



Springville City

DRAFT Transportation Impact Fees Analysis

October 6, 2016

ZIONS  PUBLIC FINANCE, INC.

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 October 2016 and prepared by Horrocks Engineers.

Projected Growth. The IFFP projects that new development in Springville City is projected to grow by an estimated 3,531 PM peak hour trips¹ between 2016 and 2025 – from 11,396 one-way PM peak hour trips in 2016 to 14,927 trips in 2025. This growth will use up excess capacity on existing roads and will require the expansion of existing roads or development of new roads in order to maintain the existing levels of service.

Service Levels. The IFFP states that the current level of service (LOS) is LOS 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." (IFFP, p. 3)

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

Excess Capacity. Springville City's IFFP does not identify any current excess capacity nor does this analysis charge a buy-in fee for existing excess capacity.

Existing Deficiencies. One road – 400 South between Main Street and 400 East (Project #10) – is currently operating at a deficiency. Therefore, the cost of widening this road cannot all be attributed to new development as impact fees cannot be used to cure existing deficiencies. Therefore, the cost of widening this road was reduced by 22 percent for the calculation of impact fees in order to account for the cost of new construction associated with curing existing deficiencies. (IFFP, p. 15)

Project #24, the traffic signal at 400 South and Main Street is currently operating at a level of service (LOS) E, and is therefore deficient. Because UDOT is responsible for this traffic signal, no costs have been included in the calculation of impact fees.

New Construction. Springville City's IFFP identifies a total of 16 projects necessitated by new development at a total cost of \$103,015,000. However, ten of the projects will be funded solely by UDOT and are therefore not eligible for impact fees. Two of the projects will be funded in conjunction with MAG and costs are therefore shared proportionately with MAG.

Therefore, Springville City is responsible for only \$5,510,000 of the total new construction costs necessitated by new growth. This number is further adjusted to reflect the fact that new development is not responsible for pass-through traffic, for curing existing deficiencies and for the excess capacity remaining in these new projects after 2025. Therefore, the total cost attributable to new development over the next ten years is \$4,762,000.

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



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

TABLE 1: PROPORTIONATE SHARE ANALYSIS

Summary of Cost per Trip	Amount per PM Peak Hour Trip
Buy-In to Excess Capacity	\$0.00
New Construction	\$1,348.63
Consultant Cost	\$2.55
Fund Balance Credit	\$0.00
Cost per PM Peak Hour Trip	\$1,351.18

The maximum fee per PM peak hour trip is \$1,351.18.

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 City may choose to combine many of the categories listed by ITE (as shown in Appendix A) in order to avoid large differences in fees charged to retail developments of different types.

The following table shows groupings commonly used by cities and recommended by the consultants.

TABLE 2: RECOMMENDED MAXIMUM TRANSPORTATION IMPACT FEES INTO MAJOR GROUPINGS

Category	Units; Per	ITE Trips	Adjusted Trips	Maximum Fee
130 - Industrial Park	1000 Sq. Feet Gross Floor Area	0.84	0.42	\$567.49
210 - Single-Family Detached Housing	Dwelling Unit	1.02	0.51	\$689.10
220 - Multi-Family / Apartment (Greater than 4 Units)	Dwelling Unit	0.67	0.335	\$452.64
230 - Multi-Family / Condo, Townhouse	Dwelling Unit	0.52	0.26	\$351.31
254 - Assisted Living Center	Bed	0.35	0.175	\$236.46
310 - Hotel	Room	0.61	0.305	\$412.11
560 - Church	1000 Sq. Feet Gross Floor Area	0.94	0.47	\$635.05
710 - General Office Building	1000 Sq. Feet Gross Floor Area	1.49	0.745	\$1,006.63
820 - Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.71	1.855	\$2,506.43



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 on _____. A copy of the notice is included in Appendix B.

Preparation of Impact Fee Analysis

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an impact fee analysis. (Utah Code 11-36a-304).

Section 11-36a-304 of the Utah Code outlines the requirements of an impact fee analysis as follows:

- (1) An impact fee analysis shall:
 - (a) identify the anticipated impact on or consumption of any existing capacity of a public facility by the anticipated development activity;
 - (b) identify the anticipated impact on system improvements required by the anticipated development activity to maintain the established level of service for each public facility;
 - (c) demonstrate how the anticipated impacts described in Subsections (1)(a) and (b) are reasonably related to the anticipated development activity;
 - (d) estimate the proportionate share of:
 - (i) the costs for existing capacity that will be recouped; and
 - (ii) the costs of impacts on system improvements that are reasonably related to the new development activity; and
 - (e) identify how the impact fee was calculated.
- (2) In analyzing whether or not the proportionate share of the costs of public facilities are reasonably related to the new development activity, the local political subdivision or private entity, as the case may be, shall identify, if applicable:
 - (a) the cost of each existing public facility that has excess capacity to serve the anticipated development resulting from the new development activity;



- (b) the cost of system improvements for each public facility;
- (c) other than impact fees, the manner of financing for each public facility, such as user charges, special assessments, bonded indebtedness, general taxes, or federal grants;
- (d) the relative extent to which development activity will contribute to financing the excess capacity of and system improvements for each existing public facility, by such means as user charges, special assessments, or payment from the proceeds of general taxes;
- (e) the relative extent to which development activity will contribute to the cost of existing public facilities and system improvements in the future;
- (f) the extent to which the development activity is entitled to a credit against impact fees because the development activity will dedicate system improvements or public facilities that will offset the demand for system improvements, inside or outside the proposed development;
- (g) extraordinary costs, if any, in servicing the newly-developed properties; and
- (h) the time-price differential inherent in fair comparisons of amounts paid at different times.

Certification of Impact Fee Analysis

Utah Code states that an Impact Fee Analysis shall include a written certification from the person or entity that prepares the Impact Fee Analysis. This certification is included at the conclusion of this analysis.



Anticipated Impact On or Consumption of Any Existing Capacity of a Public Facility by the Anticipated Development Activity

Utah Code 11-36a-304(1)(a)

Consumption of Existing Capacity

Development activity in Springville is based on both residential and nonresidential growth. Growth projections are then used by the City’s engineers as inputs in the MAG Travel Demand Model to forecast trip generation. Growth projections are as follows:

TABLE 3: GROWTH PROJECTIONS

PM Peak Hour Trips	PM Peak Hour Trips
PM Peak Hour Trips 2016	11,396
PM Peak Hour Trips 2025	14,927
PM Peak Hour Trips 2040	20,394
PM Peak Hour Trip Growth 2016-2025	3,531

While the engineers have not identified any excess capacity in the existing City-owned roads, they have identified one road with current deficiencies. Existing roadway deficiencies are shown in Table 2 of the IFFP, p. 5 and are included below. Impact fees cannot be used to mitigate existing deficiencies. The IFFP also identifies an existing traffic signal (project #24) located at 400 South and Main Street as having an existing deficiency. However, this is a UDOT signal and is therefore not eligible to be included in the calculation of impact fees.

TABLE 4: EXISTING DEFICIENCIES

Location	Existing Capacity	Existing Volume
10 400 S. Widening - Main St. to 400 E.	11,500	15,600

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)

Springville City’s IFFP identifies a total of 16 projects necessitated by new development at a total cost of \$103,015,000. However, ten of the projects will be funded solely by UDOT and are therefore not eligible for impact fees. The projects identified in the IFFP as necessary to maintain a LOS D and found in Table 3, p. 14 of the IFFP are shown below.

TABLE 5: SPRINGVILLE CITY PORTION OF NEW CONSTRUCTION COSTS



	Location	New Construction Cost	Funding Source	Impact Fee Eligible	Springville City Total
1	400 S. widening - I15 FWY to Spanish Fork Main St.	\$3,095,000	UDOT	0%	\$0
3	1400 N. Widening - I15 FWY to Main St.	\$29,783,000	UDOT	0%	\$0
4	SR-51 Widening - Main St. to Southern Border	\$16,861,000	UDOT	0%	\$0
7	1200 West: 1400 North to Southern Border	\$40,035,000	Springville/MAG	6.77%	\$2,711,000
10	400 S. Widening - Main St. to 400 E.	\$2,768,000	Springville/MAG	6.77%	\$188,000
15	900 S. Extension to SR-51	\$5,188,000	Springville	16%	\$855,000
16	Connection of Mattea Ln. & 750 W.	\$2,097,000	Springville	16%	\$346,000
21	Intersection Improvement - 400 S. & 2060 W.	\$254,000	UDOT	0%	\$0
22	Intersection Improvement - 400 S. & 1200 West	\$254,000	UDOT	0%	\$0
23	Intersection Improvement - 400 S & Wood Springs Dr.	\$254,000	UDOT	0%	\$0
24	Intersection Improvement - 400 S. & Main St.	\$254,000	UDOT	0%	\$0
27	Intersection Improvement - 1400 N. & 1200 West	\$254,000	UDOT	0%	\$0
39	Intersection Improvement - West of 400 S. Interchange	\$254,000	UDOT	0%	\$0
59	Roundabout: Canyon Road and 6200 South	\$705,000	Springville	100%	\$705,000
62	Traffic Signal: Main Street & 900 North	\$254,000	UDOT	0%	\$0
63	Roundabout: 900 South and 800 East	\$705,000	Springville	100%	\$705,000
	TOTAL	\$103,015,000			\$5,510,000

One road has a current deficiency. Therefore, the new construction cost associated with this road must be reduced by the amount of the new construction cost attributable to curing the deficiency. This adjustment has been made in Table 4, p.15 of the IFFP.

TABLE 6: ADJUSTMENT FOR CURING DEFICIENCIES



Project #	Description	Added Capacity	Volume Over Existing Capacity	Impact Fee Reduction %
10	400 S. Widening - Main St. to 400 E.	13,500	4,100	22%

The total cost for which Springville City is responsible needs to be further adjusted to reduce costs for pass-through trips which must be shared by the community as a whole. Finally, there will be excess capacity on many of these roads in 2025; therefore, new development can only be expected to pay for the actual portion of the road needs that it generates and not for the excess capacity. The total roadway cost attributable to Springville City and eligible to be considered for impact fees is \$4,762,000.

TABLE 7: SPRINGVILLE CITY PORTION OF NEW CONSTRUCTION COSTS ADJUSTED FOR CURRENT DEFICIENCIES, PASS-THROUGH TRIPS AND EXCESS CAPACITY REMAINING IN 2025

	Location	Springville City Total	Springville Reduction Percent for Pass Through	Springville Reduction Percent for Excess Capacity	Springville Reduction Percent for Current Deficiency	Impact Fee Eligible Proportion	Impact Fees Eligible Cost
1	400 S. widening - I15 FWY to S.F. Main St.	\$0					\$0
3	1400 N. Widening - I15 FWY to Main St.	\$0					\$0
4	HWY 51 Widening - Main St. to Southern Border	\$0					\$0
7	Mountain Springs Parkway Extension	\$2,711,000	5%	53%	0%	42%	\$2,711,000
10	400 S. Widening - Main St. to 400 E.	\$188,000	1%	46%	22%	31%	\$188,000
15	900 S. Extension to HWY 51	\$855,000	2%	60%	0%	38%	\$325,000
16	Connection of Mattea Ln. & 750 W.	\$346,000	2%	61%	0%	37%	\$128,000
21	Traffic Signal - 400 S. & 2060 W.	\$0					\$0
22	Traffic Signal - 400 S. & Mountain Springs Parkway	\$0					\$0
23	Traffic Signal - 400 S & Wood Springs Dr.	\$0					\$0
24	Traffic Signal - 400 S. & Main St.	\$0					\$0
27	Traffic Signal - 1400 N. & Mountain Springs Parkway	\$0					\$0
28	Traffic Signal - 1600 S. & Mountain Springs Parkway	\$0					\$0
34	Traffic Signal - 400 S. & 800 E.	\$705,000				100%	\$705,000



	Location	Springville City Total	Springville Reduction Percent for Pass Through	Springville Reduction Percent for Excess Capacity	Springville Reduction Percent for Current Deficiency	Impact Fee Eligible Proportion	Impact Fees Eligible Cost
39	Traffic Signal - West of 400 S. Interchange	\$0					\$0
59	Roundabout: Canyon Road and 6200 South	\$705,000				100%	\$705,000
TOTAL		\$5,510,000					\$4,762,000

The total cost of \$4,762,000 attributable to new development between 2016 and 2025 must be shared proportionately between the additional PM peak hour trips projected for that time period. PM peak hour trip demand citywide is projected to grow from 11,396 PM peak hour trips in 2016 to 14,927 PM peak hour trips in 2025 – an increase of 3,531 PM peak hour trips over the 10-year period. While volume on some existing roads may actually decrease, volume will increase on new roads constructed. Therefore, the increased volume and capacity impacts need to be viewed as part of an overall system of roads.

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 IFFP does not identify any City-owned roads with existing excess capacity. Therefore, there is no buy-in calculation for impact fees for proportionate share of existing excess capacity.

New Construction Cost Calculation

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

TABLE 8: PROPORTIONATE SHARE CALCULATION – NEW CONSTRUCTED COST OF NEW

New Construction	Amount
Cost of New Construction Attributable to Springville Growth from 2016 to 2025 - Reduced for Pass-Through Traffic, Excess Capacity and Current Deficiencies	\$4,762,000



New Construction	Amount
PM Peak Hour Trips 2016	11,396
PM Peak Hour Trips 2025	14,927
PM Peak Hour Trip Growth 2016-2040	3,531
Cost per PM Peak Hour Trip Cost	\$1,348.63

Other Cost Calculations

Utah law allows for the cost of developing the Impact Fee Facility Plan and Impact Fee Analysis to be included in the calculation of impact fees. These costs are then shared proportionately among the additional trips generated between 2015 and 2025.

TABLE 9: PROPORTIONATE SHARE CALCULATION – CONSULTING COSTS

Consulting Costs	Amount
Horrocks - IFFP	\$5,000.00
ZBPF – IFA (est.)	\$4,000.00
PM Peak Hour Trip Growth 2016-2025	3,531
Consultant Cost per PM Peak Hour Trip	\$2.55

Springville City has a \$0 balance in its transportation impact fee fund as of October 5, 2016. Therefore, no credit needs to be made against the impact fee fund balance.

Summary of Impact Fees

TABLE 10: SUMMARY OF GROSS IMPACT FEE

Summary of Cost per PM Peak Hour Trip	Amount
Buy-In to Excess Capacity	\$0.00
New Construction	\$1,348.63
Consultant Cost	\$2.55
Fund Balance Credit	\$0.00
Cost per PM Peak Hour Trip	\$1,351.18

The total cost per trip is then applied to the daily PM peak hour trips generated by various land use types. The more trips that are associated with a particular land use or development, the greater its impact on the street system.

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

“There is a minor discrepancy in the way ITE calculates trips and the way trips or roadway volumes are calculated in the travel demand modeling used in the Springville TMP. This



discrepancy is explained by the model roadway volumes and capacities being calculated using daily traffic volumes rather than trips on the roadway. Essentially this means that a travel demand model “trip” or unit of volume is counted once as a vehicle leaves home, travels on the road network and then arrives at work. This vehicle will only be counted as it travels on the roadway network. The ITE Trip Generation method uses driveway counts as its measure of a trip. Therefore a vehicle making the same journey will be counted once as it leaves home and once again as it arrives at work for a total of two trips. This can be rectified simply by adjusting the ITE Trip Generation rates by one-half.”²

This adjustment by 50 percent has been made in the calculation of impact fees shown below. More categories, other than the major groupings shown below and recommended to the City, are included in Appendix A.

TABLE 11: SUMMARY OF GROSS IMPACT FEE

Category	Units; Per	ITE Trips	Adjusted Trips	Maximum Fee
130 - Industrial Park	1000 Sq. Feet Gross Floor Area	0.84	0.42	\$567.49
210 - Single-Family Detached Housing	Dwelling Unit	1.02	0.51	\$689.10
220 - Multi-Family / Apartment (Greater than 4 Units)	Dwelling Unit	0.67	0.335	\$452.64
230 - Multi-Family / Condo, Townhouse	Dwelling Unit	0.52	0.26	\$351.31
254 - Assisted Living Center	Bed	0.35	0.175	\$236.46
310 - Hotel	Room	0.61	0.305	\$412.11
560 - Church	1000 Sq. Feet Gross Floor Area	0.94	0.47	\$635.05
710 - General Office Building	1000 Sq. Feet Gross Floor Area	1.49	0.745	\$1,006.63
820 - Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.71	1.855	\$2,506.43

Calculation of Credits

The City has only one bond issue outstanding that was used for roadway construction. The proceeds of the 2005 special assessment bonds were used to make water, sewer, road, curb and gutter improvements in the west fields. The City pledges income derived from special assessment collections from landowners in the improved areas to repay them. Annual principal and interest payments are expected to approximate the special assessment collections each year;³ therefore no credits need to be made against the transportation impact fees due to outstanding debt obligations.

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.

² Horrocks, Springville Impact Fee Facilities Plan, p. 2

³ Source: Springville City Annual Financial Statement 2015, p. 44.



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.

Appendix A – Sample Table of ITE Categories

The City may choose to combine retail categories in order to avoid large discrepancies between fees for development of different types.

Category	Units; Per	ITE Trips	Adjusted Trips	Maximum Fee PM Peak Fee
130 - Industrial Park	1000 Sq. Feet Gross Floor Area	0.84	0.42	\$567.49
140 - General Manufacturing *	1000 Sq. Feet Gross Floor Area	0.75	0.375	\$506.69
151 - Storage Units	1000 Sq. Feet Rentable Storage Area	0.22	0.11	\$148.63
152 - Warehouse / Distribution Center	1000 Sq. Feet Gross Floor Area	0.16	0.08	\$108.09
210 - Single-Family Detached Housing	Dwelling Unit	1.02	0.51	\$689.10
220 - Multi-Family / Apartment (Greater than 4 Units)	Dwelling Unit	0.67	0.335	\$452.64
230 - Multi-Family / Condo, Townhouse, Duplex, Triplex, Quadplex	Dwelling Unit	0.52	0.26	\$351.31
240 - Mobile Home / RV Park	Dwelling Lot	0.60	0.3	\$405.35
254 - Assisted Living Center	Bed	0.35	0.175	\$236.46
310 - Hotel	Room	0.61	0.305	\$412.11
444 - Movie Theatre < 10 Screens	1000 Sq. Feet Gross Floor Area	3.80	1.9	\$2,567.23
445 - Movie Theatre > 10 Screens	1000 Sq. Feet Gross Floor Area	4.91	2.455	\$3,317.14
492 - Health/Fitness Club	1000 Sq. Feet Gross Floor Area	4.06	2.03	\$2,742.89
520 - Elementary School	1000 Sq. Feet Gross Floor Area	3.11	1.555	\$2,101.08
522 - Middle School / Junior High School	1000 Sq. Feet Gross Floor Area	2.52	1.26	\$1,702.48
530 - High School	1000 Sq. Feet Gross Floor Area	2.12	1.06	\$1,432.25
534 - Private School (K-8)	1000 Sq. Feet Gross Floor Area	6.53	3.265	\$4,411.59
560 - Church	1000 Sq. Feet Gross Floor Area	0.94	0.47	\$635.05
565 - Day Care Center	1000 Sq. Feet Gross Floor Area	13.75	6.875	\$9,289.33
590 - Library	1000 Sq. Feet Gross Floor Area	7.20	3.6	\$4,864.23
610 - Hospital	1000 Sq. Feet Gross Floor Area	1.16	0.58	\$783.68
710 - General Office Building	1000 Sq. Feet Gross Floor Area	1.49	0.745	\$1,006.63
720 - Medical-Dental Office Building	1000 Sq. Feet Gross Floor Area	4.27	2.135	\$2,884.76
770 - Business Park	1000 Sq. Feet Gross Floor Area	1.26	0.63	\$851.24
812 - Building Materials and Lumber Store	1000 Sq. Feet Gross Floor Area	5.56	2.78	\$3,756.27
817 - Nursery (Garden Center)	1000 Sq. Feet Gross Floor Area	9.04	4.52	\$6,107.31
820 - Shopping Center / Strip Mall	1000 Sq. Feet Gross Leasable Area	3.71	1.855	\$2,506.43
826 - Specialty Retail Center	1000 Sq. Feet Gross Leasable Area	5.02	2.51	\$3,391.45
841 - Automobile Car Sales	1000 Sq. Feet Gross Floor Area	2.80	1.4	\$1,891.65
848 - Tire Store	1000 Sq. Feet Gross Floor Area	4.15	2.075	\$2,803.69
850 - Supermarket	1000 Sq. Feet Gross Floor Area	8.37	4.185	\$5,654.67
851 - Convenience Store	1000 Sq. Feet Gross Floor Area	53.42	26.71	\$36,089.89



Category	Units; Per	ITE Trips	Adjusted Trips	Maximum Fee PM Peak Fee
912 - Bank / Financial Institution	1000 Sq. Feet Gross Floor Area	26.69	13.345	\$18,031.43
918 - Hair / Nails / Massage / Beauty Salon / Day Spa	1000 Sq. Feet Gross Floor Area	1.93	0.965	\$1,303.88
932 - Restaurant, Sit-Down (Low Turnover)	1000 Sq. Feet Gross Floor Area	9.02	4.51	\$6,093.80
932 - Restaurant, Sit-Down (High-Turnover)	1000 Sq. Feet Gross Floor Area	18.49	9.245	\$12,491.62
934 - Restaurant with Drive-Through Window	1000 Sq. Feet Gross Floor Area	47.30	23.65	\$31,955.30
942 - Auto Care Center	1000 Sq. Feet Occupied Gross Leasable Area	3.51	1.755	\$2,371.31
944 - Gasoline/Service Station	Fueling Position	15.65	7.825	\$10,572.95
945 - Gasoline/Service Station with Convenience Store	1000 Sq. Feet Gross Floor Area	97.14	48.57	\$65,626.58
947 - Self Service Car Wash	Wash Stall	5.54	2.77	\$3,742.76
948 - Automated Car Wash	1000 Sq. Feet Gross Floor Area	14.12	7.06	\$9,539.30



Appendix B - Notice of Intent to Prepare a Comprehensive Amendment to the Transportation Impact Fee Analysis

Entity: Springville

Body: City Council

Subject:	Fees
Notice Title:	Public Notice
Meeting Location:	110 South Main Street Springville 84663
Event Date & Time:	June 23, 2014 3:28 PM - 3:28 PM

Description/Agenda: NOTICE OF INTENT TO PREPARE AND/OR AMEND SPRINGVILLE CITY IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS FOR TRANSPORTATION AND ROADWAY FACILITIES

Pursuant to the requirements of Sections 11-36a-501 & 503 of the Utah Code Ann., the City of Springville ("Springville"), a municipal corporation of the State of Utah, located in Utah County, hereby gives notice of its intent to prepare and/or amend its impact fee facilities plan and impact fee analysis for transportation and roadway facilities. The geographical area where the proposed impact fee facilities will be located and impact fee assessed is throughout the entire Springville City limits. You are hereby invited to provide information for Springville to consider in the process of preparing, adopting and implementing, or amending the referenced impact fee facilities plan and impact fee analyses. Affected entities are invited to participate in this process by contacting Jeff Anderson, City Engineer, 110 South Main Street, Springville, Utah 84663, janderson@springville.org or (801) 491-2719 /s/ Kim Rayburn, City Recorder

Notice of Special Accommodations: In compliance with the Americans with Disabilities Act, the City will make reasonable accommodations to ensure accessibility to this meeting. If you need special

assistance to participate in this meeting, please contact the City Recorder at (801) 489-2700 at least three business days prior to the meeting.

Notice of Electronic or telephone participation: Electronic or telephonic participation is not available for meetings of this public body.

Other information:

Contact Information: Kim Rayburn, City Recorder
(801)491-2727
krayburn@springville.org

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