

Impact Fee Quick Guide

General Impact Fee Guidelines:

- Impact fees are to be used to keep a current level of service for new growth to a City.
- Cannot be used to cure deficiencies serving existing development.
- May not raise the established level of service in existing development.
- Cannot include an expense for overhead, such as any cost for staff/administration, operation and maintenance.
- Impact fees can only be used to pay for the portion of the project directly attributable to growth (rarely are projects 100% eligible to be covered by impact fees).
- Must be incurred or encumbered within 6 years from the date they are collected, or they shall be returned to the developer.
- Must use an adopted Impact Fees Facilities Plan (CIP 10-Year Plan) to determine the public facilities needed to serve new growth. Document must be publicly available/reviewable.
- Repair and replacement projects are not growth related.
- Upgrade projects are not growth related.
- Repair, replacement, or upgrades can be included as part of a mixed project where the scope will create capacity to serve projected growth.
- Impact fees must be spent in the same geographic boundary in which they are collected. Right now the City has two impact fee collection areas – one in the Westside Industrial Area (west of Redwood Road), and one for the rest of the City. Fees that are collected in downtown are not spent on roads in the Westside industrial area. Likewise fees that are collected from development in the Westside cannot be spent in the other parts of the City.

Current Balances as of June 30, 2016

Impact Fee Type	Balance
Fire	\$193,712
Parks	\$6,910,297
Police	\$3,911,456
Westside Streets and Transportation	\$7,278,360

The following is a listing of projects by Impact Fee type, as contemplated in the most recently adopted Impact Fees Facility Plan (IFFP), adopted 2012.

Fire

Total amount of impact fees available as of June 30, 2016: \$193,712

Eligible projects:

Fire Station #3 (Sugar House) Land Acquisition 33%

Fire Station #3 Construction 33%

Fire Station #14 33%

Fire Station #14 Truck 100%

Impact Fee Study 100%
Standard of Cover Study 50%

Police

Total amount of impact fees available as of June 30, 2016: \$3,911,456

Eligible projects:

Evidence and Crime Lab Facility 25%
Impact Fee Study 100%

Parks

Total amount of impact fees available as of June 30, 2016: \$6,910,297

Eligible projects:

Additional acres of parks 100%
Additional acres of open space 100%
(Non growth related open space acquisition is not eligible)
Jordan and Salt Lake Canal Shared Use Pathway 10%
City Creek Trail 10%
Restroom improvements 11%
Jogging/walking path improvements 3%
Plaza improvements 4%
Off-leash dog parks 3%
BMX/bike park improvements 5%
Impact Fee study 100%
Parks, Open Space, Trails Master Plan 5%
Jordan River Master Plan 5%
Foothills Recreation and Management Plan 5%

Westside Streets and Transportation

(note: Fees collected in the Westside Industrial Area must be spent in the Westside Industrial Area – West of Redwood Road. Fees no longer collected for road projects in the rest of the City).

Total amount of impact fees available as of June 30, 2016: \$7,278,360

Eligible projects:

500/700 South – 2800 West to 5600 West 57%
Indiana Avenue/900 South from Redwood to 3600 West 57%
Gladiola Street 1650 South to 2100 South 57%
4400 West from 700 South to 850 South 57%
Pedestrian safety devices 10%
Bike lane/pedestrian improvements citywide 10%
New traffic signals 100%
Impact Fee Study 100%
Transportation Master Plan 10%

Preliminary SLC Streets Fact Sheet

- 1. What is the condition of City streets?** Engineering ranks pavement status using an industry standard called Overall Condition Index (OCI)

Points Range	Condition Category	% of ALL Streets	% of Local Streets	% of Arterial & Collector Streets
0 – 40	Very Poor	14.4%	16.9%	10.1%
41 – 55	Poor	51.8%	54.3%	47.7%
56 – 70	Fair	18.6%	17.7%	20.1%
71 – 100	Good	15.2%	11.2%	22%

- 2. How does the City know what are existing street conditions?** Survey of ALL City streets is done every five years to determine existing conditions and level of need for maintenance. The last survey was completed in 2012.

- 3. How much does it cost to maintain streets in a good condition?** Ideally, the City would need to spend \$33.4 – 36.4 million each year to maintain the streets grid.

Program	Recommended Annual Funding	Annual Maintenance
Roadway Pavement Treatments	\$1,400,000	99 LM Slurry Seals 85 LM Chip Seals
Westside Industrial Area Roadway Improvements	\$1,200,000	Annual Streets Impact Fees Match
Bridge Maintenance	\$150,000	Annual Safety Improvements and Artistic Enhancements
Local Streets	\$13,000,000	16 LM Asphalt Reconstruction 6 LM Asphalt Overlay
Arterial and Collector Streets	\$12,000,000 – \$15,000,000	LM Pending...
Proactive Sidewalk Repair	\$150,000	Immediate response and repairs to actual resident needs
Curb & Gutter Maintenance*	\$5,528,000	
TOTAL	\$33.4 M – \$36.4 M	LM = Lane Mile

NOTE: If programs were funded at recommended levels additional resource needs in the Streets Division such as employees and equipment would be needed.

*Source: Public Utilities' 5/6/2016 Curb, Gutter, and Drainage Infrastructure Study

- 4. What are City streets made of?** Most of the City's roads are made of asphalt with major arterial and collector roads moving toward concrete.

Street Type	Asphalt	Concrete	Gravel/Dirt
Local	93.9%	5.3%	0.9%
Collector & Arterial	85.6%	14.4%	0%

- 5. How does treatment affect streets?** The projected lifespan of an asphalt road not receiving proper treatments is estimated to be about half of a properly treated street.

- 6. What has the City done in recent years compared to ideal annual maintenance?** Over the past several years, the City performed approximately 60% of the recommended per year slurries (60 LM vs. 99 LM) and approximately 33% (28 LM vs. 85 LM) of the recommended yearly chip seals.

- 7. What is the condition of the City's vehicle bridges?** According to the Engineering Division the City's 23 vehicle bridges are in a good structural state of repair.