

IMPACT FEES 101

Governed by State Statute 11-36a-101
Salt Lake City Ordinance 18.98

“Impact fee means a 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.”

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Public Facilities: impact fee facility that has a life expectancy of 10 years or more and are owned or operated by or on behalf of a local political subdivision

Four categories of Public Facilities:

- Parks
- Transportation
- Police
- Fire

Public Utilities has a separate plan and fee schedule.

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- Previous plan adopted in 2012
- Fees were enacted in 2013
- Changes to ordinance include parks fee and roadways
- Moratorium from November 2015 to 2016
- New plan developed during that year
- Plan adopted December 2016
- New fees in effect April 2017
- Old Plan vs New Plan

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- Before imposing an impact fee, each local political subdivision or private entity shall prepare:



IMPACT FEE FACILITIES PLAN (IFFP)

Identifies the demands placed upon the City's existing facilities by future development and evaluates how these demands will be met by the City. Outlines the improvements which are intended to be funded by impact fees.



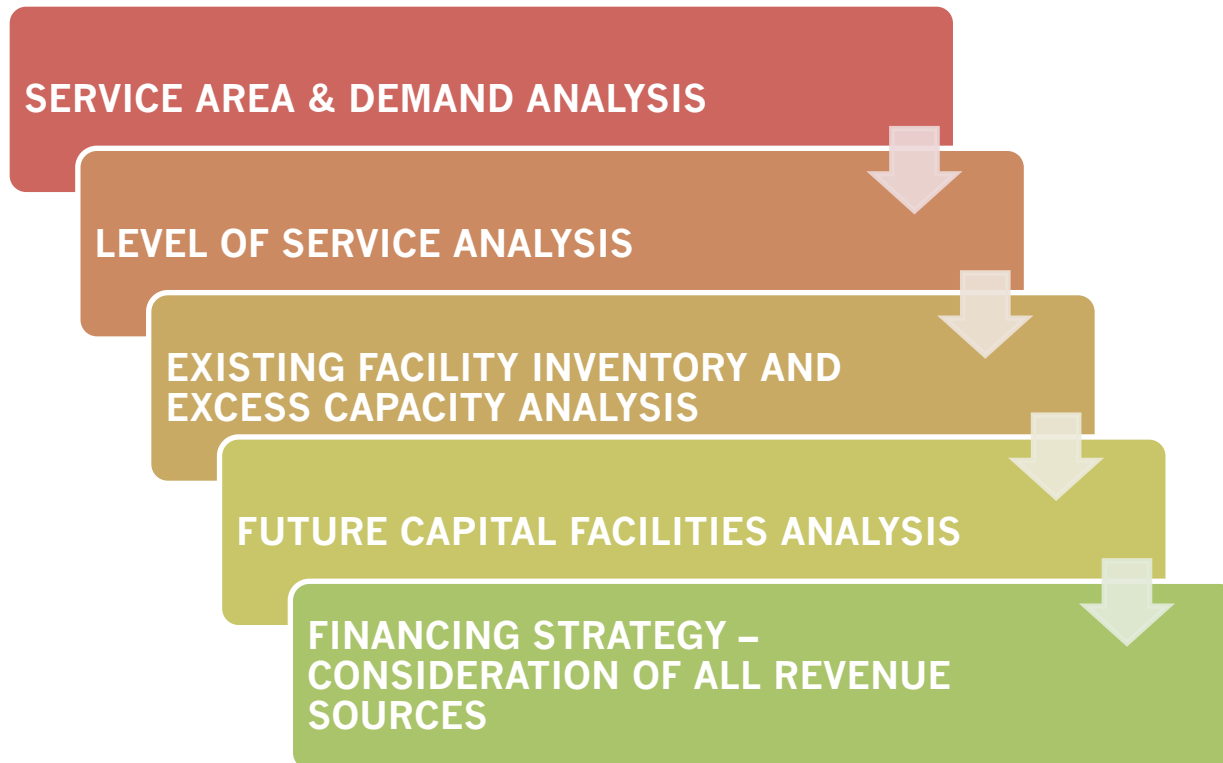
IMPACT FEE ANALYSIS (IFA)

Proportionately allocates the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered.

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The following elements are important considerations when completing an IFFP and IFA:



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Impact fees can only be assessed on the new growth.

New growth is determined by the difference between current level of service and projected growth.

- Parks—total open space and parks acreage per person multiplied by projected growth
- Transportation—current and future trips by mode; determine need for future infrastructure to manage growth/trips
- Police/Fire—based on call data; number of calls per unit

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EXAMPLE: PARKS IMPACT FEE CALCULATION

Value of parks per capita: \$1,637

Population estimate for single family: 3.16 pp per hh

Population estimate for multi-family: 1.88 pp per hh

Population estimate x per Unit = impact fee

Single family impact fee: \$5,173 (\$2,875)

Multi-family impact fee: \$3,078 (\$2,875)

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TABLE 1.1: IMPACT FEE PER UNIT

	Single Family Residential (per Unit)		Multi-Family Residential (per Unit)		Commercial/Retail (per 1,000 SF)		Office (per 1,000 SF)		Industrial (per 1,000 SF)	
	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing
Parks	5,173	2,875	3,078	2,875	-	-	-	-	-	-
Fire	171	119	171	119	250	320	53	320	25	320
Police	59	41	59	41	86	30	20	30	10	30
Transportation	330	424	231	249	1,650	3,280	429	2,330	297	2,260
Total	\$5,732	\$3,459	\$3,538	\$3,284	\$1,986	\$3,630	\$502	\$2,680	\$332	\$2,610
Percent Change	66%		8%		(45%)		(81%)		(87%)	

Note: This table is from page 5 of the plan

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ELIGIBLE USES OF IMPACT FEES:

PARKS

All open space and park acquisition and development is 100% impact fee eligible

Improvements to existing parks are also impact fee eligible as long as it is to accommodate growth

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ELIGIBLE USES OF IMPACT FEES:

TRANSPORTATION

New traffic signals	100%
Traffic signal upgrades	20%
Pedestrian safety devices	50%
Bikeways citywide	50%
Folsom Trail Phases 1 & 2	50%
9-Line/TransValley Trail Phase 1	50%
Transit amenities	75%
Pedestrian overpass at 300 North	50%

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ELIGIBLE USES OF IMPACT FEES:

TRANSPORTATION

Rose Park Lane	50%
Indiana/900 South	57%
800 South/Sunnyside	10%
1300 South (400 West to 500 West)	10%
Gladiola Street (500 South to 900 South)	57%
Pavement condition survey	10%
500/700 South (appr. 4900 West)	57%
1300 East Reconstruction	10%

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ELIGIBLE USES OF IMPACT FEES:

POLICE

Sugar House Precinct

FIRE

Fire Stations #3 & #14

Fire Training Center

FTC Large Vehicle Garage