

## **ORDINANCE NO. 2023 - 03**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ADOPTING AN AMENDED AND UPDATED IMPACT FEE FOR WATER AND TRANSPORTATION WITHIN THE “LARK MEADOWS” PROPERTIES; ESTABLISHING CERTAIN POLICIES RELATED TO IMPACT FEES FOR WATER AND TRANSPORTATION FACILITIES; ESTABLISHING SERVICE AREA; AND/OR OTHER RELATED MATTERS.**

**WHEREAS**, the City of South Jordan (the “City”) is a political subdivision of the State of Utah, authorized and organized under the provisions of Utah law; and

**WHEREAS**, the City has legal authority, pursuant to Title 11, Chapter 36a Utah Code Annotated, as amended (“Impact Fees Act” or “Act”), to impose Impact Fees as a condition of development approval, which impact fees are used to defray capital infrastructure costs attributable to growth activity; and

**WHEREAS**, the City has historically assessed Impact Fees as a condition precedent to development approval in order to assign capital infrastructure costs to development in an equitable and proportionate manner; and

**WHEREAS**, the City has traditionally provided a high level of service in its water and transportation infrastructure, which has been a factor in the City’s growth, and high property values due to the unique aesthetics which City residents enjoy; and

**WHEREAS**, the City has entered into a Master Development Agreement to develop the Daybreak subdivision; and

**WHEREAS**, the Daybreak developer has agreed to pay for and construct certain infrastructure, including water and transportation in lieu of assessing impact fees; and

**WHEREAS**, the City desires to identify and assess the proportionate share of water and transportation infrastructure which has or will be constructed and dedicated to the City to service the area known as “Lark Meadows” property (see service area map – Area 2); and

**WHEREAS**, in the exercise of its legislative discretion the City Council desires to take a conservative approach in preparing the Impact Fee Facilities Plan (“IFFP”) and Impact Fee Analysis (“IFA”) and in the assessment of an impact fee which may be less than might otherwise be justified by the IFA and IFFP in order to promote economic development, expand the tax base, allow for more job creation, and respond to current economic realities; and

**WHEREAS**, the City properly noticed its intent to prepare the IFFP and IFA on September 9, 2022 and the City held the required hearing on February 7, 2023; and

**WHEREAS**, the City has completed a water and transportation IFFP and IFA which meets the requirements of State Law and City Ordinance; and

**WHEREAS**, the City Council has directed Lewis Young Robertson & Burningham, Inc. (“Consultants”) to prepare a Written Impact Fee Analysis including the Executive Summary of the Impact Fee Analysis consistent and in compliance with the Act specifically 11-36a-303; and

**WHEREAS**, the City and Consultants retained by the City have reviewed and evaluated the land within the City boundaries and have determined there shall be one service area; and

**WHEREAS**, the South Jordan City Council has reviewed the water and transportation IFFP and IFA, and find it in the best interest of the welfare of the residents of the City to adopt the water and transportation IFFP and IFA and enact a new water and transportation Impact Fee based on the IFFP and IFA.

**NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH:**

**SECTION 1. Purpose.**

This Impact Fee Ordinance establishes the City’s water and transportation Impact Fee policies and procedures and repeals certain provisions of prior ordinances related to water and transportation Impact Fees and conforms to the requirements of the Utah Impact Fees Act (§ 11-36a, the Act). This Ordinance repeals any prior ordinances related to water and transportation facilities within the Service Area, provides a schedule of Impact Fees for differing types of land-use development, and sets forth direction for challenging, modifying and appealing Impact Fees.

**SECTION 2. Definitions.**

Words and phrases that are defined in the Act shall have the same definition in this Impact Fee Ordinance. The following words and phrases shall have the following meanings:

1. “City” means a political subdivision of the State of Utah and is referred to herein as City of South Jordan.
2. “Development Activity” means any construction or expansion of building, structure or use, any change in use of building or structure, or any change in the use of land located within the Service Area that creates additional demand and need for water and transportation Facilities.
3. “Development Approval” means any written authorization from the City that authorizes the commencement of Development Activity and vests the property owner with the right to commence Development Activity, whether or not a specific building permit has been issued.

4. “Impact Fee” means a payment of money imposed upon Development Activity as a condition of development approval. “Impact Fee” includes development Impact Fees, but is not a tax, a special assessment, a hookup fee, a building permit fee, a fee for project improvements, or other reasonable permit or application fees.
5. “Impact Fee Analysis” or (“IFA”) means the written analysis required by Section 11-36a-201 of the Act and is included in this ordinance by this reference and attached in Exhibit A.
6. “Impact Fee Facilities Plan” or (“IFFP”) means the plan required by Section 11-36a-301 of the Act. In Section 11-36a-301 (3) (a) there is an exception for cities of 5,000 or less in population, based on the latest census. “The City of South caused to be prepared an Impact Fee Facilities Plan in accordance with the Impact Fees Act. The IFFP is to be adopted by passage of this Ordinance, and is included by this reference and attached hereto in Exhibit A.”
7. “Project Improvements” includes but is not limited to site improvements and facilities that are planned and designed to provide service for development resulting from a Development Activity and are necessary solely for the use and convenience of the occupants or users of said Development Activity. “Project Improvements” do not include “System Improvements” as defined below.
8. “Proportionate Share” of the cost of water and transportation Facility improvements means an amount that is roughly proportionate and reasonably related to the service demands and needs of a Development Activity.
9. “Public Safety Facilities” means a police facility, fire facility, and/or fire apparatus valued at five hundred thousand dollars (\$500,000) or greater.
10. “Service Area” refers to a geographic area designated by the City based on sound planning and engineering principles in which a defined set of the City’s water and transportation Facilities provides service. For purposes of this Ordinance, there will be one service area. A map of the Service Area is included in Exhibit A attached hereto.
11. “System Improvements” refer both to existing water and transportation Facilities designed to provide services within the Service Areas and to future water and transportation Facilities identified in the water and transportation IFFP adopted by the City that are intended to provide service to the Service Area. “System Improvements” do not include “Project Improvements” as defined above.

### **SECTION 3. Written Impact Fee Analysis.**

1. Executive Summary. A summary of the findings of the written impact fee analysis that is designed to be understood by a lay person is included in the water and

transportation IFFP and IFA and demonstrates the need for Impact Fees to be assessed on Development Activity. The Executive Summary has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.

2. Impact Fee Analysis. The City has commissioned the IFFP and IFA for the water and transportation Impact Fees which identifies the impacts upon water and transportation Facilities required by the Development Activity, demonstrates how those impact the City and the facilities required by Development Activity, demonstrates how those impacts on System Improvements are reasonably related to Development Activity, estimates the proportionate share of the costs of impacts on System Improvements that are reasonably related to the Development Activity and identifies how the Impact Fees are calculated. A copy of the water and transportation IFFP and IFA has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance.
3. Proportionate Share Analysis. In connection with the IFFP and IFA, the City has prepared a Proportionate Share analysis which analyzes whether or not the proportionate share of the costs of future water and transportation Facilities is reasonably related to new Development Activity. The Proportionate Share analysis identifies the costs of existing water and transportation Facilities, the manner of financing existing water and transportation Facilities, the relative extent to which new development will contribute to the cost of existing facilities and the extent to which new development is entitled to a credit for payment towards the costs of new facilities from general taxation or other means apart from user charges in other parts of the City. A copy of the Proportionate Share analysis is included in the written water and transportation Impact Fee Analysis and has been available for public inspection at least ten (10) days prior to the adoption of this Ordinance (See Exhibit A attached).

#### **SECTION 4. Impact Fee Calculations.**

1. Ordinance Enacting Impact Fees. The City Council does, by this Ordinance, approve Impact Fees in accordance with the water and transportation IFFP and IFA.
  - a. Elements. In calculating the Impact Fee, the City has included the construction costs, land acquisition costs, costs of improvements, fees for planning, surveying, and engineering services provided for and directly related to the construction of System Improvements, and outstanding or future debt service charges if the City might use Impact Fees as a revenue stream to pay principal and interest on bonds or other obligations to finance the cost of System Improvements.
  - b. Notice and Hearing. In conjunction with the approval of this, the City held a public hearing on February 7, 2023, and made a copy of the Ordinance available to the public in the two (2) South Jordan City Libraries, at least

ten (10) days before the date of the hearing, all in conformity with the requirements of Utah Code Annotated 11-36a-502 (1). After the public hearing, the Council adopted this Impact Fee Ordinance as presented herein.

- c. Contents of the Ordinance. The Ordinance adopting or modifying an Impact Fee contains such detail and elements as deemed appropriate by the Council, including a designation of the Service Area within which the Impact Fees are to be calculated and imposed. The South Jordan Service Area is the only service area, with a map defining its boundaries included in the water and transportation IFFP and IFA. The Ordinance herein includes (i) a schedule of Impact Fees to be imposed for water and transportation and (ii) the formula to be used by the City in calculating the Impact Fee.
  - d. Adjustments. The standard Impact Fee may be adjusted at the time the fee is assessed:
    - i. in response to unusual circumstances in specific cases;
    - ii. in response to a request for a prompt and individualized impact fee review for the development activity of the state, a school district, or a charter school and an offset or credit for a public facility for which an impact fee has been or will be collected;
    - iii. to ensure that the impact fees are imposed fairly; or
    - iv. to a particular development should the developer supply sufficient studies and data to the City showing a discrepancy between the fee being assessed and the actual impact on the system.
  - e. Previously Incurred Costs. To the extent that new growth and Development Activity will be served by previously constructed improvements, the City's Impact Fees may include water and transportation Facility costs and outstanding bond costs related to the water and transportation improvements previously incurred by the City. These costs may include all projects included in the Impact Fee Facilities Plan which are under construction or completed but have not been utilized to their capacity, as evidenced by outstanding debt obligations. Any future debt obligations determined to be necessitated by growth activity may also be included to offset the costs of future capital projects.
2. Developer Credits. Development Activity may be allowed a credit against Impact Fees for any dedication or improvement to land or new construction of System Improvements provided by the Development Activity provided that the Development Activity is (i) identified in the City's Impact Fee Facilities Plans and

(ii) required by the City as a condition of Development Approval. Otherwise, no credit may be given.

3. Impact Fees Accounting. The City will establish a separate interest-bearing ledger account for the Impact Fees collected pursuant to this Ordinance and will conform to the accounting requirements provided in the Impact Fees Act. All interest earned on the collection of water and transportation Impact Fees shall accrue to the benefit of the segregated account. Impact Fees collected prior to the effective date of this Ordinance need not meet the requirements of this section.
  - a. Reporting. At the end of each fiscal year, the City shall prepare a report pursuant to Utah Code Ann, 11-36a-601.
  - b. Impact Fee Expenditures. The City may expend Impact Fees pursuant to Utah Code Ann. § 11-36-602 the Impact Fees Policy only for System Improvements that are (i) water and transportation Facilities identified in the City's Impact Fee Facilities Plans and (ii) of the specific water and transportation Facility type for which the fee was collected. Impact Fees will be expended on a First-In First-Out ("FIFO") basis.
  - c. Time of Expenditure. Impact fees collected pursuant to the requirements of this Impact Fees Ordinance are to be expended, dedicated or encumbered for a permissible use within six years of the receipt of those funds by the City, unless the City meets other conditions outlined in the Act. For purposes of this calculation, the first funds received shall be deemed to be the first funds expended.
  - d. Refunds. The City shall refund any Impact Fees paid by a developer plus interest actually earned when (i) the developer does not proceed with the Development Activity and files a written request for a refund; (ii) the fees have not been spent or encumbered; and (iii) no impact has resulted. An impact that would preclude a developer from a refund from the City may include any impact reasonably identified by the City, including, but not limited to, the City having sized facilities and/or paid for, installed and/or caused the installation of facilities based in whole or in part upon the developer's planned Development Activity even though that capacity may, at some future time, be utilized by another development.
4. Additional Fees and Costs. The Impact Fees authorized hereby are separate from and in addition to user fees and other charges lawfully imposed by the City and other fees and costs that may not be included as itemized component parts of the Impact Fee Schedule. In charging any such fees as a condition of development approval, the City recognizes that the fees must be a reasonable charge for the service provided.

5. Fees Effective at Time of Payment. Unless the City is otherwise bound by a contractual requirement, the Impact Fee shall be determined from the fee schedule in effect at the time of Development Approval and paid in accordance with the provisions of Section 6 below.
6. Imposition of Additional Fee or Refund After Development. Should any developer undertake Development Activities such that the ultimate density or other impact of the Development Activity is not revealed to the City, either through inadvertence, neglect, a change in plans, or any other cause whatsoever, and/or the Impact Fee is not initially charged against all units or the total density within the development, the City shall be entitled to recover the total Impact Fee pursuant the IFFP and IFA from the developer or other appropriate person covering the density for which an Impact Fee was not previously paid.

#### **SECTION 5. Impact Fee Facilities Plan.**

1. Impact Fee Facilities Plan. The City has developed a water and transportation IFFP for the City's water and transportation system. The water and transportation IFFP has been prepared based on reasonable growth assumptions for the Service Area, and analyzes the general demand characteristics of current and future users of the system. Furthermore, the IFFP identifies the impact on System Improvements created by Development Activity and estimates the Proportionate Share of the costs of impacts on System Improvements that are reasonably related to new Development Activity.

#### **SECTION 6. Impact Fee Schedules and Formulas.**

1. Fee Adoption. The City hereby adopts as the Impact Fee per unit for water and transportation as found in the South Jordan water and transportation IFFP & IFA and detailed below.

##### **RECOMMENDED WATER AND TRANSPORTATION IMPACT FEE SCHEDULE (SEE IFFP & IFA)**

- Transportation Impact Fee: (See Table 1.1 & 1.2)
  - Water Impact Fee: (See Table 1.3)
2. Maximum Supportable Impact Fees. The fee schedule included in the water and transportation IFFP and IFA indicates the maximum Impact Fees which the City may impose on development within the defined Service Area and are based upon general demand characteristics and potential demand that can be created by each class of user. The City reserves the right under the Impact Fees Act (Utah Code § 11-36a-402(1)(c)) to assess an adjusted fee to respond to unusual circumstances to

ensure that fees are equitably assessed. The City may also decrease the Impact Fee if the developer can provide documentation that the proposed impact will be less than what could be expected given the type of user (Utah Code § 11-36a-402(1)(d)).

## **SECTION 7. Fee Exceptions and Waivers.**

1. Waiver for “Public Purpose”. The City Council may, on a project by project basis, authorize exceptions or waivers to the Impact Fees due from development for those projects the Council determines to be of such benefit to the community as a whole to justify the exception or adjustment. Such projects may include facilities being funded by tax-supported agencies, affordable housing projects, or facilities of a temporary nature. The City Council may elect to waive or adjust Impact Fees in consideration of economic benefits to be received from the Development Activity.
  - a. Procedures. Applications for exceptions are to be filed with the City at the time the developer first requests the extension of service to the respective development or property.

## **SECTION 8. Appeal Procedure.**

1. Any person or entity that has paid an Impact Fee pursuant to this Ordinance may challenge the Impact Fee by filing:
  - a. An appeal to the City pursuant to South Jordan Municipal Code § 16.32.090. If no decision is issued pursuant to South Jordan Municipal Code §16.32.090 within 30 days of a timely filed appeal the appeal will be deemed denied.
  - b. A request for arbitration as provided in Utah Code Ann. § 11-36a-705 as amended; or
  - c. An action in district court.

**SECTION 9. Severability.** If any section, subsection, paragraph, clause or phrase of this Impact Fee Policy shall be declared invalid for any reason, such decision shall not affect the remaining portions of this Impact Fee Policy, which shall remain in full force and effect, and for this purpose, the provisions of this Impact Fee Ordinance are declared to be severable.

**SECTION 10 Interpretation.** This Impact Fee Ordinance has been divided into sections, subsections, paragraphs and clauses for convenience only and the interpretation of this Impact Fee Ordinance shall not be affected by such division or by any heading contained herein.



**SECTION 11. Effective Date.** This Impact Fee Ordinance shall become effective 90 days after the day which this Impact Fee Ordinance is passed and adopted by the South Jordan City Council. Except as otherwise specifically provided herein and according to law, this Impact Fee Ordinance shall not repeal, modify or affect any Impact Fee of the City in existence as of the effective date of this Ordinance, other than those expressly referenced in Section 1 above. All Impact Fees established, including amendments and modifications to previously existing Impact Fees, after the effective date of this Ordinance shall comply with the requirements of this Impact Fee Ordinance.

**PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SOUTH JORDAN, UTAH, ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2023 BY THE FOLLOWING VOTE:**

	YES	NO	ABSTAIN	ABSENT
Patrick Harris	_____	_____	_____	_____
Bradley Marlor	_____	_____	_____	_____
Donald Shelton	_____	_____	_____	_____
Tamara Zander	_____	_____	_____	_____
Jason McGuire	_____	_____	_____	_____

Mayor: \_\_\_\_\_  
Dawn R. Ramsey

Attest: \_\_\_\_\_  
City Recorder

Approved as to form:



Office of the City Attorney

Exhibit A

“Lark Meadows”

Impact Fee Facilities Plan & Impact Fee Analysis

# **IMPACT FEE FACILITIES PLAN (IFFP) AND IMPACT FEE ANALYSIS (IFA)**

PURSUANT TO 11-36A, UTAH CODE

**SERVICE AREA 2 - LARK MEADOWS**

JANUARY 2023

SOUTH JORDAN CITY, UTAH





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## IMPACT FEE FACILITIES PLAN & ANALYSIS CERTIFICATION

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### IFFP CERTIFICATION

LYRB certifies that the attached impact fee facilities plan:

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;
  - 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,
3. complies in each and every relevant respect with the Impact Fees Act.

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.

### IFA CERTIFICATION

LYRB 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;
  - 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.

### LYRB makes this certification with the following caveats:

1. All of the recommendations for implementations of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LYRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.



## DEFINITIONS

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The following acronyms or abbreviations are used in this document:

<b>AAGR:</b>	Average Annual Growth Rate
<b>DU:</b>	Dwelling Unit
<b>ERC:</b>	Equivalent Residential Connection
<b>FAR:</b>	Floor Area Ratio
<b>GAL:</b>	Gallons
<b>GPM:</b>	Gallons per Minute
<b>GPD:</b>	Gallons per Day
<b>HAL:</b>	Hansen Allen Luce
<b>IFA:</b>	Impact Fee Analysis
<b>IFFP:</b>	Impact Fee Facilities Plan
<b>LOS:</b>	Level of Service
<b>LYRB:</b>	Lewis Young Robertson and Burningham, Inc.
<b>MG:</b>	Million Gallons
<b>SF:</b>	Square Feet
<b>SVWRF:</b>	South Valley Water Reclamation Facility
<b>WCG:</b>	Wall Consulting Group

## SECTION 1: EXECUTIVE SUMMARY

This analysis considers the impact fee calculations for Service Area 2 Lark Meadows. This report is supported by the Wall Consulting Group ("WCG") Bacchus Highway CRA Project Area Buy-In Analysis Memo (Lark Meadows) and the Hansen Allen Luce ("HAL") Cost Apportionment Memo (Lark Meadows) to ascertain the impacts of development on existing and proposed infrastructure. The information from these analyses is used to support the IFFP and IFA findings. The following summarizes the elements of this analysis.

- ☞ **Impact Fee Service Area:** This analysis considers the impact fee calculations for Service Area 2 Lark Meadows.
- ☞ **Demand Analysis:** The demand units utilized in this analysis are trips from the specific service areas.
- ☞ **Level of Service:** For this analysis a LOS D is the maximum acceptable delay/congestion for both roadways and intersections. The LOS for water is based on the various system requirements for source, storage, and transmission. SECTION 3 of this report further explains the LOS.
- ☞ **Excess Capacity:** A buy-in component for transportation infrastructure is contemplated for Service Area 2.
- ☞ **Capital Facilities Analysis:** Service Area 2 includes future water infrastructure totaling \$19,233,000, of which \$2,242,568 as attributed to Service Area 2.
- ☞ **Funding of Future Facilities:** This analysis assumes future growth-related facilities will be funded on a pay-as-you-go basis, utilizing impact fee and utility fee revenues.

## PROPOSED IMPACT FEE

The IFFP must meet the legislative requirements found in the Impact Fee Act if it is to serve as a working document in the calculation of impact fees. The calculation of impact fees relies upon the information contained in this analysis. Impact fees are then calculated based on many variables centered on proportionality share and LOS. The table below illustrates the appropriate buy-in fee.

## SERVICE AREA 2 – LARK MEADOWS TRANSPORTATION IMPACT FEE

Service Area 2 includes a buy-in fee for transportation as shown below, based on a total cost per trip-end. In addition, the professional expense of \$13,769 related to completing the capital facility analysis and impact fee analysis is also included.

TABLE 1.1: ALLOCATED COST PER TRIP

	TOTAL QUALIFIED COST	% OF TOTAL QUALIFIED COST	COST TO SERVICE AREA	NEW TRIP ENDS	COST PER TRIP END	PROFESSIONAL EXPENSE	TOTAL
CRA Property	\$33,430,734	9.78%	\$3,268,681	7,347	\$444.88	\$1.87	\$446.75

The cost per trip is then applied to the trip statistics for each type of land use, as shown below in order to derive the impact fee for various types of land uses.

TABLE 1.2: RECOMMENDED IMPACT FEE BASED ON LAND-USE TYPE

LAND USE	ITE CODE	UNIT	WEEKDAY TRIP RATE	PASS-BY ADJUST.	ENTERING/ EXITING	ADJUSTED TRIPS ENDS	IMPACT FEE
Single Family Residential	210	Unit	9.43	0%	0.5	4.72	\$2,106.44
Multi-Family Low-Rise (≤ 3 stories)	220	Unit	6.74	0%	0.5	3.37	\$1,505.56
Multi-Family Mid-Rise (4-10 stories)	221	Unit	4.54	0%	0.5	2.27	\$1,014.13
Senior Adult Housing Detached	251	Unit	4.31	0%	0.5	2.16	\$962.75
Senior Adult Housing Attached	252	Occ. Unit	3.24	0%	0.5	1.62	\$723.74
Assisted Living	254	Beds	2.6	0%	0.5	1.30	\$580.78
Hotel	310	Rooms	7.99	0%	0.5	4.00	\$1,784.78
Light Industrial	110	KSF	4.87	0%	0.5	2.44	\$1,087.84
Industrial Park	130	KSF	3.37	0%	0.5	1.69	\$752.78
Mini Warehouse	151	KSF	1.45	0%	0.5	0.73	\$323.90
Elementary School	520	Students	2.27	0%	0.5	1.14	\$507.07
Middle/Jr. High School	522	Students	2.1	0%	0.5	1.05	\$469.09
High School	525	Students	1.94	0%	0.5	0.97	\$433.35



LAND USE	ITE CODE	UNIT	WEEKDAY TRIP RATE	PASS-BY ADJUST.	ENTERING/ EXITING	ADJUSTED TRIPS ENDS	IMPACT FEE
Daycare Center	565	KSF	47.62	0%	0.5	23.81	\$10,637.20
Nursing Home	620	KSF	6.75	0%	0.5	3.38	\$1,507.79
Clinic	630	KSF	37.6	0%	0.5	18.80	\$8,398.96
Church	560	KSF	7.6	0%	0.5	3.80	\$1,697.66
General Office	710	KSF	10.84	0%	0.5	5.42	\$2,421.40
Medical Dental Office	720	KSF	36	0%	0.5	18.00	\$8,041.56
Free Standing Discount Store	813	KSF	50.52	21%	0.5	19.96	\$8,915.14
Hardware/Paint Store	816	KSF	8.07	26%	0.5	2.99	\$1,333.96
Shopping Center/General Commercial 150k-300k sq ft	820	KSF	37.01	29%	0.5	13.14	\$5,869.69
Shopping Center/General Commercial > 300k sq ft	820	KSF	37.01	19%	0.5	14.99	\$6,696.41
New Car Sales	840	KSF	27.84	0%	0.5	13.92	\$6,218.81
Tire Store	848	KSF	27.69	25%	0.5	10.38	\$4,638.98
Supermarket	850	KSF	93.84	24%	0.5	35.66	\$15,930.87
Discount Club	857	KSF	42.46	34%	0.5	14.01	\$6,259.82
Home Improvement Superstore	862	KSF	30.74	42%	0.5	8.91	\$3,982.63
Department Store	875	KSF	22.88	0%	0.5	11.44	\$5,110.86
Pharmacy/Drugstore w/ Drive Thru	881	KSF	108.4	49%	0.5	27.64	\$12,349.16
Drive In Bank	912	KSF	100.35	35%	0.5	32.61	\$14,570.30
Quality Restaurant	931	KSF	83.84	44%	0.5	23.48	\$10,487.62
High Turnover/Sit Down Restaurant	932	KSF	107.2	43%	0.5	30.55	\$13,649.21
Fast Food with Drive Thru	934	KSF	467.48	55%	0.5	105.18	\$46,990.86
Automobile Care Center	942	KSF	2.25	0%	0.5	1.13	\$502.60
Convenience Store/Gas Station (9-15 veh. fueling positions)	945	KSF	700.43	75%	0.5	87.55	\$39,114.93

Source: Bacchus Highway CRA Project Area Buy-In Fee Analysis, Table 6

#### NON-STANDARD IMPACT FEES

The proposed fees are based on projected trip ends generated by potential land uses. If the City determines to assess a non-standard fee that more closely represents the true trip making characteristics of a proposed land use type, the following formulas will be utilized:

##### FORMULA FOR NON-STANDARD IMPACT FEES:

Total Trip Ends (per specified land use) x Applicable Adjustment Factors x Cost Per Trip End (\$446.75) = Impact Fee

## WATER IMPACT FEE

Service Area 2 also includes a new facilities fee for water as shown below, based on a total cost per ERC. In addition, the professional expense of \$5,170 related to completing the capital facility analysis and impact fee analysis is also included. The result is a cost of \$2,376.04 per ERC.

TABLE 1.3: ALLOCATION OF COST PER ERC AND PROPOSED IMPACT FEE

	Total Cost	% Eligible Cost	Total Eligible Value	% to IFA Demand	Cost to IFA	ERCs Served	Cost Per ERC	% of Total
New Facilities	\$19,233,000	12%	\$2,242,568	100.00%	\$2,242,568	946	\$2,370.58	100%
Professional Expense	\$5,170	100%	\$5,170	100.00%	\$5,170	946	\$5.46	0%
<b>Total</b>	<b>\$19,238,170</b>		<b>\$2,247,738</b>		<b>\$2,247,738</b>		<b>\$2,376.04</b>	<b>100%</b>

#### NON-STANDARD IMPACT FEES

The proposed fee is based on projected costs and demand. If the City determines to assess a non-standard that more closely represents the true trip making characteristics of a proposed land use type, the following formulas will be utilized:

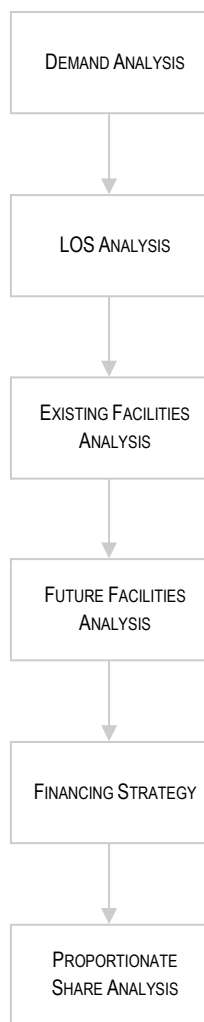
##### FORMULA FOR NON-STANDARD IMPACT FEES:

Estimate of ERCs x Cost Per ERC (\$2,376.04) = Impact Fee



## SECTION 2: GENERAL IMPACT FEE METHODOLOGY

**FIGURE 2.1: IMPACT FEE METHODOLOGY**



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFA<sup>1</sup>. The sections of this report identify the demands placed upon the City's existing facilities by future development and evaluate how these demands will be met by the City, as well as the future improvements required to maintain the existing LOS. The purpose is to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. The following elements are important considerations when completing an IFA.

### DEMAND ANALYSIS

The demand analysis serves as the foundation for this analysis. This element focuses on a specific demand unit related to each public service – the existing demand on public facilities and the future demand as a result of new development that will impact system facilities.

### LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing LOS. Through the inventory of existing facilities, combined with population growth assumptions, this analysis identifies the LOS which is provided to a community's existing residents and ensures that future facilities maintain these standards.

### EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, the IFFP provides an inventory of the City's existing system improvements. The inventory does not include project improvements. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development. Any excess capacity identified within existing facilities can be apportioned to future new development.

### FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing system. This list includes any excess capacity of existing facilities as well as future system improvements necessary to maintain the LOS. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

### FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, debt issuance, alternative funding sources, and the dedication (aka donations) of system improvements, which may be used to finance system improvements.<sup>2</sup> In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.<sup>3</sup>

### PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to achieve an equitable allocation of the costs borne in the past and to be borne in the future (UCA 11-36a-302).

<sup>1</sup> UC 11-36a-301,302,303,304

<sup>2</sup> UC 11-36a-302(2)

<sup>3</sup> UC 11-36a-302(3)



#### **SYSTEM VS. PROJECT IMPROVEMENTS**

System improvements are defined as existing and future public facilities designed and intended to provide services to service areas within the community at large.<sup>4</sup> Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.<sup>5</sup> References to facilities, amenities, projects, etc. within this analysis are referring to System Improvements unless otherwise stated.

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<sup>4</sup> UC 11-36a-102(20)

<sup>5</sup> UC 11-36a102(13)

## SECTION 3: OVERVIEW OF SERVICE AREA, DEMAND, AND LOS

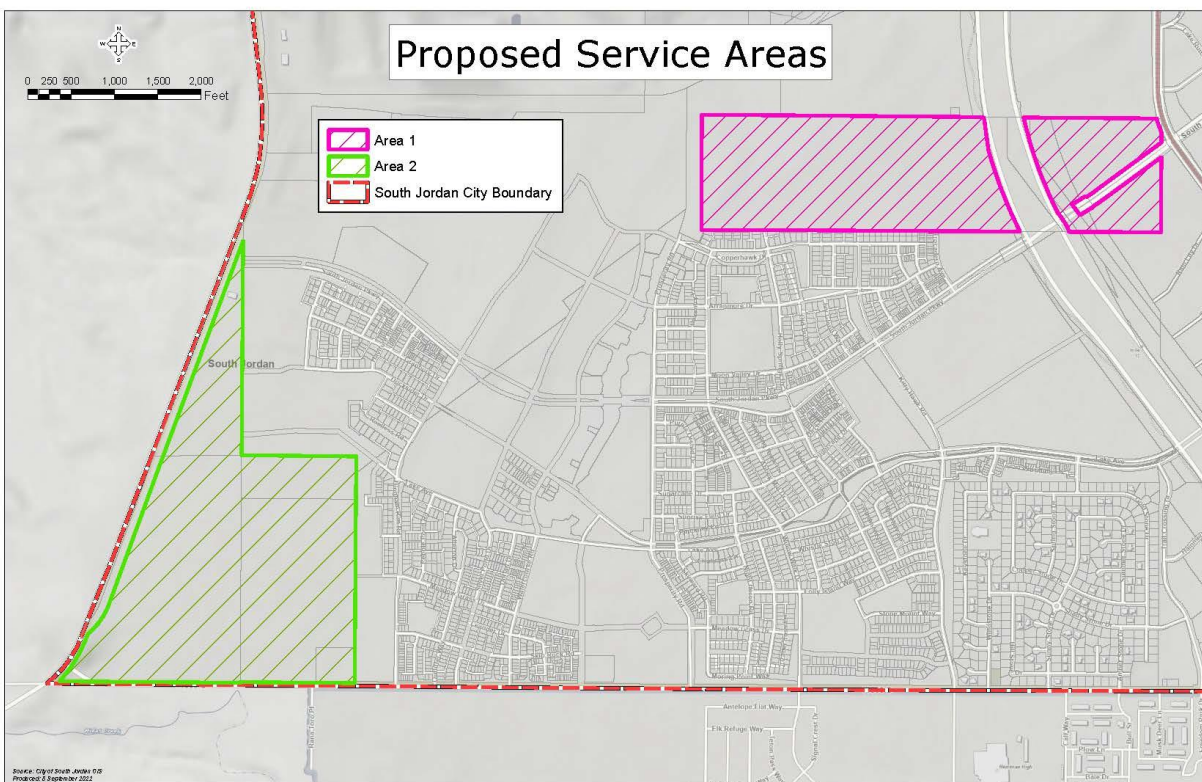
This analysis considers the impact fee calculations for Service Area 2 Lark Meadows. This report is supported by the Wall Consulting Group ("WCG") Bacchus Highway CRA Project Area Buy-In Analysis Memo (Lark Meadows) to ascertain the impacts of development on existing and proposed infrastructure. The information from these analyses is used to support the IFFP and IFA findings.

### SERVICE AREA 2 - LARK MEADOWS

#### SERVICE AREA

The Lark Meadows Service Area (formerly owned by the South Valley Water Reclamation Facility and generally referred to as the CRA Project Area) is shown in **Figure 3.1** as Service Area 2. Service Area 2 is anticipated to include 20 acres of commercial use and 166 acres of residential use for a total of 186 acres. The residential area is planned for five units per acre gross density. Primary access to the Project area is anticipated to be through a new intersection at Daybreak Parkway and the realigned Bacchus Highway as depicted in the South Jordan Transportation Master Plan, 2019 (SJTMP). The SJTMP also plans for the intersection to be signalized by 2040.

FIGURE 3.1: SERVICE AREA 2 - LARK MEADOWS/CRA PROJECT AREA



#### TRANSPORTATION DEMAND UNITS

The demand unit for Service Area 2 transportation buy-in calculation is "trip-ends". Each land use category was evaluated based on the number of trips generated, based on the updated trip generation rates presented in the ITE Trip Generation Manual, 11th Edition. Appropriate adjustment factors were also applied to remove pass-by traffic. **Table 3.1** summarizes the Service Area trips ends by land use type.

TABLE 3.1: SERVICE AREA 2 TRIP STATISTICS

LAND USE	UNIT	FAR	ACRES	DEVELOPABLE UNITS	DAILY TRIP RATE	ENTERING/EXITING	PASS-BY ADJUST.	NEW DAILY TRIPS
Single Family Detached Housing	DU	-	166	830	9.43	50%	0%	3,913



LAND USE	UNIT	FAR	ACRES	DEVELOPABLE UNITS	DAILY TRIP RATE	ENTERING/EXITING	PASS-BY ADJUST.	NEW DAILY TRIPS
Shopping Center/General Commercial > 150k sq ft	1,000 SF	0.30	20	261	37.01	50%	29%	3,434
<b>Totals</b>			<b>186</b>					<b>7,347</b>

Source: Bacchus Highway CRA Project Area Buy-In Fee Analysis, Table 1

#### TRANSPORTATION LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing "Level of Service" ("LOS"). The analysis of existing facilities, combined with the growth assumptions, produces an existing LOS which is provided to a community's existing residents. This document is intended to maintain these standards. The Impact Fees Act allows local political subdivisions to charge impact fees for public facilities as long as a reasonable relationship exists between the fees imposed on development and the needs generated by new development activity.

Roadway operations are typically rated based on level of service standard, described as the traffic operations of an intersection and/or roadway based on congestion and delay. The LOS is generally defined in ranges from LOS A (almost no congestion or delay) to LOS F (traffic demand is above capacity and the intersections experience long queues and delays). LOS C or D is generally considered acceptable for rural or urbanized areas, whereas LOS E and F are considered above capacity or failure without modification or adjustment. For this analysis a LOS D is the maximum acceptable delay/congestion for both roadways and intersections.

#### WATER DEMAND UNITS

The demand unit utilized for Service Area 2 is equivalent residential connections ("ERCs"). According to the January 18, 2021 Memo (Updated September 2022) Cost Apportionment Study memo provided by HAL, ERCs were calculated based on the following description:

An equivalent residential connection (ERC) is a measure used in comparing total water usage of a given entity to the demand imposed by a single-family residential connection. As defined by Utah code (R3009-110), each single-family residential connection represents 1 ERC. The water system demand for the CRA Project Area has been determined by estimating the number of ERCs for the proposed commercial area, the proposed Public Works Yard, and the area for residential development at 5 units per acre gross density. The ratios of ERCs for the CRA Project Area, the Sunstone Subdivision (South Jordan City portion), and Daybreak Development to the total ERCs served by each of the drinking water facilities defined above were then determined. The cost for each facility was then multiplied by the determined ratio applicable to that facility to determine what portion of the cost for each facility should be paid for by developers of the CRA Project Area by South Jordan City for Sunstone, and by Daybreak Communities for Daybreak Development.

Based on the ERC analysis, Service Area 2 consists of 946 ERCs.

## SECTION 4: EXISTING FACILITIES & EXCESS CAPACITY

### SERVICE AREA 2 - LARK MEADOWS

#### TRANSPORTATION BUY-IN

Service Area 2 daily traffic volumes were distributed and assigned to the focus roadways in order to calculate a weighted average percentage of total daily traffic for each segment as shown below.

TABLE 4.1: DETERMINATION OF SERVICE AREA 2 BUY-IN TRIP DISTRIBUTION

ROAD SEGMENT	SEGMENT LENGTH (FEET)	2040 FORECAST DAILY TRAFFIC VOLUME	2040 LARK MEADOW/CRA AREA DAILY TRAFFIC VOLUME	% OF TOTAL DAILY TRAFFIC VOLUME
<b>Daybreak Parkway (11800 South)</b>				
Daybreak Boundary to Bingham Rim Rd	500	20,500	8,817	43.0%
Bingham Rim Rd to Prosperity Rd	3,415	21,100	6,319	29.9%
Prosperity Rd to Kitty Hawk Rd	3,115	22,600	4,555	20.2%
<b>Weighted Average Percent of CRA Area Daily Traffic on Segment</b>				<b>26.54%</b>
<b>Bingham Rim Rd</b>				
Daybreak Pkwy (11800 S) to Lake Ave	2,420	12,100	1,469	12.1%
Lake Ave to South Jordan Pkwy	1,550	13,800	1,029	7.5%
South Jordan Pkwy to Prosperity Rd	4,070	13,900	1,051	7.6%
Prosperity Rd to Mountain View Corridor	3,755	13,800	782	5.7%
<b>Weighted Average Percent of CRA Area Daily Traffic on Segment</b>				<b>7.88%</b>
<b>South Jordan Pkwy</b>				
Bacchus Hwy to Bingham Rim Rd	2,835	20,700	1,323	6.4%
Bingham Rim Rd to Prosperity Rd	2,390	22,200	1,300	5.9%
Prosperity Rd to Kitty Hawk Rd	2,770	28,900	1,668	5.8%
Kitty Hawk Rd to Mountain View Corridor	2,090	29,300	1,925	6.6%
<b>Weighted Average Percent of CRA Area Daily Traffic on Segment</b>				<b>6.13%</b>

Source: Bacchus Highway CRA Project Area Buy-In Fee Analysis, Table 2

The weighted average percentage of Service Area 2 daily traffic on each focus road segment was then multiplied by the segment's total qualified roadway costs to determine the total buy-in cost.

TABLE 4.2: DETERMINATION OF SERVICE AREA 2 BUY-IN ALLOCATION

	QUALIFIED COST
<b>Daybreak Pkwy (11800 South)</b>	\$5,061,600
Percent of daily traffic on segment	26.54%
Buy-in Cost	\$1,343,225
<b>Bingham Rim Rd</b>	\$10,615,500
Percent of daily traffic on segment	7.88%
Buy-in Cost	\$836,989
<b>South Jordan Pkwy</b>	\$17,753,634
Percent of daily traffic on segment	6.13%
Buy-in Cost	\$1,088,467
<b>Overall Road Segments within Daybreak</b>	<b>\$33,430,734</b>
<b>CRA Area Buy-in Cost</b>	<b>\$3,268,681</b>
CRA Area Percent of Total Qualified Cost	9.78%

Source: Bacchus Highway CRA Project Area Buy-In Fee Analysis, Table 3



## SECTION 5: CAPITAL FACILITY ANALYSIS

### SERVICE AREA 2 - LARK MEADOWS

The total construction costs for the defined facilities can be found in the HAL Cost apportionment Study Memo (See Appendix B) and summarized in Table 5.1. The total cost associated with each of the facility categories, along with the cost apportionment between the CRA and other communities are presented in the following table.

TABLE 5.1: SERVICE AREA 2 CAPITAL FACILITY COST ALLOCATION

FACILITY	CONSTRUCTION COST	CRA PROJECT AREA		SUNSTONE SUBDIVISION		DAYBREAK COMMUNITIES	
		ALLOCATION PERCENT	COST	ALLOCATION PERCENT	COST	ALLOCATION PERCENT	COST
6.8 MG Tank and Assoc. Facilities	\$10,779,000	11.66%	\$1,256,831	6.14%	\$661,831	82.2%	\$8,860,338
36" Dia. Pipeline and Meter Vault	\$8,454,000	11.66%	\$985,736	6.14%	\$519,076	82.2%	\$6,949,188
<b>Total</b>	<b>\$19,233,000</b>		<b>\$2,242,568</b>		<b>\$1,180,906</b>		<b>\$15,809,526</b>

Source: Cost Apportionment Between Bacchus Highway CRA Projects Area (Lark Meadow), Daybreak Development, and South Jordan City for Water Infrastructure, Table 1

Based on the above analysis, the total allocated cost to Service Area 2 equals \$2,242,568 which will serve 946 ERCs.



## SECTION 6: IMPACT FEE CALCULATION

The calculation of impact fees relies upon the demand analysis, LOS analysis, inventory of existing facilities and excess capacity, and the needed future capital improvement as identified in **Sections II** through **VI**. Impact fees are calculated based on many variables centered on proportionality and level of service. This analysis defines the impact fees for Service Area 2 as defined in **Section 3**.

### SERVICE AREA 2 – LARK MEADOWS TRANSPORTATION IMPACT FEE

Service Area 2 includes a buy-in fee for transportation as shown below, based on a total cost per trip-end. In addition, the professional expense of \$13,769 related to completing the capital facility analysis and impact fee analysis is also included.

TABLE 6.1: ALLOCATED COST PER TRIP

	TOTAL QUALIFIED COST	% OF TOTAL QUALIFIED COST	COST TO SERVICE AREA	NEW TRIP ENDS	COST PER TRIP END	PROFESSIONAL EXPENSE	TOTAL
CRA Property	\$33,430,734	9.78%	\$3,268,681	7,347	\$444.88	\$1.87	\$446.75

The cost per trip is then applied to the trip statistics for each type of land use, as shown below in order to derive the impact fee for various types of land uses.

TABLE 6.2: RECOMMENDED IMPACT FEE BASED ON LAND-USE TYPE

LAND USE	ITE CODE	UNIT	WEEKDAY TRIP RATE	PASS-BY ADJUST.	ENTERING/ EXITING	ADJUSTED TRIPS ENDS	IMPACT FEE
Single Family Residential	210	Unit	9.43	0%	0.5	4.72	\$2,106.44
Multi-Family Low-Rise (≤ 3 stories)	220	Unit	6.74	0%	0.5	3.37	\$1,505.56
Multi-Family Mid-Rise (4-10 stories)	221	Unit	4.54	0%	0.5	2.27	\$1,014.13
Senior Adult Housing Detached	251	Unit	4.31	0%	0.5	2.16	\$962.75
Senior Adult Housing Attached	252	Occ. Unit	3.24	0%	0.5	1.62	\$723.74
Assisted Living	254	Beds	2.6	0%	0.5	1.30	\$580.78
Hotel	310	Rooms	7.99	0%	0.5	4.00	\$1,784.78
Light Industrial	110	KSF	4.87	0%	0.5	2.44	\$1,087.84
Industrial Park	130	KSF	3.37	0%	0.5	1.69	\$752.78
Mini Warehouse	151	KSF	1.45	0%	0.5	0.73	\$323.90
Elementary School	520	Students	2.27	0%	0.5	1.14	\$507.07
Middle/Jr. High School	522	Students	2.1	0%	0.5	1.05	\$469.09
High School	525	Students	1.94	0%	0.5	0.97	\$433.35
Daycare Center	565	KSF	47.62	0%	0.5	23.81	\$10,637.20
Nursing Home	620	KSF	6.75	0%	0.5	3.38	\$1,507.79
Clinic	630	KSF	37.6	0%	0.5	18.80	\$8,398.96
Church	560	KSF	7.6	0%	0.5	3.80	\$1,697.66
General Office	710	KSF	10.84	0%	0.5	5.42	\$2,421.40
Medical Dental Office	720	KSF	36	0%	0.5	18.00	\$8,041.56
Free Standing Discount Store	813	KSF	50.52	21%	0.5	19.96	\$8,915.14
Hardware/Paint Store	816	KSF	8.07	26%	0.5	2.99	\$1,333.96
Shopping Center/General Commercial 150k-300k sq ft	820	KSF	37.01	29%	0.5	13.14	\$5,869.69
Shopping Center/General Commercial > 300k sq ft	820	KSF	37.01	19%	0.5	14.99	\$6,696.41
New Car Sales	840	KSF	27.84	0%	0.5	13.92	\$6,218.81
Tire Store	848	KSF	27.69	25%	0.5	10.38	\$4,638.98
Supermarket	850	KSF	93.84	24%	0.5	35.66	\$15,930.87
Discount Club	857	KSF	42.46	34%	0.5	14.01	\$6,259.82
Home Improvement Superstore	862	KSF	30.74	42%	0.5	8.91	\$3,982.63
Department Store	875	KSF	22.88	0%	0.5	11.44	\$5,110.86
Pharmacy/Drugstore w/ Drive Thru	881	KSF	108.4	49%	0.5	27.64	\$12,349.16
Drive In Bank	912	KSF	100.35	35%	0.5	32.61	\$14,570.30

LAND USE	ITE CODE	UNIT	WEEKDAY TRIP RATE	PASS-BY ADJUST.	ENTERING/ EXITING	ADJUSTED TRIPS ENDS	IMPACT FEE
Quality Restaurant	931	KSF	83.84	44%	0.5	23.48	\$10,487.62
High Turnover/Sit Down Restaurant	932	KSF	107.2	43%	0.5	30.55	\$13,649.21
Fast Food with Drive Thru	934	KSF	467.48	55%	0.5	105.18	\$46,990.86
Automobile Care Center	942	KSF	2.25	0%	0.5	1.13	\$502.60
Convenience Store/Gas Station (9-15 veh. fueling positions)	945	KSF	700.43	75%	0.5	87.55	\$39,114.93

Source: Bacchus Highway CRA Project Area Buy-In Fee Analysis, Table 6

### NON-STANDARD IMPACT FEES

The proposed fees are based on projected trip ends generated by potential land uses. If the City determines to assess a non-standard fee that more closely represents the true trip making characteristics of a proposed land use type, the following formulas will be utilized:

#### FORMULA FOR NON-STANDARD IMPACT FEES:

Total Trip Ends (per specified land use) x Applicable Adjustment Factors x Cost Per Trip End (\$446.75) = Impact Fee

## WATER IMPACT FEE

Service Area 2 also includes a new facilities fee for water as shown below, based on a total cost per ERC. In addition, the professional expense of \$5,170 related to completing the capital facility analysis and impact fee analysis is also included. The result is a cost of \$2,376.04 per ERC.

TABLE 6.3: ALLOCATION OF COST PER ERC AND PROPOSED IMPACT FEE

	Total Cost	% Eligible Cost	Total Eligible Value	% to IFA Demand	Cost to IFA	ERCs Served	Cost Per ERC	% of Total
New Facilities	\$19,233,000	12%	\$2,242,568	100.00%	\$2,242,568	946	\$2,370.58	100%
Professional Expense	\$5,170	100%	\$5,170	100.00%	\$5,170	946	\$5.46	0%
<b>Total</b>	<b>\$19,238,170</b>		<b>\$2,247,738</b>		<b>\$2,247,738</b>		<b>\$2,376.04</b>	<b>100%</b>

### NON-STANDARD IMPACT FEES

The proposed fee is based on projected costs and demand. If the City determines to assess a non-standard that more closely represents the true trip making characteristics of a proposed land use type, the following formulas will be utilized:

#### FORMULA FOR NON-STANDARD IMPACT FEES:

Estimate of ERCs x Cost Per ERC (\$2,376.04) = Impact Fee

## SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing public facilities designed to provide services to service areas within the community at large and future public facilities that are intended to provide services to service areas within the community at large.<sup>6</sup> Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.<sup>7</sup> The Impact Fee Analysis may only include the costs of impacts on system improvements related to new growth within the proportionate share analysis.

## FINANCING STRATEGY

This analysis must also include a consideration of the financing strategy for existing and proposed facilities. all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.<sup>8</sup> In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.<sup>9</sup>

<sup>6</sup> 11-36a-102(20)

<sup>7</sup> 11-36a102(13)

<sup>8</sup> 11-36a-302(2)

<sup>9</sup> 11-36a-304(2)





## **FUNDING OF FUTURE FACILITIES**

It is not anticipated that future facilities will be constructed with Federal and/or State funding resources. It is anticipated that the City's general fund and impact fee funds will need to be utilized to ensure the system improvements can be constructed. The impact fee facilities plan identifies the necessary general funds and impact fee funds for each project.

## **EQUITY OF IMPACT FEES**

The impact fees identified in this document are intended to recover the costs of capital infrastructure that relate to future development activity. The impact fee calculations are structured for impact fees to fund the growth-related facilities identified in the proportionate share analysis as presented in this document. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. In those years, other revenues such as general fund revenues will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees. This analysis recommends that the City consider documenting any inter-fund loan or transfer as a liability or debt obligation for which future collection of impact fees will repay and reimburse. This will allow the City to accurately allocate the true cost of new development activity.

## **PASS THROUGH TRAFFIC**

Traffic that passes through a service area but does not start or end at a destination within the area, is often referred to as pass through traffic. While these trips are not impact fee eligible, they utilize capacity within the transportation system. Regional traffic is often funded through state or federal sources. The proportion of pass-through impact on each roadway is not included as impact fee eligible cost. This cost should be recouped from the general fund or from other funding sources.

## **NECESSITY OF IMPACT FEES**

This analysis and documentation has determined that for purposes of the transportation impact fees, the City is justified to collect impact fees as a way to finance system improvements. This is predicated upon the review of existing inventory, level of service standards, and historic funding of similar system improvements. In other words, in order to establish and achieve parity and equity across current and future users of the transportation and roadway system, the City must impose and collect the impact fees calculated in this document.



## **APPENDIX A: WCG BACCHUS HIGHWAY CRA PROJECT AREA BUY-IN FEE ANALYSIS UPDATE MEMO (LARK MEADOWS)**

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## APPENDIX B: HAL COST APPORTIONMENT MEMO (LARK MEADOWS)

# MEMORANDUM

DATE: January 18, 2021 - Draft  
Updated September 12, 2022

TO: Brad Klavano, P.E.  
City Engineer  
City of South Jordan  
10996 South Redwood Road  
South Jordan, UT 84095

FROM: Marvin E. Allen, P.E.  
Hansen, Allen & Luce, Inc. (HAL)  
859 West South Jordan Pkwy – Suite 200  
South Jordan, Utah 84095

SUBJECT: Cost Apportionment Between Bacchus Highway CRA Projects Area (Lark Meadow), Daybreak Development, and South Jordan City for Water Infrastructure

PROJECT NO.: 176.34.200

This memorandum provides a summary of the results from a study to define the apportionment of drinking water system capital costs between Daybreak Communities, the Bacchus Highway CRA Project Area, and South Jordan City. The Bacchus Highway CRA Project Area includes 186 acres located adjacent to the northeast corner of the intersection of Bacchus Highway (Highway U111) and 118<sup>th</sup> South. Water infrastructure to be included in the evaluation includes the Zone 7/8 South Tank and the 36-inch diameter transmission pipeline from the tank to the intersection of Bacchus Highway and 118<sup>th</sup> South, and then along 118<sup>th</sup> South to the eastern property boundary of the CRA Project Area (see the attached Figure for location of facilities). This segment of pipeline will also serve the Sunstone Subdivision, which is an area of South Jordan City not included in the Daybreak Development Area. Thus, the cost is also apportioned to South Jordan City for the Sunstone Subdivision.

To date Daybreak Communities has been responsible for the construction and cost of all drinking water facilities within Pressure Zones 7 and 8. Neither the CRA Project Area nor the Sunstone Subdivision are owned by Daybreak Communities, but they will benefit from the proposed water infrastructure referenced above.

The CRA project area (Lark Meadows) includes 186 acres, consisting of 20 acres proposed as commercial development, 15 acres owned by South Jordan City for a public works yard, and 151 acres of residential development at a density of 5 units per acre gross density.

## APPROACH

Major facilities to be included in the cost apportionment calculations include:

1. A new 6.8 MG drinking water storage tank to be constructed at a location adjacent to U111, approximately 4300 feet southwest along the highway from the intersection of the

highway with 118<sup>th</sup> South. The project will include the tank and accompanying valve vault, site piping, and meter vault connection to the Jordan Valley Water Conservancy District (JVWCD) wholesale supply. This storage tank will serve the south half of Pressure Zones 7 and 8, and a portion of Pressure Zone 6.

2. A new 36-inch diameter transmission pipeline from the tank site to the junction of 118<sup>th</sup> South and Highway U111 and thence east along 118<sup>th</sup> South to the eastern property boundary of the CRA Project area.

The approach for determining cost apportionment of the above referenced facilities between the CRA Project Area, South Jordan City and Daybreak Development is a demand-based approach. An equivalent residential connection (ERC) is a measure used in comparing total water usage of a given entity to the demand imposed by a single-family residential connection. As defined by Utah code (R3009-110), each single-family residential connection represents 1 ERC. The water system demand for the CRA Project Area has been determined by estimating the number of ERCs for the proposed commercial area, the proposed Public Works Yard, and the area for residential development at 5 units per acre gross density. The ratios of ERCs for the CRA Project Area, the Sunstone Subdivision (South Jordan City portion), and Daybreak Development to the total ERCs served by each of the drinking water facilities defined above were then determined. The cost for each facility was then multiplied by the determined ratio applicable to that facility to determine what portion of the cost for each facility should be paid for by developers of the CRA Project Area by South Jordan City for Sunstone, and by Daybreak Communities for Daybreak Development.

Of the 6.8 MG storage in the water tank, 0.5 MG is for fire flow, 4.87 MG is for equalization storage, and 1.4 MG is for emergency storage to serve the pressure zones. Two tanks are proposed to serve these two pressure zones, the existing 5 MG tank (located on the north side of the pressure zones) and this proposed 6.8 MG tank to be located on the south side of the pressure zones. The total fire flow requirement within Pressure Zones 7 and 8 is on the order of 1 MG, with approximately half included in each of the two tanks. The equalization storage is used to meet the day-to-day water demands of the system. At approximately 4.87 MG equalization storage and assuming a storage requirement to meet State Standards of 600 gallons/ERC, the total ERCs served by the equalization storage of the 6.8 MG tank will be on the order of 8,111 ERCs. Of this total, the estimated demand for the CRA Project Area is 946 ERCs, the estimated demand for the Sunstone Subdivision area is 498 ERCs, and the estimated demand for the Daybreak Development area is 6,667 ERCs. Thus, the percentage of the total storage dedicated to each entity is 11.66% (i.e.  $946/8,111$ ) for the CRA Project Area, 6.14% (i.e.  $498/8,111$ ) to South Jordan City for the Sunstone Subdivision, and 82.20% (i.e.  $6,667/8,111$ ) to Daybreak Communities for the Daybreak Development.

The 36-inch diameter transmission pipeline from the tank to the intersection of Bacchus Highway and 118<sup>th</sup> South, and then along 118<sup>th</sup> South to the eastern property boundary of the CRA Project Area will serve all of the demand from the tank. Therefore, the percentage apportionment of cost to the CRA Project Area, the Sunstone Subdivision, and to Daybreak Development is the same as specified above for the tank.

## RESULTS

The total construction costs for the defined facilities were estimated from actual construction costs incurred for the existing north tank and pipeline. The estimated costs for the tank and pipeline, along with the cost apportionment between the CRA Project Area, South Jordan City for the Sunstone Subdivision, and Daybreak Communities are presented in the following table.

Facility	Construction Cost	CRA Project Area		Sunstone Subdivision		Daybreak Communities	
		Allocation Percent	Cost	Allocation Percent	Cost	Allocation Percent	Cost
1. 6.8 MG Tank and Assoc. Facilities	\$10,779,000	11.66	\$1,256,831	6.14	\$661,831	82.2	\$8,860,338
2. 36" Dia. Pipeline and Meter Vault	\$8,454,000	11.66	\$985,736	6.14	\$519,076	82.2	\$6,949,188
<b>TOTAL</b>	\$19,233,000		\$2,242,567		\$1,180,907		\$15,809,526

The cost per ERC to the CRA Project Area for the identified water related facilities would be \$2,370 based on a total allocated cost of \$2,242,567 and 946 ERCs determined for the CRA Project Area,

# **APPENDIX**

## **CALCULATIONS**

Objective: Determine what portion of the <sup>costs of</sup> major tanks and transmission pipelines should be assigned to the Bacchus Highway CRA Projects area, to Daybreak Development and to the City.

1- Base the percentage share of each by the number of ERCs located in each ownership area.

A - ERCs served by the two Zone 7/8 tanks, north tank vs. South Tank. From HAL's July 28, 2020 letter to Brad Klarano, assuming one-half of fire flow in each tank, the following ERCs are served by each tank:

i - North Zone 7/8 Tank

	Gallons
Equalization Storage	3,478,220
Emergency Storage	1,021,780
Fireflow Storage	500,000
Total	5,000,000

ERCs served by this tank using the <sup>new</sup> PDW minimum sizing standard of 600 gallons / ERC  

$$= \frac{3,478,220}{600} = 5797 \text{ ERCs}$$

ii - South Zone 7/8 Tank

	Gallons
Equalization Storage	4,866,780
Emergency Storage	1,389,620
Fireflow Storage	500,000
Total	6,756,400

ERCs served by this tank: 
$$= \frac{4,866,780}{600} = 8111 \text{ ERCs}$$

iii - From the above referenced letter, Zone 7/8 tanks must serve 1,776 ERCs in Zone 6. This will be served primarily by the South Tank.

iv - Total ERCs served from both tanks

Pressure Zone 6	1,776 ERCs
Pressure Zone 7	7,597 ERCs
Pressure Zone 8	4,535 ERCs
Total	13,908 ERCs



B- ERCs located in each property

i- The CRA property will be served by the South Tank.

• Total ERCs served by South Tank = 8111 ERCs

• CRA Property Area ERCs = 946 ERCs  
(see attached email from Kayson Shurtz)  
of this amount 5 ERCs belong to  
South Jordan City Public Works Yard

South Jordan ERCs = 5 ERCs  
Remaining Property = 939 ERCs

• Zone 6 ERCs to be served from Zone 7/8  
are located in south area of Zone 6.  
The north area of Zone 6 is served by  
the Zone 6 tank which is located on  
the north side of the City.

Zone 6 ERCs served by South Tank = 1776 ERCs

Of these Zone 6 ERCs, a portion  
includes Sunstone Subdivision which is  
a City subdivision, independent of Daybreak.  
ERC Breakdown:

Sunstone ERCs	498 ERCs
Daybreak ERCs	1278 ERCs
Total	1776 ERCs Zone 6

• Daybreak Development ERCs in Zones 7/8

Balance =  $8111 - 946 - 1776 = 5389$  ERCs

2- Determine costs and percentage of costs that  
should be borne by each property group.

A- Major water infrastructure that would be shared  
by the three entities would include the  
following:

- Juvon Meter Vault
- 6.8 MG Tank
- 11,000 ft of 36" Pipeline

## B- Percentage of Cost at Each Property Entity

<u>Entity</u>	<u>ERCs</u>	<u>% Share</u>
Daybreak	6667	82.20
CRA Projects Area	946	11.66
S. Jordan	498	6.14
Total	8111	100

## 2- Estimated Cost

A- Pipeline - 8025 l.f. of 36" Dia PVC  
\$8,454,000 - Attached spreadsheet

B- Tank - 6.8 MG:  
Include on-site piping and valve vault.  
Use North 5 MG Zone 7/8 Tank Costs, which include landscape, tank, valve vault and site drainage and piping.  
\$10,779,000 - Attached spreadsheet

## C- Meter Vault - JUNCTION

Included w/ pipeline cost

## D- Total Cost =

Pipeline & Meter Vault	= 8,454,000
Tank	= 10,779,000
TOTAL	= 19,233,000

## 3- Cost Allocation

Daybreak =  $0.8220 \times 19,233,000 = 15,809,526$   
CRA Project =  $0.1166 \times 19,233,000 = 2,242,567$   
South Jordan =  $0.0614 \times 19,233,000 = 1,180,907$

PROJECT COSTS FOR CRA COST APORITIONMENT

176.34.200

9/12/2022

Based on June 2022 Bids on Vineyard City Pipelines Project  
Meter Vault based on updating costs from Zone 7/8 North Tank

ITEM NO	ITEM	UNITS	QUANTITY	UNIT COST	COST	
Pipeline						
1	36" PVC Pipe	LF	8025	\$ 620.00	\$ 4,975,500.00	
2	36" 90 Degree Bend	EA	1	\$ 20,000.00	\$ 20,000.00	
3	36" 45 Degree Bends	EA	4	\$ 20,000.00	\$ 80,000.00	
4	36" 22.5 Degree Bends	EA	5	\$ 18,000.00	\$ 90,000.00	
5	36"x24" Tee	EA	1	\$ 23,000.00	\$ 23,000.00	
6	36"x30" Reducer	EA	1	\$ 15,000.00	\$ 15,000.00	
7	36" Butterfly Valve	EA	7	\$ 42,000.00	\$ 294,000.00	
8	Air Vac Stations	EA	6	\$ 53,000.00	\$ 318,000.00	
Testing Agency Services Related to Soil Management Work						
9	Plan	LS	1	\$ 90,000.00	\$ 90,000.00	
10	Site Preparation and SWPPP	LS	1	\$ 30,000.00	\$ 30,000.00	
11	Construction Surveying	LS	1	\$ 10,000.00	\$ 10,000.00	
12	Traffic Control	LS	1	\$ 50,000.00	\$ 50,000.00	
13	Removal and Disposal of Contaminated Soils	LS	1	\$ 30,000.00	\$ 30,000.00	Won't know until soil is tested
14	Testing	LS	1	\$ 15,000.00	\$ 15,000.00	
15	JVWCD Meter Vault	LS	1	\$ 335,500.00	\$ 335,500.00	\$275,000 in October of 2017
16	Mobilization	LS	1	\$ 543,645.00	\$ 543,645.00	Use 9% of Construction cost
					ENR Oct 2017 to Sept 2022:	13173/10817= 1.22

Tank:

1	Mobilization and Traffic Control	LS	1	\$ 716,886.00	\$ 716,886.00	
2	Site Preparation and SWPPP	LS	1	\$ 30,000.00	\$ 30,000.00	
3	Construction Surveying	LS	1	\$ 20,000.00	\$ 20,000.00	
4	Independent Testing Agency Services	LS	1	\$ 45,000.00	\$ 45,000.00	
6.8 Million Gallon Concrete Tank (Includes Everything						
5	Within 5 Feet of the Tank Walls	LS	1	\$ 5,984,000.00	\$ 5,984,000.00	Use 0.88 per gallon based on Vineyard recent bids
6	Tank Backfill, Tank Site Grading and Improvements	LS	1	\$ 244,000.00	\$ 244,000.00	
7	Valve Vault, Piping and Equipment	LS	1	\$ 750,000.00	\$ 750,000.00	
Access Road with 8-inch Thick Imported Pulverized Asphalt						
8	Concrete Base Course	LS	1	\$ 40,000.00	\$ 40,000.00	
9	Tank Overflow Pipe and Precast Concrete Vault Complete	LS	1	\$ 50,000.00	\$ 50,000.00	
10	10-inch DIP Drain Pipeline STA 0+00 TO STA 3+62.35	LF	760	\$ 190.00	\$ 144,400.00	
11	36-inch RCP Class III Overflow Pipe and manholes	LF	760	\$ 300.00	\$ 228,000.00	
12	Chlorine Building, and Chlorine Equipment	LS	1	\$ 180,000.00	\$ 180,000.00	
13	Electrical Work at Tank Site	LS	1	\$ 100,000.00	\$ 100,000.00	
14	Landscaping	LS	1	\$ 50,000.00	\$ 50,000.00	
15	Fencing and Gate	LS	1	\$ 100,000.00	\$ 100,000.00	
					Subtotal	\$ 8,682,286.00
					Engineering:	\$ 360,000.00
					20% Contingency	\$ 1,736,457.20
					TOTAL	\$ 10,778,743.20

Tank based on combination of updating Zone 7/8 North Tank & Vineyard recently bid tank.

## TECHNICAL MEMORANDUM

**DATE:** 12/14/2022

**TO:** Brad Klavano, P.E., Director of Engineering Services/City Engineer - South Jordan City

**FROM:** Tim Taylor, PE, PTOE  
Austin Feula, PE, PTOE  
Jeremy Searle, PE, PTOE

**RE:** Bacchus Highway CRA Project Area Buy-In Fee Analysis Update

This Bacchus Highway Buy-In Fee Analysis Update was prepared to assist South Jordan City in allocating a cost per trip-end buy-in fee for future development in the areas formerly owned by the South Valley Water Reclamation Facility and generally referred to as the CRA Property Area (See **Figure 1**). Fees will be used to reimburse Daybreak Communities for their past and future construction for the sections of Daybreak Parkway/118<sup>th</sup> South, Bingham Rim Road and South Jordan Parkway highlighted in Figure 1.



**Figure 1: CRA Property Area**

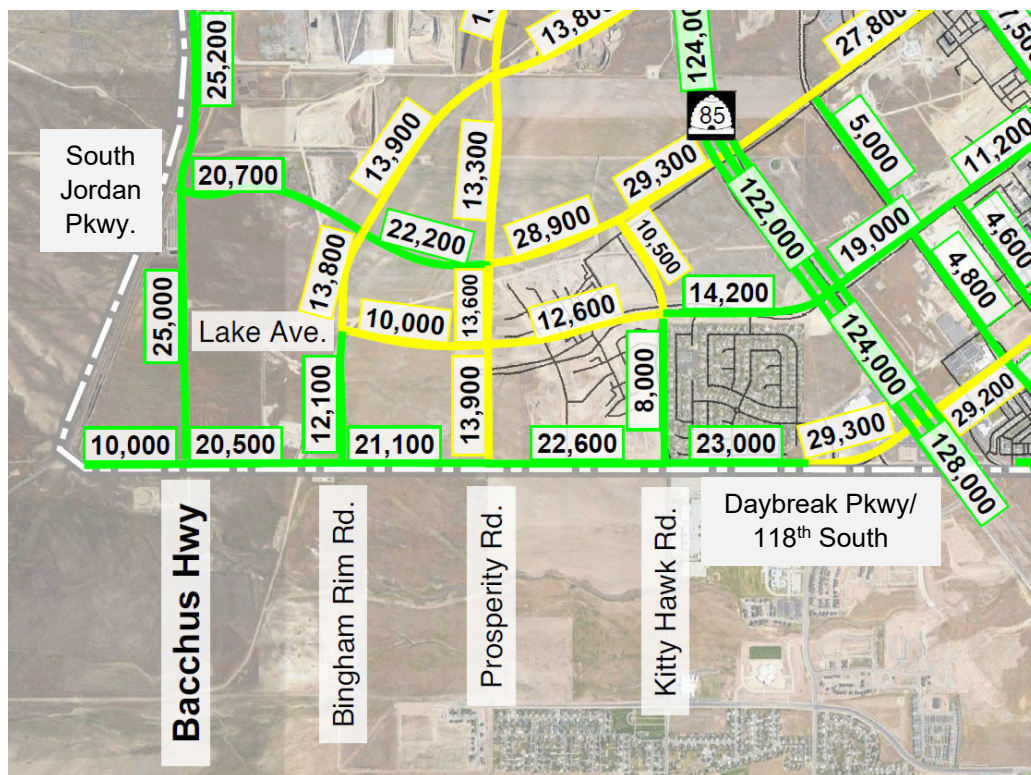


## Background

The CRA Project Area is anticipated to include 20 acres of commercial use and 166 acres of residential use for a total of 186 acres. The residential area is planned for 5 units per acre gross density. Primary access to the Project area is anticipated to be through a new intersection at Daybreak Parkway and the realigned Bacchus Highway as depicted in the South Jordan Transportation Master Plan, 2019 (SJTMP). The SJTMP also plans for the intersection to be signalized by 2040.

## Analysis

The SJTMP projected Future 2040 build average daily traffic volumes (ADT) along the project focus roadways of Daybreak Parkway/118<sup>th</sup> South, Bingham Rim Road and South Jordan Parkway as depicted in **Figure 2** below.



**Figure 2: Future 2040 Build ADT**

A total of 7,374 daily trip ends were calculated based on the assumption of 20 acres of retail shopping center land uses (FAR of 0.30) and 830 single family detached units. Trips were calculated based on daily trip generation rates from the Institute of Traffic Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition. Appropriate adjustment factors were applied to account for pass-by traffic. **Table 1** summarizes the CRA Property areas daily trip ends by land use type.

**Table 1: Daily Trip Ends By Land Use Type**

Land Use	Unit	FAR	Acres	Developable Units	Daily Trip Rate	Entering / Exiting	Pass-By Adjust.	Daily Trip Ends
<b>Residential</b>								
Single Family Detached Housing (210)	Dwelling Units	-	166	830	9.43	0.5	0%	3,913
<b>Commercial</b>								
Shopping Center/General Commercial > 150k sq ft	1,000 SQ FT	0.30	20	261	37.01	0.5	29%	3,434
<b>TOTALS</b>			<b>186</b>					<b>7,347</b>

### Focus Roadways Buy-In Fee Analysis

The CRA Area daily traffic volumes were distributed and assigned to the focus roadways in order to calculate a CRA Area weighted average percentage of total daily traffic for each segment as shown in **Table 2**.

**Table 2: Percentage of CRA Area Daily Traffic by Road Segment**

Road Segment	Segment Length (feet)	2040 Forecast Daily Traffic Volume	2040 CRA Area Daily Traffic Volume	CRA Area % of Total Daily Traffic Volume
<b>Daybreak Parkway (11800 South)</b>				
Daybreak Boundary to Bingham Rim Rd	500	20,500	8,817	43.0%
Bingham Rim Rd to Prosperity Rd	3,415	21,100	6,319	29.9%
Prosperity Rd to Kitty Hawk Rd	3,115	22,600	4,555	20.2%
<b>Weighted Average Percent of CRA Area Daily Traffic on Segment</b>				<b>26.54%</b>
<b>Bingham Rim Rd</b>				
Daybreak Pkwy (11800 S) to Lake Ave	2,420	12,100	1,469	12.1%
Lake Ave to South Jordan Pkwy	1,550	13,800	1,029	7.5%
South Jordan Pkwy to Prosperity Rd	4,070	13,900	1,051	7.6%
Prosperity Rd to Mountain View Corridor	3,755	13,800	782	5.7%
<b>Weighted Average Percent of CRA Area Daily Traffic on Segment</b>				<b>7.88%</b>
<b>South Jordan Pkwy</b>				
Bacchus Hwy to Bingham Rim Rd	2,835	20,700	1,323	6.4%
Bingham Rim Rd to Prosperity Rd	2,390	22,200	1,300	5.9%
Prosperity Rd to Kitty Hawk Rd	2,770	28,900	1,668	5.8%
Kitty Hawk Rd to Mountain View Corridor	2,090	29,300	1,925	6.6%
<b>Weighted Average Percent of CRA Area Daily Traffic on Segment</b>				<b>6.13%</b>

The weighted average percentage of CRA Area daily traffic on each focus road segment was multiplied by the segment's total qualified roadway costs to determine the total buy-in cost attributable to the CRA Area (See **Table 3**).

The qualified roadway costs are based on a per linear foot cost of \$720 for Daybreak Parkway/118<sup>th</sup> South (half section), \$900 for Bingham Rim Road, and \$1,760 for South

Jordan Parkway. Costs reflect a 2021 dollar value with a 20% increase over previous estimates, related to inflation.

**Table 3: CRA Area Buy-In Cost**

	Qualified Cost
<b>Daybreak Pkwy (11800 South)</b>	<b>\$5,061,600</b>
Percent of daily traffic on segment	26.54%
Buy-in Cost	\$1,343,225
<b>Bingham Rim Rd</b>	<b>\$10,615,500</b>
Percent of daily traffic on segment	7.88%
Buy-in Cost	\$836,989
<b>South Jordan Pkwy</b>	<b>\$17,753,634</b>
Percent of daily traffic on segment	6.13%
Buy-in Cost	\$1,088,467
<b>Overall Road Segments within Daybreak</b>	<b>\$33,430,734</b>
<b>CRA Area Buy-in Cost</b>	<b>\$3,268,680</b>
CRA Area Percent of Total Qualified Cost	9.78%

The CRA Area buy-in cost was then divided by the CRA Area trip ends to determine an overall cost per trip end (See **Table 4**).

**Table 4: Cost Per Trip End Illustration**

	Total Qualified Cost	CRA Area % of Total Qualified Cost	CRA Area Buy-In Cost	CRA Area Trip Ends	Cost per Trip End
<b>CRA Property Area</b>					
Overall CRA Property	\$33,430,734	9.78%	\$3,268,680	7,347	\$444.88

The number of trip ends for various land use types was calculated using ITE Trip Generation characteristics for daily trips and adjusted to remove pass-by traffic. **Table 5** displays the daily trip ends by land use type.

The cost per trip end was then applied to the trip ends of the various land use types to calculate an associated Buy-In Fee rate for the Overall CRA Property (See **Table 6**). These rates represent the recommended Buy-In Fees by land use type.

**Table 5: Trip Ends by Land Use Type**

Land Use	ITE Code	Unit	Weekday Trip Rate	Pass-By Adjust.	Entering/ Exiting	Adjusted Trips Ends
Single Family Residential	210	Unit	9.43	0%	0.5	4.72
Multi-Family Low-Rise (≤ 3 stories)	220	Unit	6.74	0%	0.5	3.37
Multi-Family Mid-Rise (4-10 stories)	221	Unit	4.54	0%	0.5	2.27
Senior Adult Housing Detached	251	Unit	4.31	0%	0.5	2.16
Senior Adult Housing Attached	252	Occ. Unit	3.24	0%	0.5	1.62
Assisted Living	254	Beds	2.60	0%	0.5	1.30
Hotel	310	Rooms	7.99	0%	0.5	4.00
Light Industrial	110	KSF	4.87	0%	0.5	2.44
Industrial Park	130	KSF	3.37	0%	0.5	1.69
Mini Warehouse	151	KSF	1.45	0%	0.5	0.73
Elementary School	520	Students	2.27	0%	0.5	1.14
Middle/Jr. High School	522	Students	2.10	0%	0.5	1.05
High School	525	Students	1.94	0%	0.5	0.97
Daycare Center	565	KSF	47.62	0%	0.5	23.81
Nursing Home	620	KSF	6.75	0%	0.5	3.38
Clinic	630	KSF	37.60	0%	0.5	18.80
Church	560	KSF	7.60	0%	0.5	3.80
General Office	710	KSF	10.84	0%	0.5	5.42
Medical Dental Office	720	KSF	36.00	0%	0.5	18.00
Free Standing Discount Store	813	KSF	50.52	21%	0.5	19.96
Hardware/Paint Store	816	KSF	8.07	26%	0.5	2.99
Shopping Center/General Commercial 150k-300k sq ft	820	KSF	37.01	29%	0.5	13.14
Shopping Center/General Commercial > 300k sq ft	820	KSF	37.01	19%	0.5	14.99
New Car Sales	840	KSF	27.84	0%	0.5	13.92
Tire Store	848	KSF	27.69	25%	0.5	10.38
Supermarket	850	KSF	93.84	24%	0.5	35.66
Discount Club	857	KSF	42.46	34%	0.5	14.01
Home Improvement Superstore	862	KSF	30.74	42%	0.5	8.91
Department Store	875	KSF	22.88	0%	0.5	11.44
Pharmacy/Drugstore w/ Drive Thru	881	KSF	108.40	49%	0.5	27.64
Drive In Bank	912	KSF	100.35	35%	0.5	32.61
Quality Restaurant	931	KSF	83.84	44%	0.5	23.48
High Turnover/Sit Down Restaurant	932	KSF	107.20	43%	0.5	30.55
Fast Food with Drive Thru	934	KSF	467.48	55%	0.5	105.18
Automobile Care Center	942	KSF	2.25	0%	0.5	1.13
Convenience Store/Gas Station (9-15 veh. fueling positions)	945	KSF	700.43	75%	0.5	87.55

Source: ITE Trip Generation Manual (11th Edition)



**Table 6: Recommended Buy-In Fees - CRA Property**

Land Use Category	Trip Ends	Daybreak Roads Fee
<b>Cost per Trip End</b>		<b>\$444.88</b>
<b>Residential (per unit)</b>		
Single Family Residential	4.72	\$2,097.61
Multi-Family Low-Rise (≤ 3 stories)	3.37	\$1,499.24
Multi-Family Mid-Rise (4-10 stories)	2.27	\$1,009.88
Senior Adult Housing Detached	2.16	\$958.71
Senior Adult Housing Attached (per occ. unit)	1.62	\$720.70
Assisted Living (per bed)	1.30	\$578.34
Hotel (per room)	4.00	\$1,777.29
Light Industrial	2.44	\$1,083.28
<b>Non-Residential (per 1,000 square feet)</b>		
Industrial Park	1.69	\$749.62
Mini Warehouse	0.73	\$322.54
Elementary School (per student)	1.14	\$504.94
Middle/Jr. High School (per student)	1.05	\$467.12
High School (per student)	0.97	\$431.53
Daycare Center	23.81	\$10,592.58
Nursing Home	3.38	\$1,501.47
Clinic	18.80	\$8,363.73
Church	3.80	\$1,690.54
General Office	5.42	\$2,411.25
Medical Dental Office	18.00	\$8,007.83
Free Standing Discount Store	19.96	\$8,877.74
Hardware/Paint Store	2.99	\$1,328.37
Shopping Center/General Commercial 150k-300k sq ft	13.14	\$5,845.07
Shopping Center/General Commercial > 300k sq ft	14.99	\$6,668.32
New Car Sales	13.92	\$6,192.72
Tire Store	10.38	\$4,619.52
Supermarket	35.66	\$15,864.04
Discount Club	14.01	\$6,233.56
Home Improvement Superstore	8.91	\$3,965.92
Department Store	11.44	\$5,089.42
Pharmacy/Drugstore w/ Drive Thru	27.64	\$12,297.35
Drive In Bank	32.61	\$14,509.18
Quality Restaurant	23.48	\$10,443.63
High Turnover/Sit Down Restaurant	30.55	\$13,591.95
Fast Food with Drive Thru	105.18	\$46,793.74
Automobile Care Center	1.13	\$500.49
Convenience Store/Gas Station (9-15 veh. fueling positions)	87.55	\$38,950.85

The proposed Buy-In Fees are based on projected trip ends generated by potential CRA Area land uses. If the City determines to assess a non-standard Buy-In Fee that more closely represents the true trip making characteristics of a proposed land use type, the following formulas will be utilized:

*Overall CRA Property*

$\text{Total Trip Ends (per specified land use)} \times \text{Applicable Adjustment Factors} \times \text{Cost Per Trip End (\$444.88)}$
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