utah Lake, Wasatch Mountain Rages, majestic Mt. Timpanogos, historic point of the mountain and grand Mt. Nebo! The perfect setting for your own private getaway.

Agt Remarks: Water is a private free flowing well. Seller is related to listing agent.

HOA Remarks:

Clos Remarks:

Owner: Richard Terry Jacobson

Owner Type: Property Owner

Contact: Amanda Davis

Contact Type: Agent

Ph 1: 435-659-6555

Ph 2:

L/Agent: Amanda N Davis

Email: amanda@luxuryutahliving.com

Ph: 435-649-7171

Cell: 435-659-6555

L/Office: Berkshire Hathaway HomeServices Utah - Park City

Ph: 435-649-7171

Fax: 435-649-5696

L/Broker: Michael Hebert

BAC: 3%

Dual/Var: No

List Type: ERS

Comm Type: Gross

Wthdrwn Dt:

Off Mkt Dt:

Exp Dt: -

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**MLS# 1333179**

**Tour/Open:** None  
**List Price:** \$2,080,000  
**Lease Price:** \$0  
**CDOM:** 64  
**DOM:** 111

**Status:** Active  
**Price Per:**  
**List Date:** 10/08/2015

**Address:** 300 W Grandview Blvd

**NS/EW:** 1500 S / 300 W

**Area:** Am Fork; HInd;  
Lehi; Saratog.

**City:** Saratoga Springs, UT 84045

**County:** Utah

**Plat:**

**Tax ID:** 58-041-0066

**LOT #:**

**Taxes:** \$7,920

**Zoning Code:** R-3

**HOA Fee:** \$0



**School Dist:** Alpine

**Sr High:** Lehi

**Acre FT./Share:** 0.00 |

**Wells:** |

**Elem:** Saratoga Shores

**Priv Schl:**

**Acre FT./Share:** 0.00 |

**Surface:** |

**Jr High:** Lehi

**Other Schl:**

**Acre FT./Share:** 0.00 |

**Dev. Spring:** |

**Culinary Well Health Inspected:**

**Prop Type:** Residential

**Acres:** 26.93

**Frontage:** 0.0

**Side:** 0.0

**Back:** 0.0

**Irregular:** No

**Facing:** N

**Drv. Access**

**Water Distance:**

**Sewer Distance:**

**Gas Distance:**

**Usable Electric:**

**Pressurized Irr.:**

**Conn. Fees:**

**Irrigation Co:**

**Water:**

**Exterior Feat.:**

**Irrigation:**

**Land Use:**

**Utilities:**

**Zoning:** Single-Family

**Possession:**

**Terms:**

**CCR:**

**Lot Facts:**

**Pre-Market:**

**Township:**

**Range:**

**Section:**

**Section**

**Description:**

**Driving Dir:**

**Remarks:**

**Agt Remarks:** Great opportunity for residential development.

**HOA Remarks:**

**Clos Remarks:**

**Contact:**

**L/Agent:** Bruce H. Zollinger

**Co-Agent:** Matt Hansen

**L/Office:** CBRE Inc.

**L/Broker:** Eli Troy Mills

**BAC:** 2%

**Comm Type:** Net

**Owner:**

**Contact Type:** Agent

**Email:** bruce.zollinger@cbre.com

**Email:** matthansenrealty@gmail.com

**Owner Type:** Property Owner

**Ph 1:**

**Ph:** 801-869-8040

**Ph:**

**Ph:** 801-869-8000

**Ph 2:**

**Cell:** 801-738-8338

**Cell:** 435-671-7548

**Fax:** 801-869-8080

**Dual/Var:** No

**Wthdrwn Dt:**

**List Type:** ERS

**Off Mkt Dt:**

**Exp Dt:** -

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**MLS# 1344204**

**Tour/Open:** None  
**List Price:** \$324,900  
**Lease Price:** \$0  
**CDOM:** 203  
**DOM:** 203

**Status:** Active  
**Price Per:**  
**List Date:** 11/17/2015

**Address:** 8343 Sagehill Dr.

**NS/EW:** 1200 N / 1125 W

**Area:** Am Fork; HInd;  
 Lehi; Saratog.

**City:** Saratoga Springs, UT 84045

**County:** Utah

**Plat:** SAGE HILL  
 PHASE 2

**LOT #:** 202

**Tax ID:** 66-214-0202

**Taxes:** \$1,200

**Zoning Code:** RR

**HOA Fee:** \$0

**School Dist:** Alpine

**Sr High:** Westlake

**Elem:** Thunder Ridge

**Priv Schl:**

**Acre FT./Share:** 0.00 |

**Acre FT./Share:** 0.00 |

**Wells:** |

**Surface:** |



**Jr High:** Vista Heights Middle School

**Other Schl:**

**Acre FT./Share:** 0.00 |

**Dev. Spring:** |

**Culinary Well Health Inspected:**

**Prop Type:** Residential; Recreational; Agricultural

**Acres:** 4.02

**Frontage:** 0.0

**Side:** 0.0

**Back:** 0.0

**Irregular:** Yes

**Facing:** E

**Drv. Access:** Asphalt

**Water Distance:**

**Sewer Distance:**

**Gas Distance:** 50 feet

**Usable Electric:** 50 feet

**Pressurized Irr.:**

**Conn. Fees:** Gas; Power

**Irrigation Co:**

**Water:** See Remarks; Well(s)

**Exterior Feat.:**

**Irrigation:**

**Land Use:** Sage; Weeds

**Utilities:** See Remarks; Gas: Available; Power: Available; Sewer: Not Available; Sewer: Septic Tank

**Zoning:** See Remarks

**Possession:** IMMEDIATE

**Terms:** Cash

**CCR:**

**Lot Facts:** Corner Lot; Fenced: Part; Horse Property; Terrain: Grad Slope; View: Lake; View: Mountain; View: Valley

**Pre-Market:**

**Township:** 5S

**Range:** 1W

**Section:** 15

**Section**

**Description:**

**Driving Dir:**

**Remarks:** RIGHT NEXT TO THE "COYOTE CORRALS" THIS IS A HARD TO FIND ZONE THAT ALLOWS THE CURRENT USE AND ZONE RR (RURAL RESIDENTIAL). THIS PROPERTY ALLOWS YOU THE FREEDOM TO CONTROL YOUR WATER SOURCE (BY DRILLING WELL) AND CONVENIENCE OF PRIVATE SEPTIC TANK SYSTEM

**Agt Remarks:** YOU HAVE TO DRIVE AROUND THIS PROPERTY, GET OUT AND WALK AROUND ON THE PROPERTY TO FULLY UNDERSTAND THE PEACE YOU FEEL IN YOUR HEART. IF YOU DECIDE TO BUILD- BUYER WILL BE REQUIRED TO DRILL A WATER WELL & PROVIDE A PRIVATE SEPTIC TANK ON SITE.

**HOA Remarks:**

**Clos Remarks:**

**Owner:** BBMJ HOLDINGS CO, LLC

**Owner Type:** Property Owner

**Contact:** JUSTIN JOHNSTON

**Contact Type:** Agent

**Ph 1:** 801-358-3400

**Ph 2:**

**L/Agent:** Justin Johnston

**Email:** justinjohnstonrealestate@yahoo.com

**Ph:** 801-358-3400

**Cell:** 801-358-3400

**L/Office:** JUSTIN JOHNSTON REAL ESTATE, INC

**Ph:** 801-358-3400

**Fax:**

**L/Broker:** Justin Johnston

**BAC:** 3%

**Dual/Var:** No

**List Type:** ERS

**Comm Type:** Gross

**Withdrwn Dt:**

**Off Mkt Dt:**

**Exp Dt:** -

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**MLS# 1363629**

**Tour/Open:** None  
**List Price:** \$845,000  
**Lease Price:** \$0  
**CDOM:** 563  
**DOM:** 91  
**Address:** 9950 W Saratoga Rd  
**NS/EW:** 7200 N / 9950 W  
**City:** Saratoga Springs, UT 84043  
**County:** Utah  
**Plat:**  
**Tax ID:** 58-037-0003  
**Zoning Code:**

**Status:** Active  
**Price Per:**  
**List Date:** 03/08/2016

**Area:** Am Fork; HInd;  
 Lehi; Saratog.

**LOT #:**  
**Taxes:** \$3,899  
**HOA Fee:** \$0



**Jr High:** Willowcreek  
**Other Schl:**  
**Acre FT./Share:** 0.00 |  
**Dev. Spring:** |

**School Dist:** Alpine  
**Sr High:** Lehi  
**Acre FT./Share:** 0.00 |  
**Wells:** |

**Elem:** Dry Creek  
**Priv Schl:**  
**Acre FT./Share:** 0.00 |  
**Surface:** |

**Culinary Well Health Inspected:**  
**Prop Type:** Residential; Agricultural  
**Acres:** 13.08  
**Frontage:** 0.0  
**Side:** 0.0  
**Back:** 0.0  
**Irregular:** No  
**Facing:**  
**Drv. Access:** Dirt  
**Water Distance:**  
**Sewer Distance:**  
**Gas Distance:**  
**Usable Electric:**  
**Pressurized Irr.:**  
**Conn. Fees:**  
**Irrigation Co:**  
**Water:** Culinary Available  
**Exterior Feat.:** Out Buildings  
**Irrigation:**  
**Land Use:** Pasture  
**Utilities:** Gas: Available; Power: Available; Sewer: Available  
**Zoning:** Single-Family; Agricultural  
**Possession:**  
**Terms:** Cash; Conventional  
**CCR:**  
**Lot Facts:**  
**Pre-Market:**  
**Township:**  
**Range:**  
**Section:**  
**Section**

DRAFT

**Driving Dir:**  
**Remarks:** This property is next to Utah Lake and has a concrete warehouse on it. It is located just east of the Jordan River with close access to the Jordan River Walking/Biking Trail.

**Agt Remarks:**  
**HOA Remarks:**  
**Clos Remarks:**

**Contact:**  
**L/Agent:** Betsy Broberg  
**L/Office:** RealtyPath LLC  
**L/Broker:** Don Zimmerman  
**BAC:** 3%  
**Comm Type:** Gross

**Owner:**  
**Contact Type:** Agent  
**Email:** betsybroberg@yahoo.com

**Owner Type:** Owner/Agent  
**Ph 1:** 801-209-5216  
**Ph:** 801-209-5216  
**Ph:** 801-386-5908  
**Ph 2:**  
**Cell:**  
**Fax:** 801-772-2900

**Dual/Var:** No  
**Wthdrwn Dt:**

**List Type:** EAL  
**Off Mkt Dt:**

**Exp Dt:** -

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MLS# 1378192

Tour/Open: Tour  
List Price: \$85,000  
Lease Price: \$0  
CDOM: 29  
DOM: 29

Status: Active  
Price Per:  
List Date: 05/09/2016

Address: See Directions

NS/EW: 3600 S / 3000 W

Area: Am Fork; HInd;  
Lehi; Saratog.

City: Saratoga Springs, UT 84045

County: Utah

Plat:

Tax ID: 59-011-0087

LOT #:

Taxes: \$1

HOA Fee: \$0

Zoning Code:

School Dist: Alpine

Sr High: Westlake

Elem: Sage Hills

Priv Schl:

Jr High: Vista Heights Middle School

Other Schl:

Acre FT./Share: 0.00 |

Acre FT./Share: 0.00 |

Acre FT./Share: 0.00 |

Wells: |

Surface: |

Dev. Spring: |

Culinary Well Health Inspected:

Prop Type: Recreational; Agricultural

Acres: 3.57

Frontage: 0.0

Side: 0.0

Back: 0.0

Irregular: No

Facing:

Drv. Access: Dirt

Water Distance:

Sewer Distance:

Gas Distance:

Usable Electric:

Pressurized Irr.:

Conn. Fees:

Irrigation Co:

Water:

Exterior Feat.:

Irrigation:

Land Use:

Utilities:

Zoning: Single-Family; Agricultural

Possession:

Terms: Cash; Conventional

CCR: No

Lot Facts: View: Lake; View: Mountain

Pre-Market:

Township:

Range:

Section:

Section:

Description:

Driving Dir: TAX ID: 59:011:0087 - west of Stillwater subdivision

Remarks: Great land with future building potential! Priced to sell! Lake views. No public access road.

Agt Remarks: No public access road. Buyer to verify all. Potential building lot once subdivision gets closer or if buyer wants to do some serious development.

HOA Remarks:

Clos Remarks:

Owner: LTL Inc.

Owner Type: Property Owner

Contact: Aaron

Contact Type:

Ph 1: 801-687-3970

Ph 2:

L/Agent: Aaron C Oldham

Email: aaron@thehomescoop.com

Ph: 801-705-6000

Cell: 801-687-3970

L/Office: Century 21 Everest Realty Group - Orem

Ph: 801-705-6000

Fax: 801-705-6060

L/Broker: Nicholas Manville

BAC: 3%

Dual/Var: No

List Type: ERS

Comm Type: Gross

Withdrwn Dt:

Off Mkt Dt:

Exp Dt: -

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DRAFT

**MLS# 1347325**

**Tour/Open:** Tour  
**List Price:** \$27,500  
**Lease Price:** \$0  
**CDOM:** 125  
**DOM:** 125  
**CTDOM:** 4  
**Sold Price:** \$24,000  
**Concessions:** \$0

**Status:** Sold  
**Price Per:**  
**List Date:** 12/14/2015

**Contract Date:** 04/21/2016  
**Sold Date:** 04/25/2016  
**Sold Terms:** Cash

**Address:** See Directions

**NS/EW:** 2800 S / 5000 W

**Area:** Am Fork; HInd; Lehi; Saratog.

**City:** Saratoga Springs, UT 84045

**County:** Utah

**Plat:**

**Tax ID:** 59-011-0076

**LOT #:**

**Taxes:** \$147

**HOA Fee:** \$0

**Zoning Code:**

**School Dist:** Alpine

**Sr High:** Westlake

**Acre FT./Share:** 0.00 |

**Wells:** |

**Elem:** Saratoga Shores

**Priv Schl:**

**Acre FT./Share:** 0.00 |

**Surface:** |

**Jr High:** Willowcreek

**Other Schl:**

**Acre FT./Share:** 0.00 |

**Dev. Spring:** |

**Culinary Well Health Inspected:**

**Prop Type:** Residential; Recreational

**Acres:** 1.17

**Frontage:** 0.0

**Side:** 0.0

**Back:** 0.0

**Irregular:** No

**Facing:** E

**Drv. Access:** Dirt

**Water Distance:**

**Sewer Distance:**

**Gas Distance:**

**Usable Electric:**

**Pressurized Irr.:**

**Conn. Fees:** Gas; Irrigation; Power; Sewer; Water

**Irrigation Co:**

**Water:** Not Connected

**Exterior Feat.:**

**Irrigation:**

**Land Use:**

**Utilities:**

**Zoning:** See Remarks; Single-Family; Agricultural

**Possession:**

**Terms:** Cash; Conventional

**CCR:** No

**Lot Facts:** Terrain: Grad Slope; View: Lake; View: Mountain; View: Valley

**Pre-Market:**

**Township:** 6S

**Range:** 1W

**Section:** 11

**Description:** Section COM N 0 DEG 7' 16" W 1096.44 FT FR S 1/4 COR. SEC. 11, T6S, R1W, SLB&M.; N 0 DEG 7' 16" W 220 FT; S 89 DEG 49' 11" W 231.15 FT; S 0 DEG 3' 39" E 220 FT; N 89 DEG 49' 11" E 231.38 FT TO BEG. AREA 1.168 AC.

**Driving Dir:** Follow stillwater drive until you reach the dirt road. You will continue on the dirt road for approximately .51 miles then take the nearest left. Then drive another 715 ft and the lot is on the right. According to google maps it appears its back off the road about 300 ft

**Remarks:** Unique lot .5 mile west of stillwater subdivision in saratoga springs. Completely undeveloped with potential for future development, or currently zoned as agricultural or recreational use! Seller has limited knowledge of the property, availability of utilities, etc. There is no sign on the property. The best available directions are given. Seller and Listing agent will work with Buyer to answer any questions they have. Buyer to verify ALL information.

**Agt Remarks:** Buyer to verify all. Saratoga city says the lot is zoned agricultural which will allow for a single family home, however to currently build will require getting utilities there and road passes through private land.

**HOA Remarks:**

**Clos Remarks:**

**Contact:** Ruth

**L/Agent:** Aaron C Oldham

**L/Office:** Century 21 Everest Realty Group - Orem

**L/Broker:** Nicholas Manville

**B/Agent:** MLS NON

**B/Office:** NON-MLS

**Owner:** Cedar West Properties LLC

**Contact Type:** Secretary

**Email:** aaron@thehomescoop.com

**Email:**

**Owner Type:** Property Owner

**Ph 1:** 801-376-7266

**Ph:** 801-705-6000

**Ph:** 801-705-6000

**Ph:** 000-000-0000

**Ph:**

**Ph 2:** 801-687-3970

**Cell:** 801-687-3970

**Fax:** 801-705-6060

**Cell:**

**Fax:**



**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 12

**Crossroads Blvd: Commerce Drive to Eastern Border**

Major Arterial

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2017)
Parkstrip	S.F.	\$10	161,464	\$1,614,638	\$1,703,444
Removal of Existing Asphalt	S.Y.	\$4	22,833	\$91,333	\$96,356
Clearing and Grubbing	Acre	\$2,000	6	\$11,682	\$12,324
Roadway Excavation	C.Y.	\$11	18,122	\$190,277	\$200,743
HMA Concrete	Ton	\$85	6,320	\$537,193	\$566,739
Untreated Base Course	C.Y.	\$15	3,624	\$54,365	\$57,355
Granular Borrow	C.Y.	\$40	9,061	\$362,433	\$382,367
Curb and Gutter (2.5' width)	L.F.	\$23	9,786	\$220,178	\$232,288
Sidewalk (5' width)	L.F.	\$25	9,786	\$244,642	\$258,098
Drainage	L.F.	\$45	9,786	\$440,356	\$464,576
Right of Way	S.F.	\$1.27	4,893	\$6,234	\$6,576
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$3,773,332</b>	<b>\$3,980,865</b>
Mobilization (10% of Construction)	Lump	10%	377,333	\$377,333	\$398,086
Contingency (25% of Construction)	Lump	25%	943,333	\$943,333	\$995,216
<b>Subtotal</b>				<b>\$5,093,998</b>	<b>\$5,374,167</b>

<b>Preconstruction Engineering</b>	10%	\$377,333	\$398,086
<b>Construction Engineering</b>	10%	\$377,333	\$398,086

<b>Total Project Costs</b>	<b>\$5,849,000</b>	<b>\$6,171,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>6.77%</b>	
	<b>\$396,000</b>	<b>\$418,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>5</b>
Untreated Base Course Thickness (in) =	<b>6</b>
Granular Borrow Thickness (in) =	<b>15</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>Capacity Improvement</b>
Funding: <b>MAG/Saratoga Springs</b>
Completion Year: <b>2017</b>
Inflation Rate: <b>1.06</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 32

**400 West: Crossroads Boulevard to Aspen Hills Boulevard**

Collector

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2017)
Parkstrip	S.F.	\$10	15,116	\$151,158	\$159,472
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	1	\$2,969	\$3,132
Roadway Excavation	C.Y.	\$11	3,421	\$35,923	\$37,899
HMA Concrete	Ton	\$85	955	\$81,135	\$85,598
Untreated Base Course	C.Y.	\$15	912	\$13,685	\$14,438
Granular Borrow	C.Y.	\$40	684	\$27,370	\$28,876
Curb and Gutter (2.5' width)	L.F.	\$23	1,680	\$37,790	\$39,868
Sidewalk (5' width)	L.F.	\$25	1,680	\$41,988	\$44,298
Drainage	L.F.	\$45	1,680	\$75,579	\$79,736
Right of Way	S.F.	\$1.27	64,662	\$82,381	\$86,912
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$549,979</b>	<b>\$580,228</b>
Mobilization (10% of Construction)	Lump	10%	54,998	\$54,998	\$58,023
Contingency (25% of Construction)	Lump	25%	137,495	\$137,495	\$145,057
<b>Subtotal</b>				<b>\$742,472</b>	<b>\$783,308</b>

<b>Preconstruction Engineering</b>			10%	\$54,998	\$58,023
<b>Construction Engineering</b>			10%	\$54,998	\$58,023

<b>Total Project Costs</b>				<b>\$853,000</b>	<b>\$900,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>				<b>100%</b>	
				<b>\$853,000</b>	<b>\$900,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>New Road</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2017</b>
Inflation Rate: <b>1.06</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 47

**Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Boulevard**

Collector

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2017)
Parkstrip	S.F.	\$10	107,100	\$1,071,000	\$1,129,905
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	11	\$21,035	\$22,192
Roadway Excavation	C.Y.	\$11	24,241	\$254,528	\$268,527
HMA Concrete	Ton	\$85	6,763	\$574,869	\$606,487
Untreated Base Course	C.Y.	\$15	6,464	\$96,963	\$102,296
Granular Borrow	C.Y.	\$40	4,848	\$193,926	\$204,592
Curb and Gutter (2.5' width)	L.F.	\$23	11,900	\$267,750	\$282,476
Sidewalk (5' width)	L.F.	\$25	11,900	\$297,500	\$313,863
Drainage	L.F.	\$45	11,900	\$535,500	\$564,953
Right of Way	S.F.	\$1.27	5,950	\$7,580	\$7,997
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$3,320,652</b>	<b>\$3,503,287</b>
Mobilization (10% of Construction)	Lump	10%	332,065	\$332,065	\$350,329
Contingency (25% of Construction)	Lump	25%	830,163	\$830,163	\$875,822
<b>Subtotal</b>				<b>\$4,482,880</b>	<b>\$4,729,438</b>

<b>Preconstruction Engineering</b>			10%	\$332,065	\$350,329
<b>Construction Engineering</b>			10%	\$332,065	\$350,329

<b>Total Project Costs</b>				<b>\$5,148,000</b>	<b>\$5,431,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>				<b>100%</b>	
				<b>\$5,148,000</b>	<b>\$5,431,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>New Road</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2017</b>
Inflation Rate: <b>1.06</b>

## Saratoga Springs City Impact Fee Facilities Plan

Project No. 8

### Exchange Drive: Crossroads Blvd to Market Street (Upsize Only)

Collector

#### Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2018)
Parkstrip	S.F.	\$10	63,000	\$630,000	\$701,206
Removal of Existing Asphalt	S.Y.	\$4	10,889	\$43,556	\$48,478
Clearing and Grubbing	Acre	\$2,000	2	\$3,053	\$3,398
Roadway Excavation	C.Y.	\$11	5,185	\$54,444	\$60,598
HMA Concrete	Ton	\$85	1,447	\$122,967	\$136,865
Untreated Base Course	C.Y.	\$15	1,383	\$20,741	\$23,085
Granular Borrow	C.Y.	\$40	1,037	\$41,481	\$46,170
Curb and Gutter (2.5' width)	L.F.	\$23	7,000	\$157,500	\$175,301
Sidewalk (5' width)	L.F.	\$25	7,000	\$175,000	\$194,779
Drainage	L.F.	\$45	7,000	\$315,000	\$350,603
Right of Way	S.F.	\$1.27	66,500	\$84,723	\$94,299
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$1,648,465</b>	<b>\$1,834,783</b>
Mobilization (10% of Construction)	Lump	10%	164,846	\$164,846	\$183,478
Contingency (25% of Construction)	Lump	25%	412,116	\$412,116	\$458,696
<b>Subtotal</b>				<b>\$2,225,428</b>	<b>\$2,476,957</b>

<b>Preconstruction Engineering</b>	10%	\$164,846	\$183,478
<b>Construction Engineering</b>	10%	\$164,846	\$183,478

<b>Total Project Costs</b>	<b>\$2,556,000</b>	<b>\$2,844,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$2,556,000</b>	<b>\$2,844,000</b>

#### Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

#### Project Parameters:

Improvement Type: <b>Capacity Improvement</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2018</b>
Inflation Rate: <b>1.11</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 14

**Talus Ridge Drive: Talus Ridge Drive to Mt. Saratoga Blvd**

Collector

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2018)
Parkstrip	S.F.	\$10	54,000	\$540,000	\$601,034
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	5	\$10,606	\$11,805
Roadway Excavation	C.Y.	\$11	12,222	\$128,333	\$142,838
HMA Concrete	Ton	\$85	3,410	\$289,850	\$322,610
Untreated Base Course	C.Y.	\$15	3,259	\$48,889	\$54,415
Granular Borrow	C.Y.	\$40	2,444	\$97,778	\$108,829
Curb and Gutter (2.5' width)	L.F.	\$23	6,000	\$135,000	\$150,258
Sidewalk (5' width)	L.F.	\$25	6,000	\$150,000	\$166,954
Drainage	L.F.	\$45	6,000	\$270,000	\$300,517
Right of Way	S.F.	\$1.27	231,000	\$294,300	\$327,564
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$1,964,756</b>	<b>\$2,186,823</b>
Mobilization (10% of Construction)	Lump	10%	196,476	\$196,476	\$218,682
Contingency (25% of Construction)	Lump	25%	491,189	\$491,189	\$546,706
<b>Subtotal</b>				<b>\$2,652,421</b>	<b>\$2,952,211</b>

<b>Preconstruction Engineering</b>			10%	\$196,476	\$218,682
<b>Construction Engineering</b>			10%	\$196,476	\$218,682

<b>Total Project Costs</b>				<b>\$3,046,000</b>	<b>\$3,390,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>				<b>100%</b>	
				<b>\$3,046,000</b>	<b>\$3,390,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>New Road</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2018</b>
Inflation Rate: <b>1.11</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 34

**Foothill Blvd: Landview Drive to Lariat Boulevard (Right of Way Only)**

Major Arterial

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2018)
Parkstrip	S.F.	\$10	0	\$0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0	\$0
HMA Concrete	Ton	\$85	0	\$0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0	\$0
Granular Borrow	C.Y.	\$40	0	\$0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0	\$0
Drainage	L.F.	\$45	0	\$0	\$0
Right of Way	S.F.	\$1.27	539,400	\$687,210	\$764,882
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$687,210</b>	<b>\$764,882</b>
Mobilization (10% of Construction)	Lump	10%	68,721	\$68,721	\$76,488
Contingency (25% of Construction)	Lump	25%	171,803	\$171,803	\$191,221
<b>Subtotal</b>				<b>\$927,734</b>	<b>\$1,032,591</b>

<b>Preconstruction Engineering</b>	0%	\$0	\$0
<b>Construction Engineering</b>	0%	\$0	\$0

<b>Total Project Costs</b>	<b>\$928,000</b>	<b>\$1,033,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$928,000</b>	<b>\$1,033,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>5</b>
Untreated Base Course Thickness (in) =	<b>6</b>
Granular Borrow Thickness (in) =	<b>15</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>Right-of-Way</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2018</b>
Inflation Rate: <b>1.11</b>

## Saratoga Springs City Impact Fee Facilities Plan

Project No. 13

### Pony Express Extension: Riverside Drive to Saratoga Road

Collector

#### Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2018)
Parkstrip	S.F.	\$10	70,200	\$702,000	\$781,344
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	7	\$13,788	\$15,346
Roadway Excavation	C.Y.	\$11	15,889	\$166,833	\$185,690
HMA Concrete	Ton	\$85	4,433	\$376,805	\$419,393
Untreated Base Course	C.Y.	\$15	4,237	\$63,556	\$70,739
Granular Borrow	C.Y.	\$40	3,178	\$127,111	\$141,478
Curb and Gutter (2.5' width)	L.F.	\$23	7,800	\$175,500	\$195,336
Sidewalk (5' width)	L.F.	\$25	7,800	\$195,000	\$217,040
Drainage	L.F.	\$45	7,800	\$351,000	\$390,672
Right of Way	S.F.	\$1.27	300,300	\$382,590	\$425,833
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$2,554,183</b>	<b>\$2,842,870</b>
Mobilization (10% of Construction)	Lump	10%	255,418	\$255,418	\$284,287
Contingency (25% of Construction)	Lump	25%	638,546	\$638,546	\$710,717
<b>Subtotal</b>				<b>\$3,448,148</b>	<b>\$3,837,874</b>

<b>Preconstruction Engineering</b>	10%	\$255,418	\$284,287
<b>Construction Engineering</b>	10%	\$255,418	\$284,287

<b>Total Project Costs</b>	<b>\$3,959,000</b>	<b>\$4,407,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$3,959,000</b>	<b>\$4,407,000</b>

#### Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

#### Project Parameters:

Improvement Type: <b>New Road</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2018</b>
Inflation Rate: <b>1.11</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 2

**Pony Express: Redwood Road (SR-68) to Western Border (5-Lane Cross-Section)**

Major Arterial

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	\$10	222,080	\$2,220,801	\$2,583,038
Removal of Existing Asphalt	S.Y.	\$4	29,910	\$119,639	\$139,154
Clearing and Grubbing	Acre	\$2,000	11	\$22,247	\$25,876
Roadway Excavation	C.Y.	\$11	26,171	\$274,796	\$319,618
HMA Concrete	Ton	\$85	9,127	\$775,808	\$902,351
Untreated Base Course	C.Y.	\$15	5,234	\$78,513	\$91,320
Granular Borrow	C.Y.	\$40	13,086	\$523,421	\$608,797
Curb and Gutter (2.5' width)	L.F.	\$23	13,459	\$302,836	\$352,232
Sidewalk (5' width)	L.F.	\$25	13,459	\$336,485	\$391,369
Drainage	L.F.	\$45	13,459	\$605,673	\$704,465
Right of Way	S.F.	\$1.27	484,538	\$617,315	\$718,006
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$5,877,535</b>	<b>\$6,836,226</b>
Mobilization (10% of Construction)	Lump	10%	587,754	\$587,754	\$683,623
Contingency (25% of Construction)	Lump	25%	1,469,384	\$1,469,384	\$1,709,057
<b>Subtotal</b>				<b>\$7,934,672</b>	<b>\$9,228,906</b>

<b>Preconstruction Engineering</b>			10%	\$587,754	\$683,623
<b>Construction Engineering</b>			10%	\$587,754	\$683,623

<b>Total Project Costs</b>				<b>\$9,111,000</b>	<b>\$10,597,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>				<b>6.77%</b>	
				\$617,000	\$717,000

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>5</b>
Untreated Base Course Thickness (in) =	<b>6</b>
Granular Borrow Thickness (in) =	<b>15</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>Capacity Improvement</b>
Funding: <b>MAG/Saratoga Springs</b>
Completion Year: <b>2019</b>
Inflation Rate: <b>1.16</b>

## Saratoga Springs City Impact Fee Facilities Plan

Project No. 11

### Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)

Collector

#### Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	\$10	75,600	\$756,000	\$879,312
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	7	\$14,848	\$17,270
Roadway Excavation	C.Y.	\$11	17,111	\$179,667	\$208,972
HMA Concrete	Ton	\$85	4,774	\$405,790	\$471,979
Untreated Base Course	C.Y.	\$15	4,563	\$68,444	\$79,608
Granular Borrow	C.Y.	\$40	3,422	\$136,889	\$159,217
Curb and Gutter (2.5' width)	L.F.	\$23	8,400	\$189,000	\$219,828
Sidewalk (5' width)	L.F.	\$25	8,400	\$210,000	\$244,253
Drainage	L.F.	\$45	8,400	\$378,000	\$439,656
Right of Way	S.F.	\$1.27	323,400	\$412,021	\$479,226
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$2,750,659</b>	<b>\$3,199,322</b>
Mobilization (10% of Construction)	Lump	10%	275,066	\$275,066	\$319,932
Contingency (25% of Construction)	Lump	25%	687,665	\$687,665	\$799,831
<b>Subtotal</b>				<b>\$3,713,390</b>	<b>\$4,319,085</b>

<b>Preconstruction Engineering</b>	10%	\$275,066	\$319,932
<b>Construction Engineering</b>	10%	\$275,066	\$319,932

<b>Total Project Costs</b>	<b>\$4,264,000</b>	<b>\$4,959,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$4,264,000</b>	<b>\$4,959,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>New Road</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2019</b>
Inflation Rate: <b>1.16</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 19

**Signal: Crossroads Blvd & Riverside Drive**

Traffic Signal

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	\$10	0	\$0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0	\$0
HMA Concrete	Ton	\$85	0	\$0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0	\$0
Granular Borrow	C.Y.	\$40	0	\$0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0	\$0
Drainage	L.F.	\$45	0	\$0	\$0
Right of Way	S.F.	\$1.27	0	\$0	\$0
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	1	\$180,000	\$209,360
<b>Construction Cost</b>				<b>\$180,000</b>	<b>\$209,360</b>
Mobilization (10% of Construction)	Lump	10%	18,000	\$18,000	\$20,936
Contingency (25% of Construction)	Lump	25%	45,000	\$45,000	\$52,340
<b>Subtotal</b>				<b>\$243,000</b>	<b>\$282,636</b>

<b>Preconstruction Engineering</b>			10%	\$18,000	\$20,936
<b>Construction Engineering</b>			10%	\$18,000	\$20,936

<b>Total Project Costs</b>				<b>\$279,000</b>	<b>\$325,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>				<b>100%</b>	
				\$279,000	\$325,000

Overall Assumptions:

HMA Pavement Density (pcf) =	0
HMA Thickness (in) =	0
Untreated Base Course Thickness (in) =	0
Granular Borrow Thickness (in) =	0
Roadway Excavation Depth (ft) =	0
Number of Sidewalks (No.) =	0

Project Parameters:

Improvement Type: <b>Traffic Signal</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2019</b>
Inflation Rate: <b>1.16</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 26

**Foothill Blvd: Pony Express Parkway to Lariat Boulevard (26' Roadway Only)**

Minor Collector

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	\$10	0	\$0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	9	\$18,264	\$21,244
Roadway Excavation	C.Y.	\$11	36,833	\$386,750	\$449,833
HMA Concrete	Ton	\$85	10,277	\$873,503	\$1,015,980
Untreated Base Course	C.Y.	\$15	9,822	\$147,333	\$171,365
Granular Borrow	C.Y.	\$40	7,367	\$294,667	\$342,730
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0	\$0
Drainage	L.F.	\$45	0	\$0	\$0
Right of Way	S.F.	\$1.27	15,300	\$19,493	\$22,672
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$1,740,010</b>	<b>\$2,023,825</b>
Mobilization (10% of Construction)	Lump	10%	174,001	\$174,001	\$202,382
Contingency (25% of Construction)	Lump	25%	435,002	\$435,002	\$505,956
<b>Subtotal</b>				<b>\$2,349,013</b>	<b>\$2,732,163</b>

<b>Preconstruction Engineering</b>	10%	\$174,001	\$202,382
<b>Construction Engineering</b>	10%	\$174,001	\$202,382

<b>Total Project Costs</b>	<b>\$2,698,000</b>	<b>\$3,137,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$2,698,000</b>	<b>\$3,137,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>New Road</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2019</b>
Inflation Rate: <b>1.16</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 36

**Foothill Blvd: Honeysuckle Drive to Fox Hollow Drive (Right of Way Only)**

Major Arterial

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2019)
Parkstrip	S.F.	\$10	0	\$0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0	\$0
HMA Concrete	Ton	\$85	0	\$0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0	\$0
Granular Borrow	C.Y.	\$40	0	\$0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0	\$0
Drainage	L.F.	\$45	0	\$0	\$0
Right of Way	S.F.	\$1.27	872,000	\$1,110,952	\$1,292,161
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$1,110,952</b>	<b>\$1,292,161</b>
Mobilization (10% of Construction)	Lump	10%	111,095	\$111,095	\$129,216
Contingency (25% of Construction)	Lump	25%	277,738	\$277,738	\$323,040
<b>Subtotal</b>				<b>\$1,499,785</b>	<b>\$1,744,417</b>

<b>Preconstruction Engineering</b>	0%	\$0	\$0
<b>Construction Engineering</b>	0%	\$0	\$0

<b>Total Project Costs</b>	<b>\$1,500,000</b>	<b>\$1,745,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$1,500,000</b>	<b>\$1,745,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>5</b>
Untreated Base Course Thickness (in) =	<b>6</b>
Granular Borrow Thickness (in) =	<b>15</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>Right-of-Way</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2019</b>
Inflation Rate: <b>1.16</b>

## Saratoga Springs City Impact Fee Facilities Plan

Project No. 33

### Foothill Blvd: Meadow Side Drive to Landview Drive (Right of Way Only)

Major Arterial

#### Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2020)
Parkstrip	S.F.	\$10	0	\$0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0	\$0
HMA Concrete	Ton	\$85	0	\$0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0	\$0
Granular Borrow	C.Y.	\$40	0	\$0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0	\$0
Drainage	L.F.	\$45	0	\$0	\$0
Right of Way	S.F.	\$1.27	939,600	\$1,197,076	\$1,448,026
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$1,197,076</b>	<b>\$1,448,026</b>
Mobilization (10% of Construction)	Lump	10%	119,708	\$119,708	\$144,803
Contingency (25% of Construction)	Lump	25%	299,269	\$299,269	\$362,007
<b>Subtotal</b>				<b>\$1,616,053</b>	<b>\$1,954,835</b>

<b>Preconstruction Engineering</b>	0%	\$0	\$0
<b>Construction Engineering</b>	0%	\$0	\$0

<b>Total Project Costs</b>	<b>\$1,617,000</b>	<b>\$1,955,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$1,617,000</b>	<b>\$1,955,000</b>

#### Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>5</b>
Untreated Base Course Thickness (in) =	<b>6</b>
Granular Borrow Thickness (in) =	<b>15</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

#### Project Parameters:

Improvement Type: <b>Right-of-Way</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2020</b>
Inflation Rate: <b>1.21</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 46

**Market Street: Redwood Road (SR-68) to Riverside Drive**

Collector

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2020)
Parkstrip	S.F.	\$10	10,800	\$108,000	\$130,641
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	1	\$2,121	\$2,566
Roadway Excavation	C.Y.	\$11	2,444	\$25,667	\$31,047
HMA Concrete	Ton	\$85	682	\$57,970	\$70,123
Untreated Base Course	C.Y.	\$15	652	\$9,778	\$11,828
Granular Borrow	C.Y.	\$40	489	\$19,556	\$23,655
Curb and Gutter (2.5' width)	L.F.	\$23	1,200	\$27,000	\$32,660
Sidewalk (5' width)	L.F.	\$25	1,200	\$30,000	\$36,289
Drainage	L.F.	\$45	1,200	\$54,000	\$65,320
Right of Way	S.F.	\$1.27	600	\$764	\$925
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$334,856</b>	<b>\$405,053</b>
Mobilization (10% of Construction)	Lump	10%	33,486	\$33,486	\$40,505
Contingency (25% of Construction)	Lump	25%	83,714	\$83,714	\$101,263
<b>Subtotal</b>				<b>\$452,055</b>	<b>\$546,822</b>

<b>Preconstruction Engineering</b>			10%	\$33,486	\$40,505
<b>Construction Engineering</b>			10%	\$33,486	\$40,505

<b>Total Project Costs</b>				<b>\$520,000</b>	<b>\$628,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>				<b>100%</b>	
				\$520,000	\$628,000

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>New Road</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2020</b>
Inflation Rate: <b>1.21</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 31

**400 South: Redwood Road (SR-68) to Saratoga Road**

Collector

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2021)
Parkstrip	S.F.	\$10	0	\$0	\$0
Removal of Existing Asphalt	S.Y.	\$4	17,333	\$69,333	\$87,223
Clearing and Grubbing	Acre	\$2,000	0	\$0	\$0
Roadway Excavation	C.Y.	\$11	1,852	\$19,444	\$24,462
HMA Concrete	Ton	\$85	517	\$43,917	\$55,248
Untreated Base Course	C.Y.	\$15	494	\$7,407	\$9,319
Granular Borrow	C.Y.	\$40	370	\$14,815	\$18,637
Curb and Gutter (2.5' width)	L.F.	\$23	4,000	\$90,000	\$113,222
Sidewalk (5' width)	L.F.	\$25	4,000	\$100,000	\$125,802
Drainage	L.F.	\$45	4,000	\$180,000	\$226,444
Right of Way	S.F.	\$1.27	0	\$0	\$0
Initial Construction	Each	\$166,929	1	\$166,929	\$210,000
<b>Construction Cost</b>				<b>\$691,846</b>	<b>\$870,356</b>
Mobilization (10% of Construction)	Lump	10%	69,185	\$69,185	\$87,036
Contingency (25% of Construction)	Lump	25%	172,961	\$172,961	\$217,589
<b>Subtotal</b>				<b>\$933,991</b>	<b>\$1,174,981</b>

<b>Preconstruction Engineering</b>	10%	\$69,185	\$87,036
<b>Construction Engineering</b>	10%	\$69,185	\$87,036

<b>Total Project Costs</b>	<b>\$1,073,000</b>	<b>\$1,350,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>		
	<table border="1"> <tbody> <tr> <td style="text-align: right;"><b>\$1,073,000</b></td> <td style="text-align: right;"><b>\$1,350,000</b></td> </tr> </tbody> </table>	<b>\$1,073,000</b>	<b>\$1,350,000</b>
<b>\$1,073,000</b>	<b>\$1,350,000</b>		

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>Capacity Improvement</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2021</b>
Inflation Rate: <b>1.26</b>

**Saratoga Springs City**  
**Impact Fee Facilities Plan**  
 Project No. 35

**Foothill Blvd: Lariat Boulevard to Honeysuckle Drive (Right of Way Only)**

Major Arterial

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2021)
Parkstrip	S.F.	\$10	0	\$0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0	\$0
HMA Concrete	Ton	\$85	0	\$0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0	\$0
Granular Borrow	C.Y.	\$40	0	\$0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0	\$0
Drainage	L.F.	\$45	0	\$0	\$0
Right of Way	S.F.	\$1.27	636,000	\$810,282	\$1,019,351
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$810,282</b>	<b>\$1,019,351</b>
Mobilization (10% of Construction)	Lump	10%	81,028	\$81,028	\$101,935
Contingency (25% of Construction)	Lump	25%	202,570	\$202,570	\$254,838
<b>Subtotal</b>				<b>\$1,093,880</b>	<b>\$1,376,124</b>

<b>Preconstruction Engineering</b>	0%	\$0	\$0
<b>Construction Engineering</b>	0%	\$0	\$0

<b>Total Project Costs</b>	<b>\$1,094,000</b>	<b>\$1,377,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$1,094,000</b>	<b>\$1,377,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>5</b>
Untreated Base Course Thickness (in) =	<b>6</b>
Granular Borrow Thickness (in) =	<b>15</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>Right-of-Way</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2021</b>
Inflation Rate: <b>1.26</b>

## Saratoga Springs City Impact Fee Facilities Plan

Project No. 42

### 400 East: Crossroads Boulevard to Northern Border

Minor Arterial

#### Costs

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2022)
Parkstrip	S.F.	\$10	32,400	\$324,000	\$423,903
Removal of Existing Asphalt	S.Y.	\$4	4,800	\$19,200	\$25,120
Clearing and Grubbing	Acre	\$2,000	3	\$5,322	\$6,963
Roadway Excavation	C.Y.	\$11	5,333	\$56,000	\$73,267
HMA Concrete	Ton	\$85	1,860	\$158,100	\$206,849
Untreated Base Course	C.Y.	\$15	1,422	\$21,333	\$27,911
Granular Borrow	C.Y.	\$40	1,067	\$42,667	\$55,823
Curb and Gutter (2.5' width)	L.F.	\$23	3,600	\$81,000	\$105,976
Sidewalk (5' width)	L.F.	\$30	3,600	\$108,000	\$141,301
Drainage	L.F.	\$45	3,600	\$162,000	\$211,951
Right of Way	S.F.	\$1.27	115,920	\$147,685	\$193,223
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$1,125,308</b>	<b>\$1,472,287</b>
Mobilization (10% of Construction)	Lump	10%	112,531	\$112,531	\$147,229
Contingency (25% of Construction)	Lump	25%	281,327	\$281,327	\$368,072
<b>Subtotal</b>				<b>\$1,519,165</b>	<b>\$1,987,587</b>

<b>Preconstruction Engineering</b>	10%	\$112,531	\$147,229
<b>Construction Engineering</b>	10%	\$112,531	\$147,229

<b>Total Project Costs</b>	<b>\$1,745,000</b>	<b>\$2,283,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$1,745,000</b>	<b>\$2,283,000</b>

#### Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>5</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

#### Project Parameters:

Improvement Type: <b>New Road</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2022</b>
Inflation Rate: <b>1.31</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 43

**145 North: 1100 West to 2300 West (Right-of-Way Only)**

Major Arterial

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2022)
Parkstrip	S.F.	\$10	0	\$0	\$0
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	0	\$0	\$0
Roadway Excavation	C.Y.	\$11	0	\$0	\$0
HMA Concrete	Ton	\$85	0	\$0	\$0
Untreated Base Course	C.Y.	\$15	0	\$0	\$0
Granular Borrow	C.Y.	\$40	0	\$0	\$0
Curb and Gutter (2.5' width)	L.F.	\$23	0	\$0	\$0
Sidewalk (5' width)	L.F.	\$25	0	\$0	\$0
Drainage	L.F.	\$45	0	\$0	\$0
Right of Way	S.F.	\$1.27	784,000	\$998,838	\$1,306,821
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$998,838</b>	<b>\$1,306,821</b>
Mobilization (10% of Construction)	Lump	10%	99,884	\$99,884	\$130,682
Contingency (25% of Construction)	Lump	25%	249,709	\$249,709	\$326,705
<b>Subtotal</b>				<b>\$1,348,431</b>	<b>\$1,764,208</b>

<b>Preconstruction Engineering</b>	0%	\$0	\$0
<b>Construction Engineering</b>	0%	\$0	\$0

<b>Total Project Costs</b>	<b>\$1,349,000</b>	<b>\$1,765,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$1,349,000</b>	<b>\$1,765,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>5</b>
Untreated Base Course Thickness (in) =	<b>6</b>
Granular Borrow Thickness (in) =	<b>15</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>Right-of-Way</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2022</b>
Inflation Rate: <b>1.31</b>

**Saratoga Springs City  
Impact Fee Facilities Plan**

Project No. 44

**400 North: Redwood Road (SR-68) to Riverside Drive**

Collector

**Costs**

Item	Unit	Unit Cost	Quantity	Cost (2016)	Cost (2022)
Parkstrip	S.F.	\$10	27,000	\$270,000	\$353,252
Removal of Existing Asphalt	S.Y.	\$4	0	\$0	\$0
Clearing and Grubbing	Acre	\$2,000	3	\$5,303	\$6,938
Roadway Excavation	C.Y.	\$11	6,111	\$64,167	\$83,952
HMA Concrete	Ton	\$85	1,705	\$144,925	\$189,611
Untreated Base Course	C.Y.	\$15	1,630	\$24,444	\$31,982
Granular Borrow	C.Y.	\$40	1,222	\$48,889	\$63,963
Curb and Gutter (2.5' width)	L.F.	\$23	3,000	\$67,500	\$88,313
Sidewalk (5' width)	L.F.	\$25	3,000	\$75,000	\$98,126
Drainage	L.F.	\$45	3,000	\$135,000	\$176,626
Right of Way	S.F.	\$1.27	1,500	\$1,911	\$2,500
Bridge/Culvert	S.F.	\$225	0	\$0	\$0
Traffic Signal	Each	\$180,000	0	\$0	\$0
<b>Construction Cost</b>				<b>\$837,139</b>	<b>\$1,095,264</b>
Mobilization (10% of Construction)	Lump	10%	83,714	\$83,714	\$109,526
Contingency (25% of Construction)	Lump	25%	209,285	\$209,285	\$273,816
<b>Subtotal</b>				<b>\$1,130,138</b>	<b>\$1,478,606</b>

<b>Preconstruction Engineering</b>	10%	\$83,714	\$109,526
<b>Construction Engineering</b>	10%	\$83,714	\$109,526

<b>Total Project Costs</b>	<b>\$1,298,000</b>	<b>\$1,698,000</b>
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<b>Saratoga Springs City's Responsibility via Impact Fee's</b>	<b>100%</b>	
	<b>\$1,298,000</b>	<b>\$1,698,000</b>

Overall Assumptions:

HMA Pavement Density (pcf) =	<b>155</b>
HMA Thickness (in) =	<b>4</b>
Untreated Base Course Thickness (in) =	<b>8</b>
Granular Borrow Thickness (in) =	<b>6</b>
Roadway Excavation Depth (ft) =	<b>2.5</b>
Number of Sidewalks (No.) =	<b>2</b>

Project Parameters:

Improvement Type: <b>New Road</b>
Funding: <b>Saratoga Springs</b>
Completion Year: <b>2022</b>
Inflation Rate: <b>1.31</b>



City of Saratoga Springs

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DRAFT  
Transportation Impact Fees Analysis

December 23, 2016

ZIONS  PUBLIC FINANCE, INC.

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# 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 December 2016 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 6,340 PM peak trips between 2016 and 2022 – from 7,809 PM peak hour trips in 2016 to 14,149 trips in 2022. 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 25 streets. The actual cost of these improvements is eligible to be included in the calculation of impact fees but has not been included because the City is unable to provide documentation regarding the actual cost of these improvements.

System Deficiencies. The City has identified five roadways 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 19 projects necessitated by new development at a total cost of \$55,995,000. However, two of the projects will be partially funded by Mountain Association of Governments (MAG). The City will be responsible for only 6.77 percent of these two projects and only that portion of project costs has been included in the calculation of impact fees. For the remaining 17 projects, 100 percent of project costs have been included in the calculation of impact fees.

After removing the MAG costs, as well as adjustments for excess capacity remaining in 2022 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 \$15,032,000 of the total new construction costs. Therefore, the initial cost of \$55,995,000 has been reduced by roughly 73 percent to account for these various factors. The cost of \$15,032,000 will be partially offset by the impact fee fund balance of \$2,494,572 which can be used for the construction of new projects.

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	\$0.00
New Construction	\$1,977.51
Consultant Cost	\$4.85
<b>Cost per PM Peak Trip</b>	<b>\$1,982.36</b>

The maximum fee per PM peak hour trip is \$1,982.36.

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

Stand-Alone*	Code	Category	Units; Per	ITE Trips	Trip Utilization Factor	Additional Factor - Pass-By Factors	Maximum Fee
	130	Industrial Park	1000 Sq. Feet Gross Floor Area	0.84	0.50		\$833
	140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.75	0.50		\$743
	151	Storage Units	1000 Sq. Feet Gross Floor Area	0.22	0.50		\$218
	152	Warehouse/Distribution Center	1000 Sq. Feet Gross Floor Area	0.16	0.50		\$159
	210	Single-Family Detached Housing	Dwelling Unit	1.02	0.50		\$1,011
	220	Multi-Family/Apartment (Greater than 4 Units)	Dwelling Unit	0.67	0.50		\$664
	230	Multi-Family / Condo, Townhouse, Duplex, Triplex, Quadplex	Dwelling Unit	0.52	0.50		\$515
	240	Mobile Home / RV Park	Dwelling Unit	0.60	0.50		\$595
	254	Assisted Living Center	Bed	0.35	0.50		\$347
	310	Hotel	Room	0.61	0.50		\$605
Yes	444	Movie theater < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80	0.50		\$3,766
	445	Movie theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91	0.50		\$4,867
	492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	4.06	0.50		\$4,024
	520	Elementary School	1000 Sq. Feet Gross Floor Area	3.11	0.50		\$3,083

Stand-Alone*	Code	Category	Units; Per	ITE Trips	Trip Utilization Factor	Additional Factor - Pass-By Factors	Maximum Fee
	522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	2.52	0.50		\$2,498
	530	High School	1000 Sq. Feet Gross Floor Area	2.12	0.50		\$2,101
	534	Private School (K-8)	1000 Sq. Feet Gross Floor Area	6.53	0.50		\$6,472
	560	Church	1000 Sq. Feet Gross Floor Area	0.94	0.50		\$932
	565	Day Care Center	1000 Sq. Feet Gross Floor Area	13.75	0.50		\$13,629
	590	Library	1000 Sq. Feet Gross Floor Area	7.20	0.50		\$7,136
	610	Hospital	1000 Sq. Feet Gross Floor Area	1.16	0.50		\$1,150
	710	General Office Building	1000 Sq. Feet Gross Floor Area	1.49	0.50		\$1,477
	720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	4.27	0.50		\$4,232
	770	Business Park	1000 Sq. Feet Gross Floor Area	1.26	0.50		\$1,249
	812	Building Materials and Lumber Store	1000 Sq. Feet Gross Floor Area	5.56	0.50	0.17	\$4,574
Yes	817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	9.04	0.50		\$8,960
	820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Floor Area	3.71	0.50	0.34	\$2,427
Yes	826	Specialty Retail Center	1000 Sq. Feet Gross Floor Area	5.02	0.50	0.34	\$3,284
	841	Automobile Car Sales	1000 Sq. Feet Gross Floor Area	2.80	0.50		\$2,775
Yes	848	Tire Store	1000 Sq. Feet Gross Floor Area	4.15	0.50		\$4,113
	850	Supermarket	1000 Sq. Feet Gross Floor Area	8.37	0.50	0.34	\$5,475
Yes	851	Convenience Store	1000 Sq. Feet Gross Floor Area	53.42	0.50	0.61	\$20,650
Yes	912	Bank/Financial Institution	1000 Sq. Feet Gross Floor Area	26.69	0.50	0.47	\$14,021
Yes	918	Hair/Nails/Massage/Beauty Salon/Day Spa	1000 Sq. Feet Gross Floor Area	1.93	0.50		\$1,913
Yes	932	Restaurant, Sit-Down (Low Turnover)	1000 Sq. Feet Gross Floor Area	9.02	0.50	0.44	\$5,007
Yes	932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	18.49	0.50	0.44	\$10,263
Yes	934	Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	47.30	0.50	0.50	\$23,441
Yes	942	Auto Care Center	1000 Sq. Feet Gross Floor Area	3.51	0.50		\$3,479
Yes	944	Gasoline/Service Station	Fueling Position	15.65	0.50	0.61	\$6,050
Yes	945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	97.14	0.50	0.61	\$37,550
Yes	947	Self Service Car Wash	Wash Stall	5.54	0.50		\$5,491
Yes	948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12	0.50		\$13,995

\*Stand-alone is indicated by "yes."

## 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., a wholly-owned subsidiary of ZB, N.A. 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)*

### Projected Growth in PM Peak Hour Trips

PM peak hour trips are projected to grow by 6,340 trips by 2022.

TABLE 3: PM PEAK HOUR TRIPS

Time Period	PM Peak Hour Trips
PM Peak Hour Trips 2016	7,809
PM Peak Hour Trips 2022	14,149
PM Peak Hour Trip Growth 2016-2022	6,340

*Source: City of Saratoga Springs Transportation IFFP, p. 20*

### 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, pp. 4-5 and are included below.

TABLE 4: AVAILABLE CAPACITY

Excess Capacity	Existing Capacity	Existing Volume	Excess Capacity	Excess Capacity %
Pony Express Parkway	13,000	15,900	(2,900)	-22%
Crossroads Blvd (East of Redwood Road)	13,000	13,700	(700)	-5%
W Harvest Hills Blvd	10,500	4,700	5,800	55%
Aspen Hills Blvd	10,500	1,100	9,400	90%
Commerce Dr.	10,500	5,000	5,500	52%
400 East	10,500	3,100	7,400	70%
800 West	10,500	1,000	9,500	90%
1400 North	10,500	1,500	9,000	86%
Foothill Blvd	11,500	2,000	9,500	83%
1200 North	10,500	1,000	9,500	90%
W Evens Lane	10,500	1,000	9,500	90%
200 West	11,500	1,500	10,000	87%
400 South	5,000	1,200	3,800	76%
Saratoga Road	11,500	1,000	10,500	91%
Ring Road	11,500	2,300	9,200	80%
Lariat Blvd.	11,500	2,300	9,200	80%
Stillwater Dr	11,500	1,000	10,500	91%
Village Pkwy	11,500	1,000	10,500	91%
Wildlife Blvd	11,500	1,000	10,500	91%
Harbor Park Way	11,500	2,600	8,900	77%
7200 North	11,500	900	10,600	92%
7350 North	11,500	600	10,900	95%
Riverside Drive (South of Pioneer Crossing)	11,500	1,000	10,500	91%
Market St	13,000	1,000	12,000	92%
Riverside Drive (North Side)	11,500	1,000	10,500	91%
Pioneer Crossing (SR-165) West of Redwood	30,500	10,000	20,500	67%
400 North	11,500	8,200	3,300	29%

The City has chosen not to include the actual costs associated with the excess capacity available to new development in the calculation of its impact fees. However, this excess capacity will still be used by new development. Therefore, the construction of new projects necessitated by new development is not impacted or increased in any way by the City choosing not to charge a buy-in component of the impact fee.

## 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 IFFP identifies a total of 19 projects necessitated by new development at a total cost of \$55,995,000. However, two of the projects will be primarily funded by Mountainland Association of Governments (MAG). The City will be responsible for only 6.77 percent of these two projects and only that portion of project costs has been included in the calculation of impact fees. For the remaining 17 projects, 100 percent of project costs have been included in the calculation of impact fees.

After removing the MAG portion of the costs, as well as calculations for excess capacity remaining in 2022 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 \$15,032,000 of the total new construction costs.

The projects identified in the IFFP as necessary to maintain a LOS D over the next six 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 5: CITY PORTION OF NEW CONSTRUCTION COSTS

Project	Location	Total Price (with Inflation)	Funding Source	Saratoga Springs %	Saratoga Springs Total (with Inflation)
12	Crossroads Blvd: Commerce Dr to Eastern Border	\$6,171,000	MAG/Saratoga Springs	6.77%	\$418,000
32	400 West: Crossroads Blvd to Aspen Hills Blvd	\$900,000	Saratoga Springs	100%	\$900,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Blvd.	\$5,431,000	Saratoga Springs	100%	\$5,431,000
8	Exchange Place: Crossroads Blvd to Market Street (Upsize Only)	\$2,844,000	Saratoga Springs	100%	\$2,844,000
14	Talus Ridge Dr: Talus Ridge Dr to Mt. Saratoga Blvd	\$3,390,000	Saratoga Springs	100%	\$3,390,000
34	Foothill Blvd: Landview Dr to Lariat Blvd (ROW only)	\$1,033,000	Saratoga Springs	100%	\$1,033,000
13	Pony Express Extension: Riverside Drive to Saratoga Road	\$4,407,000	Saratoga Springs	100%	\$4,407,000
2	Pony Express: Redwood Rd (SR-68) to Western Border (5-lane cross-section)	\$10,597,000	MAG/Saratoga Springs	6.77%	\$717,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)	\$4,959,000	Saratoga Springs	100%	\$4,959,000

Project	Location	Total Price (with Inflation)	Funding Source	Saratoga Springs %	Saratoga Springs Total (with Inflation)
19	Signal: Crossroads Blvd & Riverside Drive	\$325,000	Saratoga Springs	100%	\$325,000
26	Foothill Blvd: Pony Express Parkway to Lariat Blvd (26' Roadway Only)	\$3,137,000	Saratoga Springs	100%	\$3,137,000
36	Foothill Blvd: Honeywuckle Drive to Fox Hollow Drive (ROW Only)	\$1,745,000	Saratoga Springs	100%	\$1,745,000
33	Foothill Blvd: Meadow Side Dr to Landview Dr (ROW only)	\$1,955,000	Saratoga Springs	100%	\$1,955,000
46	Market Street: Redwood Road (SR-68) to Riverside Drive	\$628,000	Saratoga Springs	100%	\$628,000
31	400 South: Redwood Rd (SR-68) to Saratoga Rd	\$1,350,000	Saratoga Springs	100%	\$1,350,000
35	Foothill Blvd: Lariat Blvd to Honeysuckle Drive (ROW only)	\$1,377,000	Saratoga Springs	100%	\$1,377,000
42	400 East: Crossroads Blvd to Northern Border	\$2,283,000	Saratoga Springs	100%	\$2,283,000
43	145 North: 1100 West to 2300 West (ROW Only)	\$1,765,000	Saratoga Springs	100%	\$1,765,000
44	400 North: Redwood Road (SR-68) to Riverside Drive	\$1,698,000	Saratoga Springs	100%	\$1,698,000
<b>TOTAL</b>		<b>\$55,995,000</b>			<b>\$40,362,000</b>

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 2022.

TABLE 6: REDUCED COSTS FOR DEFICIENCIES, PASS-THROUGH AND REMAINING EXCESS CAPACITY IN 2022

Project	Location	Reduction for Existing Deficiencies	Reduction for Pass-Through	Reduction for Excess Capacity	Impact Fee Eligible Proportion	Impact Fee Eligible Total
12	Crossroads Blvd: Commerce Dr to Eastern Border	4%	27%	38%	31%	\$130,000
32	400 West: Crossroads Blvd to Aspen Hills Blvd	0%	1%	45%	52%	\$468,000
47	Mt. Saratoga Blvd: Talus Ridge Drive to Pony Express Blvd.		1%	45%	53%	\$2,878,000
8	Exchange Place: Crossroads Blvd to Market Street (Upsize Only)	0%	1%	74%	24%	\$683,000
14	Talus Ridge Dr: Talus Ridge Dr to Mt. Saratoga Blvd	0%	1%	48%	49%	\$1,661,000
34	Foothill Blvd: Landview Dr to Lariat Blvd (ROW only)	0%	1%	62%	35%	\$362,000
13	Pony Express Extension: Riverside Drive to Saratoga Road		3.00%	50%	46%	\$2,027,000
2	Pony Express: Redwood Rd (SR-68) to Western Border (5-lane cross-section)	17%	32%	40%	11%	\$79,000
11	Riverside Drive Extension: Crossroads Blvd to Pioneer Crossing (SR-145)		1%	50%	48%	\$2,380,000
19	Signal: Crossroads Blvd & Riverside Drive		13%	38%	47%	\$153,000
26	Foothill Blvd: Pony Express Parkway to Lariat Blvd (26' Roadway Only)	0%	1%	78%	16%	\$502,000
36	Foothill Blvd: Honeywuckle Drive to Fox Hollow Drive (ROW Only)	0%	1%	63%	35%	\$611,000
33	Foothill Blvd: Meadow Side Dr to Landview Dr (ROW only)	0%	1%	61%	35%	\$684,000

Project	Location	Reduction for Existing Deficiencies	Reduction for Pass-Through	Reduction for Excess Capacity	Impact Fee Eligible Proportion	Impact Fee Eligible Total
46	Market Street: Redwood Road (SR-68) to Riverside Drive		1%	52%	46%	\$289,000
31	400 South: Redwood Rd (SR-68) to Saratoga Rd	0%	1%	92%	7%	\$94,000
35	Foothill Blvd: Lariat Blvd to Honeysuckle Drive (ROW only)	0%	1%	63%	35%	\$482,000
42	400 East: Crossroads Blvd to Northern Border	0%	2%	66%	31%	\$708,000
43	145 North: 1 100 West to 2300 West (ROW Only)	0%	5%	53%	39%	\$688,000
44	400 North: Redwood Road (SR-68) to Riverside Drive		6%	84%	9%	\$153,000
<b>TOTAL</b>						<b>\$15,032,000</b>

The cost of \$15,032,000 can be partially offset by the fund balance of \$2,494,572 which can be used for the cost of some of the capital improvements.

PM peak hour trip demand citywide is projected to grow from 7,809 trips in 2016 to 14,149 trips in 2022 – an increase of 6,340 trips over the 6-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 25 roads as listed previously in Table 4 in this analysis. However, the City was not able to provide documentation regarding the actual costs of these roads. Therefore, no buy-in component has been calculated for the transportation impact fee.

**New Construction Cost Calculation**

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

TABLE 7: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COSTS

<b>New Construction Costs</b>	
New Construction Costs - Impact Fee Eligible Less Fund Balance	\$12,537,428
Growth in PM Peak Hour Trips, 2016-2022	6,340
<b>New Construction Cost per PM Peak Hour Trip</b>	<b>\$1,977.51</b>

## 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 2016 and 2022.

TABLE 8: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

<b>Consulting Costs</b>	<b>Amount</b>
Horrocks – IFFP	\$25,000
ZBPF – IFA (est.)	\$5,720
Growth in PM Peak Hour Trips, 2016-2022	6,340
<b>Consultant Cost per PM Peak Hour Trip</b>	<b>\$4.85</b>

## Summary of Impact Fees

TABLE 9: SUMMARY OF GROSS IMPACT FEE

<b>Summary of Cost per PM Peak Hour Trip</b>	<b>Amount</b>
Excess Capacity	\$0.00
New Construction	\$1,977.51
Consultant Cost	\$4.85
<b>TOTAL</b>	<b>\$1,982.36</b>

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.”<sup>1</sup>

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.”<sup>2</sup> Therefore, Horrocks has provided additional reductions for pass-by trips, as reflected in the table below.<sup>3</sup>

TABLE 10: SUMMARY OF ADDITIONAL REDUCTIONS FOR PASS-BY TRIPS

Land Use	Pass by Trip Percent
Small Shopping Center (<90,000 sq ft)	34%
Large Shopping Center (>90,000 sq ft)	34%
Discount Superstore	17%
Home Improvement Superstore	17%
Convenience Store	61%
Convenience Store with Gas Pumps	61%
Discount Club	36%
Drive-In Bank	47%
Fast Food Restaurant with Drive-Thru	50%
Sit-Down Restaurant	44%

A summary of the maximum impact fees by land use category is shown below.

TABLE 11: SUMMARY OF MAXIMUM IMPACT FEES

Stand-Alone*	Code	Category	Units; Per	ITE Trips	Trip Utilization Factor	Additional Factor - Pass-By Factors	Maximum Fee
	130	Industrial Park	1000 Sq. Feet Gross Floor Area	0.84	0.50		\$833
	140	General Manufacturing	1000 Sq. Feet Gross Floor Area	0.75	0.50		\$743
	151	Storage Units	1000 Sq. Feet Gross Floor Area	0.22	0.50		\$218
	152	Warehouse/Distribution Center	1000 Sq. Feet Gross Floor Area	0.16	0.50		\$159
	210	Single-Family Detached Housing	Dwelling Unit	1.02	0.50		\$1,011
	220	Multi-Family/Apartment (Greater than 4 Units)	Dwelling Unit	0.67	0.50		\$664
	230	Multi-Family / Condo, Townhouse, Duplex, Triplex, Quadplex	Dwelling Unit	0.52	0.50		\$515

<sup>1</sup> Transportation IFFP, p. 2.

<sup>2</sup> Transportation IFFP, p. 3.

<sup>3</sup> E-mail from Horrocks dated October 18, 2016.

Stand-Alone*	Code	Category	Units; Per	ITE Trips	Trip Utilization Factor	Additional Factor - Pass-By Factors	Maximum Fee
	240	Mobile Home / RV Park	Dwelling Unit	0.60	0.50		\$595
	254	Assisted Living Center	Bed	0.35	0.50		\$347
	310	Hotel	Room	0.61	0.50		\$605
Yes	444	Movie theater < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80	0.50		\$3,766
	445	Movie theater > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91	0.50		\$4,867
	492	Health/Fitness Club	1000 Sq. Feet Gross Floor Area	4.06	0.50		\$4,024
	520	Elementary School	1000 Sq. Feet Gross Floor Area	3.11	0.50		\$3,083
	522	Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	2.52	0.50		\$2,498
	530	High School	1000 Sq. Feet Gross Floor Area	2.12	0.50		\$2,101
	534	Private School (K-8)	1000 Sq. Feet Gross Floor Area	6.53	0.50		\$6,472
	560	Church	1000 Sq. Feet Gross Floor Area	0.94	0.50		\$932
	565	Day Care Center	1000 Sq. Feet Gross Floor Area	13.75	0.50		\$13,629
	590	Library	1000 Sq. Feet Gross Floor Area	7.20	0.50		\$7,136
	610	Hospital	1000 Sq. Feet Gross Floor Area	1.16	0.50		\$1,150
	710	General Office Building	1000 Sq. Feet Gross Floor Area	1.49	0.50		\$1,477
	720	Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	4.27	0.50		\$4,232
	770	Business Park	1000 Sq. Feet Gross Floor Area	1.26	0.50		\$1,249
	812	Building Materials and Lumber Store	1000 Sq. Feet Gross Floor Area	5.56	0.50	0.17	\$4,574
Yes	817	Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	9.04	0.50		\$8,960
	820	Shopping Center / Strip Mall	1000 Sq. Feet Gross Floor Area	3.71	0.50	0.34	\$2,427
Yes	826	Specialty Retail Center	1000 Sq. Feet Gross Floor Area	5.02	0.50	0.34	\$3,284
	841	Automobile Car Sales	1000 Sq. Feet Gross Floor Area	2.80	0.50		\$2,775
Yes	848	Tire Store	1000 Sq. Feet Gross Floor Area	4.15	0.50		\$4,113
	850	Supermarket	1000 Sq. Feet Gross Floor Area	8.37	0.50	0.34	\$5,475
Yes	851	Convenience Store	1000 Sq. Feet Gross Floor Area	53.42	0.50	0.61	\$20,650
Yes	912	Bank/Financial Institution	1000 Sq. Feet Gross Floor Area	26.69	0.50	0.47	\$14,021
Yes	918	Hair/Nails/Massage/Beauty Salon/Day Spa	1000 Sq. Feet Gross Floor Area	1.93	0.50		\$1,913
Yes	932	Restaurant, Sit-Down (Low Turnover)	1000 Sq. Feet Gross Floor Area	9.02	0.50	0.44	\$5,007
Yes	932	Restaurant, Sit-Down (High Turnover)	1000 Sq. Feet Gross Floor Area	18.49	0.50	0.44	\$10,263

Stand-Alone*	Code	Category	Units; Per	ITE Trips	Trip Utilization Factor	Additional Factor - Pass-By Factors	Maximum Fee
Yes	934	Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	47.30	0.50	0.50	\$23,441
Yes	942	Auto Care Center	1000 Sq. Feet Gross Floor Area	3.51	0.50		\$3,479
Yes	944	Gasoline/Service Station	Fueling Position	15.65	0.50	0.61	\$6,050
Yes	945	Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	97.14	0.50	0.61	\$37,550
Yes	947	Self Service Car Wash	Wash Stall	5.54	0.50		\$5,491
Yes	948	Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12	0.50		\$13,995

\*Stand-alone is indicated by "yes."

### 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.

**ORDINANCE NO. 17-4 (1-17-17)**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SARATOGA SPRINGS, UTAH ADOPTING THE TRANSPORTATION IMPACT FEE FACILITIES PLAN AND TRANSPORTATION IMPACT FEE ANALYSIS INCLUDING SERVICE AREAS, TIME AND METHOD OF CALCULATION, COLLECTION, ADJUSTMENTS, ACCOUNTING, EXPENDITURE, REFUNDS, CHALLENGES AND APPEALS, AND SEVERABILITY OF THE SAME; AND OTHER RELATED MATTERS**

**WHEREAS**, on January 20, 2016, before the City or its consultants commenced work on amending the City's Transportation Impact Fee Facilities Plan and Impact Fee Analysis, the City published notice of the City's intent to update and amend its Transportation Impact Fee Facilities Plan and Impact Fee Analysis on the Utah Public Notice Website and the City's website in accordance with Utah Code Ann. §§ 11-36a-501 and 11-36a-503; and

**WHEREAS**, Horrocks Engineers has assessed the level of Transportation facility service that is currently provided to existing residents, the excess capacity in the existing Transportation facilities infrastructure that is available to accommodate new growth without diminishing the current level of service provided to existing residents, and the elements and the cost of additional Transportation facilities that will be required to maintain the current level of service as projected growth occurs in the impact fee expenditure period; a copy of the Transportation Impact Fee Facilities Plan prepared by Horrocks Engineers is attached hereto as Exhibit "A"

**WHEREAS**, Horrocks Engineers certified its work as compliant with Utah Code § 11-36a-306 in December 2016; and

**WHEREAS**, the City has caused a Transportation Impact Fee Analysis to be prepared by Zions' Public Finance;

**WHEREAS**, Zions' Public Finance has identified a maximum Transportation facilities impact fee based on the Transportation Impact Fee Facilities Plan; a copy of the Transportation Impact Fee Facilities Analysis prepared by Zions' Public Finance dated December 23, 2016 is attached hereto as Exhibit "B";

**WHEREAS**, on January 6, 2017, the City properly published notice with the Provo Daily Herald, a newspaper of general circulation in the City of Saratoga Springs, Utah, of the City's intent to adopt the amended Transportation Impact Fee Facilities Plan, amended Impact Fee Analysis, and amended Ordinance/Enactment and of the scheduled public hearing by the City Council on January 17, 2017 to consider the same; and

**WHEREAS**, on January 5, 2017, the City properly published notice on the Utah Public Notice Website and the City's website of the City's intent to adopt the amended Transportation Impact Fee Facilities Plan, amended Impact Fee Analysis, and amended Ordinance/Enactment and of the scheduled public hearing by the City Council on January 17, 2017 to consider the same; and

**WHEREAS**, on January 6, 2017, the City properly mailed notice to affected entities of the City’s intent to adopt the amended Transportation Impact Fee Facilities Plan, amended Impact Fee Analysis, and amended Ordinance/Enactment and of the scheduled public hearing by the City Council on January 17, 2017 to consider the same;

**WHEREAS**, on January 6, 2017, a full copy of the proposed Transportation Impact Fee Facilities Plan, Transportation Impact Fee Analysis, Transportation Impact Fee Enactment/Ordinance, along with an executive summary of the Transportation Impact Fee Facilities Plan and Analysis that was prepared in a manner to be understood by a lay person, were made available to the public at the Saratoga Springs public library, posted on the City’s website, and the Public Notice Website; and

**WHEREAS**, on January 17, 2017, the City Council held a public hearing regarding the proposed and certified Transportation Impact Fee Facilities Plan, Transportation Impact Fee Analysis, and this Transportation Facilities Impact Fee Ordinance; and

**WHEREAS**, after careful consideration and review of the comments at the public hearing and the comments of the participants, the Council has determined that it is in the best interest of the health, safety, and welfare of the inhabitants of Saratoga Springs to:

1. adopt the 2017 Transportation Impact Fee Facilities Plan for Transportation Facilities as proposed;
2. adopt the 2017 Transportation Impact Fee Analysis as proposed; and
3. in a manner that is consistent with the Impact Fees Act, enact this Ordinance to:
  - a. amend its current Transportation impact fees;
  - b. provide for the calculation and collection of such fees;
  - c. authorize a means to consider and accept an independent fee calculation for atypical development requests;
  - d. provide for an appeal process consistent with the Impact Fees Act; and
  - e. update its accounting and reporting method.

**NOW, THEREFORE, BE IT ORDAINED** by the Saratoga Springs Council as follows:

**SECTION I – ENACTMENT OF TRANSPORTATION IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS**

The Transportation Impact Fee Facilities Plan and Transportation Impact Fee Analysis attached hereto as Exhibits A and B are hereby adopted and incorporated herein.

**SECTION II – ENACTMENT OF AMENDED TRANSPORTATION IMPACT FEES**

The following amendments to Chapter 7.09 of the City Code are hereby made effective 90 days from the date of this enactment:

## Chapter 7.09. Transportation Impact Fee.

### Sections:

- 7.09.01. Definitions.
- 7.09.02. Findings and Purpose.
- 7.09.03. Adoption of Capital Facilities Plan Establishment of Transportation Facilities Service Area.
- 7.09.04. Adoption and Imposition of Amended Transportation Impact Fees
- ~~7.09.05. Service Area Established.~~
- ~~7.09.06. Other Impact Fees Remain Unaffected.~~
- ~~7.09.07. Time of Collection.~~
- 7.09.0805. Use of Transportation Impact Fees.
- ~~7.09.0906. Adjustments.~~
- ~~7.09.1007. Accounting, Expenditure, and Refunds.~~
- ~~7.09.1108. Challenges and Appeals.~~
- ~~7.09.1209. Severability.~~

- 7.09.01. Definitions.

As used in this Chapter the following terms shall have the meanings herein set out:

1. “City” means the City of Saratoga Springs and its incorporated boundaries.
2. “Development Activity” or “new development” means any construction or expansion of a building, structure, or use, any change in use of a building or structure, or any changes in the use of land that creates additional demand and need for Public Facilities.
- ~~3. “Equivalent Residential Unit” means that measure of impact on certain public facilities equal to the impacts of one typical single family dwelling unit.~~
- ~~4.3. “Transportation Facilities Impact Fees” means the amended maximum allowable Impact Fees for each type of use of property adopted and imposed by this Chapter on imposed on Development Activity within the City per the 2017 Transportation Impact Fee Analysis prepared and certified by Zions Public Finance and as allowed by Utah Code Chapter 11-36a.~~
4. “Transportation Facilities Impact Fee New Capital Facilities Plans” means the 2017 Transportation Facilities Impact Fee Facilities Plan prepared and certified by Bowens and Collins capital facilities plans prepared by City Staff for parks, recreation facilities, open space and trails, transportation, and public safety facilities and adopted by the City Council in this Chapter and incorporated herein by this reference.
5. “Transportation Facilities Impact Fee Analysis” means the 2017 Transportation Facilities Impact Fee Analysis prepared and certified by Zions Public Finance adopted by the City Council in this Chapter and incorporated herein by this reference.

6. ~~“Public Facilities” means the following capital facilities that have a life expectancy of ten or more years and are owned or operated by or on behalf of the City:~~
- ~~a. parks, recreation facilities, trails, transportation, and open space; and~~
  - ~~b. public safety facilities.~~

7. ~~“Service Area” means the service area formally adopted by the City Council in this Chapter.~~

8.6. ~~“Utah Impact Fees Act” means Utah Code Chapter 11-36a.~~

(Ord. 17- ; Ord. 11-9; 05-19)

### **7.09.02. Findings and Purpose.**

The City Council hereby finds and determines:

1. There is a need to establish a transportation facilities impact fee for the City to maintain the level of service proposed in the 2017 Transportation Impact Fee Facilities Plan and Analysis.
2. The 2017 Transportation Impact Fee Facilities Plan and Analysis identifies the:
  - a. projected development activity in the City through 2020;
  - b. level of service for transportation facilities that serve existing residents;
  - c. excess transportation facilities capacity that is available to serve new growth in the existing infrastructure;
  - d. proposed level of service for the City, which does not raise the existing level of service for current residents;
  - e. additional capital facilities that are required to maintain the proposed transportation level of service without burdening existing residents with costs of new development activity; and
  - f. maximum fee that is legally justified by the study
1. ~~As the result of the City being a relatively new and rapidly growing city, there are very limited existing public facilities and new development will create the need for the Public Facilities as set out in the New Capital Facilities Plans.~~
2. ~~There is a need for Public Facilities for new development which have not been constructed and are required to be consistent with the City’s General Plan and to protect the public’s health, safety, and welfare.~~
3. ~~The rapid and continuing growth of the City necessitates the imposition and collection of the amended Impact Fees that require new development to pay its fair share of the costs of providing the Public Facilities occasioned by the demands and needs of the Development Activity at service levels necessary to promote and preserve the public health, safety, and welfare.~~
4. ~~The New Capital Facilities Plans establish the estimated costs for providing the Public Facilities covered by this Chapter, identifies the impact on the needs for those Public Facilities by Development Activity, demonstrates how the impacts on the need for the~~

~~applicable Public Facilities are reasonably related to the Development Activity, estimates the proportionate share of the costs of the needed Public Facilities related to new development, and identifies how the amended Impact Fees set out in the New Capital Facilities Plans and adopted by this Chapter were determined.~~

- ~~5. The amended Impact Fees established by this Chapter are reasonably related to the costs of providing such Public Facilities necessitated by anticipated future growth within the City and are consistent with requirements of the Utah Impact Fees Act.~~

~~(Ord 17- ; Ord. 11-9; 05-19)~~

**7.09.03. Establishment of Transportation Facilities Service Area. Adoption of Capital Facilities Plan.**

~~The City Council hereby approves and establishes the City-Wide Transportation Facilities Service Area for which the Transportation Facilities Impact Fee provided will be imposed, adopts the new Capital Facilities Plans and the analyses reflected therein and the methodology used for calculation of the amended Impact Fees imposed by this Chapter for the Public Facilities covered by this Chapter.~~

~~(Ord. 17- ; Ord. 11-9; 05-19)~~

**7.09.04. Adoption and Imposition of Amended-Transportation Facilities Impact Fees.**

~~The City Council hereby approves, and imposes, and levies on all Development Activity the amended Impact Fees for transportation as follows maximum allowable Impact Fee for each type of proposed use of property within the City per the 2017 Transportation Impact Fee Analysis prepared and certified by Zions Public Finance incorporated herein by this reference.~~

~~—Transportation:— \$2,500 per ERU~~

~~(Ord. 17- ; Ord. 11-9; 05-19)~~

**7.09.05. Service Area Established.**

~~The entire area of the City and any area outside of the City covered by the new Capital Facilities Plans which may hereafter be annexed into the City or serviced by any Public Facility are hereby designated as one service area with respect to parks, recreation facilities, open space, trails, and public safety facilities.~~

~~(Ord. 11-9; 05-19)~~

**7.09.06. Other Impact Fees Remain Unaffected.**

~~The previously adopted impact fees established for roads, Transportationage, and wastewater collection shall remain unaffected by this Chapter and shall remain subject to the impact fee ordinances by which they were adopted.~~

~~(Ord. 11-9; 05-19)~~

**~~7.09.07. Time of Collection.~~**

~~The amended Impact Fees imposed by this Chapter shall be paid prior to and as a condition of the issuance of a building permit for any Development Activity.~~

~~(Ord. 11-9; 05-19)~~

**7.09.0805. Use of Transportation Facilities Impact Fees.**

~~The Transportation Facilities~~ The amended Impact Fees collected by the City shall be used ~~solely to~~ as provided in the 2017 Impact Fee Facilities Plan and Analysis.

- ~~1. pay for the Public Facilities provided for by this Chapter and the new Capital Facilities Plans by the City;~~
- ~~2. reimburse the City for a Development Activity's share of Public Facilities already constructed by the City; or~~
- ~~3. reimburse developers who have constructed Public Facilities where those Public Facilities are beyond that needed to meet the demands of the developers Development Activities.~~

~~(Ord 17- ; Ord. 11-9; 05-19)~~

**7.09.0906. Adjustments.**

1. At the time an impact fee is charged, The City ~~may shall~~ adjust the ~~amended calculation of all, or any component, of the Transportation Facilities~~ Impact Fees imposed by this Chapter as necessary in order to:
  - a. respond to unusual circumstances in specific cases;
  - b. ensure that the ~~amended~~ Impact Fees are imposed fairly; and
  - c. adjust the amount of the ~~amended~~ Impact Fees to be imposed on a particular development based upon studies and data submitted by the developer that are approved by the City Council; and.

2. At the time an impact fee is charged, allow credits as approved by the City Council shall allow for credit against, or proportionate reimbursement from, impact fees for the:
  - a. dedication of land for a System Improvement; and
  - b. , improvements to, or construction of Public Facilities providing services to the City at large, provided such facilities are identified in the New Capital Facilities Plans and are required by the City as a condition of approving the development or Development Activity; full or partial construction of:
    - i. a System Improvement identified in the Transportation Facilities Impact Fee Facilities Plan; or
    - ii. publicly accepted and dedicated capital improvement that will offset the need for a System Improvement.

(Ord. 17-    ; Ord. 11-9; 05-19)

### **7.09.~~1007~~. Accounting, Expenditure, and Refunds.**

The City shall account for, expend, and refund ~~amended Transportation Facilities~~ Impact Fees collected ~~pursuant to this Chapter~~ in accordance with ~~this Chapter and~~ the Utah Impact Fees Act.

(Ord. 17-    ; Ord. 11-9; 05-19)

### **7.09.~~1108~~. Challenges and Appeals.**

- ~~1. Any person or entity residing in or owning property within a service area and any organization, association, or corporation representing the interests of persons or entities owning property within a service area, may file a declaratory judgment action challenging the validity of the amended Impact Fees after filing an appeal with the City Council as provided in Subsection (4) of this Section.~~
- ~~2.1.~~ Any person ~~or entity~~ required to pay an ~~amended~~ Impact Fee who believes the fee does not meet the requirements of ~~law the Utah Impact Fees Act or this Chapter~~ may file a written request for information with the City.
2. ~~Within two weeks of the receipt of the request for information,~~ The City shall provide the person ~~or entity~~ with a copy of the Transportation Impact Fee Facilities Plan, the specific calculation staff used to calculate the Transportation Facilities Impact Fee for the person, if applicable, written analysis required by the Utah Impact Fee Act and with any other relevant information relating to the Impact Fees. The City may charge for all copies provided for in response to such a request in an amount set out in the City's Consolidated Fee Schedule.
3. At any time prior to thirty days after paying an Impact Fee, the person required to pay an Impact Fee who wishes to challenge the fee may request a third party advisory opinion in accordance with UCA §13-43-205.

4. Within thirty days after paying an Impact Fee, any person who has paid the fee and wishes to challenge the fee shall file:
  - a. a written appeal with the City Hearing Examiner;
  - b. a request for arbitration; or
  - c. an action in district court.
  
5. The written appeal shall be delivered to the City Manager and shall set forth in detail all grounds for the appeal and all facts relied upon by the appealing party with respect to the fee being appealed.
  - a. Upon receipt of an appeal, the City Hearing Examiner shall schedule a hearing and shall consider all evidence presented by the appellant, as well as all evidence presented by staff. The City Hearing Examiner shall schedule the appeal hearing and thereafter render its written findings of fact, conclusions of law, and decision no later than thirty days after the challenge to the impact fee is filed.
  - b. Within ninety days of a decision upholding an Impact Fee by the City Hearing Examiner or within 120 days after the date the challenge to the impact fee was filed, whichever is earlier, the person who filed to the appeal may petition the Fourth Judicial District Court for Utah County for review of the Hearing Examiner's decision. In the event of a petition to the Fourth Judicial District Court, the City shall transmit to the reviewing court the record of its proceedings including its minutes, findings, orders and, if available, a true and correct transcript of its proceedings.
    - i. If the proceeding was tape recorded, a transcript of that tape recording is a true and correct transcript for purposes of this Subsection.
    - ii. If there is an adequate record, the:
      - A. court's review is limited to the record provided by the City; and
      - B. court may not accept or consider any evidence outside the City's record unless that evidence was offered to the City Hearing Examiner and the court determines that it was improperly excluded by the City Hearing Examiner.
    - iii. If there is an inadequate record, the court may call witnesses and take evidence.
    - iv. The court shall affirm the decision of the City Council if the decision is supported by substantial evidence.
  
6. If the request is for arbitration, both the City and the person requesting arbitration shall comply with UCA § 11.36a.705.
  
7. Within thirty days after paying an Impact Fee, the state, a school district or a charter school may alternatively submit a written request for mediation to the City Manager.
  - a. ~~Both the City and the specified public agency shall comply with UCA §11-36a-704. Within thirty days after paying an amended Impact Fee, any person or entity who has paid the fee and wishes to challenge the fee shall file a written appeal with the City Council by delivering a copy of such appeal with the City Manager setting forth in detail all grounds for the appeal and all facts relied upon by the appealing party with respect to the fee being appealed.~~

- ~~b. Upon receipt of an appeal, the City Council shall thereafter schedule a hearing on the appeal at which time all interested persons will be given an opportunity to be heard. The City Council shall schedule the appeal hearing and thereafter render its decision on the appeal no later than thirty days after the challenge to the impact fee is filed.~~
- ~~c. Any person or entity who has failed to comply with the administrative appeal remedies established by this Section may not file or join an action challenging the validity of any Impact Fee.~~
- ~~d. Within ninety days of a decision upholding an amended Impact Fee by the City Council or within 120 days after the date the challenge to the impact fee was filed, whichever is earlier, any party to the appeal who is adversely affected by the City Council's decision may petition the Fourth Judicial District Court for Utah County for review of the decision. In the event of a petition to the Fourth Judicial District Court, the City shall transmit to the reviewing court the record of its proceedings including its minutes, findings, orders and, if available, a true and correct transcript of its proceedings.
 
  - ~~i. If the proceeding was tape recorded, a transcript of that tape recording is a true and correct transcript for purposes of this Subsection.~~
  - ~~ii. If there is a record:
 
    - ~~1. the court's review is limited to the record provided by the City; and~~
    - ~~2. the court may not accept or consider any evidence outside the City's record unless that evidence was offered to the City Council and the court determines that it was improperly excluded by the City Council.~~~~
  - ~~iii. If there is an inadequate record, the court may call witnesses and take evidence.~~
  - ~~iv. The court shall affirm the decision of the City Council if the decision is supported by substantial evidence in the record.~~
  - ~~v.i. The court may award reasonable attorneys' fees and costs to the prevailing party in any action brought under this Section.~~~~

(Ord. 17- ; Ord. 11-9; 05-19)

**7.09.1209. Severability.**

If any section, subsection, sentence, clause, or portion of this Chapter is, for any reason, held to be invalid or unconstitutional by a court of competent jurisdiction, the remainder of this Chapter shall not be affected thereby and shall remain in effect and be enforced to the extent permitted by law.

(Ord. 17- ; Ord. 11-9; 05-19)

**SECTION III – AMENDMENT OF CONFLICTING ORDINANCES**

If any ordinance, resolution, policy or map of the City heretofore adopted is inconsistent herewith it is hereby amended to comply with the provisions hereof. If it cannot be amended to comply with the provisions hereof, the inconsistent provision is hereby repealed.

**SECTION IV – EFFECTIVE DATE**

This ordinance shall take effect upon publication and 90 days after its passage by a majority vote of the Saratoga Springs City Council.

**SECTION V – SEVERABILITY**

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

**SECTION VI – PUBLIC NOTICE**

The Saratoga Springs City Recorder is hereby ordered, in accordance with the requirements of Utah Code §§ 10-3-710—711, to:

- a. deposit a copy of this ordinance in the office of the City Recorder; and
- b. publish a short summary of this ordinance for at least one publication in a newspaper of general circulation in the City.

**ADOPTED AND PASSED** by the City Council of the City of Saratoga Springs, Utah, this 17<sup>th</sup> day of January, 2017.

Signed: \_\_\_\_\_  
Jim Miller, Mayor

Attest: \_\_\_\_\_  
Cindy LoPiccolo, City Recorder

<b>VOTE</b>	<b>AYE</b>	<b>NAY</b>
Shellie Baertsch	_____	_____
Michael McOmber	_____	_____
Bud Poduska	_____	_____
Chris Porter	_____	_____
Stephen Willden	_____	_____

# City Council Staff Report

**Author:** Mark T. Edwards

**Subject:** Bid Award for the Foothill Secondary Transmission Lines

**Date:** January 17, 2017

**Type of Item:** Bid Award recommendation



## Description:

- A. **Topic:** This item is for the approval of a contract to install the North and South Foothill Blvd. secondary water transmission water lines.
- B. **Background:** These projects are identified in the City's adopted Secondary Water Capital Facilities Plan to alleviate low pressures found in the upper zone 2 in the southern end of the City, most notably on the west side of Redwood Road. All of these subdivisions are being fed from water transmission lines found in Redwood Road which means the water is losing pressure from being pumped uphill long distances. Homes at the upper ends of the Zone 2 system are losing pressures which also mean it's difficult to push water efficiently to fill irrigation storage ponds.
- C. **Analysis:** With these new water lines the City will be able to provide redundant secondary water source connections from the west end of the existing systems along the Foothill alignment. These redundant connections will increase pressures to the upper regions of the zone 2 systems and will help to efficiently fill irrigation water storage ponds.
- D. The bid for this project was posted on Bidsync December 22, 2016 with a bid opening was held on January 11, 2017 at 2:00 pm. The bids will be reviewed and collated by Hansen, Allen and Luce and a letter of recommendation based on the costs provided by the lowest qualified bidder will be provided to the City Council in an updated packet prior to the City Council meeting.
- E. **Fiscal Impact:** Funding for this project will primarily come from the 2016 Water Revenue Bond that was approved by the City Council on September 20, 2016 and issued in November of this year. An appropriation of \$1,750,000 for the North pipeline and \$1,130,000 for the South pipeline was included in Fund 57 with the adoption of the fiscal year 2016-17 budget. If the costs exceed the budgeted amounts, Staff will come back to the City Council for a budget amendment or for further discussions.
- F. **Recommendation:** Staff will provide the City Council a Bid Tab as soon as it is available and recommends the City Council awards this project to the lowest qualified bidder at the City Council meeting on January 17, 2017.

**RESOLUTION NO. R17-11 (1-17-17)**

**A RESOLUTION AWARDING A BID TO THE  
LOWEST QUALIFIED BIDDERS FOR THE  
FOOTHILL SECONDARY TRANSMISSION LINES**

**WHEREAS**, the City Council of the City of Saratoga Springs has found it in the public's interest to obtain services from qualified contractors to provide services in accordance to THE FOOTHILL SECONDARY TRANSMISSION LINES

**WHEREAS**, the City advertised a Bid Document on BIDSYNC and in a public newspaper for the Foothill Secondary Transmission lines in order to acquire services from qualified contractors; and

**WHEREAS**, the City's Engineering Consultant, Hansen Allen and Luce Engineering provided an analysis of all bids to determine the lowest qualified bidders; and

**WHEREAS**, the City Council has determined that awarding the Foothill Secondary Transmission lines project to the lowest qualified bidders is in the best interest of the public, will further the public health, safety, and welfare, and will assist in the efficient administration of City government and public services.

**NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SARATOGA SPRINGS, UTAH, THAT:**

The City of Saratoga Springs does hereby award the Foothill Water Pipeline Project contract to:

**BE IT FURTHER RESOLVED** that this resolution shall take effect immediately upon passage.

Passed on the 17<sup>th</sup> day of January, 2017.

**CITY OF SARATOGA SPRINGS  
A UTAH MUNICIPAL CORPORATION**

---

Jim Miller, Mayor

Attest: \_\_\_\_\_  
Cindy LoPiccolo, City Recorder

**RESOLUTION NO. R17-12 (1-17-17)**

**A RESOLUTION APPOINTING BRYAN CHAPMAN TO THE CITY OF SARATOGA SPRINGS PLANNING COMMISSION; AND ESTABLISHING AN EFFECTIVE DATE.**

WHEREAS, the City of Saratoga Springs has established a municipal Planning Commission as required by Section 10-9a-301, Utah Municipal Code; and

WHEREAS, two Planning Commission vacancies have been created through term expiration; and

WHEREAS, the Mayor is authorized to fill vacancies in the Planning Commission with the advice and consent of the City Council; and

WHEREAS, interviews were scheduled and held. One appointment was approved by the Council at their meeting of January 3, 2017. The purpose of this Resolution is to make recommendation for the remaining position; and

WHEREAS, the Mayor desires and believes it to be in the best interest of the health, safety, and welfare of the residents of the City of Saratoga Springs to reappoint Bryan Chapman to the Planning Commission.

NOW THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SARATOGA SPRINGS, UTAH, AS FOLLOWS:

1. Bryan Chapman is hereby appointed to the Planning Commission to complete a four-year term beginning January 1, 2017 and ending December 31, 2020.
2. This Resolution shall take effect immediately upon passage.

<u>Current Regular Members</u>	<u>Expiration of Term</u>
Ken Kilgore	December 31, 2020
Bryan Chapman	December 31, 2020
Troy Cunningham	December 31, 2019
Sandra Steele	December 31, 2019
Kirk Wilkins	December 31, 2017
Hayden Williamson	December 31, 2017
Dave Funk	December 31, 2018

Passed this 17<sup>th</sup> day of January, 2017.

Signed: \_\_\_\_\_  
Jim Miller, Mayor

Attest: \_\_\_\_\_  
Cindy LoPiccolo, City Recorder



## City Council Staff Report

**Authors:** Kevin Thurman, City Attorney  
**Subject:** Real Estate Purchase Agreement with Brigham and Jennifer Morgan  
**Date:** January 17, 2017  
**Type of Item:** Legislative, Policy Decision

**Summary:** Real Estate Purchase Agreement with Brigham and Jennifer Morgan.

### Description:

- A. Topic:** Consideration of a Real Estate Purchase Agreement (“REPC”) that will allow the City to purchase in fee simple the property where Well # 4 is located.
- B. Background:** The City currently owns and operates a culinary well, pump house, and associated infrastructure on 1 acre of property on the southwest corner of a parcel of property in Lehi City owned by Brigham and Jennifer Morgan (“Property”). The Property is located just outside Saratoga Springs’ boundaries on SR-73. The City has located culinary water infrastructure there pursuant to a Culinary Water Well License agreement dated February 24, 2000 (“License Agreement”). City Staff has determined that there are a number of benefits to the City of purchasing the property rather than merely owning a license on the property. Therefore, the City would like to purchase the property at an appropriate price taking into account market values for the property, the value of the license, and the value of water associated with the property.
- C. Analysis:** The acquisition of the 1-acre property guarantees that the City will have the rights to use the property in fee simple in perpetuity. This is beneficial to the City because it will guarantee that we will never lose the rights to use the property where vital culinary water infrastructure is currently located.

The proposed purchase price is also a fair approximation of the value of the property. The City has recently obtained several appraisals of undeveloped property (no utilities and deficient road infrastructure) in the City. The upper end value of these unimproved parcels has been approximately \$108,000 per acre. Since the City already has the rights to use the Property per the License Agreement, we have also factored in the value of the license. In 2000, the City paid \$25,000 for the license of the property. Inflation according to the Consumer Price Index equals approximately \$10,000. Thus, the license is currently worth \$35,000.

Next, with this agreement, the City will no longer be required to pump 10 acre feet of water on the property each year. As a result, we will essentially be purchasing water credits with this agreement. Several years ago we purchased culinary water credits at \$3,500 per acre. These water credits would likely be worth significantly more today. Nevertheless, it is safe to assume that the value to the City for the 10 acre feet is at a minimum \$35,000.

Therefore, the purchase price Staff is proposing is \$120,000 for the 1 acre. This purchase price starts with a land value of approximately \$120,000 (accounting for utility and road improvements), subtracts \$35,000 (2000 price of the license agreement plus inflation), and adds back in \$35,000 for the value of the 10 acre feet of water. Staff believes this is a fair price to pay and is in the best interests of the citizens of Saratoga Springs.

In addition, the REPC provides that the Morgans will pay for the costs of subdividing the property up to an initial amount of \$5,000. After \$5,000, the costs will be split evenly between the parties up to an additional \$10,000. The Morgans cannot spend more than this without prior authorization from the City. Thus, City Staff anticipates an additional expenditure of up to \$5,000.

**D. Conclusion:** The attached REPC will benefit the City by allowing the City to acquire in fee simple property where vital culinary water infrastructure is located. We will also be purchasing the exclusive rights to use 10 acre feet of water per year.

**Recommendation:** Approval of the attached Real Estate Purchase Agreement.

## **REAL ESTATE PURCHASE AGREEMENT**

**THIS AGREEMENT** is made and entered into as of the \_\_\_\_ day of \_\_\_\_\_, 2017, by and between the Buyer of Saratoga Springs, a Utah municipal corporation, hereinafter referred to as the “Buyer” and Brigham and Jennifer Morgan, hereinafter referred to as “Seller.” The Buyer and Seller are collectively referred to herein as the “Parties.”

### **RECITALS:**

A. Seller is the owner of Utah County Parcel 59:029:0020 located in Lehi City, Utah County, State of Utah.

B. Buyer currently owns and operates a well, pump house, and associated infrastructure on approximately 1 acre of Parcel 59:029:0020 (southwest corner) pursuant to that certain Culinary Water Well License agreement dated February 24, 2000 and recorded with the Utah County Recorder’s Office as Entry # 69792:2005 (“License Agreement”).

C. Buyer has determined that it is in the best interests of the residents of the City of Saratoga Springs, Utah to purchase the 1-acre portion of Parcel 59:029:0020 in fee simple, which portion of property is more specifically described in Exhibit A (“Property”).

D. Buyer agrees to purchase the Property from Seller and Seller agrees to convey to Buyer the Property subject to the terms and conditions of this Real Estate Purchase Agreement (“Agreement”).

**NOW, THEREFORE**, in consideration of the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereby agree as follows:

#### **1. Purchase of Property.**

##### a. Purchase.

i. Buyer shall pay to Seller at settlement the amount of \$120,000 for the Property in lawful money of the United States on the date of the Closing as specified herein on the condition that Seller convey to Buyer the Property described in Exhibit A through Warranty Deed.

ii. Seller shall convey to Buyer the property described in Exhibit A by executing and delivering a Warranty Deed for the Property to Buyer at settlement on the condition that Buyer pay to Seller at settlement the amount of \$120,000 in lawful money of the United States.

##### b. Included Items in Purchase:

i. The purchase of the Property shall include all improvements, water rights, water sources, appurtenances, fixtures, easements, entitlements, and utility rights/connections

c. Subdivision of Property. Currently the Property is an unsubdivided parcel subject to the zoning and land use regulations of Lehi City, Utah. As an express condition of the purchase of the Property by Buyer, Seller agrees to apply for and obtain zoning, land use, and/or subdivision approvals to create a separate parcel or lot as required by Lehi City and to file and record the necessary plats and/or Mylars with Utah County to create a separate lot or parcel. Seller shall be responsible for the costs associated with such approvals and recording costs up to an initial cost of \$5,000. Costs in excess of \$5,000 shall be split 50/50 between the parties so long as City's total split costs do not exceed \$5,000. Buyer may authorize expenditures in excess of \$5,000, but Seller shall obtain written approval from the Saratoga Springs City Manager first before incurring such costs. If Seller does not obtain such written approval, Seller shall be solely responsible for any costs in excess of City's \$5,000 commitment.

d. License Agreement. This Agreement shall supersede and replace the License Agreement, including but not limited to the obligation to pump water on a daily basis onto Seller's property contained in paragraph 7.c and the obligation to not disturb the wetlands contained in paragraph 12. Seller agrees to waive, release, and indemnify Buyer from any and all claims, actions, lawsuits, or proceedings brought by Seller, any person, regulatory agency, entity, or state or federal agency with respect to the impact this Agreement, the failure to pump water onto Seller's property may have on the wetlands located on Seller's property, and the removal of the obligations to not disturb wetlands on the Property.

2. Closing and Conveyance. The following provisions shall govern the closing of this transaction.

a. Date and Place of Closing. The purchase of the Property shall be closed at the offices of \_\_\_\_\_ ("Closing Agent") on or before the Settlement Deadline in paragraph 23. The Parties may extend the Settlement Deadline by mutual agreement.

b. Parties' Obligations at Settlement. On or before the Settlement Deadline, Seller shall deliver to the Closing Agent a warranty deed meeting the requirements of Utah Code § 57-1-12 describing the Property, duly executed and acknowledged in recordable form conveying the Property, together with any other document required by the Closing Agent. In addition, the Buyer shall deliver or cause to be delivered to the closing agent the funds due from the Buyer to Seller to close the sale in the amount the Buyer is obligated to pay on the Settlement Deadline pursuant to the terms of this Agreement, together with any other document required by the closing agent.

c. Escrow Fees and Other Costs. Where not otherwise provided by law, all escrow fees and other costs of the Closing Agent shall be paid by the Buyer.

d. Closing Agent Obligations. The closing agent is instructed as follows:

i. Prepare closing statements for execution by the parties in accordance with the terms of this Agreement.

ii. Collect all funds to be received from the parties at closing and disburse and pay the same to the parties in accordance with the terms of this Agreement and as approved on the closing statements.

iii. Collect various instruments, documents, and information to be provided by the parties as set forth herein and record documents where necessary in proper sequence and deliver the same to the respective parties as required to close this transaction in accordance with the terms of this Agreement.

iv. Collect and pay property taxes, liens, and assessments at or prior to closing.

e. Delivery of Property. Seller shall deliver physical possession of the Property to Buyer at closing.

3. **Notices.** Any notices required or permitted to be given pursuant to this Agreement shall be deemed to have been sufficiently given or served for all purposes when presented personally or, if mailed, upon (i) actual receipt if sent by registered or certified mail, or (ii) four days after sending if sent via regular U.S. Mail. Said notice shall be sent or delivered to the following (unless specifically changed by the either party in writing):

Buyer: City of Saratoga Springs  
Attn: Mark Christensen, City Manager  
1307 North Commerce Dr. #200  
Saratoga Springs, UT 84045

Seller: Brigham and Jennifer Morgan

4. **No New Liens.** Seller shall not, after full execution of this Agreement, cause or permit any new liens, covenants, conditions, restrictions, easements, or any other matters to encumber title to the Property.

5. **Title and Title Insurance.**

a. Title. Seller represents that Seller has fee title to the Property and will convey marketable title to the Property to Buyer at closing by special warranty deed. Buyer agrees to accept title to the Property subject to the contents of the Commitment for Title Insurance (the "Commitment") provided by Seller under Section 6, and as reviewed and approved by Buyer under Section 7. Buyer also agrees to accept title to the Property subject to any existing leases, rental, and property management agreements affecting the Property not expiring prior to closing which were provided to Buyer pursuant to Section 6(e).

b. Title Insurance. At Settlement, Buyer agrees to pay for and cause to be issued in favor of Buyer, through the title insurance agency that issued the Commitment, the most current version of the *ALTA Owner's Policy of Title Insurance*.

6. Seller Disclosures. No later than the Closing Date, Seller shall provide to Buyer the following documents in hard copy or electronic format which are collectively referred to as the "Seller Disclosures":

a. a written Seller property condition disclosure for the Property, completed, signed, and dated by Seller;

b. a Commitment for Title Insurance as referenced in Section 6;

c. a copy of any restrictive covenants (CC&R's), rules, and regulations affecting the Property;

d. a copy of the most recent minutes, budget and financial statement for the homeowners' association, if any;

e. a copy of any lease, rental, and property management agreements affecting the Property not expiring prior to closing; and

f. written notice of any claims and/or conditions known to Seller relating to environmental problems and building or zoning code violations.

7. Buyer's Conditions of Purchase.

a. Due Diligence Condition. Buyer's obligation to purchase the Property is conditioned on Buyer's Due Diligence as defined herein. Buyer's Due Diligence shall consist of Buyer's review and approval of the contents of the Seller Disclosures referenced in Section 6, and any other tests, evaluations and verifications of the Property deemed necessary or appropriate by Buyer, such as: the physical condition of the Property; the existence of any hazardous substances, environmental issues, or geologic conditions; the square footage or acreage of the land and/or improvements; the location of property lines; regulatory use restrictions or violations; fees for services such as HOA dues, municipal services, and utility costs; and any other matters deemed material to Buyer, in Buyer's sole discretion, in making a decision to purchase the Property. All of Buyer's Due Diligence shall be paid for by Buyer and shall be conducted by individuals or entities of Buyer's choice. Seller agrees to cooperate with Buyer's Due Diligence. Buyer agrees to pay for any damage to the Property resulting from any such inspections or tests during the Due Diligence Period.

b. Buyer's Right to Cancel or Resolve Objections. If Buyer determines, in Buyer's sole discretion, that the results of the Due Diligence are unacceptable, Buyer may either: (i) no later than the Due Diligence Deadline referenced in Section 22, cancel this Agreement by providing written notice to Seller, whereupon the Earnest Money Deposit shall be released to Buyer without the requirement of further written authorization from Seller; or (ii) no later than the Due Diligence Deadline referenced

in Section 22, resolve in writing with Seller any objections Buyer has arising from Buyer's Due Diligence.

c. Failure to Cancel or Resolve Objections. If Buyer fails to cancel this Agreement or fails to resolve in writing any objections Buyer has arising from Buyer's Due Diligence, Buyer shall be deemed to have waived the Due Diligence Condition.

8. **Condition of Property.**

a. Buyer acknowledges and agrees that in reference to the physical condition of the Property: (i) Buyer is purchasing the Property in its "As-Is" condition without expressed or implied warranties of any kind; (ii) Buyer shall have, during Buyer's Due Diligence as referenced in Section 7, opportunities to completely inspect and evaluate the condition of the Property; and (iii) if based on the Buyer's Due Diligence, Buyer elects to proceed with the purchase of the Property, Buyer is relying wholly on Buyer's own judgment and that of any contractors or inspectors engaged by Buyer to review, evaluate, and inspect the Property.

b. Seller acknowledges and agrees that in reference to the physical condition of the Property, Seller agrees to: (i) disclose in writing to Buyer defects in the Property known to Seller that materially affect the value of the Property that cannot be discovered by a reasonable inspection by an ordinary prudent buyer; (ii) carefully review, complete, and provide to Buyer a written Seller property condition disclosure as stated in section 6; and (iii) deliver the Property to Buyer in substantially the same general condition as it was on the date of execution of this Agreement, ordinary wear and tear excepted.

9. **Inspections.** Upon reasonable notice and at a reasonable time, Buyer may conduct as many on-site inspections as deemed necessary, in Buyer's sole discretion, of the Property to determine the physical condition and value of the Property.

10. **Right-of-Entry.** Seller does hereby grant and give freely and without coercion to Buyer its agencies, contractors, and subcontractors thereof, the right of access and entry to said property for the purpose of on-site geotechnical sampling and utility investigation work. The Right of Entry shall be granted immediately upon execution of this document.

11. **Taxes, Assessments, and Liens.** Seller shall be responsible for the payment of taxes, including rollback taxes, assessments, and liens, accrued against the property prior to the Closing Date. Proof of payment of such will be required at closing, and Seller's pro rata share of such taxes, assessments, and liens up to the day of closing will be due at closing.

12. **Fees/Costs/Payment Obligations.** Unless otherwise agreed to in writing Buyer shall pay for all fees charged by the escrow/closing office for its services in the settlement/closing process. The escrow/closing office is authorized and directed to withhold from Seller's proceeds at Closing, sufficient funds to pay off on Seller's behalf all mortgages, trust deeds, judgments, mechanic's liens, tax liens, and warrants.

13. **Changes During Transaction.** Seller agrees that from the date this Agreement is signed by the Parties until the date of Closing, none of the following shall occur without the

prior written consent of Buyer: (a) no changes in any leases, rental or property management agreements shall be made; (b) no new lease, rental or property management agreements shall be entered into; (c) no substantial alterations or improvements to the Property shall be made or undertaken; (d) no further financial encumbrances to the Property shall be made, and (e) no changes in the legal title to the Property shall be made

14. **Insurance and Risk of Loss.** As of Closing, Buyer shall be responsible to obtain casualty and liability insurance coverage on the Property in amounts acceptable to Buyer and Buyer's Lender, if applicable. If prior to Closing, any part of the Property is damaged or destroyed by fire, vandalism, flood, earthquake, or act of God, the risk of such loss or damage shall be borne by Seller; provided however, that if the cost of repairing such loss or damage would exceed ten percent (10%) of the Purchase Price referenced in Section 2, either Seller or Buyer may elect to cancel this Agreement by providing written notice to the other party, in which instance the Earnest Money Deposit, or Deposits, if applicable, shall be returned to Buyer.

15. **Default.** If either party fails to comply with the terms of this Agreement, the non-defaulting party shall send written notice and provide a reasonable opportunity to cure. If the default is not cured within a reasonable time, the defaulting party agrees to pay all reasonable attorneys' fees and costs incurred by the non-defaulting party in enforcing its rights hereunder. In the case of a default, the non-defaulting party shall be entitled to retain the earnest money.

16. **Time of the Essence.** It is agreed that time is of the essence of this Agreement.

17. **Successors and Assigns.** This Agreement shall bind each of the parties hereto and their respective heirs, personal representatives, successors, and assigns.

18. **Entire Agreement/Modifications.** This Agreement, with any exhibits incorporated by reference, constitutes the final expression of the parties' agreement and is a complete and exclusive statement of the terms of that agreement. This Agreement supersedes all prior or contemporaneous negotiations, discussions, and understandings, whether oral or written or otherwise, all of which are of no further effect. This Agreement may not be changed, modified, or supplemented except in writing signed by the parties hereto.

19. **Governing Law.** This Agreement shall be governed by and construed in accordance with the laws of the State of Utah.

20. **Counterparts.** This Agreement may be executed in multiple counterparts, each of which shall constitute an original, but all of which taken together shall constitute one single agreement.

21. **Incorporation of Recitals.** The Recitals contained in this Agreement, and the introductory paragraph preceding the Recitals, are hereby incorporated into this Agreement as if fully set forth herein.

22. **Termination.** Should the Parties fail to close by the Closing Date, unless the Closing Date is mutually extended by the Parties in writing, this Agreement shall terminate and be of no effect.

23. **Contract Deadlines.** Buyer and Seller agree that the following deadlines shall apply to this Agreement:

- a. Seller Disclosure Deadline: \_\_\_\_\_, 201\_
- b. Due Diligence Deadline: \_\_\_\_\_, 201\_
- c. Settlement Deadline: \_\_\_\_\_, 201\_

24. **Confidentiality.** The content and the fact of execution of this Agreement shall be kept strictly confidential. Seller shall strictly maintain the confidentiality of this Agreement and shall not disclose to any third party the content or the fact of execution of this Agreement.

**IN WITNESS WHEREOF,** the parties hereto have executed this Agreement by and through their respective, duly authorized representatives as of the day and year first above written.

**“BUYER”  
THE CITY OF SARATOGA SPRINGS**

ATTEST:

By: \_\_\_\_\_  
Mark Christensen, City Manager

\_\_\_\_\_  
City Recorder

**“SELLER”**  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_, \_\_\_\_\_

STATE OF UTAH                    )  
  :SS.  
COUNTY OF UTAH                )

On the \_\_\_\_ day of \_\_\_\_\_, 201\_, personally appeared before me \_\_\_\_\_, who being by me duly sworn, did say that (s)he is the signer(s) of the foregoing instrument, that (s)he executed the same, and that (s)he is the \_\_\_\_\_ of \_\_\_\_\_. and is authorized to execute the same.

My Commission Expires: \_\_\_\_\_  
Notary Public

Residing In: \_\_\_\_\_

**EXHIBIT "A"**

**Legal Description of Property**

Beginning at a point 1183.42 feet west and 1198.51 feet south from the northeast corner of the northwest quarter of Section 13, Township 5 South, Range 1 West, Salt Lake Base and Meridian; running thence South 89°24'41" East, 200.00 feet; thence South 1°32'42" East, 199.99 feet; thence North 89°24'41" West, 200 feet; thence North 01°32'42" West, 199.99 feet to the point of beginning.

Containing .92 acres

.65 acres of uplands, .26 acres of wetlands.

**RESOLUTION NO. R17-13 (1-17-17)**

**RESOLUTION OF THE CITY OF SARATOGA SPRINGS,  
UTAH, APPROVING A REAL ESTATE PURCHASE  
AGREEMENT WITH BRIGHAM AND JENNIFER  
MORGAN.**

**WHEREAS**, Utah Code Section 10-8-2 allows cities to acquire property for the benefit of the municipality if the action is in the public interest and complies with other law; and

**WHEREAS**, the attached Real Estate Purchase Agreement with Brigham and Jennifer Morgan will allow the City to acquire in fee simple a 1-acre parcel of real property in a location where the City currently operates a culinary well, pump station, and related infrastructure; and

**WHEREAS**, as part of the purchase, the City will be acquiring the exclusive rights to use culinary water in the City's well that was previously allocated for use on the Morgan's property; and

**WHEREAS**, the purchase price of \$120,000 for the property and exclusive rights to use the 10 acre feet of water closely approximates the value of the property and water; and

**WHEREAS**, acquiring the property in fee simple is in the public interest and complies with all applicable laws.

**NOW THEREFORE, BE IT RESOLVED** by the City Council of the City of Saratoga Springs, Utah that the Real Estate Purchase Agreement with Brigham and Jennifer Morgan attached as Exhibit A is hereby approved and the Mayor is authorized to sign said Agreement. This resolution shall take effect immediately upon passage.

**PASSED AND APPROVED** this 17<sup>th</sup> day of January, 2017.

City of Saratoga Springs

\_\_\_\_\_  
Jim Miller, Mayor

Attest:

\_\_\_\_\_  
Cindy LoPiccolo, City Recorder

**EXHIBIT A**

**Real Estate Purchase Agreement**



## City Council Staff Report

**Authors:** Kevin Thurman, City Attorney  
**Subject:** Assignment and Bill of Sale and Agreement for Irrigation Water  
**Date:** January 17, 2017  
**Type of Item:** Legislative, Policy Decision

**Summary:** The attached Assignment and Bill of Sale and Agreement for Irrigation Water is beneficial to the City and should be approved.

### Description:

- A. Topic:** Consideration of an Assignment and Bill of Sale and Agreement for Irrigation Water (“Proposed Agreement”) between the City, SLR, and DR Horton (“parties”).
- B. Background:** The City has submitted a change application with the Utah State Engineer for Utah Lake Distributing Company (“ULDC”) water shares previously dedicated to the City for Legacy Farms Phase 1 and Phase 2 Plats A, B, C, D, and E (“Project”). During this process, it has come to the parties’ attention that the shares are insufficient to meet the City’s requirements for 3.13 acre feet of water per irrigable acre. Therefore, it is necessary to enter into this agreement since the parties previously entered into a separate agreement that incorrectly calculated the value of the ULDC shares.
- C. Analysis:** In 2015, the parties entered a Water Credit Agreement for Irrigation Water (“2015 Agreement”) that pertained to the secondary water requirements for the Project. On paper, each share of ULDC water represents 5.11 acre feet of water. However, requirements to return water to Utah Lake and evaporation losses reduce the value of those shares in accordance with direction from the Utah State Engineer and ULDC. The 2015 agreement provided that each share of ULDC would count as approximately 4.088 acre feet of water in the City’s system. However, it has now come to the parties’ attention that the Utah State Engineer only recognizes 2.309 acre feet per share as available for use in the City’s system. ULDC has also taken the position that an additional 20% should be deducted from the 5.11 acre fee, although it is not clear if the 20% is taken from the 5.11 or 2.309 acre feet. This will be resolved in the near future as the change application is approved by the Utah State Engineer and ULDC makes a final determination as to carrier losses.

The Proposed Agreement provides that SLR and DR Horton will dedicate an additional 20 shares to the City to meet the requirements of the Project to account for the difference between 4.088 acre feet and 2.309 acre feet. It also provides for the recalculation of the required shares for the Project once a final determination has been made by the Utah State Engineer on the change application and ULDC with respect to the carrier water losses.

**D. Conclusion:** The attached Agreement will benefit the City by allowing for additional dedication of secondary water shares for the Legacy Farms project. It will also require additional water in the future pending a final determination by ULDC and the Utah State Engineer.

**Recommendation:** Approval of the attached Agreement.

ASSIGNMENT AND BILL OF SALE  
AND  
AGREEMENT FOR IRRIGATION WATER

(Utah Lake Distributing Company Shares)

THIS ASSIGNMENT AND BILL OF SALE AND AGREEMENT FOR IRRIGATION WATER (Utah Lake Distributing Company Shares) (this “Agreement”) is entered into to be effective as of January \_\_, 2017 (the “Effective Date”), by and among CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, a Utah corporation sole (“CPB”), SUBURBAN LAND RESERVE, INC., a Utah corporation (“SLR”), the CITY OF SARATOGA SPRINGS, a municipal corporation of the State of Utah (the “City”), and D.R. HORTON, INC., a Delaware corporation (“D.R. Horton”).

RECITALS

A. Pursuant to Section 8 of that certain Master Development Agreement For Legacy Farms (the “MDA”), by and between the City and D.R. Horton, D.R. Horton has agreed to arrange for the transfer to the City of adequate secondary water rights for development of the property listed on Exhibit A attached hereto and incorporated herein by reference (the “Property”). D.R. Horton and the City have agreed that 126.4 acre-feet of secondary water is required for only Phase 1 and Phase 2 Plats A, B, C, D, and E (including the elementary school) of the Legacy Farms project (“Project”) at the City’s rate of 3.13 acre-feet per net irrigable acre.

B. Pursuant to that certain Real Property Purchase and Sale Agreement, dated as of July 2, 2013, by and between SLR and D.R. Horton, as amended (the “Purchase Agreement”), SLR has agreed to convey to the City water rights for secondary water from such sources as shall be reasonably acceptable to the City, which conveyance shall be on terms and conditions and on a transfer date acceptable to the City.

C. The City and SLR have entered into that certain Water Credit Agreement for Irrigation Water, dated as of December 30, 2015 (the “Secondary Water Credit Agreement”).

D. Prior to the date hereof, SLR has caused to be conveyed to the City 35 shares of Utah Lake Distributing Company (“ULDC”). Under the terms and conditions of the Secondary Water Credit Agreement, these shares were expected to provide sufficient secondary water for the Project.

E. As part of the State Engineer change application process involving ULDC shares owned by the City, an issue has arisen among the parties and ULDC regarding the appropriate amount of water represented by each ULDC share conveyed to the City for outdoor irrigation. Resolution of this issue may require the conveyance of additional ULDC shares to the City to satisfy the needs of the Project.

F. Subject to ultimate resolution of the pending issue and the proper calculation of water requirements, SLR is willing to convey an additional 20 ULDC shares to the City under the Water Credit Agreement which, together with the 35 shares already conveyed to the City, equals

55 shares and will allow D.R. Horton to have sufficient water to receive approval for Plat 2-D and Plat 2-E and to reconcile any deficiencies for previous plats in the Project (“current water requirements”).

NOW, THEREFORE, for and in consideration of the premises, and other valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto do hereby agree as follows:

1. Bill of Sale. CPB does hereby transfer, grant, assign, sell and convey to the City 20 shares of ULDC stock, which CPB has caused to be registered on the books of ULDC in the name of the City, represented by Certificate No. \_\_\_\_\_. A copy of Certificate No. \_\_\_\_\_, properly endorsed for transfer by CPB, is attached hereto as Exhibit B.

2. Warranty. CPB warrants to the City, which warranties shall survive the execution and delivery of this Assignment, that (i) CPB is the sole and exclusive owner of the Shares, (ii) the Shares have been used by CPB and its predecessors in a manner that legally precludes any forfeiture or partial forfeiture from nonuse of the water authorized by the Shares, (iii) there are no presently due but unpaid assessments or fees associated with the Shares, (iv) the Shares are free of any liens and encumbrances, (v) the Shares are valid and in good standing, and (vi) the Shares are freely usable in the City’s secondary water system without the need for any authorization or approval from ULDC.

3. Recalculation. The City agrees to cooperate with CPB, SLR and D.R. Horton in discussions with ULDC and the Utah State Engineer, and any possible hearings required in connection with ULDC share change applications, to maximize the amount of water that is represented by each ULDC share for use within the City’s secondary water system. The parties agree that, at such time as a final determination is made regarding the number of ULDC shares required for the Project, the City shall either (i) credit SLR back for ULDC shares dedicated to the Project in excess of the actual required amount or (ii) SLR shall convey additional shares as required to meet the City’s requirement for 3.13 acre-feet per irrigable acre for the Project. Such reconciliation shall be reflected on the Ledger attached to the Secondary Water Credit Agreement and the Secondary Water Credit Agreement will therefore be amended accordingly.

4. Construction. This Assignment shall be construed according to Utah law.

5. Incorporation of Recitals. The Recitals above are incorporated herein by this reference.

IN WITNESS WHEREOF, the City, CPB, SLR and D.R. Horton have executed this Assignment as of the Effective Date.

CITY OF SARATOGA SPRINGS

By: \_\_\_\_\_  
Mayor

ATTEST AND COUNTERSIGN:

\_\_\_\_\_  
City Recorder

CORPORATION OF THE PRESIDING  
BISHOP OF THE CHURCH OF JESUS  
CHRIST OF LATTER-DAY SAINTS, a  
Utah corporation sole

By: \_\_\_\_\_

Date: \_\_\_\_\_

SUBURBAN LAND RESERVE, INC.,  
a Utah corporation

By: \_\_\_\_\_

Its: \_\_\_\_\_

D.R. HORTON, INC., a Delaware  
corporation

By: \_\_\_\_\_

Its: \_\_\_\_\_

EXHIBIT A

[Here attach chart of Project secondary water requirements.]

<b>Plat</b>	<b>Status</b>	<b>AF Needed</b>
Plat 1-A	Recorded	16.9
Plat 1-B	Recorded	19.9
Plat 1-C	Recorded	10.8
Plat 1-D	Recorded	12.3
Plat 1-E	Recorded	7.6
Plat 1-F	Recorded	2.5
School	Recorded	16
Clubhouse	Recorded	2.7
Plat 2-A	Recorded	10.1
Plat 2-B	Recorded	3.8
Plat 2-C	Recorded	13
Plat 2-D	Not Recorded	10
Plat 2-E	Not Recorded	0.8
		126.4

EXHIBIT B

[Here attach Share Certificate No. \_\_\_\_.]

**RESOLUTION NO. R17-14 (1-17-17)**

**RESOLUTION OF THE CITY OF SARATOGA SPRINGS,  
UTAH, APPROVING THE ASSIGNMENT AND BILL OF  
SALE AND AGREEMENT FOR IRRIGATION WATER**

**WHEREAS**, in 2015, the City of Saratoga Springs, Corporation of the Presiding Bishop of The Church of Jesus Christ of Latter-Day Saints, Suburban Land Reserve, Inc., and DR Horton (“parties”) entered a Water Credit Agreement for Irrigation Water (“2015 Agreement”) that pertained to the secondary water requirements for the Legacy Farms Project (“Project”); and

**WHEREAS**, it has now come the attention of the parties that the previous agreement would result in deficient secondary water dedications for the Project; and

**WHEREAS**, the attached Assignment and Bill of Sale and Agreement for Irrigation Water provides for additional secondary water dedications and current and future reconciliation of the required secondary water for the Project; and

**WHEREAS**, the City Council has determined that the Assignment and Bill of Sale and Agreement for Irrigation Water is in the benefit of the public interest and complies with all applicable laws.

**NOW THEREFORE, BE IT RESOLVED** by the City Council of the City of Saratoga Springs, Utah that the Assignment and Bill of Sale and Agreement for Irrigation Water attached as Exhibit A is approved and the Mayor is authorized to sign said Agreement. This resolution shall take effect immediately upon passage.

**PASSED AND APPROVED** this 17<sup>th</sup> day of January, 2017

City of Saratoga Springs

\_\_\_\_\_  
Jim Miller, Mayor

Attest:

\_\_\_\_\_  
Cindy LoPiccolo, City Recorder

**EXHIBIT A**

**Assignment and Bill of Sale and Agreement for Irrigation Water**

1  
2  
3  
4  
5  
6

**CITY OF SARATOGA SPRINGS**  
**CITY COUNCIL MEETING MINUTES**

Tuesday, January 3, 2017

City of Saratoga Springs City Offices

1307 North Commerce Drive, Suite 200, Saratoga Springs, Utah 84045

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7  
8 **City Council Work Session**  
9

10 Present Mayor Jim Miller, Council Members Chris Porter, Shellie Baertsch, Michael McOmber,  
11 Stephen Willden, and Bud Poduska.

12  
13 Staff City Manager Mark Christensen, City Attorney Kevin Thurman, Assistant City Manager  
14 Spencer Kyle, Public Relations Economic Development Manager Owen Jackson, Planning  
15 Director Kimber Gabryszak, Planner Kara Knighton, City Recorder Cindy LoPiccolo.

16  
17 **Maverik Concept Plan, Rezone, and General Plan Amendment Review:**

18  
19 Planner Kara Knighton presented the proposed Maverik application for rezone, General Plan Amendment, and  
20 Concept Plan, for Council review and informal feedback. Planner Knighton identified the project site location at  
21 the corner of Redwood Road and Pony Express, and reviewed proposed access, structure elevations, parking,  
22 landscape, delivery and traffic patterns.

23  
24 Applicant Representative Russell Skuse reported information was received from the Planning Commission and  
25 they are working with property owners to extend access off Pony Express 500 feet to the north to achieve full  
26 movement in the event a future median is incorporated on Pony Express. If unable, the business would still have  
27 right in right out movement with full movement up until a median is placed. He reported they are working closely  
28 with Planning Staff, understands there will be code changes coming to Council for consideration, and as discussed  
29 with staff interested in exploring doing a use permit with Community Commercial, moving forward making sure  
30 everything is compatible.

31  
32 Council Member Baertsch noted the Planning Commission had brought up some things and she had several  
33 concerns and questions. Council Member Baertsch clarified the north entrance is planned to be a shared access  
34 with the existing driveway on Redwood Road; noted Business Park zoning was chosen for this site to ensure lower  
35 traffic counts, and although the applicant believes the business would capture traffic, it is a concern it would  
36 create more traffic conflict points as people are entering and exiting at a more frequent rate. She inquired what  
37 the traffic count difference would be for a gas station v. business park/office; City Engineer Gordon Miner  
38 responded he does not have numbers, however, traffic counts for a site such as this would be higher. Council  
39 Member Baertsch noted this is a great concern as there are already many issues on this particular corner with high  
40 traffic counts and close proximity to schools. She explained this use would be increasing the amount of potential  
41 conflicts, people crossing in and out of those intersections, not the actual number of cars there; with an office park  
42 there will be a couple of times during the day when people are going in and out every few minutes. She pointed  
43 out another Maverik application has been submitted and in discussion for the Ring Road area which is already a  
44 Commercial area and another light will be there soon. This makes more sense than taking something that is the  
45 City's business park area and increasing the number of potential conflict points. There are also places along Pony  
46 Express that are already zoned commercial and believe would be better than this particular corner. She appreciates  
47 the landscaping as requested by the Planning Commission with inclusion of trees along Pony Express and  
48 Redwood Road. Thinks Maverik has great stores but does not think this is the right place.

49  
50 Council Member Baertsch commented another major concern is the flow of traffic within the site itself. She  
51 reported she reviewed other Maverik stores, noted the traffic flow for delivery and rear loading garbage trucks  
52 coming in from the north provides no place to turn around and does not work as currently shown; reported most  
53 Maverik sites have five to ten more feet of aisle space allowing for turning, this site is too small in several places,  
54 delivery trucks would be running up on curbs, and the City is trying not to duplicate problems and issues. This is

55 another reason she does not think this is the right place to change zoning from a business park to allow for a gas  
56 station on this particular site.  
57

58 Council Member Baertsch commented concerning the elevations for the right side and rear where outdoor storage  
59 is kept fencing is marked as grey which does match the rest of the façade; noted cannot be chain link with vinyl  
60 slats, would need to be the rock and cement fiber board to match the building, the garbage surround would need  
61 to match the builising as well with rock, not cinder block.  
62

63 Maverik Representative Skuse stated they have looked at nine of their Maverik sites and do capture the traffic  
64 already existing there, and based on the land use of what they are proposing versus a business park, the business  
65 park actually generates more traffic. Mr. Skuse noted they have relocated the garbage to provide secondary access  
66 to the other parcels with access points allowing people to move in and out through the adjacent parcels. Council  
67 Member Baertsch pointed out she is specifically saying a garbage truck coming in from the north turns right into  
68 the parcel at the northern most entrance, comes southward and turns right again headed west toward the garbage  
69 facility, and at that point are backing all the way down the entire alley way, which is not safe and they do not like  
70 to do that, as it is a rear loading garbage truck, the site plan does not work. Mr. Skuse noted there is an access  
71 point to the north of the garbage area so there is no backing up if the truck came in from Pony Express and made  
72 a right, could pick up the garbage there and continue north. Council Member Baertsch responded it would still  
73 take backing, although a shorter amount; emphasized her biggest concern is the existing traffic in this area and  
74 the potential for more conflict points entering and exiting, and we purposely said we wanted this to be business  
75 park area so there would be lower constant traffic counts.  
76

77 Council Member Poduska commented his perception was quite a bit different, in his initial review its similarity  
78 to the Chevron station layout at Crossroads and Redwood Road struck him, recalls when the Stop Shop opened it  
79 had an access entrance that extended to the north onto Redwood, which was necessary for the same reasons and  
80 UDOT saying it was too close to the signal; pointed out it seems to have worked. He understands from a business  
81 standpoint the location should be near the most traffic and that corner seems would led itself to the business, it is  
82 also close to the high school for use as a lunch stop. Council Member Poduska expressed concern if negotiations  
83 with landowners were unsuccessful, however, noted the full access point to the west would be a convenience, and  
84 is not necessary. He noted the rear loading garbage truck would come in from the south and back in.  
85 Representative Skuse reported the access point to the north has been secured and is in place; they are working  
86 with current landowner to the south on Pony Express for that entrance; noted they do not necessarily need that  
87 access and can do it with the right in right out, however, trying to achieve the full movement by shifting the point  
88 down a little further to the west. He noted the garbage dumpsters would be located in the back or side to avoid  
89 conflicts.  
90

91 Council Member McOمبر commented in review of this application he believes his opinion is in the middle. He  
92 appreciates Council Member Baertsch's comments, also had concern with the dumpster fencing materials and  
93 color, has seen the Provo store on State Street and aesthetically likes that store, if the same it will fit in, it is a good  
94 location for business. In regard to backing, traffic flow and stalls, asked this be worked out as required by the  
95 City to make sure customers are not impacted and will look for that in a revised traffic flow plan. Noted the traffic  
96 counts are a nightmare because of the schools and traffic coming from Eagle Mountain, does not love this is in  
97 this location and can support it only if the western access happens, this needs more than right in right out for cars  
98 to be able to turn into the Maverik and not be part of the queing of cars which at times could que past the western  
99 entrance, however, thinks this is a service and wants to provide that. The access further west is essential to keep  
100 things moving and does not want Eagle Mountain saying we screwed up their traffic adding six minutes to their  
101 commute because it gets backed past the Jr. High school. With that it becomes much more like the Chevron as  
102 pointed out by Council Member Poduska where the access is moved further back. Also make sure to continue to  
103 work with staff. On a concept plan perspective, the western entrance is going to be his hang up, for him that will  
104 be the turning point and hopes they will be able to work that out with the landowner. Mr. Skuse commented in  
105 every entity projects are always a little different and they are extremely flexible and willing to provide what is  
106 requested  
107

108 Council Member Willden clarified if the entrance is pushed back further west it will be a shared entrance and  
109 would address concerns here. Agrees the business would benefit adjacent development which in turn could benefit  
110 the store from office spaces around there. Had some concerns with some of the traffic pattern, however, thinks a  
111 lot could be addressed with setting delivery times, etc. Inquired if a conditional rezone was done tying to a specific  
112 use, it could be made conditional upon the site plan going through at the same time. Mr. Skuse reported they have  
113 talked about going to the Community Commercial zoning in their meeting with staff, which would be a lesser  
114 zone, however, when they come in with their site plan would do a Conditional Use Permit (CUP) which would go  
115 with the site plan. City Attorney Thurman advised it is always safest to have a development agreement that runs  
116 with the land for guarantee, the zone is permanent and would be a conditioned rezone, would not be recorded until  
117 the final site plan approval is given, but to guarantee it remain as this particular use a development agreement is  
118 the best tool and can be kept simple so it does not deviate from the code but puts in writing there is a rezone, the  
119 Maverik concept plan and site plan is a condition of that rezone.

120  
121 Council Member Willden commented he is comfortable with whatever is the best methodology, noted there are  
122 certain businesses that would not be conducive to have office spaces around it. Another question for staff is would  
123 the Pony Express alignment on the Master Transportation Plan have any impact; Director Gabryzak responded it  
124 would not; Council Member Baertsch noted a Transit Hub is included on the MTP in that location which may or  
125 may not have an effect.

126  
127 Council Member Porter commented he believes they have heard most of the concerns, staff will steer the applicant  
128 in the right direction with the concept plan. His concern with the rezone is this is planned as a business park, the  
129 only saving grace is he could see this as a peripheral use in a business park. Noted once it is zoned Community  
130 Commercial neighboring property owners may want the same zoning and all of a sudden it is not business park.  
131 Also sees some similarities with the Chevron station, however, it more resembles the Wendy's and Taco Bell  
132 location because it is going to be difficult to access coming from the south. He has concerns about the traffic and  
133 getting the western access would alleviate some of those concerns, however, as it was mentioned there is a  
134 potential at Ring Road and he feels that may be an easier and more conducive site.

135  
136 Closed Session Adjourned at 7:00 p.m.

137  
138 **City Council Policy Meeting**

139  
140 **Call to Order:** Mayor Jim Miller called the Policy Session to order at 7:01 p.m.

141  
142 **Roll Call:**

143 Present Council Members Chris Porter, Stephen Willden, Michael McOmber, Bud Poduska, and  
144 Shellie Baertsch.

145  
146 Staff Present City Manager Mark Christensen, City Attorney Kevin Thurman, Assistant City Manager  
147 Spencer Kyle, Public Relations and Economic Development Manager Owen Jackson, Police  
148 Chief Andrew Burton, Fire Chief Jess Campbell, Finance Manager Chelese Rawlings,  
149 Planning Director Kimber Gabryszak, City Engineer Gordon Miner, Public Works Director  
150 Jeremy Lapin, City Recorder Cindy LoPiccolo.

151  
152 Invocation by Council Member Poduska.  
153 Pledge of Allegiance led by Council Member Baertsch.

154  
155 **Public Input:**

156  
157 Mayor Miller invited public input.

158  
159 Jennifer Kañar, leader of the Stem Master Minds Team, introduced the student members Cathan Canar, Josie  
160 Dolman, Carson Dewey, Andrew MacKay, Simon Evans, and Andrew Martineau, who presented reports and  
161 information concerning the decline of native birds and the team's efforts to support the birds, especially American

162 kestrels, by working with Hawk Watch International and through improvement of local bird habitat, public  
163 education, and provision of nesting boxes. Council Member Baertsch noted she has had involvement with this  
164 group and commended them. Mayor Taylor and Council thanked the team for their great job.

165  
166 **PUBLIC HEARINGS:**

167  
168 **1. Parks Sales Tax Revenue Bonds, Series 2017, Authorizing Resolution R17-1 (1-3-17); and**  
169 **Authorization for Payment to Zions Bank.**

170  
171 Mayor Miller introduced the authorizing Resolution for Parks Sales Tax Revenue Bonds, Series 2017, and second  
172 matter concerning payment to Zions Bank.

173  
174 City Manager Christensen reported this meeting presents the authorizing resolution concerning Sales Tax Revenue  
175 Bonds, Series 2017, for public hearing and comment, and provides for legal authorization allowing the City to  
176 move forward with issuing a bond for construction of a sports complex in the center area of the City. He advised  
177 the second matter concerns consideration of authorization for payment to Zions Bank for financial services related  
178 to this bond which will be considered separately as requested by Council Member Willden.

179  
180 Jonathan Ward, Vice-President, Zions Public Finance, was present for questions.

181  
182 Council Member Baertsch commented the issuance of these bonds is timely for the provision of recreation  
183 programs as the City has been notified by the City of Lehi Saratoga residents will not be able to participate in their  
184 programs. This is something the City has been looking at for a while, a citizens advisory committee has conducted  
185 several surveys and the provision of sports amenities are one of the top requests. A survey was also conducted  
186 through the update of the City's General Plan and again this was one of the top priorities. Noted through a sales  
187 tax bond residents have the ability to be supportive or not by where they shop, this will not be an additional sales  
188 tax, and will provide continued revenues through reallocation of the City's existing sales tax. Noted the City has  
189 the option of using Parks impact fees to pay for programs as well. Council Member Baertsch commented she  
190 believes this is a very conservative means to pay for the programs and the City hopes to be able to host tournaments  
191 here that will provide additional revenue to support the maintenance of the programs.

192  
193 Mayor Miller opened the public hearing and invited public comment.

194  
195 Chris Culley, S. Hunter Drive, Saratoga Springs, commented his family are long-time City residents and in full  
196 support of moving forward with issuing a bond for home fields at this time; recognized the presence of other  
197 residents at this hearing in support of this bond. Mayor Miller requested the record show the presence of forty-  
198 four residents standing in support of the bond.

199  
200 Ben Byrd, Eagle Mountain resident, as the High School head baseball coach spoke on behalf of the baseball and  
201 softball programs in support of the sales tax bond for recreational fields and facilities in Saratoga Springs which  
202 will benefit the community and high school programs and retain local talent.

203  
204 Kenny Balser, Sage View Court, Saratoga Springs, current president of the Westlake Youth Football League,  
205 concurs with prior comments and commented strongly in support of the bond and provision of local regulation  
206 sized sports fields allowing the local programs to stay competitive in the region.

207  
208 Jason Nielson, Kit Fox Drive, Saratoga Springs, commented in support of the bond and provision of facilities,  
209 noted expense for son having to go to Herriman to participate in baseball league, local fields would bring the  
210 community together, and noted revenue that had gone to Lehi programs from Saratoga Springs and Eagle  
211 Mountain participants will now go toward local programs.

212  
213 With no further public comment, Mayor Miller closed the public hearing.

214

215 Council Member Willden referred to his prior comments in support of this bond, believes it is a good time for it  
216 as rates are rising, and there is community support behind it. Concurred with Council Member Baertsch as being  
217 more in support of a sales tax bond allowing residents the option of shopping elsewhere if not in support.  
218

219 Council Member Porter commented in support of building fields in the City, noted he served on the committee  
220 that helped plan for the sports complex trying to make sure this would be a great facility and affordable to the  
221 City. He does not agree with method proposed for revenue, would prefer to see this question on the ballot and  
222 had brought that up twelve months ago hoping it would be placed on the November ballot. Knows there is ample  
223 evidence this is desired by many residents, however, does not feel there has been full discussion about the costs;  
224 if park impact fees are used to pay for the facilities that will curtail the City's ability to create future parks, based  
225 on past numbers we would be committing 20% of the sales tax revenue. This is an admirable facility to build,  
226 however, it represents 20% police and fire personnel that the City would not be able to hire, the cost may be too  
227 great, and believes, in the interest of transparency, although able to use current funds to pay for this because of  
228 the needs of our growing city we will end up passing a sales tax increase at a later date for police and fire. So  
229 even though whole heartedly in favor of the provision of facilities, the means is not something he can support and  
230 will be voting no for that reason.  
231

232 Council Member Poduska commented he also is excited in the coming of a sports complex. Although the City  
233 has responsibility for police and fire protection it also has the responsibility to maintain and enhance the quality  
234 of life, we do more than just come home and sleep in our houses, we are a community and interact with each other,  
235 as the city's moto states 'Life's Just Better Here". The sports complex will enhance the quality and economic  
236 development of the City, thinks the sales tax bond is one of the least painful ways to finance the facility, as opposed  
237 to increase in property tax.  
238

239 Council Member McOmber commented this need has been discussed over a period of time as the City has seen  
240 both residential and business explosive growth in the City. Although we do not have donations such as the City  
241 of Herriman, we are able to utilize bonds. He is not a fan of debt, Council is very conservative, however, debt is  
242 appropriate for construction of infrastructure and long term benefits to the City as payment will come from current  
243 and future residents that will benefit, noting it is better to spread the debt burden over a period of time to help  
244 build the future. Understands the City of Lehi is also growing and cannot support the other communities in their  
245 recreational programs. This results in the Saratoga Spring's opportunity to grow and build local programs. He  
246 appreciate's Council Member Porter's concerns and position to stand by what he committed to during his  
247 campaign. He personally is not a fan of general obligation (GO) bonds which can be approved by 51% of a  
248 community with the other 49% in opposition and forcing every single homeowner to pay additional property tax.  
249 He was elected to represent the City and feels it is time for the community to have recreational fields, does not  
250 feel there will be need for increase of sales tax as tournaments can come to a facility with this many fields and  
251 will bring in sales tax revenue with use of local restaurants and services, people will see the beauty of Saratoga  
252 Springs and come live here which will help property values and economy. To be a community of substance you  
253 need facilities like this and eventually a recreation center. Appreciates the public support and noted he has  
254 received emails from some residents against the bond that did not come to this meeting, however, that is not the  
255 general consensus. Council Member McOmber spoke about offering other recreational services in the future such  
256 as Pickle Ball to fully utilize the facility during all timeframes, noted this will be a lighted facility located away  
257 from current homes so the City will be able to extend use and revenue opportunities. Believes revenue from the  
258 facility sports programs and tournaments will offset much if not all of the bond cost. Additionally noted the City  
259 owns land south of Inlet Park and he has had discussion with the Mayor and staff about the possibility of having  
260 something similar to a KOA to provide nearby RV and camping services for tournaments and other City events.  
261

262 Council Member Willden noted he also appreciates Council Member Porter's thoughts. Reported he had spent  
263 time working with staff, in his banking profession he works with statistical modeling and if there is an economic  
264 downturn it would be important to determine the impact. How we are going to do financing of this is another  
265 discussion, however, if we go down the road where payment is solely sales tax revenue, there is sufficient funds  
266 on hand to support a bond payment if there was an economic downturn, so from a risk management perspective  
267 he is comfortable with it.  
268

269 Council Member Porter clarified in response to comment by Council Member McOmber he has never advocated  
270 for a general obligation bond. He did want the question on the ballot, however, whether that be a referendum on  
271 the sales tax bond or GO bond. Does agree a sales tax bond is the preferable tax to impose between the two.  
272 Wants to be clear he was not advocating for a property tax increase.

273  
274 Mayor Miller commented although he does not have a vote on the matter, his wife is in attendance in support of  
275 the sales tax bond and he supports it as they feel it is very important for the community. He has spoken to many  
276 residents, and noted it is more than just baseball, softball, and the other sports, it is building a community with  
277 generations able to gather at the facility through time, it is a place for visiting with each other, it builds character  
278 for youth, a place for residents to get out and be turf warriors with the co-ed league night games. The City is at a  
279 point where we have grown from 18,000 people to nearly 30,000 and still growing at a rapid pace. With Lehi  
280 nicely asking Saratoga Springs to exit their programs so they can support their residents, as Council Member  
281 McOmber alluded it is time for us to grow up and become the size City that we are, and he knows our Fire and  
282 Police Chiefs are passionate about baseball also and have put a lot of work into this along with staff. Council  
283 Member Porter and himself have gone to all the meetings going over layouts, the City Manager has negotiated in  
284 regard to land, this is a project that is seven years in the making, heavily worked on the last three and a half years  
285 to get to this point. We have discussed with the City Manager the possibility of local businesses supporting the  
286 facility by sponsoring lighting, signs, components and programs, appreciates the Council's homework on this  
287 matter, and believe this will be a big part of the community as he has visited with a lot of the residents and sees  
288 this is something the City is to the point of action on.

289  
290 City Manager Christensen noted last year at the Council retreat it was very clear to staff this was the highest  
291 priority and the City is on the cusp of being able to move forward on it.

292  
293 Police Chief Andrew Burton and Fire Chief Jess Anderson commented in support of baseball and this opportunity  
294 for the City.

295  
296 Motion by Council Member Baertsch to approve adoption of authorization Resolution R17-2 (1-3-17) authorizing  
297 the issuance of sale of not more than \$10,000,000 aggregate principal amount of Sales Tax Revenue Bonds, Series  
298 2017, with all the details outlined in the Resolution, was seconded by Council Member McOmber  
299 Roll Call Vote: Council Members Baertsch, Poduska, McOmber, and Willden – Aye; Council Member Porter –  
300 Nay  
301 Motion carried 4-1.

302  
303 RESOLUTION NO. R17-1 (1-3-17)  
304 A Resolution of the City Council of the City of Saratoga Springs, Utah (the "Issuer"), Authorizing the Issuance  
305 and Sale of Not More Than \$10,000,000 Aggregate Principal Amount of Sales Tax Revenue Bonds, Series 2017,  
306 Fixing the Maximum Aggregate Principal Amount of the Bonds, the Maximum Number of Years Over Which the  
307 Bonds May Mature, the Maximum Interest Rate Which the Bonds May Bear, and the Maximum Discount from  
308 Par At Which the Bonds May Be Sold; Delegating to Certain Officers of the Issuer the Authority to Approve the  
309 Final Terms and Provisions of the Bonds Within the Parameters Set Forth Herein; Authorizing and Approving the  
310 Execution of a Supplemental Indenture, a Bond Purchase Agreement, and Other Documents That May Be  
311 Required in Connection Therewith; Approving a Preliminary Official Statement and an Official Statement;  
312 Authorizing the Taking of All Other Actions Necessary to the Consummation of the Transactions Contemplated  
313 by This Resolution; and Related Matters.

314  
315 The Mayor and Council excused Council Member Willden from the meeting in order for abstention from action  
316 relating to consideration of the authorization of payment of Zions Bank.

317  
318 Motion by Council Member Baertsch to authorize payment to Zions Bank for bond financial services, was  
319 seconded by Council Member McOmber  
320 Roll Call Vote: Council Members Porter, McOmber, Poduska, and Baertsch – Aye  
321 Motion carried 4-0.

322

323 City Manager Christensen reported there will be a land donation component of twenty-five acres out of the total  
324 thirty acres, so next steps will include an acquisition of five acres, we will enter into final design of the complex  
325 with construction possibly the end of this season, water infrastructure improvements will be installed this summer  
326 which are necessary to move forward, and it is currently planned the complex to open next season.  
327

328 Recess: 7:45 p.m. – 8:00 p.m.  
329

330 **2. FY 2016-17 Budget Amendments; Resolution R17-2 (1-3-17).**  
331

332 Finance Manager Chelese Rawlings presented the staff report and detail outlining recommended budget  
333 amendments #4 for fiscal year 2016-17. In response to Council Member Baertsch, Public Works Director Lapin  
334 reported the secondary water capital increases are for cleanup and update of budget based on costs, not  
335 incumbering additional costs.  
336

337 Mayor Miller opened the public hearing and invited public comment. There being none, closed the public hearing.  
338

339 Motion by Council Member Willden to approve FY 2016-17 Budget Amendments #4, Resolution R17-2 (1-3-  
340 17), was seconded by Council Member McOmber

341 Roll Call Vote: Council Members Baertsch, Poduska, Willden, Porter, and McOmber – Aye

342 Motion carried unanimously.  
343

344 **3. Bicycle and Pedestrian Master Plan, General Plan Amendment; Ordinance 17-1 (1-3-17).**  
345

346 Planning Director Gabryzak presented the staff report and recommendation for consideration of adopting a  
347 Bicycle and Pedestrian Master Plan. Director Gabryzak reported the Planning Commission and Council held  
348 work sessions, the plan went through a process of review by committee, and City staff and the consultant worked  
349 together to conduct a sidewalk inventory, correct date, and ensure accuracy. Since the work sessions and public  
350 hearing held in the spring, the plan has been modified to address mountain bike connectivity with adjacent cities,  
351 connectivity with Camp Williams, inclusion of parking requirements as reference only, restoration/correction to  
352 missing or mislabeled paths and trails, addition of graphic labels, and minor wording changes or clarifications,  
353 map clarifications, and map combinations. The Planning Commission last reviewed the plan in December and  
354 forwarded a recommendation with conditions.  
355

356 Mayor Miller opened the public hearing and invited public comment. There being none, closed the public hearing.  
357

358 Council Member Baertsch requested the following:

- 359 - Correction of page numbers;
- 360 - Pg. 18 Riverview Elementary school should be added to the list of Elementary Schools;
- 361 - Pg. 23 Shea Park spelling;
- 362 - Pgs. 27, 28, 29 bike lane along Foothill Blvd. will become frontage road for Mountain View Corridor,  
363 better to notate the bike lane is normal 5-6 foot standard as discussed, appears like 2-3 feet wide but that  
364 is just the buffer;
- 365 - Same page, Aspen Hills Blvd. is connecting into Foothill Blvd. and should no longer do that;
- 366 - Pg. 40 lists Pioneer Crossing and SR-145 and they are the same;
- 367 - Pg. 30 fix strange bike trail connecting 400 N to Foothill diagonally, does not follow anything;
- 368 - Appendix A missing a cross section, per the Transportation Master Plan (TMP) another 66 foot wide road  
369 cross section was added and paginate, need to make sure cross sections match TMP.  
370

371 Council Member Poduska commented Council Member Baertsch covered matters. Inquired concerning page 20  
372 in regard to collisions, if all the City's trails are designed to be used by both bicycles and pedestrians  
373 simultaneously. Director Gabryzak responded Some detached trails may be used by both, however, high speed  
374 street lanes will have no pedestrians there. Council Member Poduska noted in Provo Canyon a divider is used for  
375 both where possible. Council Member Baertsch noted those are much wider than the City proposes, although may  
376 need to look at later.

377  
378 Council Member Porter noted Council Member Baertsch covered the issues.  
379

380 Council Member Willden complimented the work on the plan, noted language has been corrected, and page 97  
381 table lines do not match up.  
382

383 Council Member McOmber reported he was able to go on tour and see the value of this document. Noted the City  
384 has the Transportatoin Master Plan and appreciates this has also been done thoroughly, believes the information  
385 can cover more years and support the City as a toolkit for a fairly cosmopolitan city, likes being proactive and  
386 developers are getting guidance and vision getting rid of ambiguity. Requested Staff working with developers  
387 make sure we are sharing this and help them understand we see us as a bicycle friendly, recreational city, this is a  
388 good first step and want to improve in these areas. Would like the City to use this, put directional signage on  
389 trails, plan is not only for developers but City should also use especially in parks.  
390

391 Council Member Baertsch noted on original map, page 27, Foothill Blvd. has a divided path in the south and up  
392 north missing from Stillwater north, believe eventually there will be a protected or buffered lane all the way up  
393 and requested it be made consistent. Director Gabryszak advised staff has asked to put it back on, they anticipate  
394 this to eventually be like Pioneer Crossing where it will not allow for on-street facilities for bicycles, but still  
395 needs to be a connection shown.  
396

397 Council Member Baertsch asked for note in Transportation Master Plan that the City wants to change Foothill  
398 Blvd. so we have those access points, bicycling and pedestrian facilities there, otherwise we are going to have a  
399 freeway with no connection points.  
400

401 Mayor Miller opened the public hearing and invited public comment. There being none, closed the public hearing.  
402

403 Amended Motion by Council Member McOmber to approve the Bicycle and Pedestrian Master Plan, General  
404 Plan Amendment with the changes made tonight, staff findings and conditions; Ordinance 17-2 (1-3-17), was  
405 seconded by Council Member Porter

406 Roll Call Vote: Council Members Willden, McOmber, Poduska, Baertsch, and Porter – Aye  
407 Motion carried unanimously.  
408

409 **BUSINESS ITEMS:**  
410

411 **3. 400 S. Reimbursement Agreement with D.R. Horton; Resolution R17-4 (1-3-17).**  
412

413 City Manager Christensen presented the staff report and recommendation to approve a reimbursement agreement  
414 in the amount of \$544,204 with D.R. Horton for the upsize of 400 South to a collector road along with other  
415 upsized utility improvements including culinary and secondary waterlines built as part of the Legacy Farms  
416 project. In response to Council Member Baertsch, City Manager Christensen explained the City is paying for the  
417 upsize widening cost of the road which necessitated relocation of a third power pole.  
418

419 Motion by Council Member Willden to approve the 400 S. Reimbursement Agreement with D.R. Horton,  
420 Resolution R17-4 (1-3-17), was seconded by Council Member Poduska

421 Roll Call Vote: Council Members Porter, Willden, McOmber, Poduska, and Baertsch – Aye  
422 Motion carried unanimously.  
423

424 **4. UDOT SR-68 Corridor Agreements 068007 and 098477 Addendum No. 1; Resolution R17-5 (1-3-17).**  
425

426 City Engineer Minor presented the staff report and recommendation to approve Addendum No. 1 to UDOT SR-  
427 68 Corridor Agreements to define and update existing, warranted, and proposed traffic signal locations on SR-  
428 68 within the current City limits for the most part to build out. City Manager Christensen noted the  
429 reimbursement agreement identifies Harvest Hills as a future intersection, it is existing and should be added as  
430 an existing intersection.

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Council Member Baertsch inquired in regard to Redwood Road if staff has asked UDOT about the bypass right turn lane from northbound Redwood Road to east bound Pioneer. City Engineer Miner responded not with this agreement, however, it was his understanding it was offered as part of the Redwood Road widening. Council Member Baertsch requested item 2 on page 2 concerning the intersection of N. Commerce and Redwood Road be clarified. City Engineering Miner reported as this is located in a more urban part of town the spacing criteria changes allowing tighter spacing.

Motion by Council Member Porter to approve UDOT SR-68 Corridor Agreements Addendum No. 1, with changes discussed, Resolution R17-5 (1-3-17), was seconded by Council Member Poduska  
Roll Call Vote: Council Members McOmber, Poduska, Willden, Baertsch, and Porter – Aye  
Motion carried unanimously.

**8. Marina Pump Station COP Construction, Value Engineering (VE) Change Order #1; Resolution R17-8 (1-3-17).**

City Manager Christensen presented the staff report and recommendation concerning Change Order #1 with COP Construction for the Marina Pump Station Project to relocate the intake structure to the shoreline of the marina pulling the intake onto the bank of the marina. This has strengths from a maintenance standpoint, and during exploratory work found that conditions to build out in the marina would be challenging, with this changing it may cut some time off as well. This is scheduled to be online May 19, and if the contractor misses this deadline they lose their \$100,000 incentive bonus

Council and staff reviewed the intake structure design, scheduling, and discussed lake level effect. In response to Council Member Baertsch noted a chain link fence is noted and City Manager Christensen reported this will be changed to wrought iron.

Amended Motion by Council Member Poduska to approve Change Order #1 with COP Construction for the Marina Pump Station Project, with inclusion of consideration brought up during the meeting, Resolution R17-8 (1-3-17), was seconded by Council Member McOmber  
Roll Call Vote: Council Members Poduska, Baertsch, Willden, McOmber, and Porter – Aye  
Motion carried unanimously.

**9. North Zone 1 Waterline, Patterson Homes Reimbursement; Resolution R17-9 (1-3-17); and**  
**10. Utah Lake Distributing Canal Pump Station, Vancon Change Order #1 for Upsize of the Secondary Waterline in Sierra Estates for the North Zone 1 Waterline; Resolution R17-10 (1-3-17).**

Public Works Director Lapin presented the staff report and recommendation for concerning the North Zone 1 Waterline, Patterson Homes reimbursement, advising this item is for approval to reimburse Patterson Homes for upsizing a secondary waterline along Kern Ave in Sierra Estates Plat F from six inches to thirty inches.

Director Lapin also reviewed the staff report and recommendation for Utah Lake Distributing Canal Pump Station Vancon Change Order #1, reporting this item is provides for increase the size of the secondary waterline to thirty inches.

Council Member Christensen reported logistically this waterline timing will be less impacting and more cost effective as it will not necessitate ripping up 800 W. Council Member Willden confirmed funding.

Motion by Council Member Porter to approve North Zone 1 Waterline Patterson Homes Reimbursement, Resolution R17-9 (1-3-17), and Utah Lake Distributing Canal Pump Station Vancon Change Order #1 for upsize of the secondary waterline in Sierra Estates for the North Zone 1 Waterline, Resolution R17-10 (1-3-17), was seconded by Council Member Willden  
Roll Call Vote: Council Members McOmber, Poduska, Baertsch, Porter, and Willden – Aye  
Motion carried unanimously.

485  
486 **7. Planning Commission Appointment; Resolution R17-7 (1-3-17).**  
487

488 Mayor Miller reported the City has two current openings on the Planning Commission. Interviews will be  
489 conducted tomorrow by Mayor Pro Tem Willden, Planning Director Gabryszak and himself for the second  
490 position, and reported there were many applicants. At this time, it is recommended Ken Kilgore, who was initially  
491 appointed to complete a partial term, be appointed.  
492

493 Motion by Council Member Baertsch to appoint Ken Kilgore to the Planning Commission to serve a four year  
494 term. Resolution R17-7 (1-3-17), was seconded by Council Member Poduska

495 Roll Call Vote: Council Members Porter, Willden, McOmber, Poduska, and Baertsch – Aye

496 Motion carried unanimously.  
497

498 Council Member McOmber requested staff advise Commissioner Kilgore Council extends thanks for his  
499 contribution and service.  
500

501 **APPROVAL OF MINUTES:**

502  
503 **December 6, 2016.**  
504

505 Motion by Council Member Baertsch to approve the minutes of December 6, 2016, with changes submitted by  
506 email and posted, was seconded by Council Member Baertsch

507 Roll Call Vote: Council Members Porter, Willden, McOmber, Poduska, Porter, and Baertsch - Aye

508 Motion carried unanimously.  
509

510 **BUSINESS ITEMS CONTINUED:**

511  
512 **5. Modification of Contract with Professional Engineering Consultants (PEC) for Sports Complex**  
513 **Design; Resolution R17-6 (1-3-17).**  
514

515 Council Member Baertsch recommended continuing this matter to the next meeting as the City Engineer only  
516 recently sent the updated version to Council and there are some problems with some of the changes.  
517

518 Motion by Council Member Baertsch to table this item to the next meeting, was seconded by Council Member  
519 McOmber

520 Roll Call Vote: Council Members Porter, Baertsch, Poduska, McOmber and Willden – Aye

521 Motion carried unanimously.  
522

523 **2. Engineering Services Contract with Hansen, Allen & Luce, Inc. for Secondary Water and Drinking**  
524 **Water Amendments to the Master Plan, Capital Facilities Plan, Impact Fees Facility Plan (IFFP), and**  
525 **Impact Fee Analysis (IFA); Resolution R17-3 (1-3-17).**  
526

527 City Manager Christensen presented the staff report and recommendation concerning the request to approve the  
528 engineering services contract with Hansen, Allen & Luce. City Manager Christensen reported professional  
529 services is required for four documents: Master Plan (MP), Capital Facilities Plan (CFP), Impact Fee Facilities  
530 Plan (IFFP), and Impact Fee Analysis (IFA). Beginning with the MP, each one is derived from the former. The  
531 MP addresses the build-out scenario; the CFP addresses the capital facilities projects that are anticipated to be  
532 built within the next 10 years; the IFFP addresses those capital projects that will qualify to be funded with impact  
533 fees; the IFA provides the calculation of the impact fee amount. These documents were updated last in 2014, and  
534 since then, changes have occurred relative to land use and capital projects, necessitating updates to reflect the  
535 current status of these systems and the directions in which they are presently headed.  
536

537 Motion by Council Member Porter to approve engineering services contract with Hansen, Allen & Luce, Inc. for  
538 Secondary Water and Drinking Water Amendments to the Master Plan, Capital Facilities Plan, Impact Fees

539 Facility Plan (IFFP), and Impact Fee Analysis (IFA), Resolution R17-3 (1-3-17), was seconded by Council  
540 Member Willden  
541 Roll Call Vote: Council Members Willden, McOmber, Porter, Poduska, and Baertsch – Aye  
542 Motion carried unanimously.  
543

544 **6. Transportation Master Plan, December 2016 Update; Ordinance 17-3 (1-3-17) (continued from 12-6-**  
545 **16).**  
546

547 City Engineer Miner presented the staff report and recommendation concerning the Transportation Master Plan  
548 (TMP) amended based on changes within the City, noted this is a living document that will be changed and updated  
549 from time to time; the consultant Kevin Croshaw, representing Horrocks Engineering, is here tonight for questions.  
550

551 Council Member Baertsch thanked the City Engineer and Horrocks Engineering for changes made to correct Shea  
552 Park on staff level and GIS and getting it right.  
553

554 Council Member Baertsch commented Figure 2.1 2040 proposed network showing area of Crossroads Blvd. and  
555 SR-73 down to 400 that is an area of particular concern to her and they are only showing it as a four lane freeway.  
556 The concern is this area is going to be developed and will be very difficult to go back and get more land, sure part  
557 of this will be your modeling, however, do not understand why we are not going to the full six lanes at this point.  
558 Would think through this area where we are going to have very heavy commercial usage, you have Pony Express  
559 going up to Mt. View Corridor, cannot comprehend this is not going to need a full six lanes.  
560

561 Council Member Baertsch noted another comment is we need to discuss as Council what we want these roads to  
562 look like part of this is going to be working with MAG and their current study. Do not think we want a four lane  
563 normal freeway through here, think we like the frontage roads, believes the church wants the frontage road so they  
564 can have access to their development. Asked if City Engineer Miner and Engineer Croshaw could talk about the  
565 actual numbers and modeling because the concern is this road is going to last past 2040, MAG is already talking  
566 about 2050 numbers, so are we never really going to need six lanes. City Engineer Miner noted the big note here  
567 in regard to Foothill Blvd. south of Crossroads that we are waiting for the plan to come from MAG.  
568

569 Council Member Baertsch inquired how does the City interact with MAG on this study as far as what this road is  
570 going to look like. Noted now we have notes that we want this road to look like Legacy Parkway which she does  
571 not think we really want it to look like that any longer, a lot of Legacy Parkway is straight freeway and there might  
572 be ten miles before there is a full interchange and versus the frontage roads that have access out. So how do we  
573 interact and express our wants and is that what the rest of the Council thinks is best. City Engineer Miner  
574 responded he thinks it would be appropriate to proactively express the City's preferences to MAG. Council  
575 Members concurred in regard to the preference for frontage roads for better commercial and development access.  
576

577 Council Member Baertsch referred to Page 20 concept for cross section for Pioneer Crossing extension, noted trax  
578 lines through there, and inquired if the City actually has the ROW for that. City Manager Christensen reported  
579 PRI was very active in helping to develop these plans. One of the things they have always assured us is when and  
580 if the ROW is necessary they would be happy to dedicate that as part of that transportation plan. The City has not  
581 discussed rail lines with them recently but it is something we can incorporate in later revisions. Expect we will  
582 be updating all of our impact fee and master plans think Council will see this back again in approximately two  
583 years. Council Member Baertsch pointed out with the RFPs they are putting out thinks this is something that we  
584 need to address sooner rather than later because that whole Crossings development is going in. Would hate the  
585 City having to take businesses and /or have sidewalk and road right up next to the businesses, that is not friendly  
586 to pedestrians, cyclists or access, makes us feel enclosed and not open with no place for landscaping etc. Would  
587 rather like to see us address sooner than later on this. Council Member Porter noted PRI's plans seem to change  
588 every five years or so , something more concrete would be good.  
589

590 Council Member Baertsch referred to transit figure 3.5 noting it is not showing any type of transit coming from  
591 the north and we are supposed to connect to Draper business park area. Think it is foolish to make everybody  
592 come all the way south and come out think we need to look at some kind of connection immediately to the north

593 up through the Pioneer area and across. Reported she spoke with a couple of the Mayor's up north and we need  
594 to get with them and start planning where they are coming down because they are coming down the west side and  
595 it makes sense to connect in with them. We need to make sure we are talking with them and planning with them,  
596 specifically South Jordan, Riverton, and they are very interested in working with us on that as well. City Manager  
597 Christensen noted what you are suggesting is the Wasatch Front Regional Council that basically deals with Salt  
598 Lake County up through Weber, Davis, Box Elder counties, we can watch it and attend to observe, however, we  
599 would not have any standing.

600  
601 Council Member Baertsch inquired how is the trax Hub that we are showing at Redwood Road and Pioneer going  
602 to function and is that something we are going to look at redoing – as it shows it right now it is going to go through  
603 the Bus Yard but it is right there by the High School and everything else; inquired if that something we are going  
604 to need to look at as she does not know how that is actually going to make the curves that it is showing, it does  
605 not seem to follow Pioneer exactly or Redwood Road. These are things we can come back and update later.

606  
607 Council Member Baertsch commented concerning Page 39 tables and cross sections, Redwood Road from the  
608 northern border down to Grandview shown as being seven lane and then drops down to a five lane, concern is will  
609 we ever make Redwood Road the same down to Stillwater and do we have the ROW for a seven lane road from  
610 the border to Grandview. Need to make sure we have the proper ROW width, believe we would be left with three  
611 feet of sidewalk and then road through most of that area as it stands now and could be removing trees and if that  
612 is the case we need to make sure at this time when developers are going in that we locate all the trees to the very  
613 far outside. We need to make sure we have the proper ROW width on Redwood Road if not we need to fix now  
614 because there are dev going in that area.

615  
616 Council Member McOmber commented he thinks if we do the freeway fix to your point on Foothill maybe it  
617 would justify not going to the seven lanes all the way down , but they do not have it that way. Think potentially  
618 that could take some of the burden west. Engineer Croshaw responded when we are doing the 2040 master  
619 planning in the near future we are talking about six or ten years something like that. We make adjustments to  
620 make sure we are calibrating with what we are looking at. We take those 2040 volumes and put in the cross  
621 section that fits that. Council Member Baertsch noted she is always concerned about having to go back in and  
622 tear down homes or have unattractive walkways, trails etc. when we have the option now to make sure we are  
623 right. But that northern portion we have to make sure we have that full ROW now especially where we are going  
624 to have to have additional lanes for turn and acceleration/deceleration lanes it is going to eat into that thirty feet  
625 on each side and right now we do not have the full 180 foot ROW, we may have 120 feet, and if you have to add  
626 a lane you are then into other property. That is something we need to fix very soon.

627  
628 Council Member Baertsch noted regarding Figure 5 talking about functional class it does not have a date.

629  
630 Council Member Baertsch noted we talked about Harvest Hills Blvd. light existing and it is not proposed on  
631 Addendum 1 at the end.

632  
633 Council Member Willden commented he does not have a whole lot more to add. Noted the Mayor and Council  
634 Member McOmber brought up the alignment of Foothill Blvd. above Grandview and Rocky Ridge where they  
635 have requested to push it out. Knows there is concern with cost and logistics. What he would like to do if we  
636 approve this tonight is approve it conditioned that staff bring back some information on the logistical problems or  
637 what the costs might actually be to push it further west with different alternatives so that we can have a  
638 conversation and do our due diligence for the residents. That we can say we approved this but are going to  
639 continue looking at the alignment. It is his understanding we can make in house adjustments to the plan going  
640 forward, think some of the things Council Member Baertsch discussed we can address with minor updates. He  
641 would be comfortable approving it with the understanding it would be brought back possibly the second meeting  
642 in February when staff has had time to do an analysis to address the Mayor and Council Member McOmber's  
643 suggestion and we can have a discussion to see if that is something we really want to do.

644  
645 City Manager Christensen advised one of the things from a timeline standpoint is we need to update our roads  
646 impact fee, it is an important for the City, but we are quite a ways out before we are going to be doing anything

647 in the south end of the City. Think that is something doable and we can certainly work on it. We also have UDOT  
648 who is doing a parallel study at this point looking at feasibility for their alignment as well. And if it becomes a  
649 UDOT ROW, UDOT would be the one taking care of ROW acquisition and some of these other things as well.  
650 So, yes, we would be happy to do that, think it is a great idea.

651  
652 City Engineer Miner advised this is in the scope of the MAG study, we can ask them to answer these questions in  
653 that MAG study . It wouldn't come quite as soon as you are proposing but we are probably going to be entertaining  
654 a revision based on that MAG study and that would be an opportune time, but it would be a little further in the  
655 future than what you are proposing. Council Member Willden commented he was comfortable with that as long  
656 as the Mayor and Council Member McOmber are also.

657  
658 Council Member McOmber commented for him this has to be a conditional approval because he has many people  
659 who went to our Land Use Map that was approved in 2012, decided to build a home, their family forever home,  
660 based on what we had here, then it has changed. The residents do not have an HOA and have addressed their  
661 concerns to City Council.

662  
663 Council Member Willden inquired if we have any idea when the MAG study will come out. City Engineer Miner  
664 responded it would be a few months. He could converse with them as soon as tomorrow and say this is a concern  
665 the City would like them to study. He can get a response from them to see if they are willing to do that.

666  
667 Council Member McOmber inquired if we will we do a four wheeling trip to host them up to review the aream  
668 because we did that before in 2012 and it actually is easier to see that alignment based on how the valleys and  
669 hills work. Down behind the hill even helps the sound buffering.

670  
671 Council Member Willden commented he thinks it is important that we go to the residents based upon the logistical  
672 problems and costs. We may say it is not a great option or something else.

673  
674 Council Member Baertsch inquired if that is something MAG will actually look at, will they look at what costs  
675 we've already put into things, versus what it would cost to move them. City Engineer Miner responded he was  
676 not sure, however, he thinks so. That is a discussion he can have with them tomorrow.

677  
678 Council Member Willden commented however, at the same time when we are looking at that, likes your  
679 suggestion we can review the information at a later date, that way you can get started on the roads impact fees.  
680 City Engineer Miner reported the impact fees facility plan and impact fee analysis are scheduled for Council  
681 consideration on January 17.

682  
683 Council Member McOmber noted he appreciates the detail and focus of Council Member Baertsch identifying  
684 some of these other matters because the whole point of these plans is to allow people to know what to expect. So  
685 for him as long as there is a condition included that this is not the for sure alignment. He knows there is a note in  
686 there for further analysis, just want to make sure this is not telling it is the alignment that the City of Saratoga  
687 Springs wants to see as the alignment.

688  
689 Council Member Porter commented he is comfortable what was suggested by the Mayor, Council Member  
690 McOmber and Council Member Willden as far as seeing if MAG will look at this for us and if not we can bring  
691 it in house and take care of it ourself. As far as making a decision on that alignment it would be very beneficial  
692 to have some numbers and facts to go off of. And he will echo some of Council Member Baertsch's comments.  
693 His biggest concern any time we talk transportation he understands how much they have to build and how much  
694 to expand it whether it be 30 or 40 years. Realize the scope of this study is 2040 and knows in MAG studies they  
695 have a vision tier of projects that are out there, they are not saying when they will need to be built. Maybe when  
696 we go back and do this in a year or two we could have something like that where we imagine the City at build out  
697 rather than just 2040 and having it cut off because the City is not going to stop growing at 2040, noted other cities  
698 are built, we are still going to be growing in 2040 maybe not quite as quickly but still quite a bit and have quite a  
699 bit of capacity left in our City. Would hate to box ourselves in only planning for 2040 and future Council are  
700 cursing us because we did not think far enough ahead . On future iterations if we could have a full buildout what

701 are we going to need and that only has to be the major arteries, does not have to be every road – Foothill, Redwood  
702 Road. City Engineer Miner reported that was done for the south end of Foothill, we have identified ROW for the  
703 south end of Foothill Blvd. assuming there would be a connection across the lake. But the comment about  
704 Redwood Road is well taken. Council Member Porter agreed and noted review of any four lane highway checking  
705 do we need to preserve the ROW so we can put a six lane freeway there or is four lanes going to be enough when  
706 the City is built out.

707  
708 Council Member Poduska commented his only real concern is the Foothill Blvd. and the cost of constructing that.  
709 It seems that only if that becomes a UDOT state highway would the City ever have enough funds to construct that,  
710 even the frontage road two lane aspect of it which would alleviate some of the congestion on Redwood Road, but  
711 it would be only secondary until it became at least four lanes, and his question is what thought have we given to  
712 how this is going to be funded, we know we need it.

713  
714 City Manager Christensen advised along with a lot of these things there are a lot of funding sources that are going  
715 to come into a lot of these issues, ultimately the initial phases are going to be the city approving development in  
716 areas and when we do that we are going to make sure we are going to get the ROW that we need wherever that  
717 ROW might be. And so right now we are not going to go out and acquire any ROW necessarily, we are going to  
718 prioritize, we are going to work on the projects that are highest on our list. We have some ROW costs we are  
719 starting to look at for the IFFP but for that area it is still quite a few years off and we will probably see some  
720 planning applications before we have to come down and really define a hard alignment. So certainly not between  
721 now and the few months its going to take UDOT to get their plans put in place. But we are looking at all the  
722 different funding options, ideally from the City's perspective this is one of those roads that we want to have the  
723 state participate with, we want them to identify it, we want them to extend their study scope from Mt. View  
724 Corridor to SR-73 down to Pony Express and all the way to the south end of the city. And so we are going to be  
725 working for years on trying to get those projects identified for funding, prioritized for funding, and put into the  
726 various transportation plans, think the study that UDOT is doing is a real rough preliminary number but think its  
727 critically important for the next step, and after that there will be more steps. Ultimately when we start to see the  
728 development occurring right around this is when we are really going to need to get serious about having an  
729 alignment nailed down, but certainly staff is wanting to work with Council and carry out your wishes. We are  
730 progressing forward, I just can not tell you what or when the next project is going to come in.

731  
732 City Engineer Miner noted he thinks it is a positive sign that they are looking at it. After this last MAG funding  
733 cycle where the message to the City was basically, well, that is not a regional facility so it is extremely low on the  
734 priorities list. It is encouraging that they are looking at it.

735  
736 Council Member Porter commented one other question he had was in regard to Bonneville Drive. He realizes it  
737 is way up the hill but a local road does not seem like it would be able to hold the traffic at all, local roads are  
738 mainly for the people that are going to live on and around them, so wondering if it is appropriate to be a local road  
739 or should it be a collector or something. City Manager Christensen responded he thinks that is a really good point.  
740 Noted Council Member Baertsch's concern was the widening of Redwood Road. At some point Foothill Blvd. is  
741 going to be a much better alignment to go wider. Right now we are setting aside a tremendous amount of ROW  
742 on Foothill and have to remember the geographic constraints - we are not that wide of a City at that point and  
743 there is not going to be a ton of density to really blow out the traffic models too much. Bonneville is where we  
744 used to want to put the road, but then in our last iteration of traffic planning we moved it down so it could feed  
745 from both sides. So think right now what we should focus on is let's assume Redwood Road gets built out to  
746 about four to five lanes, stop that, and then really push the traffic up onto Foothill, and then try to hold our ground  
747 with Redwood Road as far as its width at buildout with about four lanes, five with a center turn lane.

748  
749 Motion by Council Member Baertsch to approve the Transportation Master Plan, December 2016 Update,  
750 Ordinance 17-3 (1-3-17), and direct staff to research the issues around Foothill Boulevard and Rocky Ridge and  
751 bring back fact that Council might discuss, to direct staff to look into the right-of-way along Redwood Road  
752 especially from the northern border to Grandview Boulevard, make sure the City has the right-of-way there, and  
753 to direct staff to talk to MAG about the Mountain View Corridor Foothill Boulevard cross section and bring it  
754 back to us by the next meeting, was seconded by Council Member Willden

755 Roll Call Vote: Council Members Baertsch, Poduska, McOmber, Willden, and Porter – Aye  
756 Motion carried unanimously.

757

758 **1. Code Amendment – Park, Trail, Special Events Signs; Ordinance 17-2 (1-3-17) (cont. from 10-18-16).**

759

760 Director Gabryszak presented the staff report and recommendation concerning the continued decision on proposed  
761 sign code amendments. She reported the review committee met recently to go over a couple of changes to bring  
762 this back to Council. She reported there were work sessions and public hearings, at their last meeting Council  
763 removed electronic signs from consideration, asked for clarification on special event signs, and the subcommittee  
764 was looking for ways to limit the number available of signs and make code more straight forward. The solution  
765 was to exempt the park and trail signs the same way we do with traffic signs. It is recommended monument signs  
766 be allowed in parks. Director Gabryszak reviewed the proposed amendments, noted section with reference to pole  
767 signs will be removed as this was changed to pylon signs.

768

769 Council Member Porter noted he served on the committee and most of his concerns have been addressed. Council  
770 Members concurred review of larger code updates by an assigned temporary subcommittee worked well along  
771 with Planning Commission.

772

773 Council Member Poduska commented this was well written.

774

775 Council Member Baertsch suggested inclusion of definition of City approved and City sponsored signs so there  
776 is no ambiguity. Inquired regarding the off premise signs, inquiring in regard to election signs do we need to state  
777 during the election period. Director Gabryszak responded candidates have another avenue for signs, a property  
778 owner can put signs on their property. Council Member Baertsch noted however one of the things talked about in  
779 subcommittee was we didn't want to take for example Walgreens was always generous to allow us to put banner  
780 signs out and we do not want to take away from normal signage or hinder business in order to put up our signage,  
781 so one of the things talked about was how do we do that, however, if we allow for these off premise signs for an  
782 event the city deems a city event, which is the election, and put a date on there then that could be additional  
783 signage above and beyond their allowed signage. Council Member McOmber commented he thinks for the timing  
784 if he is not mistaken there was federal law or legal decision that protects political signage. Council Member  
785 Baertsch noted which is opposite to the finding if you allow political signs you have to allow other signs. Council  
786 Member McOmber commented absolutely we need to have a 'loop' that allows so we are not taking away from a  
787 business, but at the same time he is concerned that there is a timeframe think it should be during an 'election  
788 season' keep it broad and not get too specific so we don't get in trouble, one of the cities got in big time trouble.  
789 Director Gabryszak advised she thinks there is quite a bit of a loop hole where we did make that change in the  
790 draft that is coming to Council in a couple of weeks where if they have their for-lease signs they can still have  
791 their other temporary signs and the way that it was written was to allow them to have multiple little political signs  
792 if they want to and so she would recommend that we give it a trial run and see and if it starts to become too black  
793 and white and we are having to enforce and we don't want to then we will figure it out.

794

795 Motion by Council Member Baertsch to approve the proposed code amendments for park, trail , special events  
796 signs, Ordinance 17-2 (1-3-17), adding definitions for City approved and City sponsored, was seconded by  
797 Council Member McOmber

798 Roll Call Vote: Council Members Porter, Willden, McOmber, Poduska, and Baertsch – Aye

799 Motion carried unanimously.

800

801 Mayor Miller inquired what are we doing for code enforcement concerning the use of duct tape on the nice powder  
802 coated poles, it looks nasty, especially the investor seeking apprentice signs inquired if staff can we call him and  
803 let him know we will cite him next time. Council Member Baertsch suggested set up a sting where the police call.  
804 City Manager Christensen responded he will talk with code enforcement and address that particular issue.

805

806 Council Member McOmber also requested Public Relations and Economic Development Manager Owen Jackson  
807 be asked to include in the February newsletter a reminder to residents to not put their garage sale signs up with  
808 duct tape as we are nearing March and getting close to garage sale season. City Manager Christensen noted we

809 can amend and assign penalties with violation of it noting right now it is a soft issue. Mayor Miller noted this is  
810 costing tax payers money to fix these things. Council concurred.

811  
812 **CLOSED SESSION:**

813  
814 Motion by Council Member Poduska to enter into closed session for the purchase, exchange, or lease of property,  
815 discussion regarding deployment of security personnel, devices, or systems; pending or reasonably imminent  
816 litigation, the character, professional competence, or physical or mental health of an individual, was seconded by  
817 Council Member McOmber  
818 All Council Members were In Favor  
819 Motion carried unanimously.

820  
821 The meeting moved to closed session at 9:37 pm.

822  
823 Present: Mayor Miller, Council Members Porter, Willden, McOmber, Baertsch, Poduska, and City Manager Mark  
824 Christensen, City Attorney Kevin Thurman, Assistant City Manager Spencer Kyle, Public Relations Economic  
825 Development Manager Owen Jackson, and City Recorder Cindy LoPiccolo.

826  
827 Closed Session Adjourned at 9:40 p.m.

828  
829 **ADJOURNMENT:**

830  
831 There being no further business, Mayor Miller adjourned the meeting at 9:41 p.m.

832  
833  
834  
835  
836 \_\_\_\_\_  
837 Jim Miller, Mayor

838 Attest:

839  
840  
841 \_\_\_\_\_  
842 Cindy LoPiccolo, City Recorder

843  
844 Approved:

845