

**WEST VALLEY CITY, UTAH**

**RESOLUTION NO. 15-161**

**A RESOLUTION ADOPTING AMENDMENTS TO THE CITY'S IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS.**

**WHEREAS**, State law and the City code require that an impact fee facilities plan and impact fee analysis be adopted prior to institution of any impact fees or a change in any impact fees; and

**WHEREAS**, the City recently adopted an impact fee facilities plan (attached to this Resolution as Exhibit A) and an impact fee analysis (attached to this resolution as Exhibit B); and

**WHEREAS**, state law requires that the City consider alternative funding sources for system improvements such as roadways; and

**WHEREAS**, the impact fee facilities plan identifies existing levels of service and proposed levels of service, identifies demands placed on existing public facilities by new development activities, considers revenue sources available to finance the impacts on system improvements, establishes the necessity of impact fees to meet the proposed levels of service, and otherwise complies with the requirements of state law; and

**WHEREAS**, the impact fee analysis identifies the impact on existing capacity of public facilities by anticipated development activity, identifies anticipated impact on system improvements required by anticipated development activity to maintain the established level of service for public facilities, demonstrates the reasonable relationship between anticipated development activity and impacts on public facilities, and otherwise complies with the requirements of state law; and

**WHEREAS**, the unavailability of state funding and the impossibility of voluntary dedication for certain roadway improvements has made additions to the impact fee facilities plan necessary; and

**WHEREAS**, notice has been given as required by state law and a public hearing held to receive citizen input and comments concerning the impact fee facilities plan and impact fee analysis; and

**WHEREAS**, the City Council does hereby determine that it is in the best interests of the health, safety, and welfare of the citizens of West Valley City to adopt the impact fee facilities plan and impact fee analysis.

**NOW, THEREFORE, BE IT RESOLVED**, by the City Council of West Valley City, Utah, as follows:

- 1) Tables 1-1 and 3-4 in Exhibit A and Table 1 in Exhibit B shall be replaced by the table attached as Exhibit C.
- 2) Table 3-7 in Exhibit A and Table ES-1 in Exhibit B shall be replaced by the table attached as Exhibit D.
- 3) Figure 3-1 in Exhibit A shall be replaced by the figure attached as Exhibit E.
- 4) Table ES-7 in Exhibit B shall be replaced by the table attached as Exhibit F.

**PASSED, APPROVED, and MADE EFFECTIVE** this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

WEST VALLEY CITY

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY RECORDER

**EXHIBIT A**

**IMPACT FEE FACILITIES PLAN**

**EXHIBIT B**  
**IMPACT FEE ANALYSIS**

**EXHIBIT C**

**AMENDED ROADWAY IMPACT FEE FACILITIES PLAN**

| Street       | From   | To             | Total Cost          | Cost of Existing Capacity Deficiencies | Cost of Through Traffic | IFFP Cost          |
|--------------|--------|----------------|---------------------|--|-------------------------|--------------------|
| 4000 W       | 4100 S | 4180 S         | \$ 90,488           | \$ 59,930                              | \$ 22,622               | \$ 7,936           |
| 4000 W       | 4180 S | 4340 S         | \$ 338,513          | \$ 224,197                             | \$ 84,628               | \$ 29,688          |
| 4000 W       | 4340 S | 4360 S         | \$ 63,700           | \$ 42,189                              | \$ 15,925               | \$ 5,586           |
| 4000 W       | 4360 S | 4400 S         | \$ 47,250           | \$ 31,294                              | \$ 11,813               | \$ 4,144           |
| 4800 W       | 2100 S | 2400 S         | \$ 528,000          | \$ -                                   | \$ 132,000              | \$ 396,000         |
| 4800 W       | 2400 S | Lake Park Blvd | \$ 1,219,050        | \$ -                                   | \$ 304,763              | \$ 914,288         |
| 4800 W       | 3200 S | 3300 S         | \$ 192,488          | \$ -                                   | \$ 48,122               | \$ 144,366         |
| Parkway Blvd | 5630 W | 7200 W         | \$ 2,629,663        | \$ -                                   | \$ 657,416              | \$1,972,247        |
| 2400 S       | 2700 W | 3200 W         | \$ 1,451,520        | \$ -                                   | \$ 362,880              | \$1,088,640        |
| 2400 S       | 4800 W | 5100 W         | \$ 942,765          | \$ -                                   | \$ 235,691              | \$ 707,074         |
| 2400 S       | 5600 W | 6400 W         | \$ 2,160,900        | \$ -                                   | \$ 540,225              | \$1,620,675        |
| 2400 S       | 6800 W | 7200 W         | \$ 2,250,000        | \$ -                                   | \$ 562,500              | \$1,687,500        |
| 6200 S       | MVC    | SR-111         | \$ 755,325          | \$ -                                   | \$ 188,831              | \$ 566,494         |
| <b>Total</b> |        |                | <b>\$12,669,662</b> | <b>\$357,610</b>                       | <b>\$ 3,167,416</b>     | <b>\$9,144,637</b> |

**EXHIBIT D**

**AMENDED IMPACT FEE ANALYSIS MAXIMUM ALLOWABLE FEE TABLE -  
ROADWAYS**

| <b>Maximum Allowable Impact Fee Calculation</b> |                  |            |                     |
|---|------------------|------------|---------------------|
|   | <b>Roadway</b>   |            | <b>Intersection</b> |
| Total Cost of IFFP                              | \$ 9,144,637     |            | \$ 2,195,563        |
| # of New Peak Trips (2023)*                     |                  | 13,526     |                     |
| Capacity Utilization Factor                     |                  | 0.92       |                     |
| Cost/Peak Trip                                  | \$ 621.99        |            | \$ 149.34           |
| Buy-in Cost                                     |                  | \$ 777,684 |                     |
| Buy-in Cost/Peak Trip                           |                  | \$ 57.50   |                     |
| <b>Maximum Allowable Impact Fee/Peak Tri</b>    | <b>\$ 828.82</b> |            |                     |
| *Based on the WFRC Traffic Demand Model         |                  |            |                     |

**EXHIBIT E**

**AMENDED FIGURE 3-1 DEPICTING PROJECTS ON THE IMPACT FEE FACILITIES  
PLAN**

**EXHIBIT F**

**AMENDED SUMMARY OF COST OF FACILITIES TO ACHIEVE LEVEL OF SERVICE**

| <b>Table ES-7: Summary of Cost of Facilities to Achieve Level of Service</b> |                                 |                       |
|--|---------------------------------|-----------------------|
|  | <b>Existing Excess Capacity</b> | <b>New Facilities</b> |
| <b>Transportation</b>  | <b>\$777,684</b>                | <b>\$11,340,200</b>   |
| <b>Storm Drain – All Basins</b>  | <b>\$25,970</b>                 | <b>\$1,457,391</b>    |
| <b>Fire Facilities</b>   | <b>\$0</b>                      | <b>\$1,572,636</b>    |
| <b>Fire Apparatus</b>  | <b>\$0</b>                      | <b>\$800,850</b>      |
| <b>Police Facilities</b>   | <b>\$0</b>                      | <b>\$3,698,143</b>    |
| <b>Parks/Trails</b>  | <b>\$0</b>                      | <b>\$8,459,423</b>    |
| <b>Recreation Center</b>   | <b>\$5,776,423</b>              | <b>\$0</b>            |