



August 10, 2022

Mr. Dan Tygard
Knollwood RV Park
Apple Valley, Utah 84737

RE: Knollwood RV Park Impact Fees

Dear Dan,

We reviewed the Little Creek Station Impact Fees letter prepared by Sunrise Engineering, dated April 1, 2022 that was addressed to Frank Lindhardt, Mayor of Apple Valley. We have also reviewed the Impact Fee Ordinance. There are four items of concern regarding the impact fees which are Stormwater Impact Fee, Parks, Trails and Open Space Impact Fee, Fire and EMS Impact Fee, and Transportation Impact Fee.

Regarding the Stormwater Impact Fee, the area used by Sunrise Engineering to calculate the fee used 14.89 acres. The actual acreage of the RV Park parcel is 13.80 acres. The area of the RV Park Improvements which is the area disturbed with construction is 10.06 acres. The remaining 3.74 acres will not be disturbed from its current condition. If the stormwater impact fee of \$2,885.79 per acre is applied to the 10.06 acres the total stormwater impact fee would be \$29,031 instead of the amount of \$42,969 assessed by Sunrise Engineering.

Regarding the Parks, Trails and Open Space Impact Fee, the current impact fee ordinance has no impact fee for commercial zoning except for non-standard Park Impact Fees which is calculated with the estimated population per unit times estimates of impact fee per capita of \$305. The Sunrise Impact Fee Analysis used 2 people per RV space times \$305 which equals \$610 per RV Space which totaled \$53,680. The assumption of 2 people per RV Space does not take into consideration the occupancy rate of the park which is estimated at 40%. It is interesting to note that the Culinary Water Impact Fee for RV Park uses 0.125 Equivalent Residential Unit (ERU) per RV Space. For the Wastewater Impact Fee for RV Park uses 0.25 ERU's per RV Space. The state of Utah will allow 3.6 people per ERU in the calculation for wastewater flows. In using 3.6 people x 0.25 ERU's per RV Space the population per RV Space would be 0.9 people. Multiplying 0.9 people times \$305 per capita totaling \$274.50 per RV Space time 88 would be \$24,156.

Regarding the Fire and EMS Impact Fee, the Sunrise Impact Fee used a SFE Conversion factor of 2 persons per unit divided by 2.38 persons per unit which is 0.84. In following the occupancy rate and the same rational used in the Parks, Trails and Open Space Impact Fee we would recommend 0.9 people per unit divided by 2.38 persons per unit which would be 0.38 persons per unit. With the 0.38 person per unit times \$844 per unit the amount would be \$321 per unit. With \$321 per unit times 88 units the total amount would be \$28,248.

Regarding the Transportation Impact Fee, we are not sure where the 0.41 trips come from but the result is that it reduces the impact fee by 41% which is close to the projected occupancy rate. The Sunrise calculation used 0.41 trips times \$2,660 per unit equals \$1,091 per unit. With \$1,091 per unit times 88 units the total amount would be \$95,973. The cost to improve the acceleration lane in SR-59 should be credited toward the payment of the Transportation Impact Fee because of the benefit the new acceleration lane provides to the whole community at the main community entrance. The cost to construct the new acceleration lane is \$230,000 which does not include design and approval fees with UDOT.

In summary the adjusted costs for the Storm Water Impact Fee should be \$29,031, for Parks, Trails and Open Space Impact Fee should be \$24,156, for Fire and EMS Impact Fee should be \$28,248, and for Transportation Impact Fee should be \$95,973 of which the total amount is \$177,408. The total impact fee for these same four items prepared by Sunrise Engineering is \$255,014. As I understand you have previously paid \$15,825 for impact fees. For the adjusted impact fees as per this letter the net amount of impact fees would be \$161,583. For the Sunrise net amount, the impact fees would be \$239,189. As mentioned in the Transportation Impact Fee paragraph the cost to construct the new acceleration lane on SR-59 was \$230,000. We would request that the Town of Apple Valley consider a waiver of the remaining impact fees for the construction of the new acceleration lane as all of the acceleration lane construction costs have been paid for by you.

We would respectfully request the Town of Apple Valley to waive the remaining impact fees for the Knollwood RV Park in exchange for the construction costs of the new acceleration lane which benefits the entire community. If you have any questions or need any additional information, please contact me.

Best regards,



Brant D. Tuttle, PE

Northern Engineering, Inc