

# AMENDMENT TO THE 2017 TRANSPORTATION IMPACT FEE ANALYSIS (IFA)

EAGLE MOUNTAIN CITY, UT

APRIL 2020

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## IMPACT FEE CERTIFICATION

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### IFA CERTIFICATION

Lewis Young Robertson & Burningham, Inc. certifies that this amendment to the Impact Fee Analysis ("IFA") prepared for transportation services:

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;
  - 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.

**Lewis Young Robertson & Burningham, Inc. makes this certification with the following caveats:**

1. All of the recommendations for implementation of the impact fee facilities plan (IFFP) made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LYRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.

# TRANSPORTATION IMPACT FEE AMENDMENT

## SUMMARY

Lewis Young Robertson & Burningham, Inc. presents to Eagle Mountain City, (the "City") this amendment to the transportation impact fee analysis, originally adopted May 2, 2017. In an effort to keep the transportation impact fees as current and accurate as possible, the City requested this amendment to reflect recent changes to the City's Capital Improvement Plan ("CIP"). This document describes the revisions to the existing impact fee analysis and adjusts the transportation impact fees accordingly.

The assumptions used for the demand analysis and level of service (LOS) in the previously adopted impact fee analysis remain unchanged in this update. This includes trip generation figures and adjustment factors used in the calculations of the impact fees. The trips over which the capital costs are spread to calculate the fees remains unchanged as well. The service area for the transportation impact fee calculated herein will remain one City-wide service area, while the transportation reimbursement agreements (RAs) and Special Improvement District (SID) assessments remain unchanged and will continue to be assessed in the same three service areas as has historically been done. These fees will be included in this analysis (see APPENDIX G) as they are assessed with the transportation impact fee.

## EXISTING FACILITY INVENTORY

Much of the City's existing roadway system was built using SID bonds and RAs. Those buy-in costs are included in the impact fee calculations, shown as SIDs and RAs, and can be found in APPENDIX G. Several projects shown in the CIP from the previous impact fee analysis have been completed since the time of the previous IFA adoption. The total value of these facilities is shown below and provide the foundation for the buy-in component of the impact fee. The City funded portion and the cost to growth are identified in order to proportionately allocate the cost to new development.

TABLE 1.1: EXISTING FACILITIES (BUY-IN COMPONENT)

Project	Location	Total Price	City %	EM City Total
C1 (Pony Express Pkwy)	City Boundary to Porter's Crossing Parkway	\$10,051,579	7.62%	\$766,204
C2 (Pony Express Pkwy)	Mid Valley Road to Hidden Hollow	\$5,026,351	66.97%	\$3,366,396
Intersection 1	Pony Express Pkwy & Silverlake Pkwy	\$284,321	100.00%	\$284,321
Intersection 2	Pony Express Pkwy & Porter's Crossing	\$259,374	100.00%	\$259,374
Intersection 3	Pony Express Pkwy & Smith Ranch Road	\$247,683	100.00%	\$247,683
Intersection 4	Pony Express Pkwy & Hidden Valley Pkwy	\$81,193	100.00%	\$81,193
Red Hawk Light		\$198,689	100.00%	\$198,689
Mid Valley		\$317,631	100.00%	\$317,631
Aviator		\$253,524	100.00%	\$253,524
<b>Total Costs</b>		<b>\$16,720,345</b>		<b>\$5,775,016</b>

TABLE 1.2: PORTION OF CITY COST TO IMPACT FEES

Project	EM City Total	% Pass-through	% to 6 Year Growth	Cost to Impact Fee
C1 (Pony Express Pkwy)	\$766,204	0.2%	23.2%	\$177,404
C2 (Pony Express Pkwy)	\$3,366,396	0.4%	83.8%	\$2,809,756
Intersection 1	\$284,321	0.0%	100.00%	\$284,321
Intersection 2	\$259,374	0.0%	100.00%	\$259,374
Intersection 3	\$247,683	0.0%	100.00%	\$247,683
Intersection 4	\$81,193	0.0%	100.00%	\$81,193
Red Hawk Light	\$198,689	0.0%	100.00%	\$198,689
Mid Valley	\$317,631	0.0%	100.00%	\$317,631
Aviator	\$253,524	0.0%	100.00%	\$253,524
<b>Total Costs</b>	<b>\$5,775,016</b>			<b>\$4,629,575</b>

## MANNER OF FINANCING EXISTING PUBLIC FACILITIES

The City's existing infrastructure has been funded through a combination of General Fund revenues, impact fees, bonds, other governmental revenue, grants, and donations. General Fund revenues include a mix of property taxes, sales taxes, federal and

state grants, and any other available General Fund revenues. There are no General Obligation Bonds outstanding related to these system improvements. Therefore, a credit is not required for this component of the impact fee analysis.

## EXCESS CAPACITY

A buy-in component is justified in the calculation of an impact fee when there is excess capacity in existing system improvements that can help meet the demands placed on the system by new growth and development. A buy-in component is contemplated in this analysis for the system improvement roadways that have sufficient capacity to handle new growth while maintaining safe and acceptable levels of service.

## EXISTING TRANSPORTATION SYSTEM BUY-IN

The determination of a buy-in impact fee related to existing roadways is based on proportionate trips generated within the IFFP planning horizon and the value of the existing roadway system. According to TABLE 1.1 above, the transportation system improvements considered in this analysis are valued at approximately \$16.7 million, with just under \$5.8 million funded with City funding. \$4.6 million of these improvements have capacity to serve future growth within the six-year time frame of this analysis and are therefore eligible to be considered in the buy-in fee. The buy-in is anticipated to serve 40,932 trips.

TABLE 1.3: ALLOCATION OF BUY-IN COMPONENT

PROJECT	GROWTH RELATED TRIPS	GROWTH RELATED COSTS
Total	40,932	\$4,629,575

## AMENDED CAPITAL IMPROVEMENT PLAN/FUTURE CAPITAL FACILITIES ANALYSIS

TABLE 1.3 illustrates the estimated cost of future capital improvements within the Service Area and the portion of those costs that can be legally recovered through impact fees for the purposes of this IFA Amendment. These projects were included in the City's Master Transportation Plan (MTP) with cost revisions provided by City staff. TABLE 1.4 identifies the growth-related projects needed within the next six years. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. Total future projects applicable to new development are shown below.

TABLE 1.4: 6 YEAR TRANSPORTATION FUTURE CAPITAL IMPROVEMENT PLAN

Project	Location	Total Price	City %	EM City Total
D1 (Golden Eagle Road)	K4 to K3	\$2,210,000	4.52%	\$100,000
D2 (Golden Eagle Road)	Porter's Crossing Parkway to City Boundary	\$4,940,000	36.51%	\$1,803,764
F2 (Airport Road)	C2 to G1 (Phase 1: 24' Minor Collector)	\$29,250,000	10.98%	\$3,212,530
L2 (High School Road)	Eagle Mountain Blvd to Pony Express Pkwy	\$1,046,756	100.00%	\$1,046,756
R1 (Inverness Lane & Mt Airey Drive)	Inverness Lane and Mt Airey Drive Improvements	\$727,000	100.00%	\$727,000
Aviator Ave & Eagle Mountain Blvd	Pong Express Pkwy & L2 (High School Road)	\$300,000	100.00%	\$300,000
<b>Total Costs</b>		<b>\$38,473,756</b>		<b>\$7,190,050</b>

TABLE 1.5: PORTION OF CITY COSTS TO IMPACT FEES

Project	EM City Total	Portion to 6 Year Growth	Cost to Impact Fee
D1 (Golden Eagle Road)	\$100,000	49.20%	\$49,200
D2 (Golden Eagle Road)	\$1,803,764	93.00%	\$1,677,501
F2 (Airport Road)	\$3,212,530	17.90%	\$575,042.87
L2 (High School Road)	\$1,046,756	10.70%	\$112,003
R1 (Inverness Lane & Mt Airey Drive)	\$727,000	18.70%	\$135,949
Aviator Ave & Eagle Mountain Blvd	\$300,000	100.00%	\$300,000
<b>Total Costs</b>	<b>\$7,190,050</b>		<b>\$2,849,695</b>

## AMENDED TRANSPORTATION IMPACT FEE

The transportation impact fee utilizes the Plan Based Approach, which is based on a defined set of capital costs specified for future development. The proportionate share analysis then determines the proportionate cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. This amendment updates the CIP, and now includes a buy-in component for the projects that have been completed, including actual construction costs. The revised CIP has future facilities with a total cost of \$38,473,756, of which \$7,190,050 is the City's responsibility. \$2,849,695 of the future facilities will serve new development anticipated in the next six years. In addition to the proposed new facilities, new development benefits

from the transportation infrastructure recently constructed and included as the buy-in component of the impact fee. The buy-in project costs totaled \$16,720,345, of which \$5,775,016 is the City's responsibility. \$4,629,575 of the buy-in cost will serve development expected in the next six years. The inclusion of this buy-in, plus new facilities, results in the maximum impact fee cost per trip as shown below. In addition to the maximum impact fee per trip calculated here, the City also charges for reimbursement agreements and SIDs that were established to fund the construction of the existing roadway system improvements. The fees for each are assessed within service areas separate from the service area used for this impact fee. The fee schedule for the reimbursement agreements and SIDs are included in **APPENDIX G** of this analysis. **APPENDIX G** and **APPENDIX H** show the combined fees per land use category and the change to each fee with this amendment.

TABLE 1.6: MAXIMUM IMPACT FEE COST PER TRIP

	TOTAL COST	COST TO GROWTH	FUTURE TRIPS	COST PER TRIP
<b>Roadway Impact Fee</b>				
Future 6 Year Capital Projects	\$38,473,756	\$2,849,695	40,932	\$69.62
Existing Facilities Buy-In	\$16,720,345	\$4,629,575	40,932	\$113.10
<b>Reimbursement Agreements</b>	Calculated Separately through SID and Reimbursement Agreements			
<b>Roadway Impact Fee Subtotal</b>	<b>\$55,194,101</b>	<b>\$7,479,270</b>		<b>\$182.72</b>
<b>Professional Services/Credits</b>				
Professional Expense	\$43,600	\$43,600	40,932	\$1.07
<b>Cost per Trip</b>	<b>\$55,237,701</b>	<b>\$7,522,870</b>		<b>\$183.79</b>

### IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is illustrated in TABLE 1.7.

TABLE 1.7: IMPACT FEE SUMMARY BY LAND USE TYPE

	ITE CLASSIFICATION	UNITS	WEEKDAY TRIPS	DAILY TRIP RATE (1/2 ITE)	PRIMARY TRIPS	ADJUSTED TRIPS	ESTIMATED FEE/UNIT	HEAVY VEHICLE ADJUSTMENT	TOTAL FEE w/HEAVY VEHICLE ADJUSTMENT
Single Family Detached	210	Unit	9.52	4.76	100%	4.76	\$874.84	0%	\$874.84
Condominium/Townhome	230	Unit	5.81	2.91	100%	2.91	\$533.91	0%	\$533.91
Apartment	220	Unit	6.65	3.33	100%	3.33	\$611.10	0%	\$611.10
Office Building	710	1,000 Sf	11.03	5.52	100%	5.52	\$1,013.60	5%	\$1,064.28
Medical Office Building	720	1,000 Sf	36.13	18.07	100%	18.07	\$3,320.16	0%	\$3,320.16
Less Intensive Retail	890	1,000 Sf	5.06	2.53	20%	0.51	\$93.00	5%	\$97.65
Intensive Retail	820	1,000 Sf	42.70	21.35	30%	6.41	\$1,177.17	5%	\$1,236.03
Quality Restaurant	931	1,000 Sf	89.95	44.98	35%	15.74	\$2,893.08	5%	\$3,037.73
Fast Food	934	1,000 Sf	496.12	248.06	20%	49.61	\$9,118.16	5%	\$9,574.07
Convenience Market w/Gas Pumps	945	Pump Stations	162.78	81.39	15%	12.21	\$2,243.79	5%	\$2,355.98
Bank	912	1,000 Sf	148.15	74.08	20%	14.82	\$2,722.84	0%	\$2,722.84
Hotel/Motel	310/320	Rooms	6.9	3.45	100%	3.45	\$634.07	5%	\$665.78
Industrial	110	1,000 Sf	6.97	3.49	100%	3.49	\$640.51	50%	\$960.76
Manufacturing	140	1,000 Sf	3.82	1.91	100%	1.91	\$351.04	50%	\$526.56
Warehousing	150	1,000 Sf	3.56	1.78	100%	1.78	\$327.15	50%	\$490.72
Elementary School	520	Students	1.29	0.65	100%	0.65	\$118.54	0%	\$118.54
Middle/Junior School	522	Students	1.62	0.81	100%	0.81	\$148.87	0%	\$148.87
High School	530	Students	1.71	0.86	100%	0.86	\$157.14	0%	\$157.14
Private School (K-12)	536	Students	2.48	1.24	100%	1.24	\$227.90	0%	\$227.90
Day Care	565	Employees	26.73	13.37	100%	13.37	\$2,456.35	0%	\$2,456.35
Church	560	1,000 Sf	9.11	4.56	100%	4.56	\$837.16	0%	\$837.16

Source: ITE Trip Manual (9th Edition), ITE Handbook 2nd Edition

### NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act<sup>1</sup> to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's transportation system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category.

TABLE 1.8: FORMULA FOR NON-STANDARD TRANSPORTATION IMPACT FEES:

FORMULAS FOR CALCULATING NON-STANDARD IMPACT FEES
Step 1: Average Daily Trips / 2 * % of primary trips * (1 + % heavy vehicle adjustment) = Estimate of Trips per Unit
Step 2 North Service Area: Estimate of Trips per Unit * (\$183.79 + \$217.02) = Impact Fee per Unit
Step 2 South Service Area: Estimate of Trips per Unit * (\$183.79 + \$538.87) = Impact Fee per Unit
Step 2 West Service Area: Estimate of Trips per Unit * (\$183.79 + \$145.59) = Impact Fee per Unit

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<sup>1</sup> 11-36a-402(1)(c)

## AMENDMENT TO APPENDIX D: FUTURE EAGLE MOUNTAIN TRANSPORTATION PROJECTS

PROJECT	LOCATION	TOTAL PRICE	EM CITY %	EM CITY TOTAL
D1 (Golden Eagle Road)	K4 to K3	\$2,210,000	4.52%	\$100,000
D2 (Golden Eagle Road)	Porter's Crossing Parkway to City Boundary	\$4,940,000	36.51%	\$1,803,764
F2 (Airport Road)	C2 to G1 (Phase 1: 24' Minor Collector)	\$29,250,000	10.98%	\$3,212,530
L2 (High School Road)	Eagle Mountain Blvd to Pony Express Pkwy	\$4,380,000	100%	\$4,380,000
R1 (Inverness Lane & Mt Airey Drive)	Inverness Lane and Mt Airey Drive Improvements	\$727,000	100%	\$727,000
Aviator Ave & Eagle Mountain Blvd	Pong Express Pkwy & L2 (High School Road)	\$300,000	100%	\$300,000
<b>Total Costs</b>		<b>\$38,473,756</b>		<b>\$7,190,050</b>

Source: Eagle Mountain City Staff

Project	EM City Total	Portion to 6 Year Growth	Cost to Impact Fee
D1 (Golden Eagle Road)	\$100,000	49.20%	\$49,200
D2 (Golden Eagle Road)	\$1,803,764	93.00%	\$1,677,501
F2 (Airport Road)	\$3,212,530	17.90%	\$575,042.87
L2 (High School Road)	\$1,046,756	10.70%	\$112,003
R1 (Inverness Lane & Mt Airey Drive)	\$727,000	18.70%	\$135,949
Aviator Ave & Eagle Mountain Blvd	\$300,000	100.00%	\$300,000
<b>Total Costs</b>	<b>\$7,190,050</b>		<b>\$2,849,695</b>

Source: Eagle Mountain City Staff; Eagle Mountain City Transportation Impact Fee Analysis 2017

## AMENDMENT TO APPENDIX E: COST PER TRIP CALCULATION

	TOTAL COST	COST TO GROWTH	FUTURE TRIPS	COST PER TRIP
<b>Roadway Impact Fee</b>				
Future 6 Year Capital Projects	\$38,473,756	\$2,849,695	40,932	\$69.62
Existing Facilities Buy-In	\$16,720,345	\$4,629,575	40,932	\$113.10
<b>Reimbursement Agreements</b>	Calculated Separately through SID and Reimbursement Agreements			
<b>Roadway Impact Fee Subtotal</b>	<b>\$55,194,101</b>	<b>\$7,479,270</b>		<b>\$182.72</b>
<b>Professional Services/Credits</b>				
Professional Expense	\$43,600	\$43,600	40,932	\$1.07
<b>Cost per Trip</b>	<b>\$55,237,701</b>	<b>\$7,522,870</b>		<b>\$183.79</b>

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## AMENDMENT TO APPENDIX F: IMPACT FEE PER LAND USE CATEGORY

	ITE Classification	Units	Weekday Trips	Daily Trip Rate (1/2 ITE)	Primary Trips	Adjusted Trips	Estimated Fee/Unit	Heavy Vehicle Adjustment	Total Fee w/Heavy Vehicle Adjustment
Single Family Detached	210	Unit	9.52	4.76	100%	4.76	\$874.84	0%	\$874.84
Condominium/Townhome	230	Unit	5.81	2.91	100%	2.91	\$533.91	0%	\$533.91
Apartment	220	Unit	6.65	3.33	100%	3.33	\$611.10	0%	\$611.10
<b>OFFICE</b>									
Office Building	710	1,000 Sf	11.03	5.52	100%	5.52	\$1,013.60	5%	\$1,064.28
Medical Office Building	720	1,000 Sf	36.13	18.07	100%	18.07	\$3,320.16	0%	\$3,320.16
<b>RETAIL/COMMERCIAL</b>									
Less Intensive Retail	890	1,000 Sf	5.06	2.53	20%	0.51	\$93.00	5%	\$97.65
Intensive Retail	820	1,000 Sf	42.70	21.35	30%	6.41	\$1,177.17	5%	\$1,236.03
Quality Restaurant	931	1,000 Sf	89.95	44.98	35%	15.74	\$2,893.08	5%	\$3,037.73
Fast Food	934	1,000 Sf	496.12	248.06	20%	49.61	\$9,118.16	5%	\$9,574.07
Convenience Market w/Gas Pumps	945	Pump Stations	162.78	81.39	15%	12.21	\$2,243.79	5%	\$2,355.98
Bank	912	1,000 Sf	148.15	74.08	20%	14.82	\$2,722.84	0%	\$2,722.84
Hotel/Motel	310/320	Rooms	6.9	3.45	100%	3.45	\$634.07	5%	\$665.78
<b>INDUSTRIAL</b>									
Industrial	110	1,000 Sf	6.97	3.49	100%	3.49	\$640.51	50%	\$960.76
Manufacturing	140	1,000 Sf	3.82	1.91	100%	1.91	\$351.04	50%	\$526.56
Warehousing	150	1,000 Sf	3.56	1.78	100%	1.78	\$327.15	50%	\$490.72
<b>INSTITUTIONAL</b>									
Elementary School	520	Students	1.29	0.65	100%	0.65	\$118.54	0%	\$118.54
Middle/Junior School	522	Students	1.62	0.81	100%	0.81	\$148.87	0%	\$148.87
High School	530	Students	1.71	0.86	100%	0.86	\$157.14	0%	\$157.14
Private School (K-12)	536	Students	2.48	1.24	100%	1.24	\$227.90	0%	\$227.90
Day Care	565	Employees	26.73	13.37	100%	13.37	\$2,456.35	0%	\$2,456.35
Church	560	1,000 Sf	9.11	4.56	100%	4.56	\$837.16	0%	\$837.16

Source: ITE Trip Manual (9th Edition), ITE Handbook 2nd Edition

### FORMULAS FOR CALCULATING NON-STANDARD IMPACT FEES

Step 1: Average Daily Trips / 2 \* % of primary trips \* (1 + % heavy vehicle adjustment) = Estimate of Trips per Unit

Step 2 North Service Area: Estimate of Trips per Unit \* (\$183.79 + \$217.02) = Impact Fee per Unit

Step 2 South Service Area: Estimate of Trips per Unit \* (\$183.79 + \$538.87) = Impact Fee per Unit

Step 2 West Service Area: Estimate of Trips per Unit \* (\$183.79 + \$145.59) = Impact Fee per Unit

## AMENDMENT TO APPENDIX G: COMBINED FEE INCLUDING IMPACT FEE & SID/REIMBURSEMENT AGREEMENT FEES

	IMPACT FEE	WEIGHT	NORTH SA SID/RA FEE	SOUTH SA SID/RA FEE	WEST SA SID/RA FEE	COMBINED NORTH SA FEE	COMBINED SOUTH SA FEE	COMBINED WEST SA FEE
<b>RESIDENTIAL</b>								
Single Family Detached	\$874.84	1.00	\$1,033.00	\$2,565.04	\$693.00	\$1,907.84	\$3,439.88	\$1,567.84
Condominium/Townhome	\$533.91	0.61	\$630.43	\$1,565.43	\$422.93	\$1,164.34	\$2,099.34	\$956.84
Apartment	\$611.10	0.70	\$721.58	\$1,791.76	\$484.08	\$1,332.68	\$2,402.86	\$1,095.18
<b>OFFICE</b>								
Office Building	\$1,064.28	1.22	\$1,256.69	\$3,120.48	\$843.07	\$2,320.97	\$4,184.76	\$1,907.34
Medical Office Building	\$3,320.16	3.80	\$3,920.41	\$9,734.76	\$2,630.05	\$7,240.57	\$13,054.91	\$5,950.21
<b>RETAIL/COMMERCIAL</b>								
Less Intensive Retail	\$97.65	0.11	\$115.30	\$286.30	\$77.35	\$212.95	\$383.95	\$175.00
Intensive Retail	\$1,236.03	1.41	\$1,459.49	\$3,624.06	\$979.12	\$2,695.52	\$4,860.09	\$2,215.15
Quality Restaurant	\$3,037.73	3.47	\$3,586.92	\$8,906.68	\$2,406.33	\$6,624.65	\$11,944.41	\$5,444.06
Fast Food	\$9,574.07	10.94	\$11,304.97	\$28,071.35	\$7,584.07	\$20,879.04	\$37,645.42	\$17,158.14
Convenience Market w/Gas Pumps	\$2,355.98	2.69	\$2,781.92	\$6,907.78	\$1,866.28	\$5,137.91	\$9,263.77	\$4,222.27
Bank	\$2,722.84	3.11	\$3,215.10	\$7,983.42	\$2,156.89	\$5,937.94	\$10,706.26	\$4,879.73
Hotel/Motel	\$665.78	0.76	\$786.14	\$1,952.07	\$527.39	\$1,451.92	\$2,617.85	\$1,193.17
<b>INDUSTRIAL</b>								
Industrial	\$960.76	1.10	\$1,134.46	\$2,816.96	\$761.06	\$2,095.21	\$3,777.72	\$1,721.82
Manufacturing	\$526.56	0.60	\$621.75	\$1,543.87	\$417.11	\$1,148.31	\$2,070.43	\$943.67
Warehousing	\$490.72	0.56	\$579.43	\$1,438.79	\$388.72	\$1,070.15	\$1,929.51	\$879.44
<b>INSTITUTIONAL</b>								
Elementary School	\$118.54	0.14	\$139.98	\$347.57	\$93.90	\$258.52	\$466.12	\$212.45
Middle/Junior School	\$148.87	0.17	\$175.78	\$436.49	\$117.93	\$324.65	\$585.36	\$266.80
High School	\$157.14	0.18	\$185.55	\$460.74	\$124.48	\$342.69	\$617.88	\$281.62
Private School (K-12)	\$227.90	0.26	\$269.10	\$668.20	\$180.53	\$497.00	\$896.10	\$408.43
Day Care	\$2,456.35	2.81	\$2,900.43	\$7,202.05	\$1,945.79	\$5,356.78	\$9,658.40	\$4,402.13
Church	\$837.16	0.96	\$988.51	\$2,454.57	\$663.15	\$1,825.67	\$3,291.73	\$1,500.32

## APPENDIX H: COMPARISON OF COMBINED EXISTING & PROPOSED FEES

	PROPOSED NORTH SA FEE	PREVIOUS NORTH SA FEE	% CHANGE	PROPOSED SOUTH SA FEE	PREVIOUS SOUTH SA FEE	% CHANGE	PROPOSED WEST SA FEE	PREVIOUS WEST SA FEE	% CHANGE
<b>RESIDENTIAL</b>									
Single Family Detached	\$1,907.84	\$2,268.00	-16%	\$3,439.88	\$3,800.00	-9%	\$1,567.84	\$1,928.00	-19%
Condominium/Townhome	\$1,164.34	\$1,384.00	-16%	\$2,099.34	\$2,319.00	-9%	\$956.84	\$1,177.00	-19%
Apartment	\$1,332.68	\$1,585.00	-16%	\$2,402.86	\$2,655.00	-9%	\$1,095.18	\$1,347.00	-19%
<b>OFFICE</b>									
Office Building	\$2,320.97	\$2,760.00	-16%	\$4,184.76	\$4,623.00	-9%	\$1,907.34	\$2,346.00	-19%
Medical Office Building	\$7,240.57	\$8,609.00	-16%	\$13,054.91	\$14,423.00	-9%	\$5,950.21	\$7,318.00	-19%
<b>RETAIL/COMMERCIAL</b>									
Less Intensive Retail	\$212.95	\$253.00	-16%	\$383.95	\$424.00	-9%	\$175.00	\$215.00	-19%
Intensive Retail	\$2,695.52	\$3,205.00	-16%	\$4,860.09	\$5,369.00	-9%	\$2,215.15	\$2,725.00	-19%
Quality Restaurant	\$6,624.65	\$7,876.00	-16%	\$11,944.41	\$13,196.00	-9%	\$5,444.06	\$6,696.00	-19%
Fast Food	\$20,879.04	\$24,824.00	-16%	\$37,645.42	\$41,591.00	-9%	\$17,158.14	\$21,104.00	-19%
Convenience Market w/Gas Pumps	\$5,137.91	\$6,109.00	-16%	\$9,263.77	\$10,235.00	-9%	\$4,222.27	\$5,193.00	-19%
Bank	\$5,937.94	\$7,060.00	-16%	\$10,706.26	\$11,828.00	-9%	\$4,879.73	\$6,002.00	-19%
Hotel/Motel	\$1,451.92	\$1,726.00	-16%	\$2,617.85	\$2,892.00	-9%	\$1,193.17	\$1,468.00	-19%
<b>INDUSTRIAL</b>									
Industrial	\$2,095.21	\$2,491.00	-16%	\$3,777.72	\$4,174.00	-9%	\$1,721.82	\$2,118.00	-19%
Manufacturing	\$1,148.31	\$1,365.00	-16%	\$2,070.43	\$2,287.00	-9%	\$943.67	\$1,161.00	-19%
Warehousing	\$1,070.15	\$1,272.00	-16%	\$1,929.51	\$2,132.00	-9%	\$879.44	\$1,082.00	-19%
<b>INSTITUTIONAL</b>									
Elementary School	\$258.52	\$307.00	-16%	\$466.12	\$515.00	-9%	\$212.45	\$261.00	-19%
Middle/Junior School	\$324.65	\$386.00	-16%	\$585.36	\$647.00	-10%	\$266.80	\$328.00	-19%
High School	\$342.69	\$407.00	-16%	\$617.88	\$683.00	-10%	\$281.62	\$346.00	-19%
Private School (K-12)	\$497.00	\$591.00	-16%	\$896.10	\$990.00	-9%	\$408.43	\$502.00	-19%
Day Care	\$5,356.78	\$6,369.00	-16%	\$9,658.40	\$10,671.00	-9%	\$4,402.13	\$5,414.00	-19%
Church	\$1,825.67	\$2,171.00	-16%	\$3,291.73	\$3,637.00	-9%	\$1,500.32	\$1,845.00	-19%