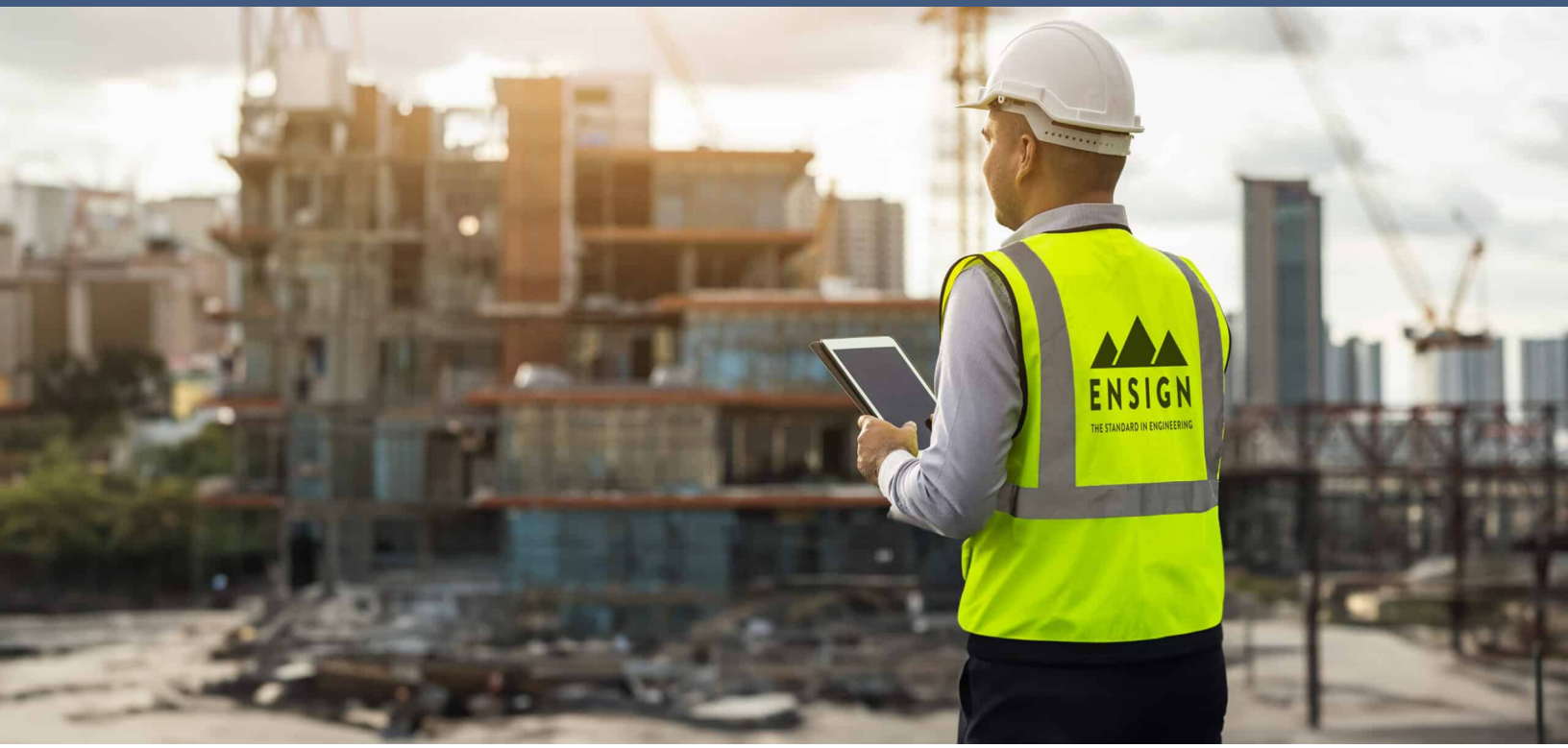
Impact Fee Analysis-IFFP and IFA for Parks and Roads

Mayfield Town, UT



August 2025

Prepared For:
Mayfield Town
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MAYFIELD TOWN
Established 1871

ENSIGN
THE STANDARD IN ENGINEERING

Acknowledgments

CERTIFICATION AND DECLARATION OF IMPACT FEE ANALYSIS

In accordance with Utah Code Annotated, 11-36a-306(1) and (2), I, Kelly Lane Chappell on behalf of Ensign Engineering and Land Surveying, Inc, certify that I am a Registered Professional Engineer holding Certificate 10675582-2202 in the State of Utah.

I declare, to the best of my knowledge, information, and belief that the Impact Fee Facilities Plans and Impact Fee Analyses included herein include only the costs of public facilities that are:

- Allowed under the Impact Fees Act;
- Actually incurred; or
- Projected to be incurred or encumbered within six (6) years after the day on which each impact fee is paid;
- Does not include costs for operation and maintenance of public facilities;
- Does not include 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;
- Offsets costs with grants or alternate sources of payment;
- Complies in each and every relevant respect with the Impact Fees Act.

I make this certification and declaration with the following conditions:

1. All of the recommendations for implementation of the Capital Facilities Plans (CFP) made in the CFP documents or in the Impact Fee Analysis documents are followed in their entirety by Mayfield Town and its elected officials.
2. All information provided to Ensign Engineering and Land Surveying, Inc, its contractors or suppliers is assumed to be correct, complete, and accurate. This includes information provided by Mayfield Town and outside sources.

Ensign Engineering and Land Surveying, Inc

Kelly Lane Chappell, PE
Principal

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Glossary of Technical Terms

Bonds
Fixed-income instrument representing a loan made by an investor to a borrower (typically corporate or governmental). Bonds are used by companies, municipalities, states, and sovereign governments to finance projects and operations.

Build-Out
The maximum number of ERCs or EDUs allowed by the planning jurisdiction in its service area.

Buy-in Costs
Depreciated costs for municipal or service district assets which have excess capacity and can be contributed to existing or future development.

Capital Facilities Plan
A plan to assist a jurisdiction to use its funding wisely and efficiently to maximize funding opportunities. A capital facilities plan will assist in determining needs, prioritizing projects, coordinating related projects, and applying for load, bonds, and grant opportunities.

Cost Estimate
Typically an Engineer's Estimate of Probably Costs for a project improvement based on recently bid projects and current construction climate. A cost estimate may include design fees, permitting, administrative costs, and contingency.

Debt Service
Money required to cover the payment of interest and principal on a loan or other debt for a particular time period.

Debt Service Coverage Ratio
Debt service coverage ratio is measured by comparing the operating cash (revenues less operating expenses) to annual debt service obligations before capital costs.

Dwelling Unit(s)
Dwelling Unit (DU) is a structure or the part of a structure used as a home, residence, or sleeping place by one person who maintains a household or by two or more persons who maintain a common household.

Equivalent Residential Connection(s), Dwelling Unit(s) or Residential Unit(s)
An ERC, EDU, or ERU is a unit of measurement used to compare water demand from non-residential connections to residential connections. Water use criteria from source (wells and springs) and metered data are established based on average demand or consumption by residential connections. This is compared with non-residential uses.

Excess Capacity
Excess capacity used for engineering purposes is when the demand is less than capacity. An example of excess capacity is when the water demand (consumption) of drinking water system users is less than the drinking water system supply.

Fee Stabilization Charge (Credit)
Payment amount of principal and interest on a revenue bond after the study or plans planning period, which should not be charged to new development in the planning period.

Infiltration
Process by which water enters the soil and recharges streams, lakes, rivers, and underground aquifers. Term typically used in storm water terminology.

Infiltration Rate
Flow rate by which water enters the soil and recharges streams, lakes, rivers, and underground aquifers. Typically, specified in inches per hour. Term typically used in storm water terminology.

Inflation
Rate at which prices for goods and services increases.

Impact Fee
Payment of money imposed upon new development activity as a condition of development approval to mitigate the impact of the new development on public infrastructure.

Impact Fee Analysis
The written analysis of each impact fee required by Utah Code Section 11-36a-303.

Impact Fee Facilities Plan
Plan required by Utah Code Section 11-36a-301.

Level of Service
Defined performance standard or unit of demand for each capital component of a public facility within a service area.

Planning Period
The period of time, typically in years, used in a plan. A planning period of 10-years is typically used in Impact Fee Facilities Plans. Master or General Plans may use planning periods from 20 to 50 years.

Proportionate Share
Cost of public facility improvements which are roughly proportionate and reasonably related to the service demands and needs of any development activity.

Surplus Capacity
The amount of surplus or excess capacity a system has available to future development.

Abbreviations and Units

ac	acre [area unit of measurement]
ac-ft	acre-foot (1 acre-foot = 325,851 gallons) [volume unit of measurement]
AWWA	American Water Works Association
BFE	Base Flood Elevation

BMP	Best Management Practices
C	Runoff Coefficient
CN	Curve Number(s)
CFP	Capital Facilities Plan
cfs	cubic feet per second [flow rate unit of measurement]
cfs/acre	cubic feet per acre [flow rate per area unit of measurement]
CLOMR	Conditional Letter of Map Revision
CMP	Corrugated Metal Pipe
d/D	depth to diameter ratio
DIP	Ductile Iron Pipe
DEQ	Department of Environmental Quality
DSCR	Debt Service Coverage Ratio
DU	Dwelling Unit(s)
EDU	Equivalent Dwelling Unit(s)
Ensign	Ensign Engineering and Land Surveying
EPA	U.S. Environmental Protection Agency
ERC	Equivalent Residential Connection(s)
ERU	Equivalent Residential Units(s)
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map(s)
ft	foot [length unit of measurement]
ft/s or fps	feet per second [velocity unit of measurement]
FU	Fixture Unit
gal	gallons [volume unit of measurement]
gpd	gallons per day [flow rate unit of measurement]
gpm	gallons per minute [flow rate unit of measurement]
HDPE	High-density Polyethylene [material used for various building materials]
HDS	Hydrodynamic Separator
HEC	Hydrologic Engineering Center
HEC-RAS	Hydrologic Engineering Center – River Analysis System
hr	hour [time unit of measurement]

IBC	International Building Code
ID	Inside Diameter
IFC	International Fire Code
IFFP	Impact Fee Facilities Plan
IPC	International Plumbing Code
i	Average Rainfall Intensity (inches per hour)
I&I	Inflow and Infiltration
in.	inch [length unit of measurement]
L	Length (ft)
LID	Low Impact Development
LOMA	Letter of Map Amendment
LOMR-F	Letter of Map Revision-Based on Fill
LOS	Level of Service
MG	million gallons [volume unit of measurement]
MGD	millions of gallons per day [flow rate unit of measurement]
mi	mile [length unit of measurement]
min	minute [time unit of measurement]
MP	Master Plan
NOAA	National Oceanic Atmospheric Administration
NOI	Notice of Intent
NOT	Notice of Termination
NRCS	Natural Resources Conservation Service
OSLI	Office of State Lands and Investments[R2]
PF	Peaking Factor
PRV	Pressure Reducing Valve
psi	pounds per square inch [pressure unit of measurement]
PVC	Polyvinyl Chloride [type of plastic pipe]
Q	Flow Rate or Peak Rate of Runoff (cubic feet second)
RCP	Reinforced Concrete Pipe
s	second [time unit of measurement]
SCADA	Supervisory Control And Data Acquisition

SCS	Soil Conservation Service
SF	Safety Factor
SR	State Route
SSA	Storm and Sanitary Analysis
SWMP	Storm Water management Program
SWPPP	Storm Water Pollution Prevention Plan
Tc	Time of Concentration
UAC	Utah Administrative Code
UCEA	Utah Town Engineers Association
V	Velocity (fs/s or fps)
WSFU	Water Supply Fixture Unit
WW	Wastewater
WWTF	Wastewater Treatment Facility
WWRF	Wastewater Reclamation Facility
yr	year [time unit of measurement]

Executive Summary

Introduction

The use of impact fees to finance public facilities is a concept that has already gained wide acceptance. The impact fee is frequently used as a source of capital financing in large and medium sized urban areas for system expansion. The theory, practical models, and legislation for determining growth-related costs and calculating impact-fees for new construction are well developed.

This study discusses the framework for estimating an impact fee. It also quantifies the maximum amount that a developer or builder will be required to contribute to pay for impacts to parks and roads.

The Town of Mayfield is updating its Capital Facilities Plan (CFP) in order to ensure that the current Level of Service (LOS) provided to citizens meets demands and can be maintained as the Town continues to grow. The Capital Facilities Plans and Impact Fee Analyses (IFA) contained in this plan update projects identified previously.

Definition of Impact Fee

According to the Utah State Legislative Code 11-36-102, “Impact fee is a payment of money imposed upon development activity as a condition of development approval. Impact fee does not mean a tax, a special assessment, a building permit fee, and a hookup fee, a fee for project improvements, or other reasonable permit or application fee.”

An impact fee is a one-time charge on new construction, typically collected at the time of building permit issuance. Impact fees are designed to ensure that new development contributes a fair share of the cost of the capital improvements needed to serve growth. The premise on which impact fees are based is that development should pay for the cost of providing the facilities necessary to accommodate growth. The costs of projects needed to support growth are financed with impact fees based on some measurement of a development's impact on future needs.

Purpose of Impact Fees

The impact fees are designed to cover the costs associated with providing new facilities. The specific purpose of the impact fees calculated in this study is to fund the construction of proposed improvements and infrastructure improvement projects. This report documents the data, methodology, and results of the impact fee study.

The following infrastructure types are addressed in this analysis and the accompanying IFFP/IFA:

- Roads
- Park and Open Space

Table 0-1 is the Mayfield Town proposed impact fees:

Table 0-1 Mayfield Town Proposed Impact Fees

Impact Fee	Rate/Dwelling Unit
Roads	$ 1,739.43
Parks and Open Space	$ 3,281.25

Section 1 Introduction

1.1 IMPACT FEE ANALYSIS OVERVIEW

1.1.1 Introduction

The authority to implement impact fees in Utah was established with the Impact Fee Act, Utah Code – Title 11 – Chapter 36a. The Impact Fees Act grants the Town the ability to impose fair impact fees on new development in accordance with requirements set forth in the act to maintain existing LOS. Impact fees on new development help distribute the cost associated with providing expanded services to a greater population over a larger area; these fees supplement property taxes and usage fees to ensure that the existing LOS is not diminished with new and anticipated development.

1.1.2 Impact Fee Adoption: Required Items

In order to adopt an impact fee, the following major items are required:

1. Impact Fees Plan (Impact Fees Act, 11-36a-301): An impact fee facilities plan (IFFP) shall be adopted to determine the public facilities required to serve development resulting from a new development activity. Further requirements and limitations on establishing an impact fee can be found in the Impact Fees Act, Utah Code – Title 11 – Chapter 36a – 301.
2. Written Impact Fee Analysis (Impact Fees Act, 11-36a-304): An impact fee analysis shall identify any existing capacity of a public facility, identify system improvements required to maintain the level of service for the anticipated development activity, and demonstrate how the anticipated impacts are related to the development activity.
3. Proportionate Share Analysis (Impact Fees Act, 11-36a-304-2): A proportionate share analysis should estimate the proportionate share of the costs of existing capacity that will be recouped and the cost of system improvements related to the development activity. The analysis shall identify the manner of financing each public facility, and the extent to which development activity will contribute to the financing and cost of existing public facilities and future system improvements. It shall also identify the extent to which development activity is entitled to a credit against impact fees, extraordinary costs in servicing the newly developed properties, and the time-price differential of amounts paid at different times.
4. Summary of Impact Fee Analysis (Impact Fees Act, 11-36a-303-2): In addition to preparing an impact fee analysis, a summary of the impact fee analysis shall be prepared so that it can be understood by a layperson.
5. Impact Fee Enactment (Impact Fees Act, 11-36a-401): In order to impose impact fees, an impact fee enactment shall be passed in accordance with Section 11-36a-402. The imposed impact fees may not exceed the highest fee justified by the impact fee analysis and may not take effect until 90 days after the impact fee enactment is approved.

1.1.3 Impact Fee Notice Requirements

To enact impact fees the Town shall adopt the impact fee by Town ordinance and include the following (Impact Fees Act, 11-36a-402):

1. A provision establishing one or more service areas within which the Town calculates and imposes impact fees for various land use categories.
2. A schedule of impact fees for each type of development activity that specifies the amount of the impact fee to be imposed for each type of system improvement or the formula that the Town will use to calculate each impact fee.

3. A provision authorizing the Town to adjust the standard impact fee at the time the fee is charged to:
4. Unusual circumstances; or
5. 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; and
6. Ensure that the impact fees are imposed fairly.
7. A provision governing the calculation of the amount of the impact fee to be imposed on a particular development that permits adjustment of the amount of the impact fee based upon studies and data submitted by the developer.

1.1.4 Impact Fee Accounting, Expenditure, Refund, and Challenging Requirements

1. Accounting of Impact Fees (Impact Fees Act 11-36a-601)
   A local political subdivision that collects an impact fee shall:
   a. Establish a separate bearing ledger account for each type of public facility for which an impact fee is collected.
   b. Deposit a receipt for an impact fee in the appropriate ledger account established in accordance with the Impact Fees Act.
   c. Retain the interest earned on each fund or ledger account in the fund or ledger account and at the end of each fiscal year, prepare a report that shows the source and amount of all money collected, earned, and received by the fund or ledger account during the fiscal year and each expenditure from the fund or ledger account.
2. Expenditure of Impact Fees (Impact Fees Act 11-36a-602)
   A local political subdivision (the Town) may/shall:
   a. Expend impact fees only for a system improvement that is identified in the impact fee facilities plan and for the specific public facility type for which the fee was collected.
   b. Expend or encumber an impact fee with respect to a lot for a permissible use and within six years after the impact fee with respect to that lot is collected. The impact fees may be held for longer than six years if the Town identifies in writing

an extraordinary and compelling reason for why the fees should be held longer than six years and an absolute date by which the fees will be expended.

3. Refund of Impact Fees (Impact Fees Act 11-36a-603)
   A local political subdivision shall refund any impact fee paid by a developer, plus interest earned, when:
   a. The developer does not proceed with the development activity and has filed a written request for a refund, the fee has not been spent or encumbered, and no impact has resulted.
4. Challenging of Impact Fees (Impact Fees Act 11-36a-701)
   a. A person or an entity residing in or owning property within a service area, or an organization, association, or a corporation representing the interests of persons or entities owning property within a service area, has standing to file a declaratory judgment action challenging the validity of an impact fee.
   b. A person or entity required to pay an impact fee who believes the impact fee does not meet the requirements of law may file a written request for information with the local political subdivision (the Town) who established the impact fee.
   c. Within two weeks after the receipt of the request for information, the Town shall provide the person or entity with the impact fee analysis, the impact fee facilities plan, and any other relevant information relating to the impact fee.
   d. Subject to time limitations described in the Impact Fees Act 11-36a-702, a person or entity that has paid an impact fee that the Town has imposed may challenge if the impact fee was adopted on or after July 1, 2000.
   e. If a challenge is successful the remedy shall be a refund of the difference between what the person or entity paid as an impact fee and the amount the impact fee should have been if it had been correctly calculated.
   f. If an impact fee that is the subject of an advisory opinion is listed as a cause of action in litigation, the substantially prevailing party on that cause of action may collect reasonable attorney fees and court costs pertaining to the development of that cause of action and shall be refunded an impact fee held to be in violation of the Impact Fees Act, based on the difference between the impact fee paid and what the impact fee should have been if it had been correctly calculated.

1.1.5 Impact Fee Requirements, Limitations, and Calculations

An impact fee facilities plan shall:

1. Identify the existing level of service.
2. Establish a proposed level of service.
3. Identify any excess capacity to accommodate future growth at the proposed level of service.
4. Identify demands placed upon existing public facilities by new development activity at the proposed level of service.
5. Identify the means by which the political subdivision or private entity will meet those growth demands.

Impact fees may not be used to directly improve the existing level of service. Existing deficiencies must use funding other than impact fees to be corrected or improved. (11-36a-3012)

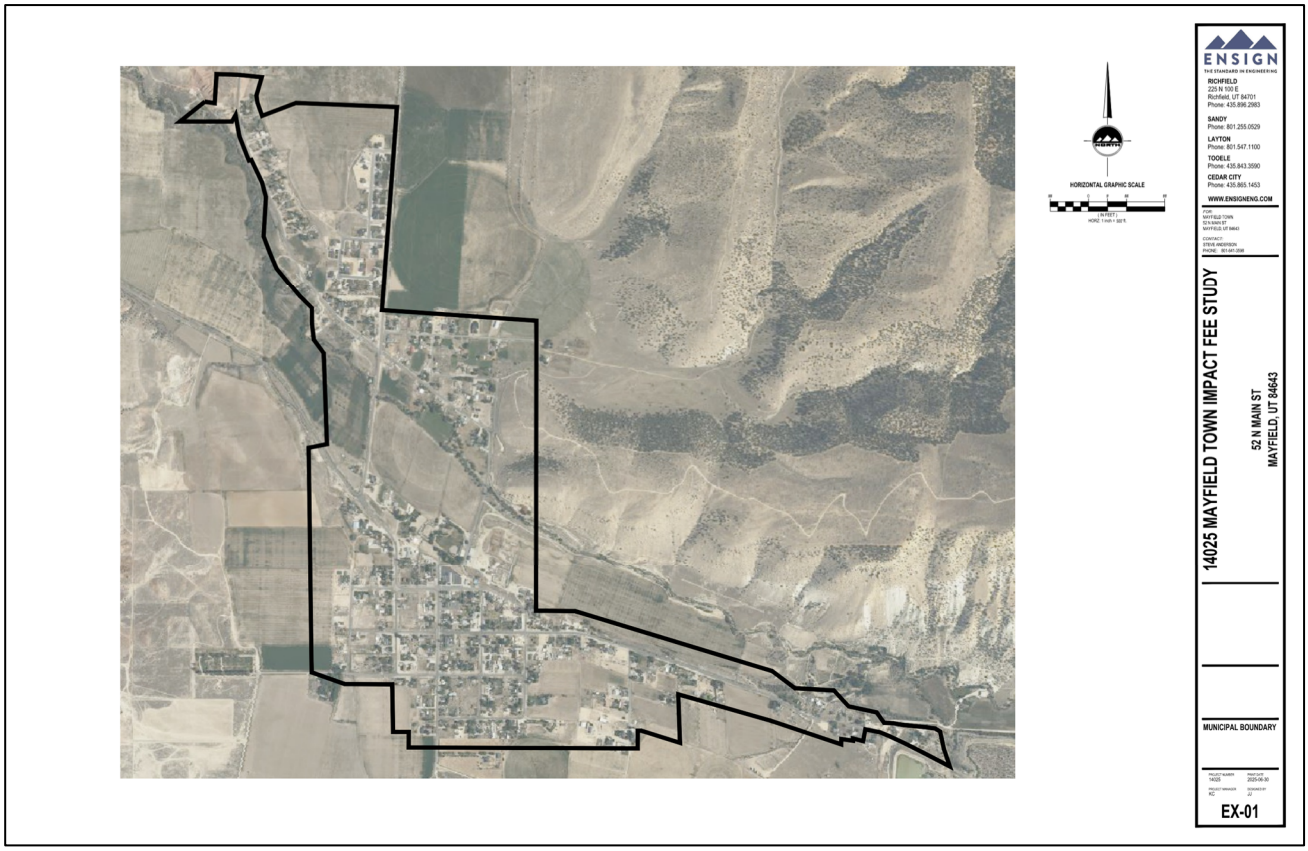
In calculating an impact fee, a local political subdivision or private entity may include:

1. The construction contract price.
2. The cost of acquiring land, improvements, materials, and fixtures.
3. The cost for planning, surveying, and engineering fees for services provided for and directly related to the construction of the system improvements.
4. For a political subdivision, debt service charges, if the political subdivision might use impact fees as a revenue stream to pay the principal and interest on bonds, notes, or other obligations issued to finance the costs of the system improvements.

1.2 Service Area

The service area for the future roads, parks and open space impact fees includes all areas within the current municipal boundary of the town, as shown in Figure . This document identifies the necessary future system improvements for the service are that will maintain the existing limit of service (LOS) into the future.

Figure 1 Mayfield Municipal Boundary



1.3 Demographics

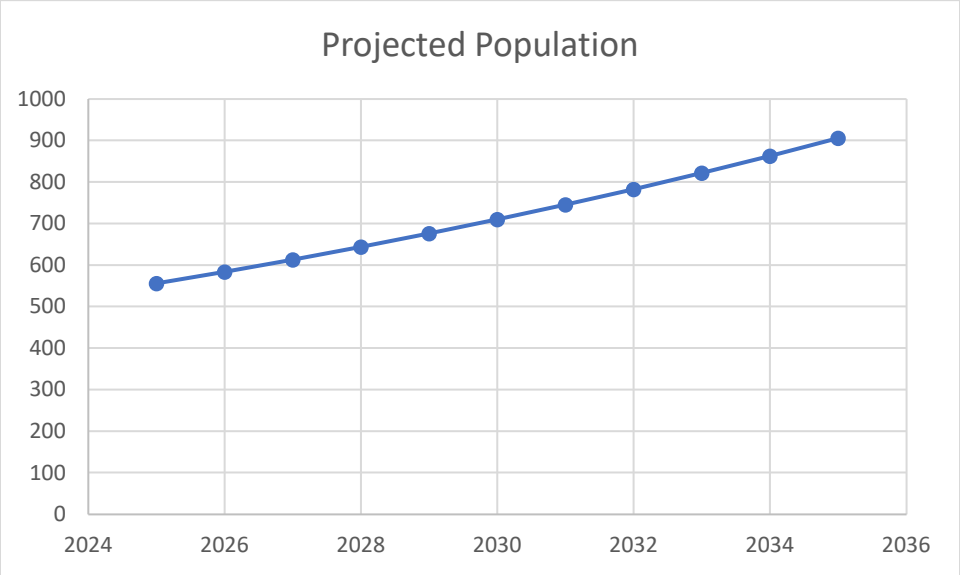
Determining the current and projected population of Mayfield Town is somewhat difficult. As of the 2020 census, there where 556 residents in Mayfield. However, 2023 Census estimates have Mayfield at 424 people. Speaking with some Town officials, their estimates are between 550 and 600 people. For the purposes of this study the 556 from the 2020 census was the population number used for the year 2025. This seemed to strike a balance between the conflicting data.

For growth projections for this study, a growth projection of 5% was used. The Kem C. Garnder institute has growth projections of 2-3.5% for Sanpete County over the next 10-years. However, Mayfield is currently seeing an increase in building permit requests, and Sanpete County in general has seen growth outpace the projections over the past 5-years. For this reason, a more conservative value of 4% was used. See table 1-1 and figure 2 for growth projections.

Table 1-1 2025-2035 Population Projections-Mayfield

Year	Projected Population	Estimated Households
2025	556	203
2026	584	213
2027	613	224
2028	644	235
2029	676	247
2030	710	259
2031	745	272
2032	782	286
2033	821	300
2034	863	315
2035	906	331

Figure 2 2025-2035 Population Projects-Mayfield



Section 2 Roads Impact Fee

2.1 CAPITAL FACILITIES PLAN

This transportation Capital Facilities Plan (CFP)/Impact Fee Facilities Plan (IFFP) is based on existing development and projected growth data provided in Section 1 (Demographics) of this

planning document. Existing traffic volumes, future travel demand, analysis results of existing roadways, and planned future transportation project data were obtained from Mayfield Town, or observation during the reporting of this planning document.

2.1.1 Inventory of Existing Facilities

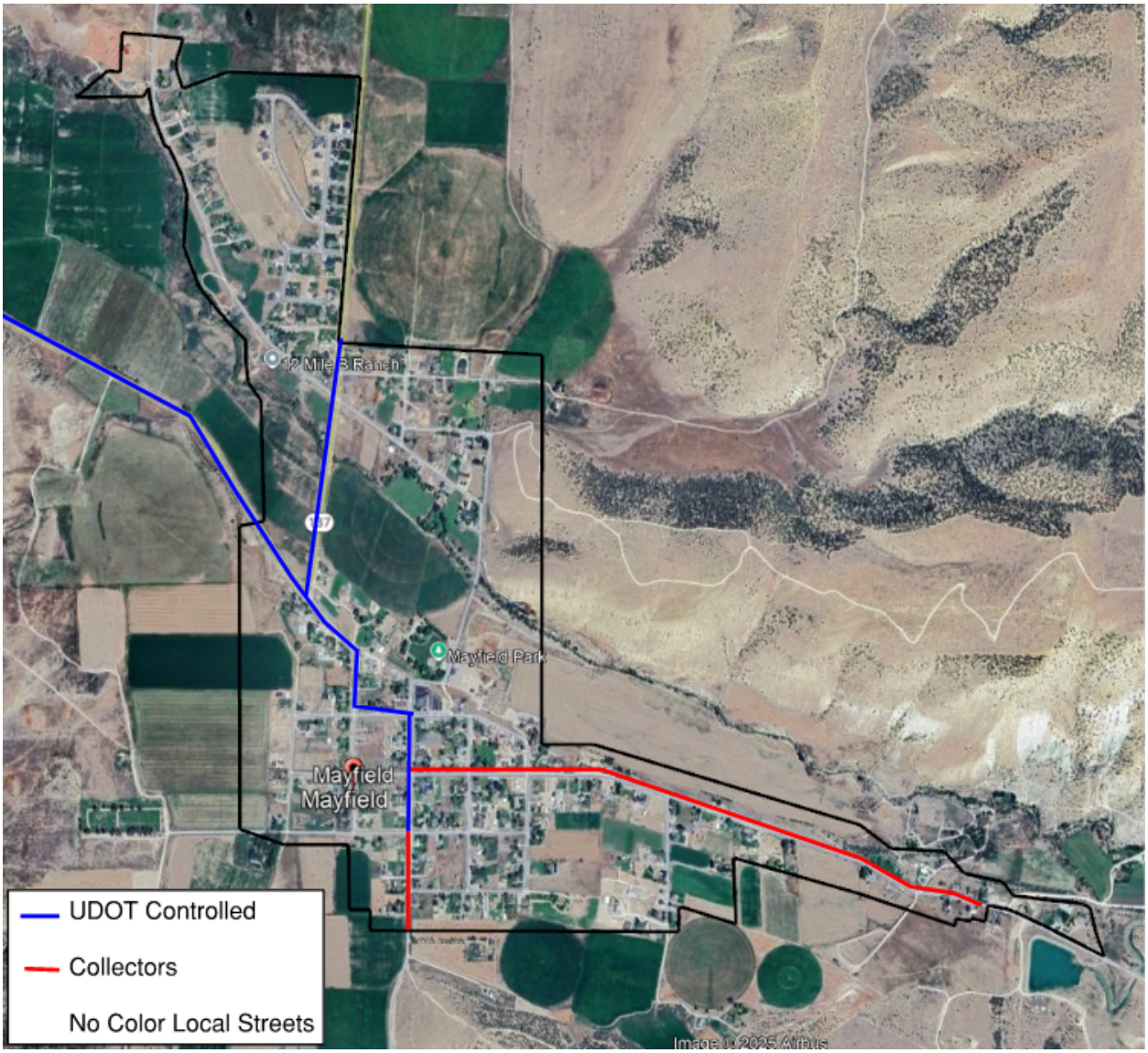
Mayfield Town constructs and maintains transportation facilities to provide mobility for residents and visitors to the community. The Town transportation network includes three basic types of roadways: arterials, collectors, and local streets, as shown in Figure 2-1.

Arterials - These high-capacity facilities include highways emphasizing through movement of traffic. Land access is subordinate to this primary function. Generally, these roadways operate at high speeds and serve regional trips. There are no Arterials in Mayfield.

Collectors - These roadways accumulate traffic from local streets and distribute to higher capacity arterial facilities. Collectors provide both mobility and land access. Generally, trip lengths, speeds, and volumes are moderate. Major collectors identified by UDOT or any other planning document is SR137 which is owned and maintained by UDOT. Minor Collectors maintained by the Town is Canyon Road and South Main Street, south of 100 South to the municipal boundary.

Local Streets - Their primary function is to provide land access. Travel speeds and volumes are generally low, trips are shorter, and through traffic is usually discouraged. Capital improvements to local streets are generally assumed to be included in the construction of future developments and are not included in this analysis.

Figure 2-1: Existing Roadway Functional Classification



2.1.2 Methods of Financing Transportation Infrastructure

The Town uses a variety of funding sources to construct transportation infrastructure to meet the mobility needs of residents and businesses and to accommodate for future growth. SR-137 (Main Street/State Street) is a state routes that provide regional mobility for motorists traveling to other destinations in Sanpete County. The State provides funding for these routes. The remainder of the public roadways in Mayfield are funded by the Town using the following sources of revenue:

Federal Funding: The Federal-Aid Highway Program provides assistance to local public agencies for constructing specific transportation projects. These projects are administered by UDOT and included in the Surface Transportation Program (STP). They are generally prioritized for roadways with a functional class of “collector” or higher and include improvements in mobility, air quality, or safety.

State Funding: The Class B & C road funding program was established by the Utah Legislature in 1937 as a means of providing assistance to counties and incorporated municipalities for the improvement of local roads and streets throughout the state. These funds are subject to administrative direction by UDOT. During the State fiscal year 2023, Mayfield received $67,455 from this program. Similar to Federal programs, Utah also has funding sources for transportation projects that are prioritized throughout the State. These sources include the following: Joint Highway Committee, Safe Sidewalk Program, Transportation Alternatives Program, and Safe Routes to School Program.

Town Funding: Mayfield could use a variety of revenue sources for transportation improvements including the following: private funding, general fund, general obligation bonds, special improvement districts, special assessment areas. The Town has considered the available funding sources and will use the most applicable funds for each use.

Impact Fees: Impact fees are a common revenue stream used to assist in construction of infrastructure to accommodate growth within a Town. Infrastructure constructed with impact fees would not be needed if there was no additional development within the Town. This CFP/IFFP includes a list of projects needed to accommodate future growth and projects the Town has planned to fund using impact fees.

2.1.3 Level of Service

The level of services includes an evaluation of existing roadways by using Highway Capacity Manual (HCM) methodologies. This Federally funded manual includes the industry standard for analyzing and classifying the performance of transportation facilities. The manual includes performance measures for roadways by assigning a Level of Service (LOS) based on the degree of mobility provided. The LOS performance measures range from the following classifications of A to F:

LOS A: Represents primarily free-flow operation. Motorists are almost completely unimpeded in their ability to maneuver within the traffic stream.

LOS B: Characterized by reasonably unimpeded operation. The ability of motorists to maneuver with the traffic stream is slightly restricted.

LOS C: Represents stable operation. The ability to maneuver within the traffic stream is restricted but not congested. Travel speed is reduced.

LOS D: Represents a less stable condition in traffic operations. Small increases in flow may cause substantial increases in delay and reduction in travel speed.

LOS E: Characterized by unstable operation. High traffic volumes contribute to significant congestion and delay.

LOS F: Characterized by traffic flow at extremely low speed, high congestion, and extensive queueing. The traffic volume exceeds the capacity of the roadway.

Ideally, all transportation facilities would perform at LOS A, providing maximum mobility and minimal delay; however, limited financial resources, impacts to private right-of-way, and preservation of environmental resources makes this impractical. This plan was developed with the assumption that LOS D would be the minimum acceptable LOS for roadways within the Town limit during peak hours. This threshold is used for capacity analysis of existing roadways and future transportation projects in this CFP and IFA.

For planning level analysis of the Mayfield transportation network, Annual Average Daily Traffic (AADT) service flow rates were developed to estimate the LOS performance, capacity, and utilization of collector and arterial roadways. Table 2-1 includes service flow rates for various LOS grades, lane configurations, and roadway types.

Table 2-1: Collector Peak Hour Service Flow Rates

LOS C	LOS D	LOS E
975	**1,216**	1,457

2.1.4 Surplus Capacity

All local collectors within Town limits currently operate at an LOS of C or better. All other collector and arterial roadways within Town limits have surplus capacity to serve future development.

Table 2-2 includes a summary of average annual daily trips, and capacity for collectors in Mayfield. This data is based off of traffic volumes from UDOTs AADT Statistics. The amount of excess capacity was calculated for each roadway by subtracting the existing AADT volumes from the LOS D service flow rates included in Table 2-1. The Town does not have records of construction costs for these roadways, so the value of the existing capacity can't be calculated in order to determine a buy-in cost for this CFP.

Table 2-2: Existing Roadways and Excess Capacity

Roadway	Segment Limits	2023 Average Annual Daily Traffic*	LOS D Traffic	2023 Excess Capacity	
		(Veh/Day)	(Veh/Day)	(Veh/Hr)	%
Canyon Road	SR 137 to Municipal Boundary	820	1,216	396	33%
South Main Street	SR 137 to Municipal Boundary	1,200	1,216	16	1.3%

** Based on data collected from UDOT Traffic Statistics*

2.1.5 Future Development Travel Demand

A trip generation value was calculated for each development type by using rates available in the ITE Trip Generation Manual (11th Edition), multiplied by the quantity of each development type. Table 2-3 includes the rates and units of measure for estimating the trips generated by developments. The various categories of developments shown were used to estimate existing and future travel demand in the Town.

Trips associated with future development only include trips that begin and/or end inside the Town limits. Based on the geography and roadway network of Mayfield, pass-through traffic was assumed to be isolated to SR-137 (Main Street). Trips on all other roadways were assumed to include an origin and/or destination within the Mayfield limits. To estimate trips within the Town, all trips generated by residential units were counted. Trips generated by commercial

developments were assumed to include 50% originating inside Town limits and 50% outside Town limits. Commercial development trips were reduced by 50% to avoid double-counting trips within the Town.

Table 2-3: ITE Trip Generation Factors

No.	Description	Average Peak Hour Rate	Unit
140	Manufacturing	0.74	Trips per 1,000 SF
150	Warehousing	0.18	Trips per 1,000 SF
210	Single-Family Detached Housing	0.99	Trips per House
220	Multifamily Housing (Low-Rise)	0.56	Trips per Unit
240	Mobile Home Park	0.46	Trips per Home
560	Church	0.49	Trips per 1,000 SF
822	Strip Retail Plaza (<40k)	6.59	Trips per 1,000 SF

Source: ITE Trip Generation Manual, 11th Edition

As discussed in the Demographics Section of this plan, the population of Mayfield is expected to grow from 556 in 2025 to 823 in 2035, an increase of 63%. Similarly, travel demand is expected to grow 63% over the next 10 years. New development is expected to generate an additional 1,250 trips during the average day, compared to current traffic volumes. Mayfield Town will need to provide additional capacity improvements to the transportation network in order to maintain an acceptable LOS for all users. Table 2-4 includes an estimate of existing AADT trips and future 2035 trips that will be generated in the Town. Single family, multi-unit, trailer, Industrial/manufacturing, warehousing, retail, and church quantities were based on results from a Google mapping and Street View survey conducted. Growth rates for all types of development are based on data provided in Section 1.

Table 2-4: Mayfield Trips by Development Type

Development Type	Peak Hr. Trips Rate	Trips Unit Rate	2025		2035	
			Units	Trips	Units	Trips
Single Family	0.99	(Trips/ Dwelling Unit)	203	201	331	328
Multi-Unit	0.56	(Trips/ Dwelling Unit)	5	2.8	8.15	5
Trailer	0.46	(Trips/ Dwelling Unit)	3	1.38	4.89	2
Industrial/ Manufacturing [1]	0.37	(Trips/ 1,000 SF Building)	2,000	740	3260	1,206
Warehousing [1]	0.09	(Trips/ 1,000 SF Building)	1,500	135	2,445	220
Retail [1]	3.3	(Trips/ 1,000 SF Building)	221	729.3	360.23	1,189
Church [2]	0.05	(Trips/ 1,000 SF Building)	3500	175	5705	285
Total				**1,984**		**3,235**
Increase						**1,250**
% Increase						**63.00%**

[1] Rates reduced by 50% to estimate external Town origin/destination trips.
[2] Rates reduced by 90% to estimate external Town origin/destination trips.

2.1.6 Additional Facilities Required in 10-Year Planning Period

This IFA includes an analysis of future road conditions and a recommendation for future roadway projects to accommodate future travel demand at LOS D through the year 2035. Future road projects may be funded by the Federal Government, the State of Utah, Mayfield, and private funding sources. Only projects or portions of projects funded solely by Mayfield Town are eligible for funding through impact fees. The following are anticipated to be funded by Mayfield Town:

- Multi-Use Path
- 400 East Road Widening*
- Canyon Road Improvements
- Park Road Improvements

- South Collector

**400 East Road Widening is anticipated to occur to accommodate a future south Connector. If ROW or other acquisition issues prevent 400 East Road widening to occur, then this project will be substituted for another north south Collector located on the east side of Town.*

Table 2-5: Transportation Master Plan 2035 Capital Improvement Projects

Project No.	Project Name	Length (ft)	Collector/ Arterial	ROW Width	Project Cost	Funding Source
1	Multi-Use Path	7,165	N/A	66	$ 618,546.15	Town/Developers
2	400 East Road Widening	1,250	Collector	33	$ 225,126.67	Town/Developers
3	Canyon Road Improvements	6,900	Collector	66	$ 2,015,058.33	Town/Developers
4	Park Road	1,320	Collector	66	$ 206,797.85	Town/Developers
5	South Collector	1,200	Collector	66	$ 464,054.17	Town/Developers

2.1.7 Transportation Proportionate Share Analysis

The proportionate share of project costs associated with development in the planning period has been developed based on TMP analysis results estimating the current and future traffic volumes for each road. The proportionate share for each project was calculated by dividing the estimated 2033 peak hourly trips in excess of the existing road capacity by the increase in road capacity due to the project, as shown in Table 2-6.

Table 2-6: Transportation Proportionate Share

Project Name	Current (2025) Capacity (Veh/Day)	Future (2035)		Future (2035) PHV in Excess of Current (2025) Capacity (Veh/Day)	Capacity Increase from Project (Veh/Day)	Proportionate Share
		AADT (Veh/Day)	Capacity (Veh/Day)			
Canyon Road	820	1,337	2,500	517	1,000	51.66%
S Collector	1,200	1,956	2,500	756	1,000	75.60%
Multi Use Path	0	163	200	163	200	81.50%
Park Road	0	100	150	100	200	50.00%
Canyon Road	820	1,337	2,500	517	1,000	51.66%

2.2 IMPACT FEE ANALYSIS

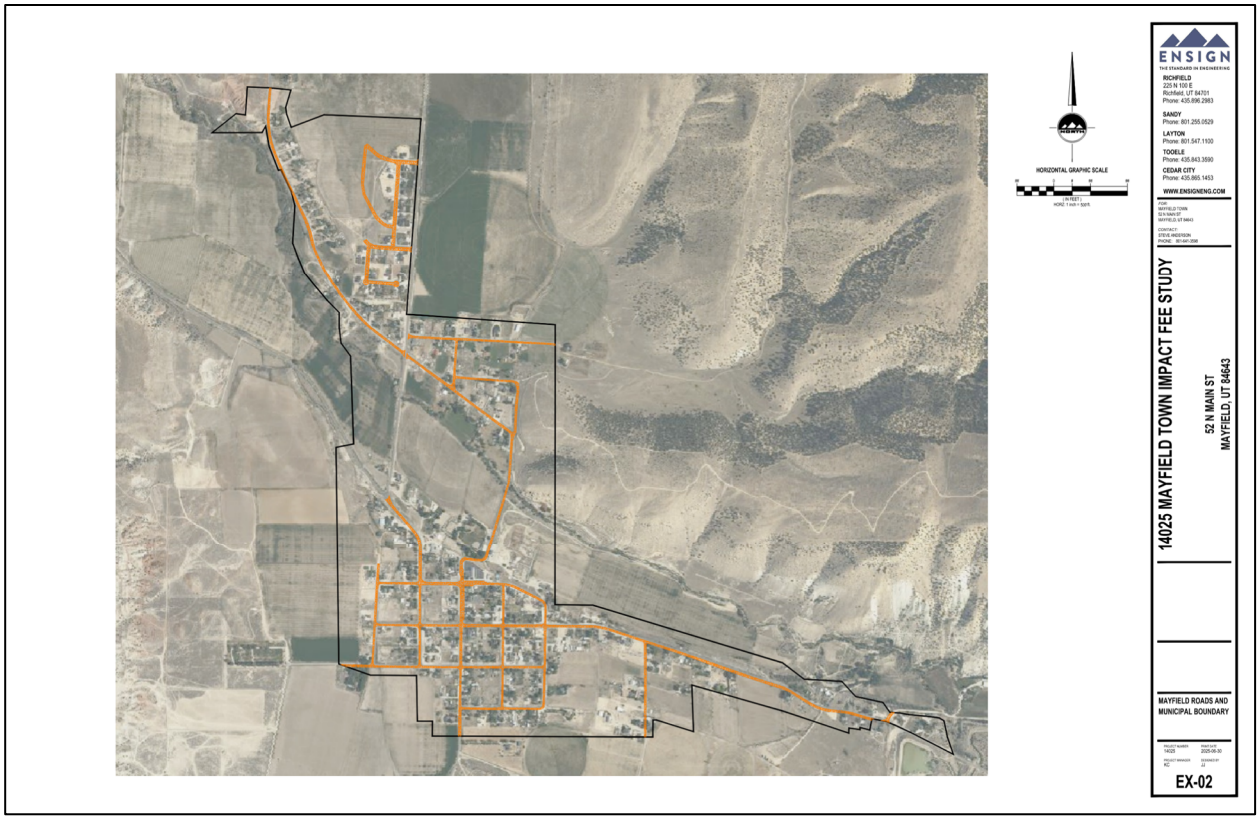
As stated in Utah Code Section 11-36a-304, an impact fee analysis shall identify any existing capacity of a public facility, identify system improvements required to maintain the level of service for the anticipated development activity, demonstrate how the anticipated impacts are related to the development activity, and identify how the impact fees were calculated. The analysis should also estimate the proportionate share of the costs of existing facilities that have excess capacity to serve anticipated development and the costs of system improvements related to new development. The impact fee analysis should identify the manner of financing for

each public facility, the relative extent to which development activity will contribute to this financing, the extent to which development is entitled to a credit against impact fees, any extraordinary costs in servicing newly developed properties, and the time-price differential of amounts paid at different times.

2.2.1 Service Area

Transportation facilities benefit all existing and new development throughout the entire Town. Therefore, impact fees are calculated for all future development. The fee calculations are based on peak hour trips, with an estimated peak hour trip rate per development type.

Figure 2 Service Area



2.2.2 Level of Service

The level of service for transportation facilities was established in Section 2.1.3 of the Capital Facilities Plan, which is based on the level of service classifications defined in the Highway Capacity Manual ranging from LOS A to F. The level of service set for this plan is LOS D which corresponds to the peak hour service flow rates shown in the following table.

Table 2-7: Transportation Level of Service

LOS C	LOS D	LOS E
975	**1,216**	1,457

2.2.3 Buy-In Cost

The purpose of the buy-in cost is to recover the costs of surplus capacity in existing facilities that can serve anticipated development. As discussed in Section 2.1.4, there are existing roadways in the Town which have excess capacity to serve future development. However, since these streets are local collectors, these generally aren't established to have a buy-in cost.

2.2.4 Future Capital Improvement Projects and Proportionate Share Analysis

The capital improvement projects required to maintain the level of service for the anticipated development activity were determined in Section 2.1.6. The proportionate share of these projects related to new development was determined in Section 2.1.7. These items are summarized in Table 2-8.

Table 2-8: Future Transportation Capital Improvement Projects

Construction Timeline	Project Name	Current Year (2025) Cost Estimate	Proportionate Share	Proportionate Share Cost Associated with New Development
0-5 Years	Multi Use Path	$ 618,546.15	82%	$504,115.12
0-5 Years	400 East Widening	$ 225,126.67	76%	$170,195.76
0-5 Years	Canyon Road Improvements	$ 2,015,058.33	52%	$1,040,979.14
0-5 Years	Park Road Improvements	$ 206,797.85	50%	$103,398.92
6-10 Years	South Collector	$ 464,054.17	76%	$350,824.95
Total		**$ 3,529,583.17**		**$2,169,513.88**

2.2.5 Future Debt Financing

At this point, the Town is not planning on financing road projects with debt.

2.2.6 Future Professional Expenses

Future development may not actually occur as anticipated in this CFP and IFA. Additionally, if the potential PIDs are established and their planned projects are constructed at their own cost,

the required projects for the rest of the Town and the proportionate share associated with new development might change. For these reasons, the CFP and IFA is expected to be updated every 5-years, and the associated professional expenses can be included in the calculation of impact fees. Table 2-13 shows the estimated expense.

Table 2-9: Transportation Professional Expenses

Year	Cost
2030	$7,500.00
2035	$7,500.00
Total	**$15,000.00**

2.2.7 Impact Fee Calculation

There are two (2) types of fees used in the impact fee calculation. These fees are capital project fees and miscellaneous fees and include the following items listed below.

- Capital Project Fees
    - Buy-In Costs (See Section 2.2.3)
    - Project Costs (See Section 2.2.4)
    - Debt Service Costs – The debt service costs include the principal and interest for the bond as well as the cost of issuance, bond insurance, and a surety policy cost.
    - Bond Proceeds – The bond proceeds are the project cost (principal) associated with the project which is being bonded. This effectively cancels out the project cost that is shown as part of the source project capital improvement cost.
- Miscellaneous Fees
    - Professional Expenses (See Section 2.2.6)
    - Fee Stabilization Charge (Credit) – This is the payment amount of principal and interest on the revenue bond after the 10-year planning period, which should not be charged to new development in the planning period.

Impact fees were calculated by dividing the inflation adjusted cost attributed to new growth by the anticipated increase in peak hour trips in the planning period. These calculations are shown in Table 2-10.

Table 2-10: Transportation Impact Fee Calculation

Transportation Projects	Total Construction Year Costs	% Attributed to Growth	Costs Attributed to Growth	Growth Related Peak Daily Trips	Cost Per Average Annual Daily Trip
Buy-In Costs					
None					
Project Costs					
Multi Use Path	$ 618,546.15	82%	$504,115.12	1,250	$403.23
400 East Widening	$ 225,126.67	76%	$170,195.76	1,250	$136.13
Canyon Road Improvements	$ 2,015,058.33	52%	$1,040,979.14	1,250	$832.65
Park Road Improvements	$ 206,797.85	50%	$103,398.92	1,250	$82.71
South Collector	$ 464,054.17	76%	$350,824.95	1,250	$280.61
Total Project Costs	**$ 3,529,583.17**		**$2,169,513.88**		**$1,735.33**
Miscellaneous Fees					
Professional Expenses	$15,000.00	100.00%	$15,000.00	3,658	$4.10
Total Miscellaneous Fees	**$15,000.00**		**$15,000.00**		**$4.10**
Total Impact Fee Costs	**$ 3,544,583.17**		**$2,184,513.88**		**$1,739.43**

The transportation impact fee calculation resulted in a fee of $1,739.43 per AADT. Impact fees per development type were calculated in the following table using the peak hour trip rates discussed in Section 2.1.5 (ratio of peak hourly rates to AADT is assumed to be the same).

Table 2-11: Proposed Transportation Impact Fees

Development Type	Peak Hour Trips Rate	Impact Fee	Units
Single Family	0.99	$1,739.43	per Dwelling Unit
Multi-Unit	0.56	$974.08	per Dwelling Unit
Trailer	0.46	$800.14	per Dwelling Unit
Industrial/ Manufacturing	0.37	$643.59	per 1,000 sf Building Area
Warehousing	0.09	$156.55	per 1,000 sf Building Area
Retail	3.3	$5,740.12	per 1,000 sf Building Area
Church	0.05	$86.97	per 1,000 sf Building Area
School	0.07	$121.76	per Student

2.3 Extraordinary Costs and Time/Price Differential

Extraordinary costs to service new roads are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development. Adjustments may be required in future years to adjust for time/price differential.

Section 3 Parks and Open Space

3.1 IMPACT FEE FACILTIES PLAN

3.1.1 Inventory of Existing Facilities

Mayfield Town currently has one improved park. This park currently has a baseball field, walking paths, tennis/pickleball courts, pavilion, amphitheater, restrooms and other amenities. The estimated capital asset value for the parks and recreation facilities is shown below in table 3-1.

Table 3-1 Existing Parks Capital Asset Values

Park and Recreation Facility Element	2025 Capital Asset Value (Book Value)
All Parks and Recreation Facilities	$500,000

3.1.2 Method of Financing of Existing Facilities

The Town currently finances existing park and recreation facility projects through the General Fund, Capital Project Fund, taxes, impact fees, and grants. The Town does not have any existing park and recreation facility long-term debt.

3.1.3 Level of Service

It is common to use a ratio of acres per 1,000 population to establish a level of service. For this study a ratio of 10 acres per 1,000 people is the established level of service. The Town currently has 5.56 acres per 556 people or 10 acres per 1,000 people. Table 3-3 shows the required park acreage to meet the level of service for current and future years.

Table 3-2 Parks Level of Service

Parameter	LOS Requirement
Park Acreage per 1,000 population	10.0 acres

Table 3-3 Projected Acreage Required for Parks

Year	Population	Park Acreage per 1,000 Population	Park Area (Acres)
2025 (Current)	556	10.00	5.56
2025 (Needed)	556	10.00	5.56
2026	584	10.00	5.84
2027	613	10.00	6.13
2028	644	10.00	6.44
2029	676	10.00	6.76
2030	710	10.00	7.10
2031	745	10.00	7.45
2032	782	10.00	7.82
2033	821	10.00	8.21
2034	863	10.00	8.63
2035	906	10.00	9.06

3.1.4 Surplus Capacity

Surplus capacity is the surplus capacity of the system above what is required by the current population to meet level of service standards. Surplus capacity is used to determine a buy-in cost for future development. As shown in Table 3-3, the Town currently has 5.56 acres of park area, and is required to have 5.56 acres to meet the level of service, so there is no surplus capacity.

3.1.5 Additional Facilities Currently Required

The Town council and staff have stated that the current parks are inadequate for Mayfield's growing population, and expansions to the existing park, as well as a new planned park on the Town's West side, near Mayfield Estates is currently planned.

3.1.6 Additional Facilities Required in 10-year Planning Period

In 2035, the required park area to meet the level of service is 12.35 acres. In addition to the previously planned parks (Mayfield Estates Park, Expansion to current Town Park) a third park may be required on the South part of town. An exact location of the park will be determined during the planning phase of the project.

3.1.7 Project Proportionate Share Analysis and Project Costs

The project proportionate share is the share of a project that is beneficial to future development in a 10-year period. A summary of the proportionate share and the cost associated with future development for each project is shown in Table 3-4 . The proportionate share analysis may need to be amended if any PIDs are established and have planned what park facilities they will construct. The Town may also provide a credit back to a development for future fees that may be paid to fund system improvements found in the Master Plan, CFP, or IFFP. Credits may be paid back to developers who have constructed or directly funded items that are included in the planning documents or donated to the Town in lieu of impact fees. This determination will be included in the developer agreements.

3.1.7.1 Project Proportionate Share – Parks, Recreation Facilities, Open Space, and Trails

The proposed park projects for the 10-year planning period include Mayfield Estates, Current Park Expansion, and South Park. The proportionate share for Mayfield Estates was determined by dividing the area of the park not correcting the existing deficiency by the total proposed area of the park. The proportionate shares for the other parks were determined by the proportion of the park area that is correcting the future deficit. South Park is not eligible for impact fees because the level of service at the end of the planning period will already be met. These calculations are shown in Table 3-4. Table 3-5 summarizes the detailed cost associated with these parks.

Table 3-4 Parks Projects Proportionate Share

Project	Park Area (Acres)	Year 2025 Deficity (Acres)	Year 2035 Deficity (Acres)	New Development Proportionate Share
West Park (Mayfield Estates)	2	0.00	3.50	100%
Existing Park Expansion	2.5	0.00	0.00	100%
South Park	3	0.00	0.00	0%

Table 3-5 Proposed Parks Capital Improvements Projects

Construction Priority	Project Name	Current Year Cost Estimate	Proportionate Share	Value Associated With New Development in 10-year Planning Period
0-5 Years	West Park (Mayfield Estates)	$ 180,000.00	100%	$ 180,000.00
0-5 Years	Existing Park Expansion	$ 225,000.00	100%	$ 225,000.00
6-10 Years	South Park	$ 270,000.00	0%	$ -

3.1.8 Method of Financing Required Facilities

There are a few methods for financing park and recreational facilities, which include the General Fund, taxes, impact fees, and grants.

3.2 Impact Fee Analysis

As stated in Utah Code Section 11-36a-304, an impact fee analysis shall identify any existing capacity of a public facility, identify system improvements required to maintain the level of service for the anticipated development activity, demonstrate how the anticipated impacts are related to the development activity, and identify how the impact fees were calculated. The analysis should also estimate the proportionate share of the costs of existing facilities that have excess capacity to serve anticipated development and the costs of system improvements related to new development. The impact fee analysis should identify the manner of financing for each public facility, the relative extent to which development activity will contribute to this financing, the extent to which development is entitled to a credit against impact fees, any extraordinary costs in servicing newly developed properties, and the time-price differential of amounts paid at different times.

3.2.1 Service Area

Parks, recreation facilities, open spaces, and trails only benefit residential development in the Town. Additionally, per Utah Code Section 11-36a-202, it is prohibited to charge schools impact fees for park facilities. Therefore, impact fees are only calculated for future residential development. The fee calculations are based on units, as each residential unit creates approximately equal demand on park facilities regardless of development type. Since Mayfield is a small municipality, it is assumed that any park improvement, no matter the location would be of benefit to the entire service area, which is defined as the Municipal boundaries of Mayfield. See Figure 5 for current boundaries defining the service area.

Figure 3 Service Area

3.2.2 Level of Service

It is common to use a ratio of acres per 1,000 population to establish a level of service. For this study a ratio of 10 acres per 1,000 people is the established level of service. The Town currently has 5.56 acres per 556 people or 10 acres per 1,000 people. Table 3-6 shows the required park acreage to meet the level of service for current and future years.

Table 3-6 Parks Level of Service

Parameter	LOS Requirement
Park Acreage per 1,000 population	10.00 acres

3.2.3 Buy-in Component

The purpose of the buy-in component is to recover the costs of surplus capacity in existing facilities that can serve anticipated development. The existing park facilities have no excess capacity to serve future growth, so there is no buy-in component.

3.2.4 Future Capital Improvement Projects and Proportionate Share Analysis

The capital improvement projects that are required to maintain the level of service for the anticipated development activity were determined in Section 3.1.5 and 3.1.6. The proportionate share of these projects that is related to new development was determined in Section 3.1.7.

3.2.5 Future Debt Financing

Based on input from Town staff and council, it is not expected that any parks project will be financed by debt.

3.2.6 Future Professional Expenses

Future development may not actually occur as anticipated in this CFP and IFA. Additionally, if the potential PIDs are established and their planned projects are constructed at their own cost, the required projects for the rest of the Town and the proportionate share associated with new development might change. For these reasons, it is assumed that the CFP and IFA will be updated every 5 years. The estimated professional expenses for these updates are estimated at $7,500 each. However, for 2025 the cost for the IFA was covered by a grant so those costs are not included. See table 3.7 for proportional parks professional expenses.

Table 3-7 Parks Professional Expenses

Year	Cost
2030	$7,500
2035	$7,500
Total	**$15,000**
Cost Per Dwelling Unit[1]	**$117.19**

[1]*Increase of Dwelling Units in the planning period is 128 (see **Error! Reference source not found.**)*

3.2.7 Impact Fee Calculation

There are two (2) types of fees used in the impact fee calculation. These fees are capital project fees and miscellaneous fees and include the following items listed below.

- Capital Project Fees
    - Buy In Costs (See Section 3.2.3)
    - Project Costs (See Section 3.2.4)

- Debt Service Costs – The debt service costs includes the principal and interest for the bond as well as the cost of issuance, bond insurance, and a surety policy cost.
- Bond Proceeds – The bond proceeds is the project cost (principal) associated with the project which is being bonded. This effectively cancels out the project cost that is shown as part of the source project capital improvement cost.

- Miscellaneous Fees
  - Professional Expenses (See Section 3.2.6)
  - Fee Stabilization Charge (Credit) – This is the payment amount of principal and interest on the revenue bond after the 10-year planning period, which should not be charged to new development in the planning period.

Impact fees were calculated by dividing the inflation adjusted cost attributed to new growth by the anticipated increase in residential dwelling units served in the planning period. These calculations are shown in Table cc.

Table 3-8 Parks Impact Fee Calculation

Park Projects	Total Construction Year Costs	% Attributed to Growth	Costs Attributable to Growth	Related Dwelling Units Served	Cost per New Dwelling Unit
Buy-in Costs					
None					
Project Cost					
West Park (Mayfield Estates)	$ 180,000.00	100%	$ 180,000.00	128	$ 1,406.25
Existing Park Expansion	$ 225,000.00	100%	$ 225,000.00	128	$ 1,757.81
South Park	$ 270,000.00	0%	$ -	128	$ -
Total Capital Project Costs					**$ 3,164.06**
Proposed Bonds					
None					
Miscellaneous Fees					
Professional Expenses	$ 15,000.00	100%	$ 15,000.00	128	$ 117.19
Total Miscellaneous Fees					**$ 117.19**
TOTAL IMPACT FEE COST PER DWELLING UNIT					**$ 3,281.25**

3.3 Summary and Recommendations

The calculated impact fee per dwelling unit was calculated as $3,281,25. Generally, multi-family dwellings have smaller household size. household sizes change, the impact fee will also change slightly. The scale shown in Table 3-9 addresses that problem using a factor of 75% on Multi-family dwellings.

Table 3-9 Mayfield Town Impact Fee Scale

Mayfield Town Impact Fee Scale	
Single-Family Detached, per dwelling unit	$3,281.25
Duplex, per dwelling unit	$2,460.94
Multi-Family, per dwelling unit	$2,460.94

3.4 Extraordinary Costs and Time/Price Differential

Extraordinary costs to service new parks and open space are not anticipated. Current costs are used to calculate the cost of new system infrastructure required to serve new development.

Appendix A - References

1. Impact Fees Act. Title 11, Chapter 36a, Utah State Code
2. U.S. Census Bureau. https://www.census.gov
3. Utah Division of Drinking Water. https://deq.utah.gov/division-drinking-water
4. Utah Administrative Code Title R309. https://casetext.com
5. AWWA Manual M6. American Water Works Association, dated November 2018.

Appendix B – Draft Ordinance

ORDINANCE NO. ____

AN ORDINANCE ADOPTING AN IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS FOR [TYPE OF FACILITY: e.g., PARKS, ROADS, WATER, SEWER], AND ENACTING RELATED IMPACT FEES

WHEREAS

1. The [City/Town/County] of [Name] ("Municipality") is authorized under the Utah Impact Fees Act (Utah Code Title 11, Chapter 36a) to enact and impose impact fees as a condition of development approval to mitigate the impacts of new development on public facilities; and

   2. The Municipality has caused to be prepared an Impact Fee Facilities Plan (IFFP) and an Impact Fee Analysis (IFA) for [describe facility type(s)], which identify the existing and future public facility needs, capacity, and cost necessary to serve new development; and

   3. The IFFP and IFA were prepared in compliance with the Impact Fees Act, including the requirements for level of service, demand projections, and cost allocation; and

   4. The IFFP and IFA have been made available for public review for at least 10 days before the public hearing, and notice of the hearing was published at least 14 days in advance in accordance with Utah Code § 11-36a-504; and

   5. The [City/Town/County] Council has held a duly noticed public hearing on [date] to receive input from the public on the proposed IFFP, IFA, and related impact fees.

NOW, THEREFORE, BE IT ORDAINED BY THE [CITY/TOWN/COUNTY] COUNCIL OF [NAME], UTAH, AS FOLLOWS:

Section 1. Adoption of Impact Fee Facilities Plan and Impact Fee Analysis

The Impact Fee Facilities Plan and Impact Fee Analysis for [facility type(s)], dated [date], prepared by [consultant/firm name], are hereby adopted by reference as though fully set forth herein.

Section 2. Imposition of Impact Fees

A. The Municipality hereby imposes the following impact fees for new development to fund the cost of public facilities described in the adopted IFFP and IFA:

Facility Type	Impact Fee per Unit of Development	Unit Definition

Section 3. Calculation and Collection

A. Impact fees shall be calculated at the time of building permit issuance, based on the land use type and size.

B. Impact fees shall be collected prior to issuance of a building permit, unless deferred or otherwise modified pursuant to a written agreement consistent with Utah Code § 11-36a-402.

Section 4. Accounting and Expenditure of Fees

A. All impact fees collected shall be deposited in separate, interest-bearing accounts for each facility type.

B. Impact fees shall be expended solely for the costs described in the IFFP and consistent with the Impact Fees Act.

Section 5. Exemptions and Credits

A. A developer may be granted a credit against impact fees for qualifying system improvements constructed, funded, or dedicated to the Municipality, as provided in the Impact Fees Act and this Ordinance.

B. Affordable housing waivers or reductions may be granted in compliance with Utah Code § 11-36a-402(3).

Section 6. Severability

If any section, paragraph, sentence, or clause of this Ordinance is held invalid by a court of competent jurisdiction, such holding shall not affect the remaining provisions.

Section 7. Effective Date

This Ordinance shall become effective on [date] following publication as required by law.

PASSED AND APPROVED this [day] of [month, year].
[CITY/TOWN/COUNTY] COUNCIL

By: _____
[Name], Mayor/Chair

ATTEST:

_____
[Name], Recorder/Clerk

Section 4 RESOLUTION NO. ____

A RESOLUTION OF THE [CITY/TOWN/COUNTY] COUNCIL OF [NAME], UTAH, APPROVING THE IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS FOR [FACILITY TYPE(S)]

4.1 WHEREAS

1. The [City/Town/County] of [Name] ("Municipality") is authorized under the Utah Impact Fees Act (Utah Code Title 11, Chapter 36a) to prepare, adopt, and implement impact fees for public facilities; and

2. The Municipality caused to be prepared an Impact Fee Facilities Plan (IFFP) and an Impact Fee Analysis (IFA) for [facility type(s)], which identify the existing and future public facility needs, capacity, and costs necessary to serve new development; and

3. The IFFP and IFA were prepared in accordance with the Utah Impact Fees Act, including analysis of existing levels of service, demand projections, and cost allocation; and

4. The IFFP and IFA have been available for public review for at least 10 days prior to a duly noticed public hearing, and the Municipality has provided public notice in accordance with Utah Code § 11-36a-504; and

5. On [date], the [City/Town/County] Council held a public hearing to receive input from the public regarding the proposed IFFP and IFA; and

6. The Council finds that adoption of the IFFP and IFA is necessary to establish an appropriate basis for the imposition of impact fees and to ensure that new development bears a proportionate share of the cost of public facilities.

4.2 NOW, THEREFORE, BE IT RESOLVED BY THE [CITY/TOWN/COUNTY] COUNCIL OF [NAME], UTAH:

Section 1. Approval of IFFP and IFA

The Impact Fee Facilities Plan and Impact Fee Analysis for [facility type(s)], dated [date] and prepared by [consultant/firm name], are hereby approved as the official planning and analytical documents supporting the enactment of impact fees for the applicable public facilities.

Section 2. Implementation

The approved IFFP and IFA shall be implemented through the adoption of an ordinance imposing impact fees in accordance with the Utah Impact Fees Act.

Section 3. Effective Date

This Resolution shall take effect immediately upon adoption.

PASSED AND APPROVED this [day] of [month, year].
[CITY/TOWN/COUNTY] COUNCIL

By: _____
[Name], Mayor/Chair

ATTEST:

_____
[Name], Recorder/Clerk