

TOWN OF LEEDS

**ROADWAYS
CAPITAL FACILITY PLAN**

And

IMPACT FEE CALCULATIONS

2006-2025

NUMBER 2007-02

FEBRUARY 28, 2007

**ORDINANCE NUMBER 2007-02
ROADWAYS
CAPITAL FACILITIES PLAN
AND
IMPACT FEE ANALYSIS
2006-2025**

AN ORDINANCE ADOPTING THE LEEDS ROADWAYS CAPITAL FACILITIES PLAN; ESTABLISHING A LEEDS ROADWAYS IMPACT FEE ANALYSIS PURSUANT TO Utah Code Ann. § 11-36-101 *et seq.* AND ESTABLISHING A ROADWAYS IMPACT FEE ON ALL NEW DEVELOPMENT; PROVIDING A PORTION OF THE COST OF LEEDS ROADWAYS REQUIRED TO SERVE NEW DEVELOPMENT TO BE PAID BY NEW DEVELOPMENT; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Town of Leeds has, and continues to experience population growth and development pressures for residential and non-residential activities; and

WHEREAS, Town of Leeds desires to provide adequate roadways to its residents and businesses. To achieve this goal the Town has formulated a Roadways Capital Facilities Plan; and

WHEREAS in order to provide Roadways in a proactive and efficient manner the Town of Leeds has identify the needs for future Roadways; and

WHEREAS, as permitted by State law, Town of Leeds may adopt a Roadways Capital Facilities Plan identifying the long range needs for roadways and services, as identified in Utah Code Ann. §§ 10-9a-403 *et. seq.* and 11-36-101 *et seq.*

WHEREAS, the Leeds Town Council finds that a Roadways Capital Facilities Plan is necessary to adequately plan for Roadways to meet the needs of present and future residents and businesses of Town of Leeds; and

WHEREAS, a Capital Facilities Plan has been formulated although not required, consistent with the provisions of Utah Code Ann. § 11-36-201; and

WHEREAS, it is the intent of the Leeds Town Council that the Roadways Capital Facilities Plan and the Roadway Impact Fee will be one of several techniques utilized as part of a Town's development, management and financing of its transportation infrastructure; and

WHEREAS, the Leeds Town Council has considered the Roadways Capital Facilities Plan and the financing of its new or expanded transportation infrastructure due to the continued growth to be paid for by impact fees at a public hearing held on FEBRUARY 28, 2007 and

WHEREAS, the Leeds Town Council has now fully considered the Roadways Capital Facilities Plan and Roadways Impact Fee Analysis.

NOW THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF LEEDS TOWN, UTAH THAT:

1. The Town of Leeds Roadways Capital Facilities Plan, attached hereto as Exhibit 1, is hereby adopted.
2. That pursuant to, and in accordance with Utah Code Ann. § 11-36-101, *et seq.* and the Town of Leeds Impact Fee Procedures Ordinance (Leeds Ordinance 97-10), the Roadways Impact Fee Analysis (section 2), as attached hereto as Exhibit 2, is hereby adopted and One Hundred Percent (100%) of the maximum allowable impact allowable under said Analysis shall immediately be imposed and assessed against all new residential and commercial development within the Town of Leeds.
3. For the purpose of the efficient and equitable administration of the Roadways Impact Fee and in the legislative discretion of the Leeds Town Council (as allowed by Utah State law) the Roadways Impact Fee for all new residential and commercial development located within Town of Leeds is adopted at \$3295.00 per residential unit and \$3.295 for each square foot of commercial development.
4. The administration of the Roadways Impact Fee shall be in accordance with the requirements of the Utah Code Ann. § 11-36-301, *et seq.* and the Town of Leeds Impact Fee Procedures Ordinance (Leeds Ordinance No. 97-10).
5. Having adopted the above-described Roadways Impact Fee, the Leeds Town Council furthermore amends its Uniform Fee Schedule to include said fee.
6. Having been adopted by unanimous vote of the Leeds Town Council, following required notice and publication, this ordinance becomes effective FEBRUARY 28, 2007.

PASSED AND ADOPTED BY THE TOWN COUNCIL, OF LEEDS TOWN, UTAH, THIS 28th DAY OF February, 2007.

TOWN OF LEEDS

Trudy Law, Mayor

Attest:

Karen Markovich, Town Clerk

LEEDS, UTAH

ROADWAYS

CAPITAL FACILITIES PLAN

AND

IMPACT FEE ANALYSIS

2006-2025

ORDINANCE NUMBER 2006-08

ADOPTED FEBRUARY 28, 2007

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ROADWAY CAPITAL FACILITY PLAN AND IMPACT FEE

EXECUTIVE SUMMARY

The purpose of the Capital Facilities Plan is to identify the way future development will increase the demands placed on the Town. The purpose of the Impact Fee analysis is to determine how the cost for the required new and/or improved roads will be funded. A large number of developers have been planning to develop properties in the Leeds area and as such, new roads as well as road improvements will be required. Based on the population projections and the areas in which development is expected to occur, roads were identified that would be needed in the future. Some of these costs would be bourn by the developers and the remaining costs by the town. Using cost information for new road construction and extrapolating that into the future, a total cost for the improvements was determined. Then using the population projections, the impact fee was determined. An Impact fee of \$3,295.00 per residential dwelling unit and \$3.295 for each square foot of a commercial development has been established.

ROADWAY CAPITAL FACILITY PLAN 2006-2025

1.0 Roadway Capital Facility Plan 2006-2025

1.0.1 With the planned addition of a sewer system and additional water supply Leeds is on the verge of considerable development in the area. Leeds has been approached by developers wanting to annex into the Town and develop their property. They have been willing to include the development of a sewage processing plant and the associated infrastructure to accommodate the new development. The present Leeds residents would systematically be added to that system. In addition, the Washington County Water Conservancy District has run a water line through the Town which will be able to supply water to the new developments, well in excess of the current water storage and distribution facilities and water rights already owned by the Leeds District Water Association.

1.1 Current and Projected Leeds Town Population

1.1.1 The U.S. Bureau of the Census reported the 2000 Town of Leeds population at 547 persons. The State of Utah Governor’s Office of Planning and Budget (GOPB) establish a population projection for Town of Leeds for 2010 at 1,269 persons where Leeds projects a 2010 population of 1328. Leeds population in June 2006 was 824 persons. Table 1 shows the 2000 Town of Leeds population as reported by the Bureau of the Census, the 2005 population input by five County Association of Government and the 2006 population which is based on the construction between 2000 and 2006. Table 1 also includes projected growth for the years 2010, 2020 and 2025.

Table 1 Population 1990-2025

Year ending June 30	1990	2000	2005	2006	2010	2020	2025
Population	254 ¹	547 ¹	783 ²	824 ³	1,328 ³	3,659 ³	5,488 ³
Population Increase from 2006				0	504	2835	4664

- Source:
1. U. S. Bureau of the Census.
 2. Five County Association of Government input to Governor’s Office of Planning and Budget
 3. The 2006 population is the input to the Governor’s Office of Planning and Budget and updated due to 2006 growth at a higher rate than expected.

1.1.2 Using the information provided in Table 1, Table 2 provides the number of dwelling units in 1990, 2000, 2005 and 2006. Table 2 also estimates the number of dwelling units for the years 2010, 2020 and 2025. The estimates were established by applying the 2000 Census average

occupancy numbers per dwelling units within Town of Leeds of 2.73. The U. S Bureau of the Census number of 2.73 residents per dwelling unit is also used in the Leeds General Plan and is used to estimate the number of dwellings units expected in 2010, 2020 and 2025.

Table 2 Occupied Dwelling Units 1990-2025

Year	1990	2000	2005	2006	2010	2020	2025
Dwelling Units	99	208	286	302	464	1,264	1,800

1.1.3 With the Growth in population it is anticipated the growth in commercial businesses will also increase. Currently the Town has approximately 50,000 square feet of commercial business in town. It is anticipated that this will increase at about one-third (1/3) the rate of the population. The current ratio of commercial square footage to resident is 60.68 square feet/resident which is considered adequate and will be used as a standard. Using the growth factor of one-third (1/3) would mean that for each new resident it is estimated that an additional 20.23 square feet of commercial space will be developed. The projected increase in commercial facilities is shown in Table 3.

Table 3 Commercial Square Footage 2006-2025

Description	2006	2010	2020	2025
New Square footage		10,200	57,300	94,353
Total Square Footage	50,000	60,200	101,300	144,353
Equivalent Residential Unit (ERU)	50	60	101	144
New ERU's	0	10	57	94

Additional 2025 commercial square footage (4664 x 20.23 = 94,353)

Leeds uses the standard of 1,000 square feet of commercial facility as being Equivalent to one (1) Residential Unit. See Capital facility Plan for Public Safety for full details.

Commercial Equivalent Residential Unit (ERU) (94,353 ÷ 1,000 ~ 94)

1.1.4 The total Equivalent Residential Units is the Sum of the Residential and the commercial ERU's. This is shown in Table 4 for the years identified.

Table 4 Leeds Town Equivalent Residential Units for 2006-2025

Description	2006	2010	2020	2025
New Residential Units		187	1,038	1,708
New Commercial ERU's	0	10	57	94
Total New ERU's		194	1,095	1,802

1.2 Service Standard

Leeds has adopted a Road Master Plan and Standard Specifications for Design and Construction. Currently there are five different types of roads in the Town of Leeds 1) private roads, 2) local public roads, 3) public collector and arterial roads, and 4) a State Highway. Roads funded by impact fees will be for public collector and arterial roads. Private roads and local public roads shall be built and funded by local development, special improvement districts or other methods that assess the properties affecting these roads. The State highway is the responsibility of the Utah Department of Transportation.

1.3 The Inventory of Existing Facilities

Leeds Town has paved roads with sidewalk, curb and gutter; paved roads without sidewalk, curb, and gutter but with a parking shoulder; gravel roads; and dirt roads within the town boundaries as shown on the Roadmap, Figure 1. Currently there is approximately 9.95 miles of paved road; 0.42 miles of gravel road; and 1.50 miles of dirt roads. State Highway 91 runs through Leeds in a southwest/northeast direction and is owned and maintained by the Utah Department of Transportation. The State Highway is not included in the mileage figures above. The majority of the State Highway (Leeds Main Street) is developed with sidewalk, curb and gutter.

1.4 Financing of Existing Facilities

For the purposes of this plan it is assumed that all roadway improvements have been financed out of the Town's general fund, Grants, Annual Road Maintenance Funds awarded by the Utah Department of Transportation.

1.5 Roadway Capacity

Currently the Leeds roads normally have light traffic, however due to the topography, the interstate highway and the present design of the towns roadway system, there are at times considerable traffic on some roads. To prevent the roads from becoming a bottleneck as development occurs the Town of Leeds has proposed that future roads be built to increase the roadway infrastructure in conjunction with new development. This information is contained in the Leeds Master Road Plan.

1.6 Additional Facilities Needed at Present

The Town of Leeds does not have any roads that need to be upgraded to accommodate the traffic at the present time.

1.7 Additional Facilities Required as Growth Continues

1.7.1 In order to provide the appropriate level of service, additional roads and improvements to roads will be required as development continues. Required roadways have been identified in the Leeds Master Road Plan. New development will provide the Right-of-Way identified as designated for the road being developed. The developer will only be required to build the roads

to the level of service the Town Council determines appropriate which will generally be the local road standards. Thus the developer will be providing access to the property he is developing. The local paved roads will be paid for by any developers who develop those areas, since these roads would directly service the homes being built. The remaining development cost of the collector and arterial roads will be paid for by impact fees. Table 5 identifies the new and modified roads that are required due to new development.

1.7.1.2 The following collector roads that will be required as the area is developed.

1.7.1.2.1 Silver Reef Road between the I-15 Freeway and The “Y” where Oak Grove Road starts. This effort will resolve the danger associated with the blind curves on Silver Reef Road. And provide for the additional traffic.

1.7.1.2.2 Babylon Road from Main Street to the point where it crosses “Old Mill Road”. The name “Old Mill Road” is a new name given to a portion of the existing 900 North as it goes south. 900 North would continue in a Westerly direction.

1.7.1.2.3 Bonanza Flats Road. (Loop) Starts at the south curve on Silver Reef Road and forms a loop with Silver Reef Road., again connecting with Silver Reef Road at Wells Fargo Drive.

1.7.1.2.4 Bonanza Flats Road. to Cemetery Road will go from Bonanza flats Road. Loop past a point close to the new water tank and connect to Cemetery Road to provide better access to the I-15 South entrance.

1.7.1.2.5 Old Mill Road. from 900 North to where it intersects with the Babylon Road Extension.

1.7.1.2.6 1100 North (new road) to the north extension of Old Mill Road.

1.7.1.2.7 Wonder Lane to Grapevine Wash which will require a bridge in the future but the building of the bridge is not included in this Capital Facility Plan, at this time.

1.7.1.2.8 Wonder Lane north of Grapevine Wash to the Toquerville City Limits will connect to the south portion of Wonder Lane when a bridge across Grapevine Wash is installed.

1.7.1.2.9 Old Mill Road North from 900 North to where it intersects with 1100 North.

1.7.1.3 The following arterial roads that will be required as the area is developed.

1.7.1.3.1 900 North will go from Main Street to the Touquerville City limits and connect either to a Touquerville road or the loop that is under consideration by Washington County.

1.7.1.3.2 Main Street north of the I-15 interchange to Casa del Oro. This will be a major road as all the development north of Leeds will utilize this road as an access to the Town as well as the freeway.

Table 5 Required New and Modified Roads

No.	Name (Description)	Type	Length (feet)
1.	Silver Reef Road between I-15 and the “Y”	Collector	5,728
2.	Babylon Road to “Old Mill Road”	Collector	4,500
3.	Bonanza Flats Road (Loop)	Collector	5,500
4.	Bonanza Flats Road to Cemetery Road	Collector	3,000
5.	Old Mill Road to Babylon extension	Collector	3,000
6.	1100 North to Old Mill Road	Collector	2,000
7.	Wonder Lane to Grapevine Wash	Collector	3,500
8.	Wonder Lane north Grapevine Wash	Collector	7,500
9.	Old Mill Road north of 900 North	Collector	5,000
	TOTAL	Collector Roads	34,733
10.	900 North to Toquerville City Limits	Arterial	10,000
11.	Main Street north to Casa del Oro	Arterial	8,000
	TOTAL	Arterial Roads	18,000

1. Old Mill Road is a new name used in the master Road Plan for the portion of 900 North which continues south.
2. Bonanza Flats Road (Loop) connects to Silver Reef Road at the south curve and again at Wells Fargo Drive.

1.7.2 There are 34,733 Feet of collector road proposed and 18,000 feet of arterial road proposed as new development occurs. The cost of developing these roads is shown in Table 6 and Table 7.

Table 6 Collector Roads Design and Construction Costs

Item	Description	Quantity	Units	Unit Price (\$)	Item price (\$)
1	Mobilization @ 8%		L.S.		360,504
2	Earthwork, Grading and Subgrade preparation	191,726	C.Y.	\$4.50	862,767
3	Asphalt	1,111,456	S.F.	\$1.55	1,722,757
4	Roadbase	1,597,718	S.F.	\$0.90	1,437,946
5	Culverts 1/2500 ft.	13.9	Each.	\$6,000	83,400
6	“V” ditch both sides	69,466	L.F.	\$2.75	191,032
7	Rip Rap	69,466	L.F.	\$3.00	208,398
	SUB TOTAL				4,866,804
	12% Engineering				586,416
	3% Legal and Fiscal				146,604
	10% Contingency				486,680
	TOTAL ESTIMATED COST				6,086,504

2. Earthwork, Grading etc = 0.12 cy X road base sq. ft.
 Unit pricing based on costs of recent projects escalated by 10% due to rapid increase in materials.

Table 7 Arterial Roads Design and Construction Costs

Item	Description	Quantity	Units	Unit Price (\$)	Item price (\$)
1	Mobilization @ 8%		L.S.		222,106
2	Earthwork, Grading and Subgrade preparation	99,360	C.Y.	\$4.50	447,120
3	Asphalt	756,000	S.F.	\$1.55	1,171,800
4	Roadbase	1,008,000	S.F.	\$0.90	907,200
5	Culverts 1/2500 ft.	7.2	Each.	\$6,000	43,200
6	“V” ditch both sides	36,000	L.F.	\$2.75	99,000
7	Rip Rap	36,000	L.F.	\$3.00	108,000
	SUB TOTAL				2,998,426
	12% Engineering				359,811
	3% Legal and Fiscal				89,953
	10% Contingency				299,843
	TOTAL ESTIMATED COST				3,748,033

2. Earthwork, Grading etc = 0.12 cy X road base sq. ft.

Unit pricing based on costs of recent projects escalated by 10% due to rapid increase in materials.

1.7.3 However, since the new developments will need roads to access their properties, they will assume the cost of the full required right-of-way and development costs for the local access roads unless the Town Council determines that the development will create traffic that will require the road be upgraded to a heavier traffic category as part of the development. The cost for the collector road effort is \$6,086,504 of which 30% is for the upgrade. Therefore 30% of the collector road will be covered by impact fees for a total of \$1,825,951. The cost of the arterial roads is \$3,748,033 of which 50% is for upgrade. Therefore 50% of the collector road will be covered by impact fees for a total of \$1,874,016. The total cost to upgrade both collector and arterial roads is \$3,699,967.

1.8 Financing Needed Facilities

Additional roads and roadway improvements will be needed solely due to population growth. As a result, it is the intent of the Town of Leeds to finance additional facilities through development impact fees to the extent possible. That portion which cannot be financed through impact fees will be financed from the general fund and building and construction road funds.

ROADWAY IMPACT FEE ANALYSIS

2.0 Development Impact Fee Analysis

2.1 Service Area

The entire Town of Leeds, including the plans for annexing new developments, is all included in one service area for roadways.

2.2 Proportionate Share

Of the various zones established in Leeds, all zones will generate additional demand for roadways. Because of this both, residential and commercial zones will be assessed an impact fee.

2.3 Credits for Past and Future Contributions

Existing roadways have been financed from the general fund. New developments annexed into Leeds will include local roadways as well as a minimum of two access roadways which connect to existing roads as approved by the Leeds Planning Commission and the Leeds Town Council. The majority of new collector and arterial roadways identified in the Roadway Capital Facility Plan are presently in the County and are expected to be annexed prior to the start of development. Therefore the Roadways Impact Fee will be applied to all new residential and commercial development as they will all benefit.

2.4 Impact Fee Calculation

2.4.1 Because of the way impact fees are collected, the capacity of existing facilities are usually reached when little or no revenue from impact fees has been collected to finance the additional facilities required. In addition, it is generally desirable to construct facilities with a twenty-year, or greater life span.

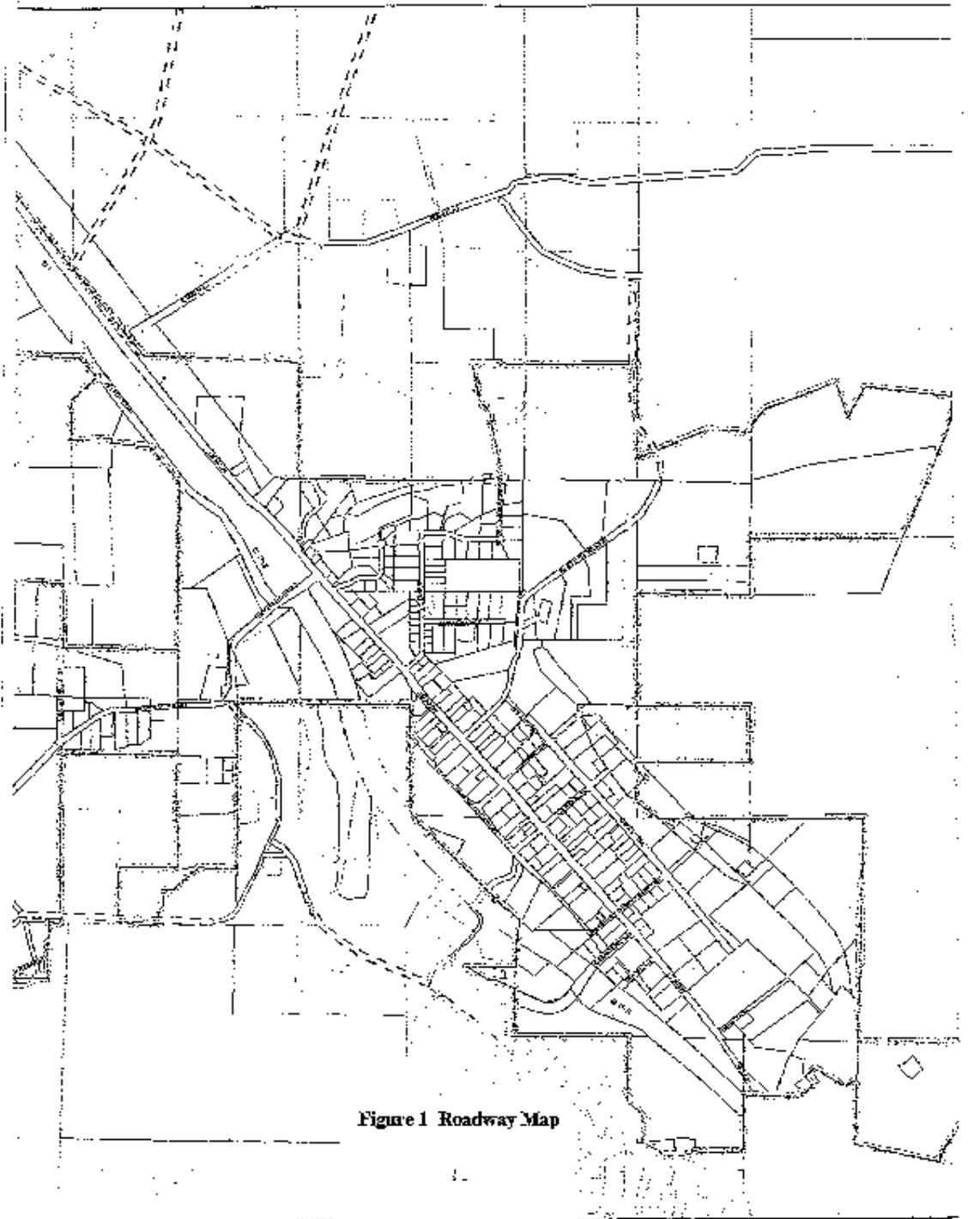
2.4.2 As a result of these factors, most facilities must be constructed with revenue from loans. Assuming an interest rate of 5.00% and a loan period of 20 years, payments would total \$ 1.605 for every dollar borrowed. The Cost of the \$ 3,699,967 borrowed (including interest) would be \$5,938,447. The Cost per ERU would therefore be \$3,295. The calculations are shown in Table 8.

Table 8 Impact Fee Calculation

Item/Description		Fact
1. Total Facility Cost	=	\$5,938,447
2. Total ERU's	=	1,802
3. Cost Per ERU is Total cost $\$5,938,447 \div 1802$	=	\$3,295
4. Impact Fee for each Residential Unit	=	\$3,295
5. Impact Fee for each square foot of Commercial space	=	\$3.295

2.4.3 The Town uses Capital Facility Impact fees to construct a portion of new Arterial and Collector roadways. The Leeds revenues for operating and maintaining the public roadways comes from the General Fund (a portion of property tax and sales tax) as well as State awarded road maintenance funds.

Figure 1 Roadway Map



ORDINANCE NUMBER 2006-08 SHALL TAKE EFFECT IMMEDIATELY.

PASSED AND ADOPTED THIS 28th DAY OF FEBRUARY, 2007.

TRUDY LAW, MAYOR TOWN OF LEEDS

Attest:

KAREN MARKOVICH, CLERK/RECORDER

ROLL CALL VOTE: X REQUIRED NOT REQUIRED

MAYOR TRUDY LAW X AYE

COUNCIL MEMBERS:

DALE BARNES X AYE

DAVE HARBOUR X AYE

FRANK LOJKO X ABSENT

JARED WESTHOFF X ABSTAINED

AYE VOTES: 3 ABSTENTIONS: 1 ABSENT: 1

ORDINANCE #2007-02 IS X PASSED REJECTED

KAREN MARKOVICH, CLERK/RECORDER