NOTICE

Notice is hereby given that the Mayor and City Council will hold a Work Session on October 17, 2012 in the Council Chambers, 45 West 100 South, beginning at 6:00 pm.

DISCUSSION ITEMS

1. Allied Waste Presentation on Recycling
2. Review of the Public Safety Impact Fee Facilities Plan
3. Public Safety Impact Fee Analysis
4. Agenda Review
5. General Discussion

If you are planning to attend this Public Meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City Office ten or more hours in advance and we will, within reason, provide what assistance may be required.

CERTIFICATE OF MAILING

The undersigned duly appointed City Recorder for the municipality of Santaquin City hereby certifies that a copy of the foregoing Notice and Agenda was e-mailed to the Payson Chronicle, Payson, UT, 84651.

SBfarnsworth

By: Susan B. Farnsworth, City Recorder

Posted:
City Offices
Post Office
Zions Bank

MINUTES OF A COUNCIL WORK SESSION
HELD IN THE COUNCIL CHAMBERS
OCTOBER 17, 2012

The meeting was called to order by Mayor James E. DeGraffenried at 6:00 p.m. Council Members attending: Keith Broadhead, Kirk Hunsaker, James Linford and Rick Steele. Matthew Carr was excused.

Others present: City Manager Ben Reeves, Public Safety Director Dennis Howard, Community Development Director Dennis Marker, Staff Planner Greg Flint, Brent Norton, Allied Waste/Republic Services Representative Reece DeMille, J-U-B Engineering Representative Norm Beagley, SUNROC Representatives Brian Harris and Wayne Humphries, Public Works Director Wade Eva, Dave Hathaway, Cynthia Holman.

DISCUSSION ITEMS

Allied Waste Presentation on Recycling

Mr. DeMille addressed the Mayor and Council Members with regard to the recycling options available to the City. They currently provide recycling to 8 Utah County Cities which equates to approximately 900,000 pounds per month of trash that is not ending up in the landfill. The environmental impact includes a number of issues. For every ton of paper recycled, 60,000 gallons of water saved. There are 3 curbside recycling options which include opt-in, opt-out, or mandatory. Mr. DeMille indicated they would be able to tailor a recycling program to meet the needs of the City. Mr. DeMille did not have the costs associated with the recycling program available.

City Manager Reeves will draft a comparison as to the cost for the program. In the comparison "tipping" should also be included.

Mr. DeMille stated the residents could be introduced to the recycling program by including a recycling video on the website.

Director Marker indicated a questionnaire will be available to complete for those waiting to vote. Recycling questions could be included in the questionnaire. After the results of the questionnaire are tallied, additional discussions will be held.

Review of the Public Safety Impact Fee Facilities Plan

Mr. Marker reviewed highlights of the final draft of the Public Safety Impact Fee Facilities Plan. He indicated a public hearing is required before the Plan can be adopted. He requested anyone with questions contact him directly. The Mayor and Council Members were in agreement to move forward with the process. (See attachment "A" for the draft Plan).

Public Safety Impact Fee Analysis

See "Review of the Public Safety Impact Fee Facilities Plan" item for information. (See attachment "B" for draft analysis).

Agenda Review

There were no questions on the billings or changes to the minutes.

Sunroc Conditional Use Permit

Mr. Harris reported they haven't received all the information as to the costs associated with relocating of equipment and reclamation of the City owned 35 acres. They proposed that at the

end of 2 years all the aggregate on the North would be removed and scales moved to the South side property.

Council Member Broadhead requested cleaning the storm boxes twice a year. Mr. Harris agreed.

General Discussion

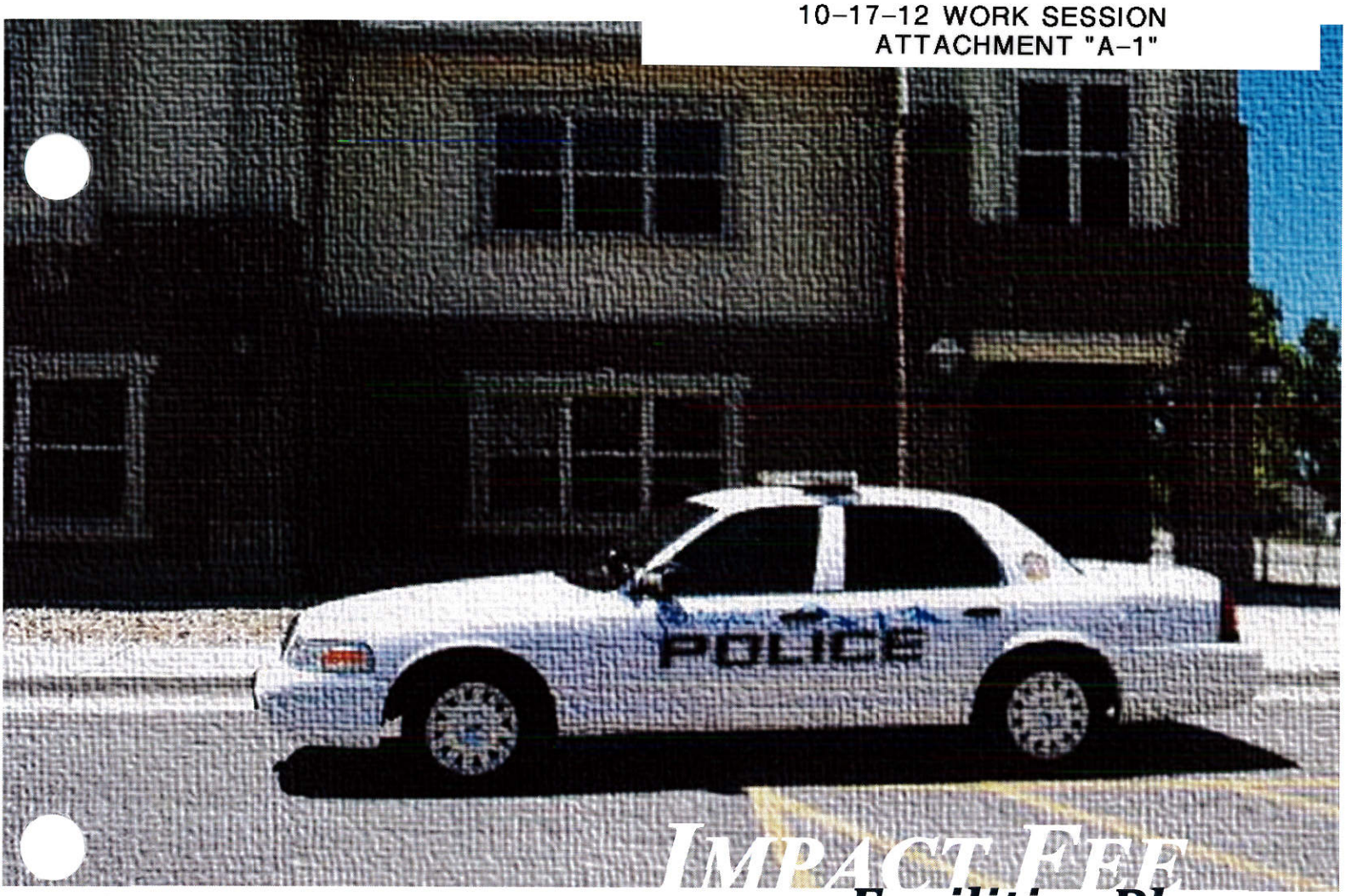
The meeting adjourned at 6:55 p.m.

Approved on November 07, 2012.

James E. DeGraffenried, Mayor

Susan B. Farnsworth, City Recorder

10-17-12 WORK SESSION
ATTACHMENT "A-1"



Impact Fee Facilities Plan

Santaquin City
Public Safety

WORKING DRAFT

Zions Bank Public Finance

October 12, 2012

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INTRODUCTION

WHY IS AN IFFP NEEDED?

The purpose of the public safety *Impact Fee Facilities Plan* (IFFP) is to provide Santaquin City (the City) with substantive planning for future fire / EMS and police capital infrastructure. The IFFP also provides a technical basis for assessing updated impact fees for public safety services throughout the City.

This document will address the future public safety infrastructure needed to serve the City through a projected buildout scenario with regard to current land use planning. The project[illegible]rastructure needs will include future public safety facility costs, project timings, inventory of existing facilities [illegible] financing plan.

The need for future capital projects will be based upon the targe[illegible] of s[illegible]ce standards for fire/ EMS and police and also service response times for fire / EMS only. The existing and future ca[illegible]l projects documented in this IFFP will ensure that the current level of service standard is maintained for all existing and future residents who reside within the service area. The IFFP will also fulfill all financial requirements as promulgated under Title 11, Chapter 36 of the Utah code (the Impact Fees Act).

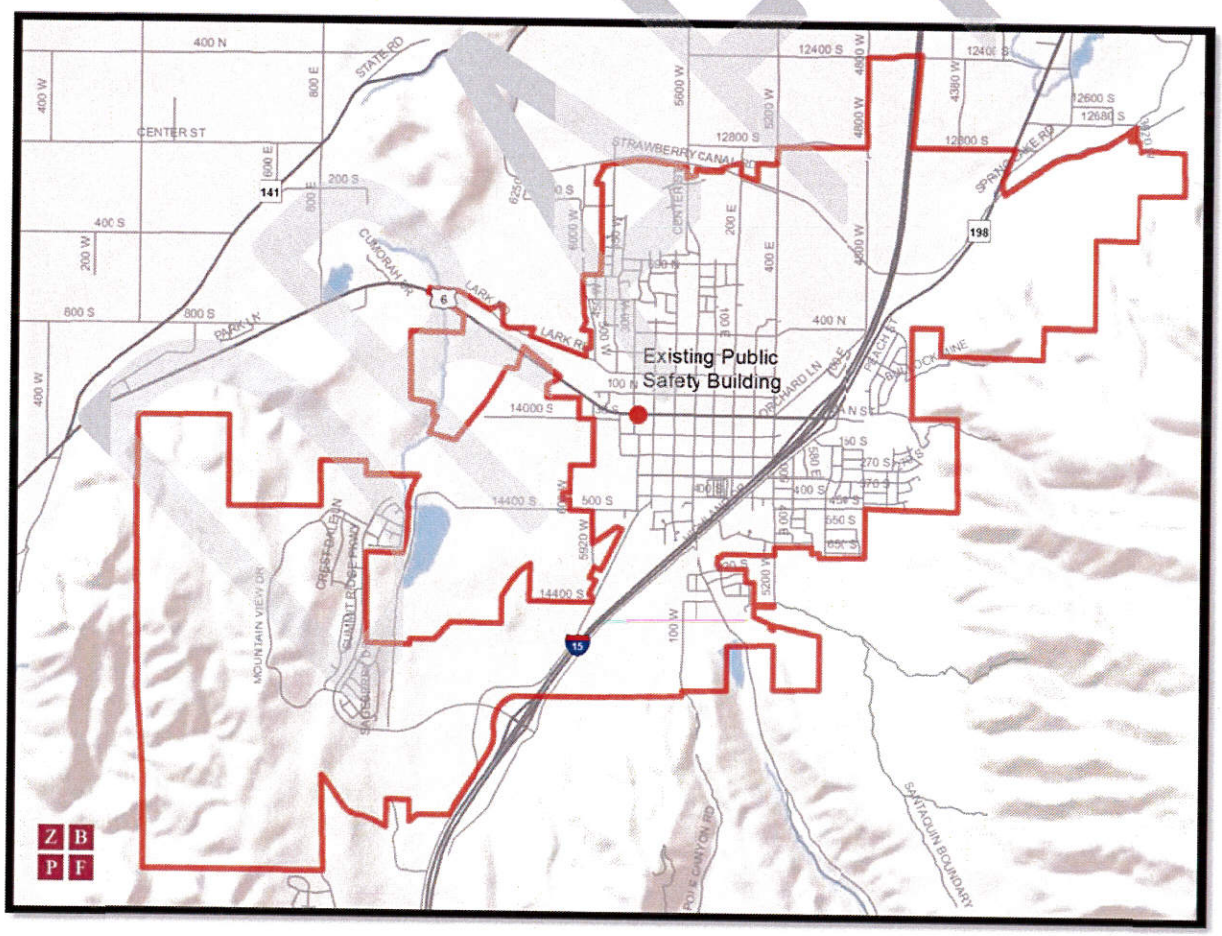


FIGURE 1: SANTAQUIN CITY BOUNDARY AND PUBLIC SAFETY IMPACT FEE SERVICE AREA

PURPOSE OF AN IMPACT FEE FACILITIES PLAN

The purpose of the Impact Fee Facilities Plan (IFFP) is to identify the increased demands placed upon the City's existing public safety facilities by future development and evaluate how these demands will be met by the City. The IFFP is also intended to outline the improvements which may be funded through impact fees.

PUBLIC SAFETY CAPITAL FACILITIES

The Impact Fees Act defines public safety facilities as "a building constructed or leased to house police, fire, or other public safety entities; or a fire suppression vehicle costing in excess of $500,000." The facilities must have a life expectancy of ten or more years and must be "owned or operated by or on behalf of a local political subdivision or private entity."

REQUIRED ELEMENTS FOR AN IMPACT FEE FACILITIES PL

According to the Impact Fees Act, local political subdivisions with populations (or serving populations) of more than 5,000 as of the last federal census must prepare a Capital Facilities Plan. With 9,128 residents at the 2010 Census, the population of Santaquin meets this guideline and must prepare this comprehensive Impact Fee Facilities Plan for Fire/EMS infrastructure to ensure adequate planning for the future growth.

SANTAQUIN CONVENTIONAL CHASSIS ENGINE

Local governments must pay strict attention to the required elements of the Impact Fee Facilities Plan which are enumerated in the Impact Fees Act. The following elements must be discussed in the IFFP before a local political subdivision can legally commence public notice and adopt the IFFP.

DEMAND ANALYSIS

The IFFP must consider the level of service which is provided to a community's existing residents and ensure that future facilities meet but do exceed this level of service. The demand on public safety improvements may be measured in terms of calls received. The IFFP is also required to include a clear nexus between estimated future demand and the proposed capital facilities required to be constructed or acquired to meet the future demand.

FINANCING OPTIONS

The IFFP must also include a consideration of all revenue sources, including impact fees, which may be used to finance system improvements. In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.

NOTICING AND ADOPTION REQUIREMENTS

The Impact Fees Act requires that entities must publish a notice of intent to prepare or modify any IFFP. If an entity prepares an independent IFFP rather than include a capital facilities element in the general plan, the actual IFFP must be adopted by enactment. Before the IFFP can be adopted, a reasonable notice of the public hearing must be published in a local newspaper at least 14 days before the actual hearing. A copy of the proposed IFFP must be made available to the public during the 14 day noticing period for public review and inspection. Utah Code requires that the City must post a copy of the ordinance in at least three places. These places may include the City offices and the public library within the City's jurisdiction.

Following the 14-day noticing period, a public hearing will be held, after which the City Board may adopt, amend and adopt, or reject the proposed IFFP. Following the adoption, Utah Code Section 10-3-711 and 712 requires that a summary of the enactment be published in order for the enactment to become effective.

CAPITAL FACILITIES PLAN METHODOLOGY

USE OF GIS TECHNOLOGY IN STATION PLANNING

Geographic Information Systems (GIS) technology in urban planning allows analysis of response times as a function of street networks and other factors (among many other uses). GIS can be used for collecting, analyzing and presenting spatial data (such as projected growth and projected demand). Once collected, a wide range of spatial analysis functions can be performed on the data to create suitable data layers. These spatial data layers can then be presented in the forms of maps, reports, and charts.

Many state and national bodies, including the National Fire Protection Association (NFPA), have established response time guidelines for fire departments. While these guidelines can be used as benchmarks, communities are not required to adopt universal response times due to the wide variety of geographic characteristics that differ from community to community. However, Santaquin City has adopted specific standards for fire / EMS response time.

The current policy of the City is to maintain a four minute response time for basic fire service for 90% of existing and future development, as recommended by the NFPA. The level of service standard for both basic fire and EMS includes the three components of response time: 1) call processing and dispatch, 2) turnout time and 3) drive time. GIS was used to analyze the best placement of future stations in order to meet this goal for future development.

Santaquin has excellent police, fire and EMS response data, information systems, and analysis capability. Based on this, the project team has assumed that the data is accurate. For the fire / EMS response time analysis, the goal was to recommend the best placement of stations and unit resources. This recommendation takes into account the existing system, available land, costs, etc.

While fire / EMS service is centralized and stationary police service is mobile and dispersed (police on patrol). Response time analysis was not necessary for police coverage. The determination of future police infrastructure was based on the selected level of service standard, future call volume, and spaced anticipated for growth related demands to police services.

UNIFORMS OF SANTAQUIN PUBLIC SAFETY PERSONNEL

CHAPTER 1: STANDARDS FOR FIRE AND EMS COVERAGE

DETERMINING A STANDARD

It is the goal of the City to respond to at least 90% of fire and EMS calls within four minutes. This four minute response time standard has been adopted from NFPA 1710. The following information explains this standard and other guidelines from the NFPA and ISO which help shape the decisions of the Santaquin City.

NATIONAL FIRE PROTECTION ASSOCIATION

The National Fire Protection Association (NFPA) is an international organization which creates and maintains standards and codes for usage and adoption by local governments. This includes publications on building codes, specifications for firefighting equipment, rescue response, and proper firefighting procedures.

NFPA STANDARDS

The NFPA has published two standards that are relevant to response coverage. These are:

- **NFPA 1710**: *Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments*
- **NFPA 1720**: *Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations and Special Operations to the Public by Volunteer Fire Departments*

The standard which currently applies to the Santaquin is NFPA 1720, as the city presently maintains a mostly volunteer fire department. However, as Santaquin City continues to grow and may ultimately plan to become a career fire department, it is important to consider NFPA 1710. In addition, the standards of NFPA 1710 more closely coincide with actual fire and EMS effectiveness. Understanding these considerations, Santaquin City has adopted the major components of NFPA 1710 as a guiding standard.

The details for both NFPA 1710 and NFPA 1720 are reviewed as follows.

NFPA 1720 REQUIREMENTS

NFPA 1710 and 1720 are the standards that set minimum criteria for the effectiveness and efficiency of emergency operations to protect the safety of the public as well as fire department personnel. In 2001, after 10 years of research and debate, the National Fire Protection Association (NFPA) issued the standards for NFPA 1710 and 1720. These standards set minimum criteria for fire departments depending on the resources available.

NFPA 1720 is less specific than NFPA 1710 and allows for more flexibility in meeting standards, as the small communities that utilize volunteer fire departments are generally a size, shape and density which makes better coverage challenging. In NFPA 1720 there are four major components for response time standards:

- 8 minute response times to urban areas
- 9 minute response times to suburban areas
- 13 minute response times to rural areas
- Automatic and mutual aid can be used to meet performance goals

All of the above standards have the goal of achieving the stated response times 90% of the time. Also, each response time includes one additional minute for processing the call. A summary of the standards recommended by NFPA 1720 are contained in the following table.

TABLE 1: NFPA 1720 STANDARDS

Demand Zone[a]	Demographics	Minimum Staff to Respond[b]	Response Time (minutes)[c]	Meets Objective (%)
Urban area	>1000 people/mi2	15	9	90
Suburban area	500–1000 people/mi²	10	10	80
Rural area	<500 people/mi²	6	14	80
Remote area	Travel distance ≥ 8 mi	4	Directly dependent on travel distance	90
Special risks	Determined by AHJ	Determined by AHJ based on risk	etermined by AHJ	90

[a] A jurisdiction can have more than one demand zone.
[b] Minimum staffing includes members responding from the AHJs department and automatic ai
[c] Response time begins upon completion of the dispatch notification and ends at the time i ow. e table.

NFPA 1710 REQUIREMENTS

NFPA 1710 is meant for larger communities and requires better response times than NFPA 1720 with the understanding that larger communities have more resources available and should be held to a higher standard. However, it is commonly agreed that these standards should be maintained even in smaller communities—as the standards in NFPA 1710 correlate strongly what is needed to protect life and property in emergency situations. There are three major components to NFPA ch affect response times:

- Fire Fighters should respond with a m num of 4 personnel on each apparatus
- Response times should be no longer n four minutes after leaving the firehouse for the first arriving company and eight m for a full first a m response
- Response times d be no more tha four minutes for first responder capability to arrive at an emergency mec ncident, with advanced life support capability arriving within eight minutes

BENEFITS OF COMPLIANCE

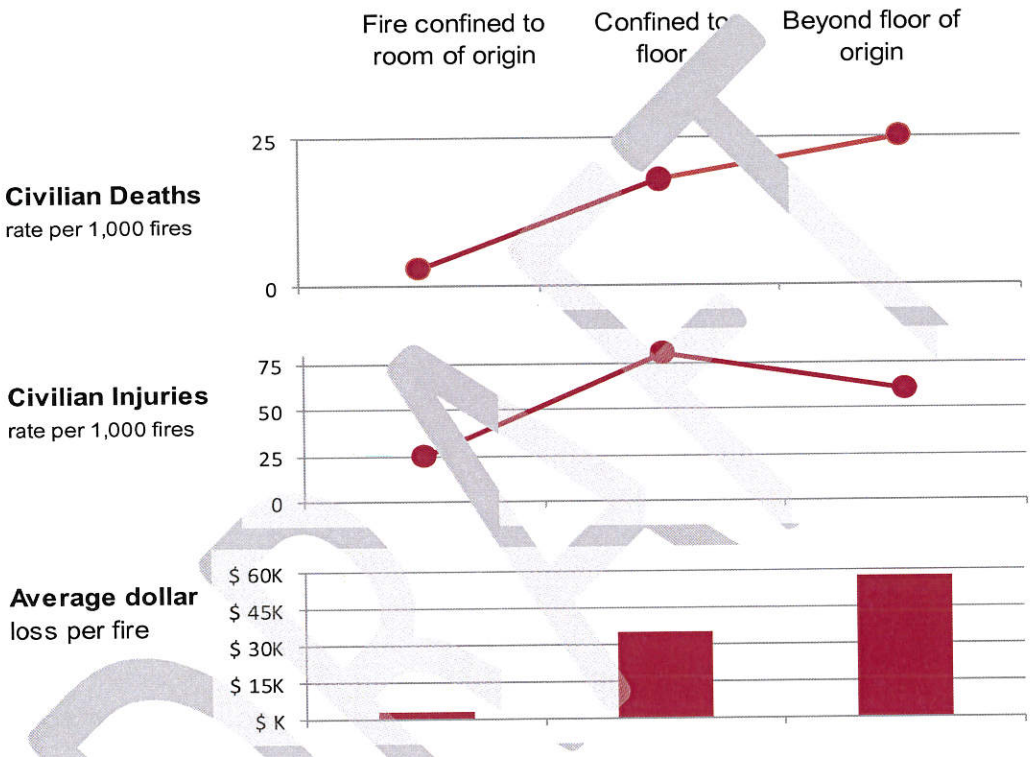
The benefits of adopting the guidel of NFPA 1710 are as follows:

- NFPA 1710 Is an Insurance Policy for the Community and its Businesses
  - NFPA 1710 offers insurance for the local economy by guaranteeing the community and its businesses that Fire and Emergency Medical Services will respond promptly and appropriately in an emergency
  - Even a moderate-sized fire can hurt the community's tax base. When businesses close, employees don't get paid. They can't put money back into the community, and may go from being taxpayers to public support recipients. The business can't pay taxes because it is not selling its goods and services
  - A fire that devastates a building will cause the company to consider whether it should reopen. The company may relocate to another city or state, meaning a permanent loss to the workforce and tax base

- NFPA 1710 Protects the Community Against Liability
  - Courts often rely upon NFPA Standards to determine the "industry standard" for fire protection and safety measures. NFPA doctrines are most frequently found in common law negligence claims
  - NFPA 1710 could be highly relevant to the question of whether a jurisdiction has negligently failed to provide adequate fire or emergency medical protection to an individual harmed in a fire or medical emergency

- NFPA 1710 Enhances Public Safety
  - By responding quickly to a fire, firefighters can keep the incident contained
  - When responses take more than a few minutes and spread from the room of origin, losses escalate substantially resulting in a greater loss of life and property (see figure below)
  - Communities with positive records of emergency response times not only benefit current residents with protection but may also attract new residents and businesses

FIGURE 2: EFFECT OF RESPONSE TIME IN FIRES



Source: National Fire Protection Agency

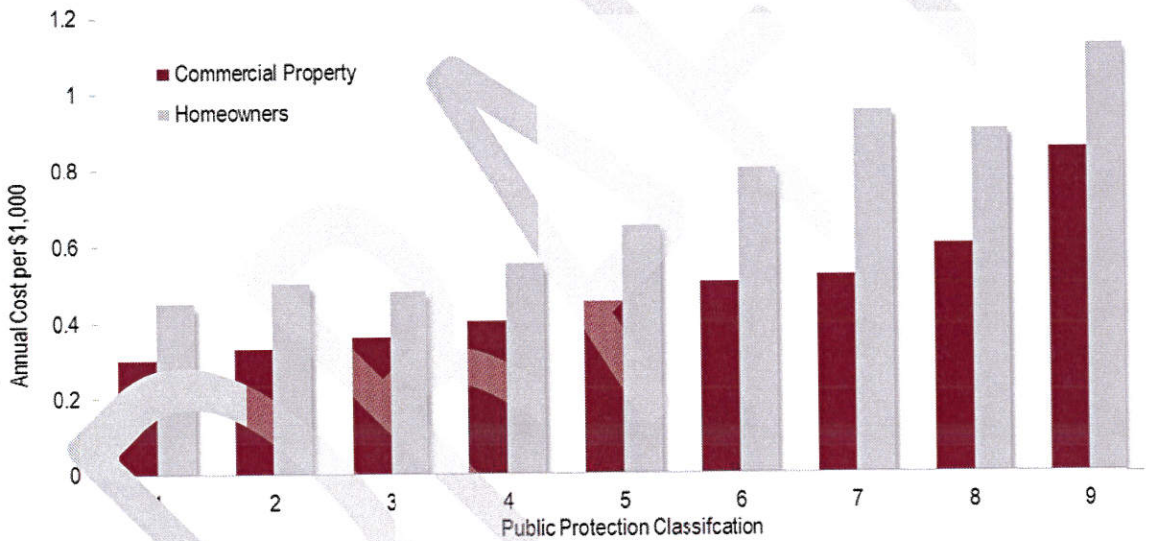
INSURANCE SERVICES OFFICE

The Insurance Services Office (ISO) is an organization that analyzes municipal fire protection efforts in communities throughout the United States though its "Public Protection Classification" (PPC) program. In each of those communities, ISO analyzes a variety of data using its Fire Suppression Rating Schedule (FSRS). ISO then assigns a Public Protection Classification or "ISO Rating" from 1 to 10. Class 1 represents exemplary public protection, and Class 10 indicates that an area's fire suppression program doesn't meet ISO's minimum criteria. By classifying communities' ability to suppress fires, ISO helps insurance companies—as well as communities themselves—evaluate the quality of public fire-protection services.

HOW DOES THE ISO RATING AFFECT RESIDENTS?

Enhanced safety is the chief benefit of an improved ISO rating. Statistic[illegible]a shows a direct relationship between better fire protection and a reduction in injuries and property loss. [illegible], ISO statistics show that per $1,000 of insured property communities with the worst PPC ratings have fire[illegible]es [illegible] or more times as high as communities with the best PPC ratings.

FIGURE 3: COST OF FIRE CLAIMS PER $1,000 OF INSURED PROPERTY



In addition to enhanc[illegible]safety, an improved ISO rating generally results in lowered property insurance as well. Due to the decreased risk, a community with higher ratings can secure lower premiums and fees for its residential property owners.

HOW WILL AN ISO RATING AFFECT BUSINESSES?

Generally, commercial property owners also see a reduction in insurance rates. However in addition to this lower cost, a further economic benefit of an ISO rating lies in the realm of business development. The ISO class 1 rating may serve as an incentive when recruiting companies to a city, resulting in new jobs and economic growth. While not the prime consideration, businesses do evaluate the risk of their investment in terms of how well their property is protected from potential disaster. Safer communities are more attractive to businesses, especially those businesses which make considerable investments in buildings.

HOW IS AN ISO RATING DETERMINED?

The ISO Public Protection Classification is a weighted assessment based on three elements:

- The capabilities of the fire department- 50%
  - Equipment, staffing, training, and geographic distribution of fire companies
- Dispatch and communication: receiving and handling fire calls - 10%
  - Fire alarm and communication systems, including telephone systems, telephone lines, staffing, and dispatching systems
- Municipal water supply - 40%
  - Condition and maintenance of hydrants and a careful evaluation of the amount of available water compared with the amount needed to adequately extinguish fires

A community can score anywhere between 1 and 100. Every ten po[illegible] a Class. The grade is presented in a Class 1 to 10 format, with Class 1 being [illegible]t, Class 9 being the worst, and a Class 10 indicating that no creditable fire p[illegible]tion i[illegible]ailable within 5 miles. *Thus, when deciding where to locate a future station, the "[illegible] mile rule" is the minimum distance measurement which should be considered if a community desires to receive at least a minimum ISO score.*

To obtain a higher rating, fire stations must be located in closer proximity. *According to the ISO, an area defined by 1.5 road miles from a fire station represents the highest standard for first response.* For [illegible]dder-service company, the highest standard is defined by streets out to a distanc[illegible] road miles from the fire station.

Points Needed for Each Class	
% Credit	Class
90.0 – 100	1
80.0 – 89.9	2
70.0 – 79.9	3
60.0 – 69.9	4
50.0 – 59.9	5
40.0 - 49.9	6
30.0 – 39.9	7
20.0 – 29.9	8
10.0 - 19.9	9
0.1 - 9.9	10

SANTQUIN PUBLIC SAFETY BUILDING

CHAPTER 2: EXISTING & FUTURE PUBLIC SAFETY FACILITIES

SANTAQUIN CITY PUBLIC SAFETY SERVICE AREA

Santaquin City is located at the southern end of Utah Valley in Utah County, roughly 70 miles south of Salt Lake City. According to the U.S. Census, the population of Santaquin in 2010 was 9,128.

The map below presents the current municipal boundaries overlaid on the most recent satellite imagery of Santaquin City—illustrating the rural nature of the majority of area in and around Santaquin. As previously mentioned, the City boundaries are also the boundaries of the impact fee service area. While t[illegible]y does provide public safety services outside of the impact fee service area, only new development within [illegible] service area is charged an impact fee. Recognizing this, only calls for service within the service area are u[illegible]he calculation of the impact fee. For a full accounting of all police, fire and EMS calls handled by Santaquin [illegible] see t[illegible]ppendix.

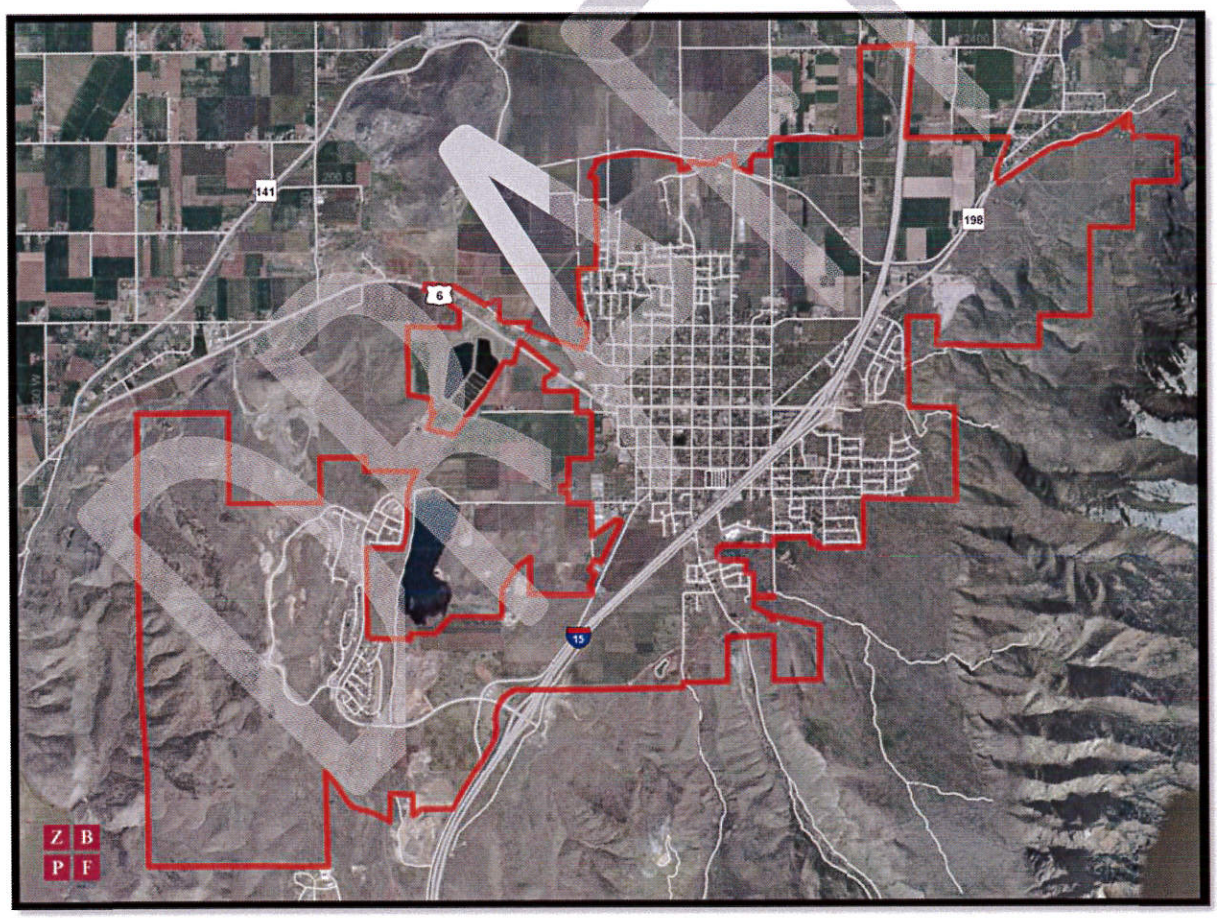


FIGURE 4: SATELLITE IMAGERY OF SANTAQUIN CITY

OVERVIEW OF SANTAQUIN CITY'S CURRENT PUBLIC SAFETY INVENTORY

Santaquin City currently provides public safety protection to an estimated 9,128 residents (2010 Census) who reside within the current municipal boundaries. While the City's primary responsibility is to serve its residents, the following inter-local agreements have also been established:

- Fire Service
  - EMS training and equipment assistance to Goshen
  - EMS coverage of Genola – Santaquin collects insurance and is paid a few thousand by Genola
  - Fire contract with Utah County
    - Flat fee covers 1st hour of any fire in the unincorporated Utah County jurisdiction
- Police Service
  - Santaquin covers Genola
    - Genola pays Santaquin $60K per year for [illegible] per week of coverage

It is important to note that these public safety agreements have been reviewed and excluded from the planning of future infrastructure and the calculation of impact fees for development.

EXISTING PUBLIC SAFETY BUILDING

Currently the City maintains one public safety building where the fire / EMS and police services are housed. This building is currently shared with other City departments.

SANTAQUIN PUBLIC SAFETY BUILDING

TABLE 2: SUMMARY OF DETAILS OF EXISTING PUBLIC SAFETY BUILDING

Existing Public Safety Building			
Basement Level	Non Common Space	Share of Common Space	Total
Fire & EMS	1,170	1,615	2,785
Other City Departments		1,615	1,615
Total	1,170	3,230	4,400
Main Level	Non Common Space	Share of Common Space	Total
Fire & EMS	6,742	656	7,398
Police	1,924	656	2,580
Other City Departments	732	1,312	2,044
Total	9,398	2,623	12,021
Second Level	Non Common Space	Share of Common Space	Total
Fire & EMS		78	78
Police		78	78
Other City Departments	3,498	1,407	4,905
Total	3,498	1,563	5,061
Fire & EMS TOTAL			10,261
Police TOTAL			2,658
Other City Departments			8,563
Building TOTAL			**21,482**

EXISTING POLICE INFRASTRUCTURE

The police department currently maintains 2,658 SF of infrastructure, all of which is located at the public safety building near the center of Santaquin. With new development and growth the police department will need to expand. The optimal size of the force, the amount of equipment, and the building space needed for this growth is much more difficult to assess than fire department needs. Where the fire department needs can be linked to response time standards, the police department's goals translate less easily into infrastructure requirements. This is related to the fact that the police units are not stationary apparatuses stored at one location, but instead smaller vehicles that are constantly moving throughout the city.

While infrastructure needs for police services are generally smaller than that required for fire & EMS services, as a City grows and becomes more urbanized, more commercial and more dense (with more multi-family units)—police services generally become more complex and thus require more infrastructure for activities such as investigations, criminal processing, evidence storage, and various other police services.

According to the Impact Fee Act, increases to an existing level of service cannot be funded with impact fee revenues. While the police department does have plans to expand beyond the existing infrastructure, it will be demonstrated later in this report that the current level of service (in terms of SF per call) is at its highest and will not be exceeded by future projects.

EXISTING FIRE & EMS COVERAGE

The fire / EMS department in Santaquin currently maintains 10,261 SF of infrastructure. This square footage is located at the public safety building where the police department and other city offices also share space. As growth in Santaquin continues, new fire / EMS infrastructure will be needed.

Generally as more homes, businesses, and other types of development are built, the number of emergency calls increase. This increase in call volume affects the public safety services in two major ways. First, much of the newer

development comes from undeveloped land that is located further away from Santaquin's center, where the public safety building is located. This increases response times.

Also, as the call volume increases, so does the likelihood that multiple calls will occur at the same moment and compete for emergency services. This also increases response times. When response times increase, the risk of property damage and loss of life also increases. New infrastructure must be built to maintain both adequate response times and also to provide adequate space for the additional equipment and emergency vehicles needed to serve a greater volume of emergency calls.

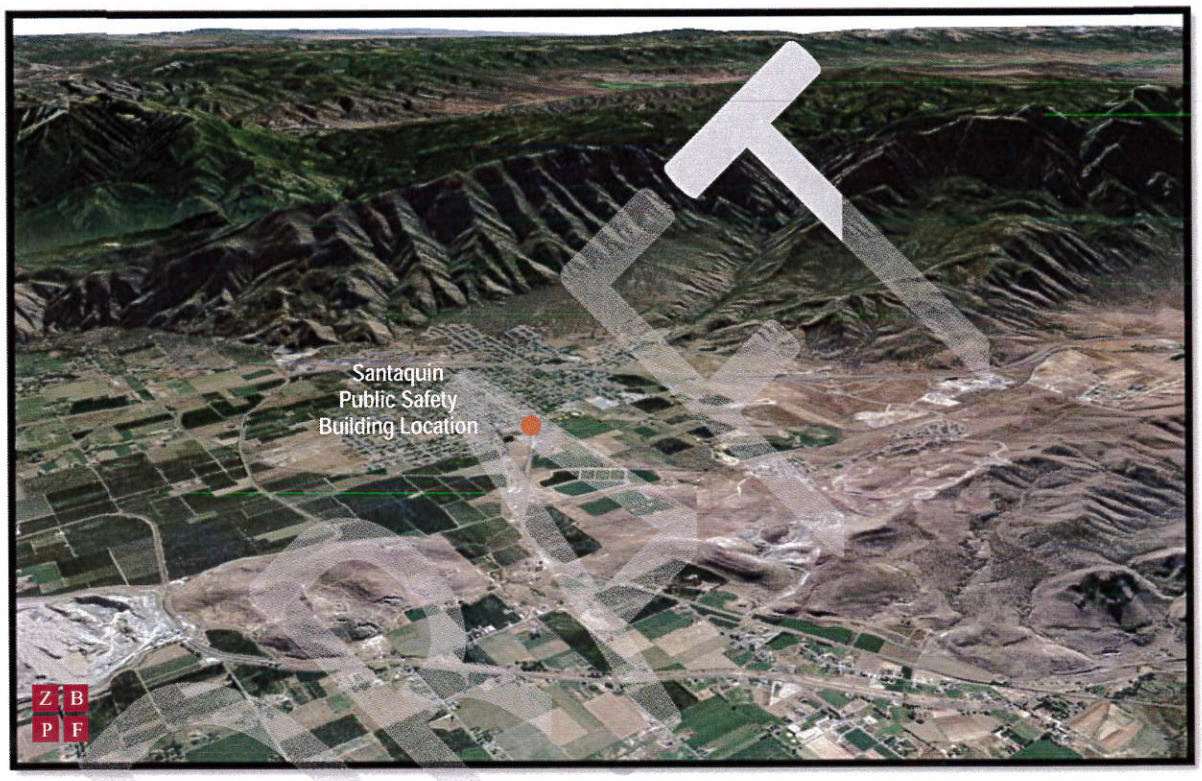


FIGURE 5: SIMULATED AERIAL VIEW OF SANTAQUIN DEPICTING ELEVATION CHALLENGES

BARRIERS TO EMERGENCY SERVICE IN SANTAQUIN CITY

Development that spreads across large geographic areas, is removed from existing fire stations, or has limited entrance routes will receive abnormally long response times. Response times can be extended by natural or manmade obstacles. Waterways with limited bridges, freeways, railroads, steep terrain and canyons can all limit access points and require lengthier routes.

One major challenge for Santaquin City is Interstate 15. The Interstate effectively acts as an east / west divide which cannot be crossed except at designated interchanges and underpasses. This limits the access and routes of emergency vehicles currently located only on the west side of the interstate. In the event of a disaster, one or even all of these routes could be temporarily obstructed leading to unacceptable response times or the inability to respond altogether.

An additional challenge within the City is the elevation of certain locations. The current station is located at a lower elevation with a portion of the existing and future development at a higher elevation. The area to the southwest presents the main challenge. It takes longer to travel uphill, especially for large fire apparatuses carrying a full load of

equipment and water. According to the response time analysis for the existing station, the areas of higher elevation are not within a four minute response time. As new development continues to occur at these higher elevations, a larger portion of Santaquin City's development will not comply with the City's goal of maintaining the NFPA 1710 standard and being able to respond to 90% of calls within 4 minutes. The figure below graphically illustrates the difference in elevation between the existing station location and the areas of current and potential development at higher elevations.

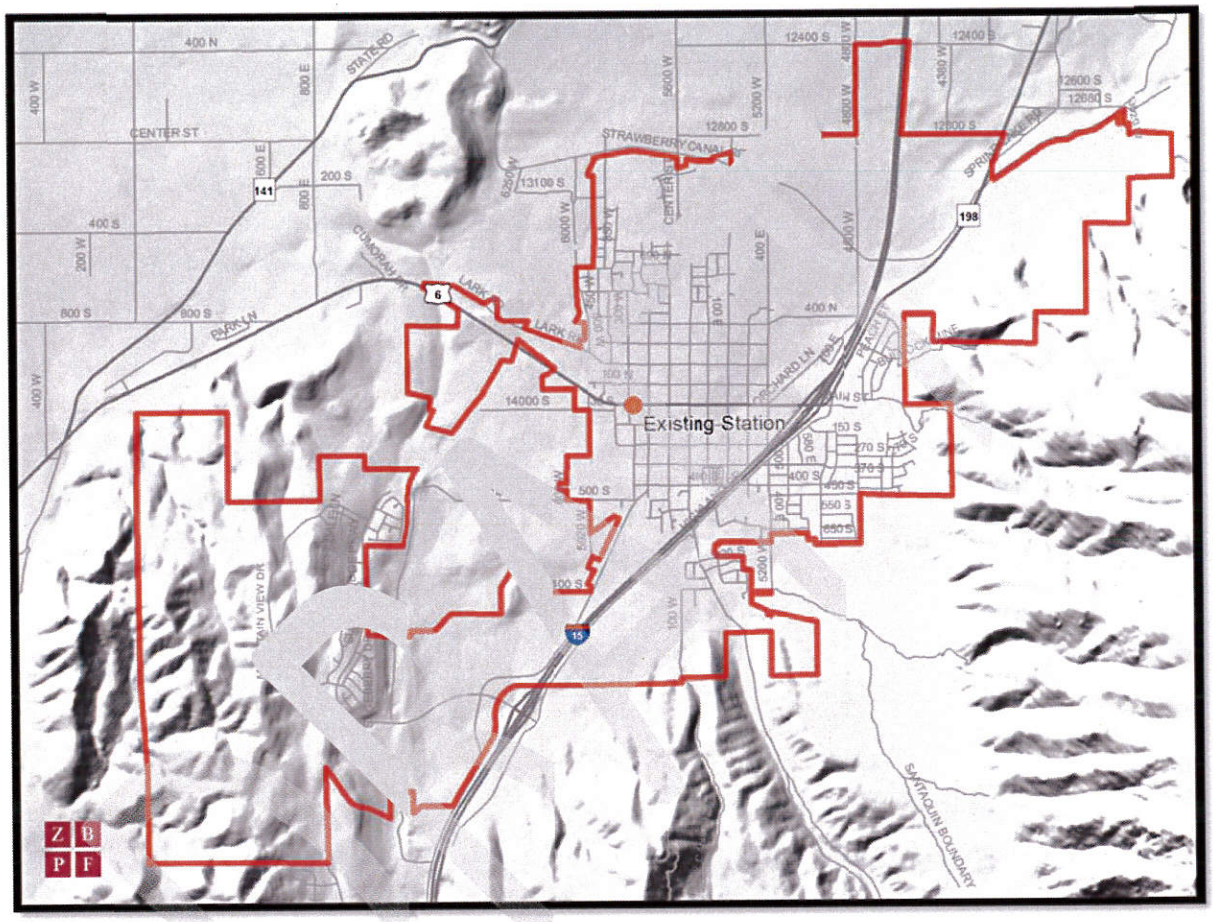


FIGURE 6: MAP OF SANTAQUIN FIRE SERVICE CITY SERVICE AREA DETAILING TERRAIN

The figure on the following page illustrates the present land area covered within a four minute response time by the existing station. It should be noted that this analysis was completed using the legal speed limits assigned for each street. While emergency service vehicles are allowed to travel faster than the posted speed limit, in practice these vehicles often average the posted speed. This is due to the reality that emergency service vehicles are larger, heavier and less easy to maneuver than personal vehicles—with slower acceleration speeds. As well, these vehicles often must negotiate traffic and other potential hazards (such as pedestrians in residential zones) which require a relatively slower, safer speed.

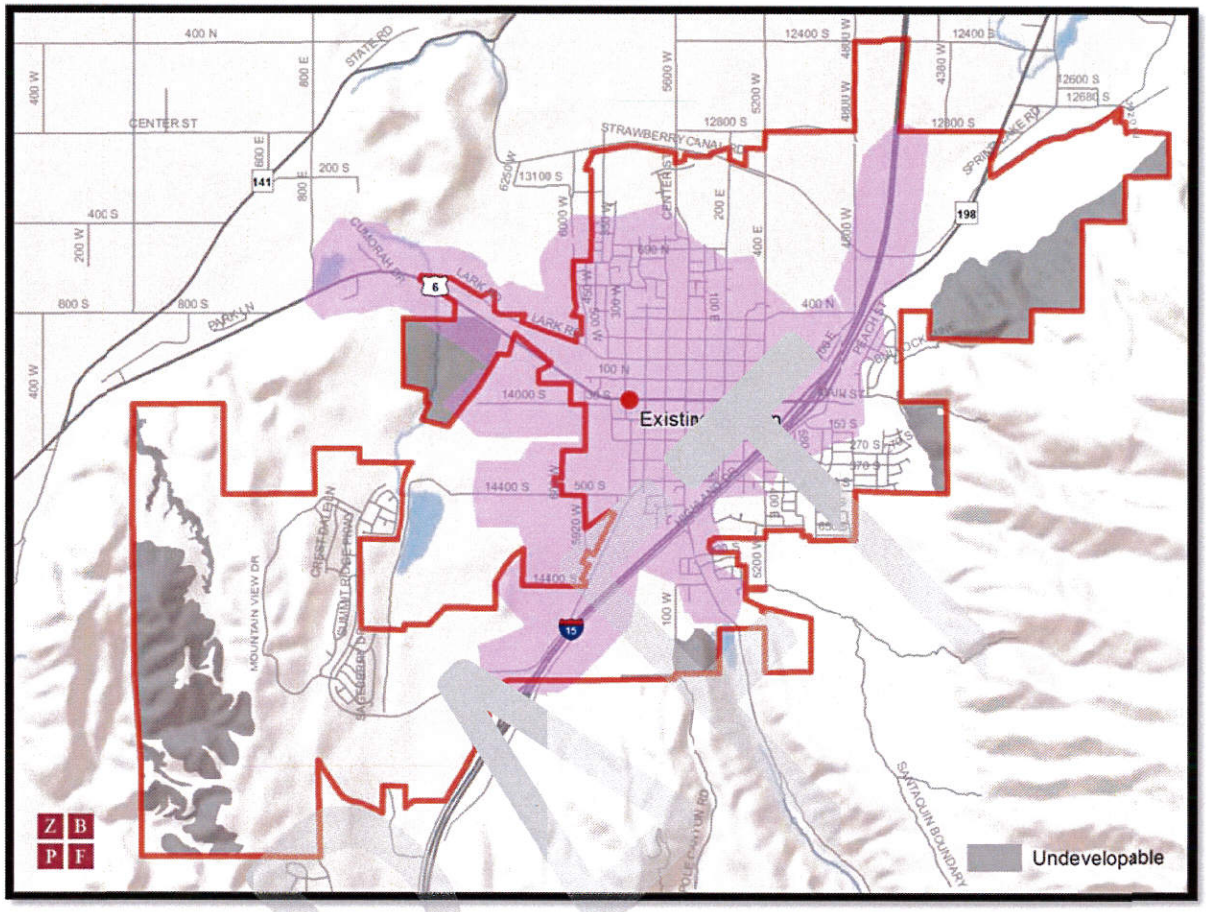


FIGURE 7: EXISTING STATION FOUR MINUTE RESPONSE GOAL ANALYSIS

FUTURE FIRE / EMS INFRASTRUCTURE

When the land area currently included within the City is entirely built out, it is anticipated that four stations will be needed to provide adequate response times according to NFPA 1710, the ISO standards and the City's standards for coverage. Below is a table which summaries the needed infrastructure. Following this table is a map which illustrates the estimated locations of future stations and their impact on the existing four minute service response time goal.

TABLE 3: SUMMARY OF FUTURE FIRE / EMS INFRASTRUCTURE

Project	Project Year	Floorspace (SF)	Land (Acres)	PV Project Expense $	Project Year Expense (with inflation)
Future Fire / EMS Facilities					
Fire / EMS buy out of City's Interest in P. S. Bld	2016	3,108	-	$241,510	$288,005
Summit Ridge / South Exit Land	2018	-	1.00	$97,062	$126,400
Summit Ridge / South Exit Satellite Station	2018	4,000	-	$670,000	$872,514
East Bench Land	2020	-	1.00	$97,062	$138,032
East Bench Satellite Station	2020	4,000	-	$670,000	$952,807
North Orchard Station Land	2026	-	1.00	$97,062	$179,753
North Orchard Satellite Station	2026	4,000	-	$670,000	$1,240,803
Within 10 Years		11,108	2.00	$1,775,634	$2,377,759
Total Future Fire / EMS Facilities		15,108	3.00	$2,542,696	$3,798,316

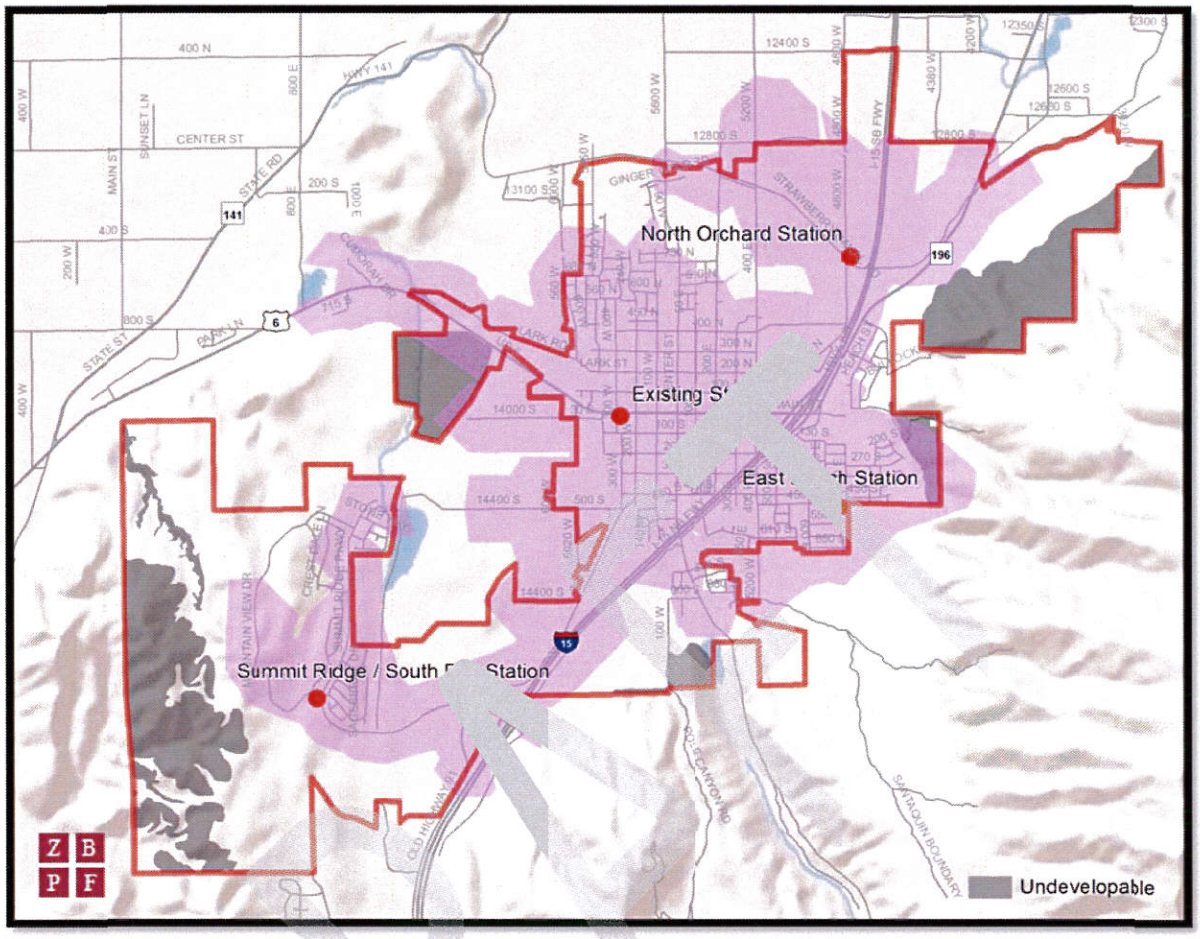


FIGURE 8: FUTURE STATIONS FOUR MINUTE RESPONSE GOAL ANALYSIS

One caus concern is that the future stations do not appear to add tremendously to the four minute service respons al. This can be explained by three factors. First, the future station coverage can only be projected on present ro ays. As future road infrastructure is constructed, the street network will expand. As it does, so will the illustrated cov e—especially near the proposed stations.

Secondly, where the t station provided coverage where there previously was none, the additional stations provide only marginal coverage A portion of their coverage overlaps with the existing station.

And lastly, natural and man-made barriers present unique challenges. As mentioned earlier, steep grades on roadways along the benches decrease travel time, thus shrinking the four minute response coverage area. And Interstate 15 limits access points from one side to the other, thereby creating challenges with routing emergency vehicles.

Finally, it should be noted that while this planned station placement strategy was made with local experience and expertise (combined with GIS analysis)—it is subject to change as future development may proceed at a different pace, in a different direction, and / or as the City adopts formal plans to annex areas which will add more potential development and need additional public safety coverage. This impact fee analysis will continue to be updated every few years to insure the impact fee amounts are accurate and fairly distributed.

FUTURE POLICE INFRASTRUCTURE

When the land area currently included within the City is entirely built out, it is anticipated that one station will still be sufficient to provide adequate police service. This station is currently located in the public safety building with anticipated plans to expand as other city departments relocate in 2016. In addition to one police station, a long term storage location and storage unit will be needed.

No geospatial analysis was completed for future police infrastructure, as police infrastructure has more to do with needed space at any location rather than specific locations. The following table summarizes the needed infrastructure.

TABLE 4: SUMMARY OF FUTURE POLICE INFRASTR

Project	Project Year	Floorspa	Land (Acres)	PV Project Expense $	Project Year Expense (with inflation)
Future Police Facilities					
Long Term Property Storage Land	2015	-	.00	$97,062	$110,764
Long Term Property Storage Unit	2015	1,700	-	$442,000	$504,395
Police buy out of City's Interest in P. S. Bld	2016	5,455	-	$423,880	$505,485
Within 10 Years		7,155	1.00	$962,942	$1,120,644
Total Future Police Facilities		7,155	1.00	$962,942	$1,120,644

GENERAL GUIDELINES FOR STATION D PMENT

Land use and specific developments may incr e the potential of fire outbreaks and medical emergencies. In analyzing future fire apparatus placements, the Ci must consider the patterns and types of growth, the timings of new development and land uses or locations that may result in higher levels of calls. The type of land use within range of a particular station may affect the apparatus that it may house. For example, industrial land uses require different fire suppression apparatus than residential land uses; stations closer to a freeway may house more vehicle extraction equipment than those in residential areas.

Fire stations are generally located along arterial roadways, with consideration given to the site's ability to provide easy in d out access for large emergency vehicles. Fire stations located in residential areas create disturbances to neighbor g homes when responding to late night calls. Ideally, stations should be placed in areas that are predominantly commercial. However, buffers may also be considered when stations must be located near residential neighborhoods.

ROADWAY NETWORKS AND TRAFFIC CONGESTION

As the population expands within the City and surrounding areas, the City's roadways will become increasingly more congested and intersections become busier. While expanded roadways and improved intersections will help ease the flow of traffic, responding fire units will still be forced to compete with traffic as they strive to meet their target response times. Properly designed roadways with adequate connectivity and well-situated stations will enable responding fire and emergency medical units to reach their calls within the established target response times.

CHAPTER 3: EXISTING & FUTURE INFRASTRUCTURE COSTS

OUTSTANDING DEBT

In 2005, the City issued a ten year General Obligation Bond to help fund the existing Santaquin public safety building. The total principal amount is $1,300,000 with $314,226 due in interest over the life of the loan. The total loan amount equals $1,614,226. Because the existing Santaquin public safety building is currently being shared with other city office, only a portion of the loan amount (and land cost) for the building is presently being attributed to fire, EMS and police. However, it is anticipated in 2016 that the other City departments will move out of the public safety building and Impact Fee Fund will "buyout" the remaining portion.

TABLE 5: ASSIGNMENT OF PUBLIC SAFETY BUILD[illegible]AND COSTS

Public Safety Land[illegible]st	
Currently Attributable to Fire & EMS	$26,271
Currently Attributable to Police	6,805
Fire & EMS Buyout	7,958
Police Buyout	13,967
Cost of Land TOTAL	**$55,000**

[illegible]afety Building Cost	
Currently Attributable to Fire & EMS	$771,037
Currently Attributable to Police	199,723
Fire & EMS Buyout	233,553
Police Buyout	409,914
Building Total	**$1,614,226**

TABLE 6: EXISTING AND FUTURE DEBT SERVICE

$1,300,000 Santaquin City Series 2005 G.O. Bond Debt Service Schedule				
Date	Principal	Coupon	Interest	Total P&I
2006	$107,000	4.25%	$46,349	$153,349
2007	111,000	4.25%	50,703	161,703
2008	116,000	4.25%	45,985	161,985
2009	121,000	4.25%	41,055	162,055
2010	126,000	4.25%	35,913	161,913
2011	132,000	4.25%	30,558	162,558
2012	138,000	4.25%	24,948	162,948
2013	143,000	4.25%	19,083	162,083
2014	150,000	4.25%	13,005	163,005
2015	156,000	4.25%	6,630	162,630
Total	**$1,300,000**		**$314,226**	**$1,614,226**

Source: Santaquin City

TEN YEAR HORIZON

The Utah Code does not explicitly define the time length required for projects to be considered in the impact fee calculation. Ideally, the impact fee would consider the total cost (or impact) of all projects meant to serve new development until buildout and divide that cost equally among all projected future residents and businesses. While this would be the fairest approach, it is highly impractical. No one can predict what the future holds, and the farther out projections are made, the more inaccurate they tend to be. Acknowledging this, only infrastructure to be constructed within a ten year horizon is considered in the actual calculation of Santaquin public safety impact fees.

In addition, an analysis has been performed to determine if any non-impact fee qualifying sources of funding will be obtained and also excluded from the calculation.

The following tables present the projects to be completed within the ...en years. These tables correspond with tables previously exhibited in chapter three. In that chapter, the ... ferred to detail all the projects planned through buildout with the present value cost of each project. T... ables ... w provide the project year cost (the present value cost of the project plus inflation based on th... ar the projec... to be constructed), plus any bond financing costs (the cost of debt financing the project), and ... other sources of funding.

TABLE 7: SUMMARY OF FUTURE FIRE INFRASTR... RE COSTS TO BE COMPLETED WITHIN TEN YEARS

				Sources of Funding						
Project	Project Year Expense	Future Bond Financin...	Total	State or Federal	% Funded	Other Non Impact Fee Qualifying	% Funded	Santaquin City	% Funded	Impact Fee Qualifying
Future Fire / EMS Facilities										
Fire / EMS buy out of City's Interest in P. S. Bld	$288,005	-	...,005	-	0%	-	0%	$288,005	100%	$288,005
Summit Ridge / South Exit Land	$126,400	-	$126,400	-	0%	-	0%	$126,400	100%	$126,400
Summit Ridge / South Exit Satellite Station	$872,514	$404,419	...276,934	-	0%	-	0%	$1,276,934	100%	$1,276,934
East Bench Land	$138,032	-	...38,032	-	0%	-	0%	$138,032	100%	$138,032
East Bench Satellite Station	$952,807	$441,636	$... ...,444	-	0%	-	0%	$1,394,444	100%	$1,394,444
Future Fire / EMS Facilities within 10 Years	$2,377,759	$846,056	$3,... ...,815	-	0%	-	0%	$3,223,815	100%	$3,223,815

TABLE 8: SUMMARY OF FUTURE POLICE INFRASTRUCTURE COSTS TO BE COMPLETED WITHIN TEN YEARS

				Sources of Funding						
Project	Project Year Expense	Future Bond Financing Costs	Total	State or Federal	% Funded	Other Non Impact Fee Qualifying	% Funded	Santaquin City	% Funded	Impact Fee Qualifying
Future Police Facilities										
Long Term Property Storage Land	$110,764	-	$110,764	-	0%	-	0%	$110,764	100%	$110,764
Long Term Property Storage Unit	$504,395	$233.793	$738,188	-	0%	-	0%	$738,188	100%	$738,188
Police buy out of City's Interest in P. S. Bld	$505,485	-	$505,485	-	0%	-	0%	$505,485	100%	$505,485
Future Police Facilities within 10 Years	$1,120,644	$233,793	$1,354,437	-	0%	-	0%	1,354,437	100%	$1,354,437

While Santaquin City is actively seeking additional State and Federal funding that could help offset the cost of future public safety infrastructure, such sources have not been secured and are therefore excluded from this analysis. Only funding attributable to existing and future residents of Santaquin will be considered. The final columns on the right of the tables above detail the amount of each project that is impact fee qualifying and will contribute to the final calculation of the impact fees.

FUTURE DEBT

It is the intention of the City to pursue debt financing in order to fund the major projects to be constructed within the next ten years. Reliable real estate and construction industry sources were consulted in order to make accurate estimates on land and construction costs. Then, based on the anticipated project start year, these costs were inflated at 4.5% annually to arrive at a conservative estimate of future construction costs. Finally, the debt financing costs were included for those projects which will be funded through bonding. The debt financing costs include a 4% cost of issuance and loan interest based on a conservative estimate of 3.5%. All future costs are assumed to be debt financed, except for the existing public safety building buyout and purchases of land. It is anticipated that these costs will come out of the general fund and will be reimbursed by public safety impact fees.

ESTIMATED FUTURE LAND COSTS

The cost of land in Santaquin was estimated by averaging the last several sales of open lots within the City. The details of these properties used in this estimate are contained in the table below. According to these recent sales, the average estimated cost of an open lot in Santaquin is $97,062 per acre. For future projects where a land purchase is part of the plan, this average price per acre was used and inflated at 4.5% annually to the year the project is anticipated to begin.

At buildout it is estimated that four acres will be needed for the construction of three additional fire / EMS stations and one police storage facility. Only three of those four acres will be needed within the ten year horizon.

TABLE 9: AVERAGE SALE PRICE OF RECENT OPEN LOTS IN S QUIN CITY

Address	Acres	Sale Date	Sale Price	Price / Acre
848 S 100 E	0.27	10/31/201	$21,000	$77,778
63 E 820 S	0.31	10/31/2(	31,000	100,000
252 S 1030 E	0.23	12/1/2011	24,750	107,609
1341 S Cedar Pass Dr	0.35	3/7/2012	18,500	52,857
169 N 300 W	0.56	3/9/2012	45,000	80,357
1134 S 1425 W	0.26	4/10/2012	21,000	81,395
1119 S Vista Ridge Dr	0.27	4/20/2012	29,900	110,741
100 S 240 E	0.47	4/27/2012	50,000	106,383
430 S 1118 E	0.25	6/11/2012	29,000	116,000
1309 W Trailside Dr	0.24	6/14/2012	33,000	137,500
Average				**$97,062**

Source: Utah MLS and Alan Carter, Local Santaquin Realtor

CONSTRUCTION COSTS

Construction costs were determined by using representative square foot estimates for comparable structures and applying those square foot costs to facility sizes as provided by the City.

The City estimates that all future satellite fire / EMS stations will be 4,000 SF. This will allow for multiple bays and various sized apparatuses as well personnel, equipment, and storage space. In addition, space may be made available for the police department to station an officer and a patrol vehicle at each future fire facility—increasing police officer response time and adding to the visibility of local law enforcement.

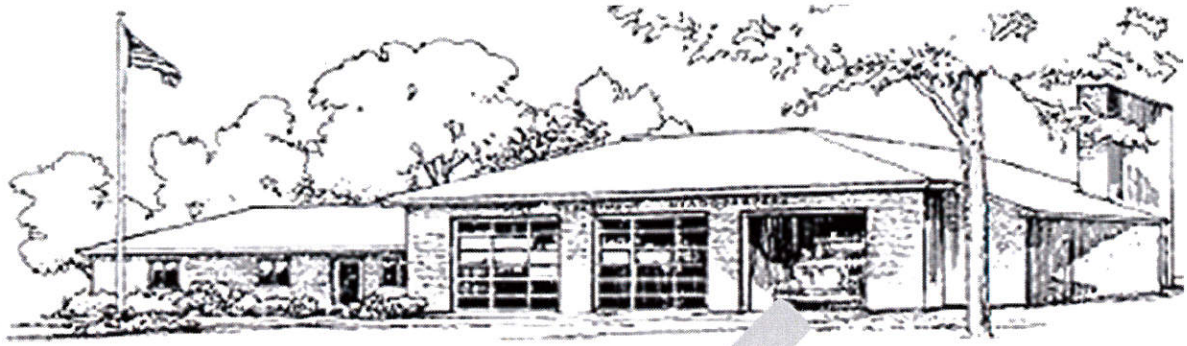
The table below details the SF cost estimate used in the present value expense calculation for these stations.

TABLE 10: SQUARE FOOT ESTIMATE OF CONSTRUCTION COSTS FOR NEW FIRE STATION

Fire Station, Face Brick Concrete Block Back-up / Bearing Walls	
Cost Estimate (Open Shop)	**Cost per SF**
Sub Total	$124.12
Contractor Fees (GC, Overhead, Profit)	31.00
Architectural Fees	12.38
User Fees	0.00
Total Building Cost	**$167.50**

Source: Based on 2012 RS Means CostWorks Data: Provo, Utah Region; 1-story 4,000 SF facility

FIGURE 9: DRAWING OF COMPARABLE FIRE STATION USED IN QUOTE, SOURCE: RS MEANS



In addition to the fire stations, an additional project is schedul[illegible]be [illegible]pleted within ten years for the police department. The police department needs space for secure long term and h[illegible]rdous material storage. The police department has requested a secure one acre storage site with a fenced in stor[illegible]ge module. This would be used for police equipment, bike storage, excessively large items, and vehicles being held for evidence processing.

A storage facility estimated at 1700 SF is anticipated for construction within the near future. Based on the cost estimate of $260 per square foot from a comparable structure—as shown in the following table—the present value expense of the structure would be $442,000, with a construction year expense of $511,670. It is also anticipated that one acre of land will need to be purchased at a present value expense of 97,062, with a project year expense of $112,361.

TABLE 11: SQUARE FOOT ESTIMATE OF CONSTRUCTION COSTS FOR NEW POLICE STORAGE FACILITY

Police Storage Facility, Warehouse, Mini with Concrete Block / R/Conc. Frame	
Cost Estimate (Open Shop)	**Cost per SF**
Total	$194.00
Contractor Fees (GC,Overhead,Profit)	49.00
Architectural Fees	17.00
User Fees	0.00
Total Building Cost	**$260.00**

Source: Based on 2012 RS Means CostWorks Data; Provo, Utah Region; 1,700 SF facility

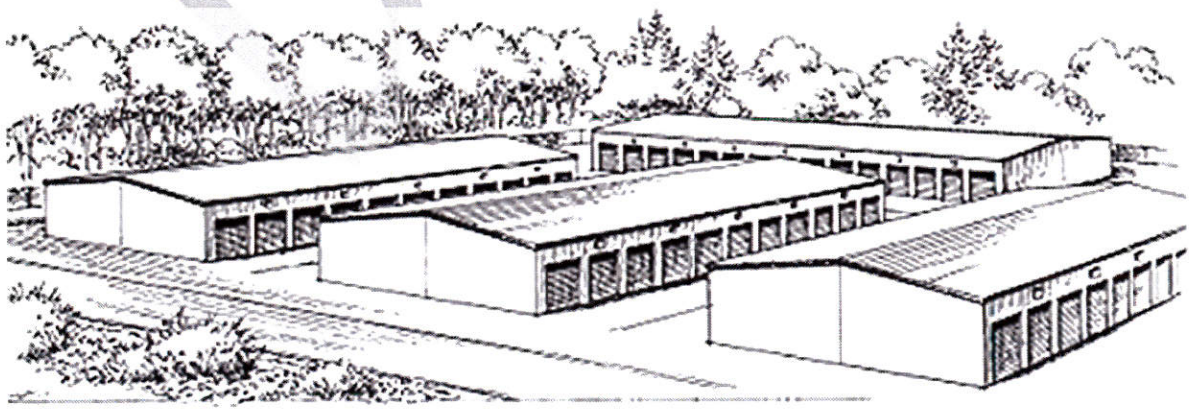


FIGURE 10: FIGURE 11: DRAWING OF COMPARABLE STORAGE STRUCTURE USED IN QUOTE, SOURCE: RS MEANS

ESTIMATED DEBT SERVICE SCHEDULE FOR THE FIRE SATELLITE STATIONS TO BE COMPLETED WITHIN TEN YEARS

The following two tables are the estimated debt service schedules for the fire stations to be completed within ten years. The input amount is the construction year cost of the project—which is the present value cost of the project inflated 4.5% annually to the year of anticipated construction.

In order to estimate the cost of this debt, a few assumptions were made, including an interest rate at 3.5%, and a cost of issuance of 4% which includes the expenses associated with the sale of a new issue of municipal securities. The entire amount of the debt service for these two stations will be included in the fire / EMS impact fee calculation as it represents the best estimate of the entire costs associated with this project.

TABLE 12: ESTIMATED DEBT SERVICE SCHEDULE FOR THE SUMMIT RIDGE / S[illegible]XIT FIRE SATELLITE STATION

$907,415 Santaquin City Series 2018 G.O. Bond Estimated Debt Service Schedule				
Date	Principal	Coupon	Interest	Total P&I
2019	$32,087	3.50%	$31,760	$63,847
2020	33,210	3.50%	30,636	63,847
2021	34,373	[illegible]	29,474	63,847
2022	35,576	[illegible]0%	28,271	63,847
2023	36,821	3.[illegible]%	27,026	63,847
2024	38[illegible]	3.50[illegible]	25,737	63,847
2025	[illegible]+3	3.50%	24,403	63,847
2026	40,[illegible]	3.50%	23,023	63,847
2027	42,253	3.50%	21,594	63,847
2028	43,732	3.50%	20,115	63,847
2029	45,262	3.50%	18,585	63,847
2030	46,846	3.50%	17,000	63,847
2031	48,486	3.50%	15,361	63,847
2032	50,183	3.50%	13,664	63,847
2033	51,939	3.50%	11,907	63,847
2034	53,757	3.50%	10,089	63,847
2035	55,639	3.50%	8,208	63,847
2036	57,586	3.50%	6,261	63,847
2037	59,602	3.50%	4,245	63,847
2038	61,688	3.50%	2,159	63,847
Total	**$907,415**		**$369,519**	**$1,276,934**

Note: Total principal amount is equal to the construction cost + 4% cost of issuance

TABLE 13: ESTIMATED DEBT SERVICE SCHEDULE FOR THE EAST BENCH FIRE SATELLITE STATION

$990,920 Santaquin City Series 2020 G.O. Bond Estimated Debt Service Schedule				
Date	Principal	Coupon	Interest	Total P&I
2021	$35,040	3.50%	$34,682	$69,722
2022	36,266	3.50%	33,456	69,722
2023	37,536	3.50%	32,1	69,722
2024	38,849	3.50%	3	69,722
2025	40,209	3.50%		69,722
2026	41,617	3.50%	28,10	69,722
2027	43,073	3.50%	26,649	69,722
2028	44,581	3.50%	25,142	69,722
2029	46,141	3.50%	23,581	69,722
2030	47,756	3.50%	21,966	69,722
2031	49,427	50%	20,295	69,722
2032	51,157		18,565	69,722
2033	52,948	0%	16,774	69,722
2034	54,801		14,921	69,722
2035	56,719	3.50%	13,003	69,722
2036	58,704	3.50%	11,018	69,722
2037	60,759	3.50%	8,963	69,722
2038	62,885	3.50%	6,837	69,722
2039	65,086	3.50%	4,636	69,722
2040	67,364	3.50%	2,358	69,722
Total	**$990,920**		**$403,524**	**$1,394,444**

Note: Total principal amount is equal to the construction cost + 4% cost of issuance

ESTIMATED DEBT SERVICE SCHEDULE FOR THE POLICE LONG TERM PROPERTY STORAGE SITE

The following table is an estimate of the future costs associated with debt financing the future police long term property storage site. The input amount is the project year expense—which is the present value cost of the project inflated 4.5% annually to the year of anticipated construction.

A few assumptions were made, including an interest rate at 3.5%, and a cost of issuance of 4% which includes the expenses associated with the sale of a new issue of municipal securities. This entire amount will be included in the impact fee calculation for the police impact fee as it represents the best estimate of the entire costs associated with this project.

FIGURE 12: ESTIMATED DEBT SERVICE SCHEDULE FOR THE FUTURE POLICE [illegible]ERM PROPERTY STORAGE SITE

$524,571 Santaquin City Series 2015 G.O. Bond Estimated Debt Service Schedule				
Date	Principal	Coupon	Interest	Total P&I
2016	$18,549	3.50%	$18,360	$36,909
2017	19,199	3.50%	17,711	36,909
2018	19,871	[illegible]0%	17,039	36,909
2019	20,566	[illegible]50%	16,343	36,909
2020	21,286	[illegible]0%	15,624	36,909
2021	22,031	3.50%	14,879	36,909
2022	22,802	3.50%	14,107	36,909
2023	23,600	3.50%	13,309	36,909
2024	24,426	3.50%	12,483	36,909
2025	25,281	3.50%	11,628	36,909
20[illegible]	26,166	3.50%	10,744	36,909
2027	27,082	3.50%	9,828	36,909
2028	28,029	3.50%	8,880	36,909
2029	29,010	3.50%	7,899	36,909
2030	30,026	3.50%	6,884	36,909
2031	31,077	3.50%	5,833	36,909
2032	32,164	3.50%	4,745	36,909
2033	33,290	3.50%	3,619	36,909
2034	34,455	3.50%	2,454	36,909
2035	35,661	3.50%	1,248	36,909
Total	**$524,571**		**$213,617**	**$738,188**

Note: Total principal amount is equal to the construction cost + 4% cost of issuance

CHAPTER 4: FINANCING ELEMENT

MANNER OF FINANCING

The City has funded the capital infrastructure for public safety through a combination of different revenue sources. Impact fees cannot reimburse costs funded through federal grants and other funds that the City has received for capital improvements without an obligation to repay. The amounts included in this calculation are those that have been funded by the existing residents and businesses through fees and taxes.

Additionally, the Impact Fee Act requires the Proportionate Share Analysis demonstrate that impact fees paid by new development are an equitable method for funding growth-related infrastructure. Existing users have funded and will continue to fund the share of costs proportionate to the number of existing calls relative to the buildout number of calls. In other words, existing users will always be responsible for their share of the system. The remaining portion of existing excess capacity costs and future facility costs will be fairly passed on to new growth.

TAX REVENUES

Tax revenues—property and sales—are the primary source of revenue for the City. The City has authority to collect a portion of the property and sales taxes within its boundaries. The revenues collected can cover the operational expenses, non-impact fee qualifying capital expenses and other general needs of the Santaquin City Public Safety Department.

FEDERAL AND STATE GRANTS AND DONATIONS

Grants and donations are not currently contemplated in this analysis. If grants are available for constructing stations, they will be used. Grants or other funds that do not require repayment (not including developer exactions toward impact fee payment) must be considered in the analysis as an impact fee should not be collected for a project or expense otherwise covered through a grant or other revenue source without an appropriate credit.

IMPACT FEES

It is recommended that impact fees be used to fund growth-related capital projects as they help to maintain an adequate level of service and prevent existing users from subsidizing the capital needs for new growth. This Impact Fee Analysis calculates a fair and reasonable fee that new growth should pay to fund the portion of the existing and new facilities that will benefit new development.

Impact fees have become an ideal mechanism for funding growth-related infrastructure. Impact fees are charged to ensure new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing level of service. Increases to an existing level of service cannot be funded with impact fee revenues. Analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

DEVELOPER DEDICATIONS AND EXACTIONS

Developer exactions are not the same as grants (which should be credited from the impact fee). Developer exactions may be considered in the inventory of current and future public safety infrastructure. If a developer constructs a fire station or dedicates land within the development, the value of the dedication is credited against that particular developer's impact fee liability.

All fire and police stations are considered to be system improvements, not project improvements. Thus, an impact fee credit will be due to the developer and the dedication / exaction will be classified in the inventory as if it had been funded directly by the City through impact fees collected.

If the value of the dedication / exaction is less than the development's impact fee liability, the developer will owe the balance of the liability to the City. If the value of the improvements dedicated is worth more than the development's impact fee liability, the City must reimburse the difference to the developer from impact fee revenues collected from other developments.

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fee Act requires that credits be granted to development for [illegible]e fees that will pay for growth-driven projects included in the Impact Fee Facilities Plan that would otherwi[illegible] paid for through user fees. Credits may also be granted to developers who have constructed and donate[illegible] to the City in-lieu of impact fees. This situation does not apply to developer exactions or improveme[illegible]equire[illegible] offset density or as a condition of development. Any project that a developer funds must be included in the Impac[illegible]ee Facilities Plan if a credit is to be issued.

If the situation arises that a developer chooses to construct facilities found in the Impact Fee Facilities Plan in-lieu of impact fees, appropriate arrangements must be made through negotiation between the developer and the City on a case by case basis.

SUMMARY OF TIME PRICE DIFFERENTIA

The Impact Fee Act allows for the inclusion of a t[illegible] price differential to ensure that the costs incurred at a later date are accurately calculated. As discussed previously [illegible] the section which discusses debt financing, future projects were inflated 5% annually from their present value cost to a future value cost based on the year of anticipated construction.

EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of capital infrastructure that relate to future growth. This method results in an equitable fee as future users will not be expected to fund any portion of the projects that will benefit existing residents. This method also addresses current deficiencies by assuming that facilities are sized optimally to cover the City without deficiencies or excesses at buildout.

The impact fee calculations are structured for impact fees to fund 100% of the growth-related portion of facilities identified in the proportionate share analysis as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. Other revenues will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees.

CHAPTER 5: LEVEL OF SERVICE ANALYSIS

LEVEL OF SERVICE DEFINITION

The measurement of public safety infrastructure in square feet (SF) and the measurement of response times are both used to evaluate the level of service. According to State statute, impact fees cannot be used to correct deficiencies in the system or increase the level of service. Thus, the goal of this section is to demonstrate that the level of service standards will not be exceeded.

THE CHALLENGE WITH PLANNING PUBLIC SAFETY INFRASTRUCTURE

The challenge with public safety infrastructure is that it cannot be adde[illegible]e by piece but must be added station by station. In other words, if call volume increases by five percent, the [illegible]cture cannot simply be increased by 5%. When new infrastructure is needed to serve a new area of the cit[illegible]ven i[illegible]overall call volume is low—the City is justified in building infrastructure to serve areas of need. Wh[illegible]hat infrastruc[illegible] is constructed the level of service must therefore be viewed not in terms of the call volume[illegible]rently serves, but the total call volume it was built to serve.

The current floorspace of the fire / EMS and police depa[illegible]nts in the tables below is based on the presently occupied square footage of the public safety building. Within t[illegible]ext ten years, several projects / events will occur. Fire / EMS will occupy a larger portion o[illegible]ublic safety bui[illegible]ing as well as construct two additional satellite stations. Police will create a long term storag[illegible]pa[illegible] for equipment and evidence and also occupy a larger portion of the public safety building.

The current and future LOS to be maintained by t[illegible] fire / EMS and police departments is displayed in the following tables.

TABLE 14: CURRENT AND PROJECTED FACILITY FLOOR SPACE LEVEL OF SERVICE FOR FIRE / EMS

Time Frame	Floorspace	Calls*	SF per Call
Current	10,261	234	43.85
Within 10 Years	21,369	941	22.70
Beyond 10 Years	25,369	1,117	22.70
Buildout	25,369	1,117	22.70

Current is based on current average served, all others are based on total capacity that will be served

TABLE 15: CURRENT AND PROJECTED FACILITY FLOOR SPACE LEVEL OF SERVICE FOR POLICE

Time Frame	Floorspace	Calls*	SF per Call
Current	2,658	3,190	0.83
Within 10 Years	9,813	18,931	0.52
Beyond 10 Years	9,813	18,931	0.52
Buildout	9,813	18,931	0.52

Current is based on current average served, all others are based on total capacity that will be served

CHAPTER 6: FUTURE APPARATUSES

Santaquin currently has no fire suppression apparatuses in its inventory which has a value over $500,000. However, the City's growth is presenting new challenges. Taller buildings will be constructed and more buildings are being located in areas of close proximity to the mountain benches that contain the risk of wildfires. Due to this and the general pressures associated with increased population, it is anticipated that two specialized apparatuses over $500,000 will be added to the fire / EMS service within ten years; one custom chassis, class A wildland / urban interface engine and one custom chassis ladder engine with a 75 – 100 foot extension capability.

TABLE 16: INVENTORY OF EXISTING AND FUTURE IMPACT FEE QUALIFYING F... PPRESSION APPARATUSES

Inventory of Qualifying Appara...						
Asset Description	Equipment	Purchase Year	...ost	FV Cost	Financing Costs	Impact Fee Qualifying Cost
Class A Wildland / Urban Interface Custom Chassis Engine	Fully Equipped	2016	...50,000	55,885	$98,734	$754,619
Custom Chassis Ladder Engine	Fully Equipped	2020	$700,000	05,470	$149,854	$1,145,324
Totals:			**$1,250,000**			**$1,899,943**

Source: General estimates from Ross Equipment Company, Salt Lake City Office

In order to determine the true cost of these apparatuses, the future value cost was calculated by inflating the present value cost estimate by 4.5% annually to the anticipated purchase year. In addition, financing costs were estimated. In order to estimate this amount it was assumed that the financing arrangement would follow a seven year purchase plan with a 3.5% interest rate and a 0.5% setup fee.

TABLE 17: FINANCING PLAN FOR THE FUTURE CLASS A WILDLAND / URBAN INTERFACE CUSTOM CHASSIS APPARATUS

$659,165 Santaquin City Class A Wildland / Urban Interface Custom Chassis Engine Estimated Financing Expense				
Date	Principal	Coupon	Interest	Total P&I
2017	$84,732	3.50%	$23,071	$107,803
2018	87,698	3.50%	20,105	107,803
2019	90,767	3.50%	17,036	107,803
2020	93,944	3.50%	13,859	107,803
2021	97,232	3.50%	10,571	107,803
2022	100,635	3.50%	7,168	107,803
2023	104,157	3.50%	3,646	107,803
Total	**$659,165**		**$95,455**	**$754,619**

Note: Total principal amount is equal to the future value purchase price + 0.5% setup fee

TABLE 18: FINANCING PLAN FOR THE FUTURE CUSTOM CHASSIS LADDER APPARATUS

$1,000,448 Santaquin City Custom Chassis Ladder Engine Estimated Financing Expense				
Date	Principal	Coupon	Interest	Total P&I
2021	$128,602	3.50%	$35,016	$163,618
2022	133,103	3.50%	30,515	163,618
2023	137,762	3.50%	25	163,618
2024	142,583	3.50%	34	163,618
2025	147,574	3.50%	14	163,618
2026	152,739	3.50%	10,8	163,618
2027	158,085	3.50%	5,533	163,618
Total	**$1,000,448**		**$144,876**	**$1,145,324**

Note: Total principal amount is equal to the future value purchase price + 0.5% [illegible] fee

SANTAQUIN EMERGENCY VEHICLES STORED IN THE PUBLIC SAFETY BUILDING

Impact Fee Certification

Zions Bank Public Finance has prepared this report in accordance with Utah Code Title 11 Chapter 36a (the "Impact Fees Act"), which prescribes the laws pertaining to Utah municipal capital facilities plans and impact fee analyses. The accuracy of this report relies upon the planning, engineering, and other source data which was provided by the City and their designees.

In accordance with Utah Code Annotated, 11-36a-306(2), Matthew Millis on behalf of Zions Bank Public Finance, makes the following certification:

I certify that the attached Impact Fee Facilities Plan:

1. Includes only the cost 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. cost of 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. Offset costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.

Matthew Millis makes this certification with the following caveats:

1. All of the recommendations for implementations of the Impact Fee Facilities Plan (IFFP) made in the IFFP or in the impact fee analysis are followed in their entirety by the Santaquin City Fire Protection City..
2. If all or a portion of the IFFP or impact fee analysis are modified or amended, this certification is no longer valid.
3. All information provided to Zions Bank Public Finance, its contractors or suppliers is assumed to be correct, complete and accurate. This includes information provided by the Santaquin City Fire Protection City and outside sources.

Dated: October 12, 2012

ZIONS BANK PUBLIC FINANCE

By Matthew Millis

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APPENDICES

TABLE 19: LAND USE SUMMARY

Land Use Summary

Santaquin City Zones	Total Area	Developed Land	Undevelopable*	Undeveloped	Right of Way	Total Net Developed Acres	Total Net Developable Acres**	% Attributed to this Category	Total Net Developable Acres Attributable
Single Family and Agricultural Zones									
Ag Agriculture Zone	250.4	40.6	184.2	25.6	0.4	40.2	22.5	100.0%	22.5
MSR Main Street Residential	65.1	48.5	-	16.6	17.3	31.2	16.6	50.0%	8.3
PC Planned Community Zone	2,262.6	188.4	468.4	1,605.9	92.9	95.6	1,204.4	85.0%	1,023.8
R-8 Residential Zone	418.2	324.6	0.1	93.6	111.4	213.1	93.6	82.5%	77.2
R-10 Residential Zone	1,424.6	657.4	43.0	724.2	182.2	475.2	543.1	90.0%	488.8
R-12 Residential Zone	126.1	31.2	39.1	55.6	12.0	19.2	41.7	100.0%	41.7
R-15 Residential Zone	255.0	31.2	-	223.8	12.7	18.5	167.9	100.0%	167.9
R-20 Residential Zone	44.2	20.0	-	24.3	2.2	17.8	18.2	100.0%	18.2
R-43 Residential Zone	-	-	-	-	-	-	-	0.0%	-
R-Ag Residential Agriculture Zone	944.8	136.7	98.1	710.1	80.9	55.8	625.0	100.0%	625.0
RC Mixed Use Zone	78.7	28.0	-	50.7	16.2	11.8	50.7	41.8%	21.2
Subtotal^	5,236.4	1,315.2	758.3	3,162.8	458.4	856.8			2,494.6
Multi-Family Zones									
CBD Central Business District	38.2	29.1	-	9.1	11.1	18.0	9.1	35.0%	3.2
MSR Main Street Residential	65.1	48.5	-	16.6	17.3	31.2	16.6	50.0%	8.3
PC Planned Community Zone	2,262.6	188.4	468.4	1,605.9	92.9	95.6	1,204.4	5.0%	60.2
R-8 Residential Zone	418.2	324.6	0.1	93.6	111.4	213.1	93.6	17.5%	16.4
R-10 Residential Zone	1,424.6	657.4	43.0	724.2	182.2	475.2	543.1	10.0%	54.3
RC Mixed Use Zone	78.7	28.0	-	50.7	16.2	11.8	50.7	16.5%	8.4
Subtotal^	387.7	171.0	27.7	189.0	57.6	113.4			150.8
Commercial Zones									
C-1 Commercial Zone	342.1	131.7	-	210.3	91.5	40.2	210.3	100.0%	210.3
CBD Central Business District	38.2	29.1	-	9.1	11.1	18.0	9.1	65.0%	5.9
MSC Main Street Commercial	28.5	22.9	-	5.6	7.1	15.8	5.6	100.0%	5.6
PC Planned Community Zone	2,262.6	188.4	468.4	1,605.9	92.9	95.6	1,204.4	5.0%	60.2
RC Mixed Use Zone	78.7	28.0	-	50.7	16.2	11.8	50.7	41.8%	21.2
Subtotal^	541.4	194.7	23.4	323.3	117.3	77.4			303.2
Industrial Zones									
I-1 Industrial Zone	200.2	47.4	147.8	4.9	20.6	26.9	4.4	100.0%	4.4
PC Planned Community Zone	2,262.6	188.4	468.4	1,605.9	92.9	95.6	1,204.4	5.0%	60.2
Subtotal^	313.3	56.8	171.2	85.2	25.2	31.6			64.6
All Zones^^									
Total	6,478.8	1,737.7	980.7	3,760.4	658.4	1,079.2			3,013.2

*Undevelopable" is land which has a slope greater than 30% or is a body of water

**Net Undevelopable Acres" is "Undeveloped Acres" minus the % of Right of Way which applies to new development in this Zone

^Total and Subtotals are not a simple sum but a factor of what % is attributable to each category

^^Excluding the Public Facilities Zone

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TABLE 20: EXISTING UNITS OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Dwelling Units**	**Dwelling Units**	**kSF**	**kSF**
R-8 Residential Zone	550.0	44.0	-	7.5
R-10 Residential Zone	1,147.0	58.0	28.1	143.7
R-12 Residential Zone	45.0	-	-	-
R-15 Residential Zone	66.0	-	-	-
R-20 Residential Zone	4.0	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	12.0	-	-	-
Ag Agriculture Zone	10.0	2.0	-	702.9
PC Planned Community Zone	165.0	-	-	16.4
RC Mixed Use Zone	11.0	-	1.7	56.8
MSR Main Street Residential	69.0	35.0	6.4	-
C-1 Commercial Zone	48.0	55.0	41.3	80.5
MSC Main Street Commercial	17.0	-	67.7	13.1
CBD Central Business District	35.0	47.0	49.2	4.2
I-1 Industrial Zone*	4.0	-	-	0.2
Grand Total	**2,183.0**	**241.0**	**194.5**	**1,025.2**

Agribusiness has been considered industrial for the purposes of this study

TABLE 21: EXISTING ACRES OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Acres**	**Acres**	**Acres**	**Acres**
R-8 Residential Zone	189.1	5.3	-	0.8
R-10 Residential Zone	386.6	3.4	1.7	9.6
R-12 Residential Zone	18.6	-	-	-
R-15 Residential Zone	8.9	-	-	-
R-20 Residential Zone	10.4	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	35.9	-	-	0.1
Ag Agriculture Zone	3.0	-	2.7	40.7
PC Planned Community Zone	64.3	-	2.2	33.3
RC Mixed Use Zone	4.6	-	0.2	3.8
MSR Main Street Residential	20.1	6.0	0.6	-
C-1 Commercial Zone	6.5	7.0	6.1	18.0
MSC Main Street Commercial	6.2	0.0	6.1	1.0
CBD Central Business District	9.1	2.0	3.4	0.9
I-1 Industrial Zone	3.2	-	-	0.2
Grand Total	**766.5**	**23.8**	**23.0**	**108.4**

Agribusiness has been considered industrial for the purposes of this study

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TABLE 22: EXISTING UNITS PER ACRE OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Units/Acre**	**Units/Acre**	**FAR**	**FAR**
R-8 Residential Zone	2.9	8.3	-	0.21
R-10 Residential Zone	3.0	16.8	0.37	0.34
R-12 Residential Zone	2.4	-	-	-
R-15 Residential Zone	7.4	-	-	-
R-20 Residential Zone	0.4	-	-	-
R-43 Residential Zone		-	-	-
R-Ag Residential Agriculture Zone	0.3	-	-	-
Ag Agriculture Zone	3.4	-	-	0.40
PC Planned Community Zone	2.6	-	-	0.01
RC Mixed Use Zone	2.4	-	0.24	0.34
MSR Main Street Residential	3.4	5.8	0.25	-
C-1 Commercial Zone	7.4	7.8	0.16	0.10
MSC Main Street Commercial	2.8	-	0.26	0.31
CBD Central Business District	3.8	23.0	0.33	0.10
I-1 Industrial Zone	1.3	-	-	0.03
Santaquin Average	**2.8**	**10.1**	0.19	0.22

FAR's are derived from Utah County Assessor Data, Santaquin Plannind Department, and GIS Sampling

TABLE 23: FUTURE ADDITIONAL UNITS OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Dwelling Units**	**Dwelling Units**	**kSF**	**kSF**
R-8 Residential Zone	200.7	106.5	-	-
R-10 Residential Zone	1,613.1	203.7	-	-
R-12 Residential Zone	110.6	-	-	-
R-15 Residential Zone	470.0	-	-	-
R-20 Residential Zone	29.1	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	187.5	-	-	-
Ag Agriculture Zone	6.8	-	-	-
PC Planned Community Zone**	2,047.5	1,017.7	1,050.0	450.0
RC Mixed Use Zone**	55.1	54.4	300.0	-
MSR Main Street Residential	43.7	83.1	600.0	-
C-1 Commercial Zone	-	-	250.0	-
MSC Main Street Commercial	-	-	600.0	-
CBD Central Business District	-	55.8	850.0	-
I-1 Industrial Zone*	-	-	-	200.0
Grand Total	**4,764.0**	**1,521.2**	**3,650.0**	**650.0**

*Agribusiness has been considered industrial for the purposes of this study

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TABLE 24: FUTURE ADDITIONAL ACRES OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Acres**	**Acres**	**Acres**	**Acres**
R-8 Residential Zone	77.2	16.4	-	-
R-10 Residential Zone	488.8	54.3	-	-
R-12 Residential Zone	41.7	-	-	-
R-15 Residential Zone	167.9	-	-	-
R-20 Residential Zone	18.2	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	625.0	-	-	-
Ag Agriculture Zone	22.5	-	-	-
PC Planned Community Zone	1,023.8	60.2	60.2	60.2
RC Mixed Use Zone	21.2	8.4	21.2	-
MSR Main Street Residential	8.3	8.3	-	-
C-1 Commercial Zone	-	-	210.3	-
MSC Main Street Commercial	-	-	5.6	-
CBD Central Business District	-	3.2	5.9	-
I-1 Industrial Zone	-	-	-	4.4
Grand Total	**2,494.6**	**150.8**	**303.2**	**64.6**

TABLE 25: FUTURE ADDITIONAL UNITS PER ACRE OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Units/Acre**	**Units/Acre**	**FAR**	**FAR**
R-8 Residential Zone	2.6	6.5	-	-
R-10 Residential Zone	3.3	3.8	-	-
R-12 Residential Zone	2.7	-	-	-
R-15 Residential Zone	2.8	-	-	-
R-20 Residential Zone	1.6	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	0.3	-	-	-
Ag Agriculture Zone	0.3	-	-	-
PC Planned Community Zone	2.0	16.9	0.40	0.17
RC Mixed Use Zone	2.6	6.5	0.33	-
MSR Main Street Residential	5.3	10.0	-	-
C-1 Commercial Zone	-	-	0.027	-
MSC Main Street Commercial	-	-	2.48	-
CBD Central Business District	-	17.5	3.29	-
I-1 Industrial Zone	-	-	-	1.05
Santaquin Average	**1.9**	**10.1**	0.28	0.23

FAR's are derived from Utah County Assessor Data, Santaquin Plannind Department, and GIS Sampling

APPENDICES

TABLE 26: ALL FIRE / EMS CALLS FROM 2009 TO 2011

FIRE	2009							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								12
Single Family Residential								183
Multi-Family Residential								9
Industrial								1
Institutional								3
Public Use								12
Traffic								17
Total	360	13	41	36	31	0	2	237

FIRE	2010							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								21
Single Family Residential								201
Multi-Family Residential								10
Industrial								1
Institutional								13
Public Use								3
Traffic								18
Total	375	33	24	20	30	0	1	267

FIRE	2011							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								23
Single Family Residential								226
Multi-Family Residential								13
Industrial								2
Institutional								17
Public Use								2
Traffic								13
Total	415	41	30	26	20	1	1	296

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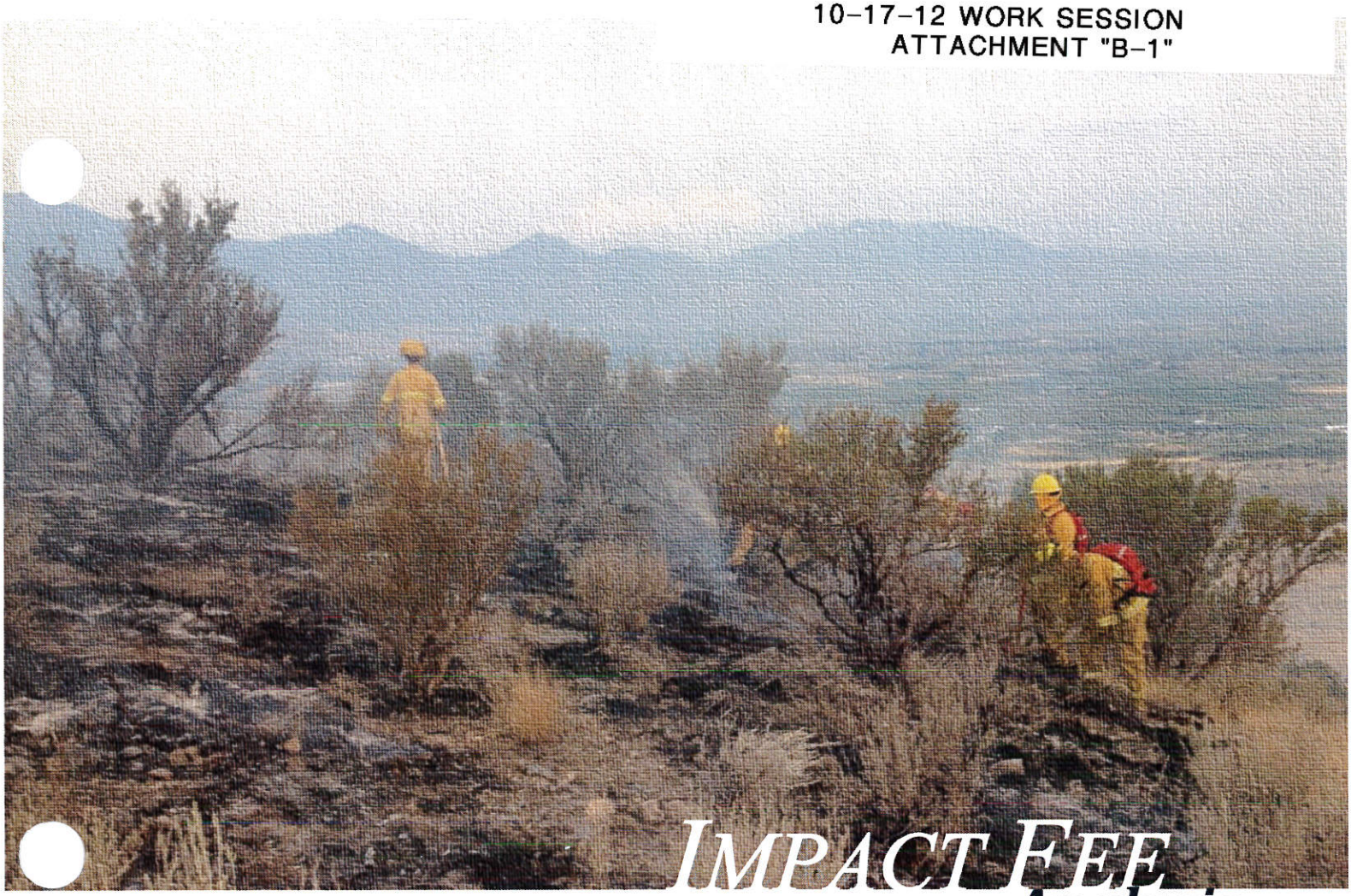
TABLE 27: ALL POLICE CALLS FROM 2009 TO 2011

POLICE	2009							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								546
Single Family Residential								2437
Multi-Family Residential								106
Industrial								21
Institutional								544
Public Use								251
Traffic								323
Total	5014	52	640	6	88	0	0	4228

POLICE	2010							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								380
Single Family Residential								2563
Multi-Family Residential								167
Industrial								3
Institutional								762
Public Use								76
Traffic								324
Total	5070	41	650	8	96	0	0	4275

POLICE	2011							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								516
Single Family Residential								2705
Multi-Family Residential								113
Industrial								13
Institutional								931
Public Use								105
Traffic								338
Total	6026	48	1136	5	116	0	0	4721

10-17-12 WORK SESSION
ATTACHMENT "B-1"



IMPACT FEE *Analysis*

SANTAQUIN CITY
PUBLIC SAFETY

WORKING DRAFT

ZIONS BANK PUBLIC FINANCE

OCTOBER 12, 2012

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EXECUTIVE SUMMARY

WHAT IS AN IMPACT FEE?

An impact fee is a development fee, not a tax, charged by a local government to new development to recover all or a portion of the costs of providing services to new development. Impact fees collected for police, fire and EMS services provide funding for essential infrastructure needed by Santaquin City (the City) to handle the increase in calls that new growth will create.

Impact fees are a common and equitable way to share the costs of infrastructure between existing and future residents. According to the American Planning Association, 28 states have adopted impact fee enabling legislation. Utah adopted its first impact fee legislation into the Utah Code in 1995, with its most recent update in 2011 with the Recodified Impact Fees Act.

WHY ARE IMPACT FEES NECESSARY?

Without an impact fee, new development may not pay its share of infrastructure installed to support its existence. This would leave existing development to pay for facilities that would arguably benefit only new growth. Funding the future improvements through impact fees places a similar burden upon future users as that which has been placed upon existing users through property taxes, sales taxes, user fees or other revenue sources the jurisdiction is able to generate from its residents.

The recommended impact fee structure presented in this analysis has been prepared to satisfy Utah State Code Title 11, Chapter 36, Sections 1-5 (the Impact Fee Act). To ensure sufficient and proper funding, the City has retained Zions Bank Public Finance (Zions) to evaluate and calculate the maximum equitable impact fee the City may assess in compliance with the Impact Fee Act. Each land use category will be evaluated based on the amount of demand on the City's facilities generated by that land use.

WHY IS SANTAQUIN UPDATING THE 2005 ANALYSIS?

Santaquin City has commissioned this Public Safety *Impact Fee Analysis* (IFA) to accomplish the following:

- Ensure that the police, fire and the Emergency Medical Service (EMS) facilities within SANTAQUIN's Impact Fee Service Area (Service Area) are appropriately funded by future recipients of public safety services in accordance with the current established level of service
- Update financial projections and the cost of facilities
- Divide combined public safety impact fee into separate police and fire impact fees
- Put the analysis in compliance with the changes to the Impact Fees Act effective May 2011
    - Address historic cost of facilities
    - Base impact fees upon an Impact Fee Facilities Plan (IFFP) with a ten year capital planning horizon
- More clearly define the current level of service and the future level of service that the City will provide

HOW WILL NEW GROWTH AFFECT THE CITY?

A network of fire and police protection is established to ensure that the majority of development within the service area receives a first responder response time of four minutes to adequately protect property and promptly begin basic life support. New growth increases the strain on the fire and police departments by increasing call volume as the density of development increases, and lengthening call response times as development stretches farther away. Both factors escalate the amount of crews and apparatuses needed which in turn multiplies the need for vehicle bays, floor space, and new station locations.

A new fire or police station is often built well ahead of the growth it will ultimately serve to ensure response times are met even when the current development within the service area is sparse. As growth occurs within the service area and development becomes denser, the new station with latent or reserved capacity will respond to more and more calls until either development reaches its full potential or an additional station is needed.

Until development reaches its maximum density there is a reserve capacity in the network of stations that can still be used to serve new growth. The general impact fee methodology designates a percentage of a station as benefitting existing development and another percentage to serve new growth. The cost of the percentage of stations that can serve new growth is calculated based upon the historic cost of building the existing stations and the future cost of building new stations—which is then divided by the number of additional calls which new development will add. A final fee based on land use type is then calculated by multiplying the cost per call by the number of calls that each unit of development will generate.

SANTAQUIN PUBLIC SAFETY BUILDING

WHAT COSTS ARE INCLUDED IN THE IMPACT FEE?

The public safety services considered in this analysis are: 1) police protection, 2) fire protection and EMS services, and 3) apparatus and ladder truck services provided to commercial development.

The impact fees proposed in the Public Safety Impact Fee Analysis are calculated based upon the costs of constructing:

- New fire and police stations required to maintain an acceptable level of service;

- Interest costs related to existing and future debt;
- Historic costs of existing facilities that will serve new development; and
- Cost of professional services for engineering, planning, and preparation of the impact fee facilities plan and impact fee analysis.

WHAT COSTS ARE NOT INCLUDED IN THE IMPACT FEE?

- Operational and maintenance costs;
- Costs of facilities funded by grants or other funds that the City is not required to repay; and
- Costs of reconstruction of facilities that do not provide capacity for new growth.

WHERE WILL THE IMPACT FEES APPLY?

The proposed impact fees will be assessed throughout the entire Impact Fee Service Area. The established Impact Fee Service Area includes all areas within the Santaquin City limits.

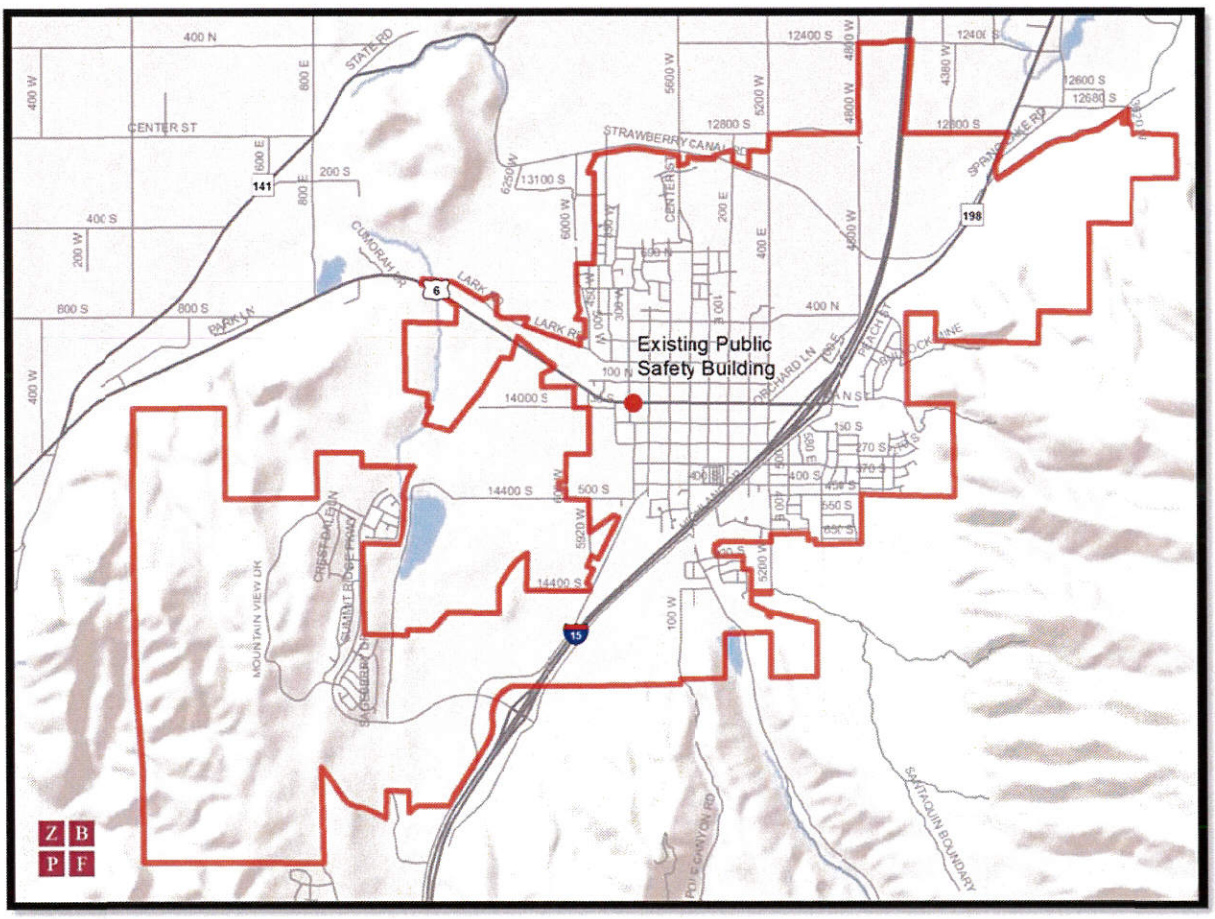


FIGURE 1: SANTAQUIN CITY BOUNDARY AND PUBLIC SAFETY IMPACT FEE SERVICE AREA

WHAT IS THE NEW CALCULATED FEE?

The impact fees have been calculated with all the above considerations. The following tables contain the current impact fee assessment; the first table presents the fire / EMS impact fee (which included an apparatus fee which may be charged to non-residential land uses only) and the second table presents the Police impact fee. The fees proposed in these tables represent the maximum impact fee that the City may assess new development activity. The City will impose and oversee all aspects of the impact fees. The impact fees will be paid directly to Santaquin City.

TABLE 1: CURRENT IMPACT FEE ASSESSMENT FOR FIRE

FIRE / EMS				
Residential	Cost per Call	Calls per Unit	Impact Fee per Unit	
Single Family Residential Unit	$3,439.47	0.095	$325.05	-
Multiple Family Residential Unit	$3,439.47	0.054	$185.54	-
Commercial	Cost per Call	Calls per Unit	Impact Fee per kSF	Impact Fee per SF
Commercial (kSF Floorspace)	$3,439.47	0.096	$330.13	$0.33
Industrial (kSF Floorspace)	$3,439.47	0.001	$4.47	$0.004
Apparatus Fee (kSF Floorspace)*	$8,119.42	0.096	$779.33	$0.78

Non-residential only

TABLE 2: CURRENT IMPACT FEE ASSESSMENT FOR POLICE

POLICE				
Residential	Cost per Call	Calls per Unit	Impact Fee per Unit	
Single Family Residential Unit	$78.82	1.194	$94.15	-
Multiple Family Residential Unit	$78.82	0.672	$52.93	-
Commercial	Cost per Call	Calls per Unit	Impact Fee per kSF	Impact Fee per SF
Commercial (kSF Floorspace)	$78.82	2.472	$194.82	$0.19
Industrial (kSF Floorspace)	$78.82	0.012	$0.95	$0.001

Occasionally a private project is constructed which has a unique impact on the community and does not easily fit into any of the four major land use categories (single family, multi-family, commercial, industrial) used to assess impact fees. An example of this may be a church, school, hospital or other institutional land use. In addition, a private project may fit into one of the land use categories but may have an unusually high or low number of anticipated calls.

Santaquin City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that this project will have upon fire / EMS and police facilities. To determine the impact fee for a non-standard use, the formulas presented below should be utilized. In order to estimate the number of annual calls to be created, call data may be used from the City or from nearby cities that have a similar project to the one being proposed.

TABLE 3: NON-STANDARD USE IMPACT FEE FORMULA FOR FIRE / EMS

FIRE / EMS Cost Per Call		Non Standard Development		Impact Fee Assessed
$3,439.47	x	# of Annual Calls Projected to be Created	=	Non-Standard Impact Fee

TABLE 4: NON-STANDARD USE IMPACT FEE FORMULA FOR POLICE

POLICE Cost Per Call		Non Standard Development		Impact Fee Assessed
$78.82	x	# of Annual Calls Projected to be Created	=	Non-Standard Impact Fee

CHAPTER 1: INTRODUCTION AND PROJECT OVERVIEW

SANTAQUIN CITY PUBLIC SAFETY SERVICE AREA

Santaquin City is located at the southern end of Utah Valley in Utah County, roughly 70 miles south of Salt Lake City. According to the U.S. Census, the population of Santaquin in 2010 was 9,128. The map below presents the current municipal boundaries overlaid on the most recent satellite imagery of Santaquin City—illustrating the rural nature of the majority of area in and around Santaquin. As previously mentioned, the City boundaries are also the boundaries of the impact fee service area. While the City does provide public safety services outside of the impact fee service area, only new development within the service area is charged an impact fee. Recognizing this, only calls for service within the service area are used for the calculation of the impact fee. For a full accounting of all police, fire and EMS calls handled by Santaquin City, see the appendix.

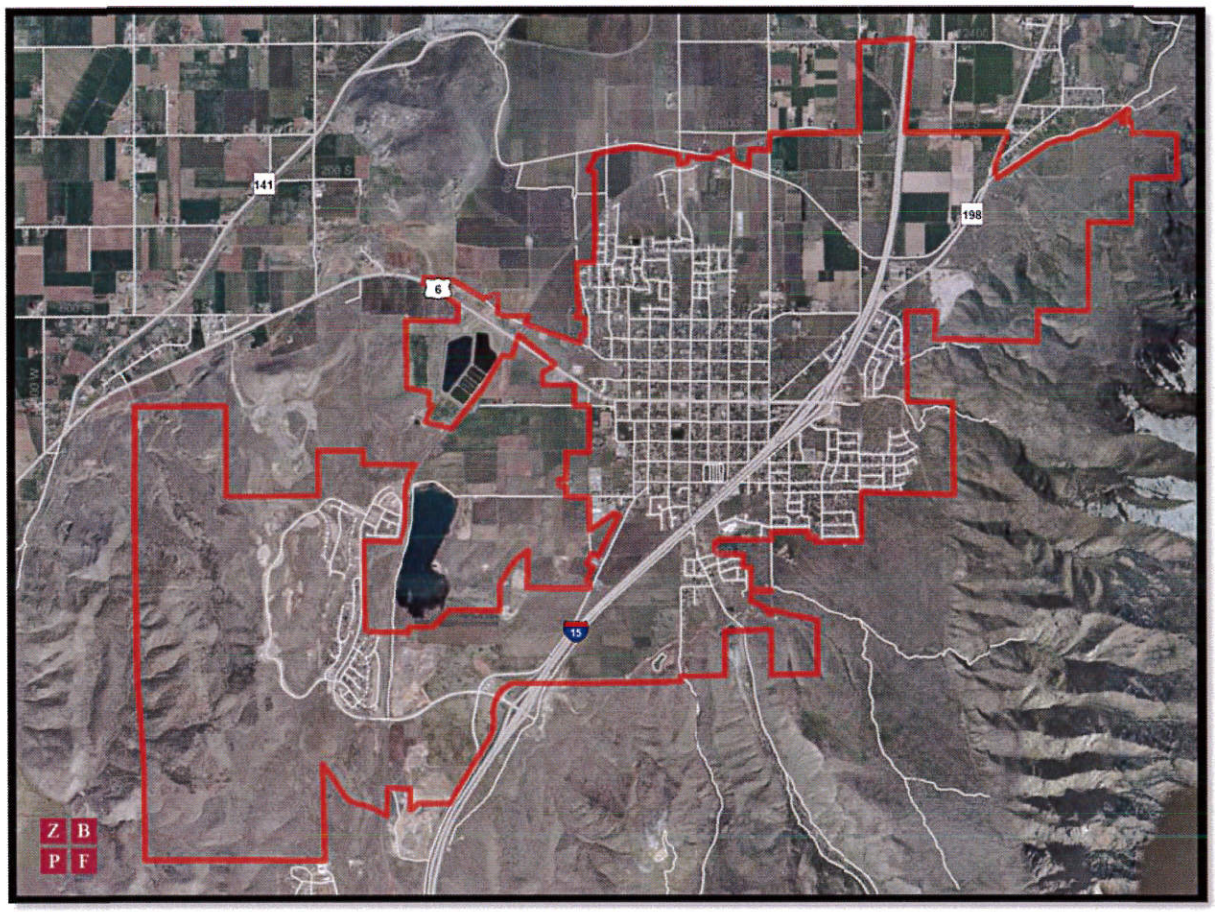


FIGURE 2: SATELLITE IMAGERY OF SANTAQUIN CITY

LAND USE AND SERVICE CALLS

The current number of residential units total 2,424, with 2,183 single family units and 151 multi-family units. The number of total residential units at buildout has been estimated at 8,709. Therefore, 6,285 residential units can be attributed to future growth. The current number of non-residential units is 1,220 kSF of commercial and industrial

(which includes agribusiness) building space. The number of total non-residential units at buildout has been estimated at 5,520 kSF. Therefore, 4,300 kSF of non-residential building space can be attributed to future growth.

Currently the City has a three year average of 234 total private fire / EMS calls per year, and 3,190 total private police calls. In the future, it is anticipated that 883 total private fire / EMS calls will be added and 15,741 total private police calls will be added. Private calls are those which are made to private land uses, such as residences, businesses and institutions. Public calls are those which are made to public land uses such as public land, parks and roads.

CALLS TO INTERSTATE 15

The % of calls originating on Interstate 15 has been calculated and excluded from the impact fee calculation, due to the fact that this number represents a non-growth related factor that should not be attributed to new development in Santaquin.

EXISTING AND FUTURE PUBLIC SAFETY FACILITIES

The number and type of existing and future facilities needed for fire / EMS and police service coverage in Santaquin has been catalogued. This information can be found in chapter three of this document and also in the Impact Fee Facilities Plan. The current portion of the public safety building currently being occupied by fire / EMS and police represents the existing infrastructure of public safety in Santaquin City. In the future, fire / EMS and police will buy out the remaining portion of the public safety building, as well as add two fire / EMS satellite stations, one police satellite station, and one police storage facility.

EXISTING AND FUTURE INFRASTRUCTURE COSTS

The costs associated with the existing and future public safety facilities have been calculated. This information can be found in chapter four of this document. The existing cost of infrastructure is $797,308 for fire / EMS and $206,528 for police. The future cost of infrastructure within the ten year horizon is $3,223,815 for fire / EMS and $1,354,437 for police. Only the infrastructure added within ten years is considered in the impact fee analysis as explained in chapter four.

LEVEL OF SERVICE

The Impact Fee Act specifically prohibits the use of impact fees to cure existing deficiencies in infrastructure or to construct infrastructure that provides a level of service per user that is higher than the existing level of service. Furthermore, impact fees cannot be used to maintain a level of service for current system users by funding the repair and/or replacement of existing facilities.

The historic and projected level of service for public safety services in the City is based upon floor space already constructed within the City. This floor space is tied to the number of calls in each land use category. This provides a level of service which can be used in evaluating whether or not future, planned infrastructure in the City is in compliance with the Impact Fee Act. It should be noted that this level of service calculation is different from the service standard goals which the City is aiming to reach—especially in regards to fire and EMS coverage. When it comes to protecting property and especially life, zero loss would be the ideal goal. However, constraints of resources make it impossible to locate a fire or police station on every corner. Therefore, decisions must be made to enable the best protection possible under the circumstances. It is the stated goal of the City to respond to at least 90% of fire and EMS calls within four minutes. This four minute response time standard has been adopted from NFPA 1710.

SUMMARY OF PROPORTIONATE SHARE ANALYSIS

As part of this analysis, the Utah Impact Fees Act requires that the calculated impact fee be roughly proportionate and reasonably related to the impact caused by the development activity. Ideally, implementing an impact fee to pay

for needed infrastructure places a burden on future users that is equal to the burden that was borne in the past by existing users (Utah Impact Fees Act, 11-36a-304(2) (c) (d)). When completing a Proportionate Share Analysis the following points should be considered:

1. The cost of existing and future public facilities;
2. The type of financing for existing and future public facilities;
3. Current and future levels of service; and
4. Determination that impact fees are justifiable.

As stated above, part of the proportionate share analysis is a consideration of the manner of funding for existing public facilities. The City has had the ability to fund infrastructure in the past through the following sources:

- Property Tax Revenues;
- Bond Proceeds;
- Developer Exactions; and
- Impact Fees.

EXISTING INFRASTRUCTURE AND CAPACITY TO SERVE NEW GROWTH

The City provided Zions with a list of all City owned assets. An analysis has been completed to identify the existing capacity able to serve new growth and any existing impact fee qualifying apparatus (i.e. apparatus with a purchase price of $500,000 or greater). The tables detailing the buy-in capacity can be found in chapter six with the proportionate share calculations.

OUTSTANDING AND FUTURE DEBT

In 2005, the City issued a ten year General Obligation Bond to help fund the existing Santaquin public safety building. The total principal amount is $1,300,000 with $314,226 due in interest over the life of the loan. The total loan amount equals $1,614,226. Because the existing Santaquin public safety building is currently being shared with other city office, only a portion of the loan amount (and land cost) for the building is presently being attributed to fire, EMS and police. However, it is anticipated in 2016 that the other City departments will move out of the public safety building and Impact Fee Fund will "buyout" the remaining portion. In regards to future debt, it is the intention of the City to pursue debt financing in order to fund the proposed additional infrastructure to be built within the next ten years. The details of this future debt can be found in chapter four of this document.

APPARATUS FEE CALCULATION

Santaquin City's growth is presenting new challenges. Taller buildings will be constructed and more buildings are being located in areas of close proximity to the mountain benches. Due to this and the general pressures associated with increased population, it is anticipated that two specialized apparatuses will be added to the fire / EMS service within ten years.

Using this information, a fee has been calculated which is only applicable to non-residential development in Santaquin. This is consistent with the protocol determined by the Utah Impact Fee Act, where it states that only residential land uses may be exempt from an impact fee for fire suppression vehicles (Utah Code 11-36a-202(2)(a)(i)) and that these vehicles must be over $500,000 to be considered in the calculation (11-36a-102(16)(a)(ii)). Fully equipped, both apparatuses being considered are over that amount.

IMPACT FEE CALCULATION

The impact fee calculations are structured for impact fees to fund 100% of the growth-related portion of facilities identified in the proportionate share analysis and as presented in the impact fee analysis.

CHAPTER 2: LAND USE AND SERVICE CALLS

FUTURE DEVELOPMENT

The estimates of current and future development in Santaquin were determined by using ESRI's GIS (geographic information systems) software and Santaquin City's planning department resources.

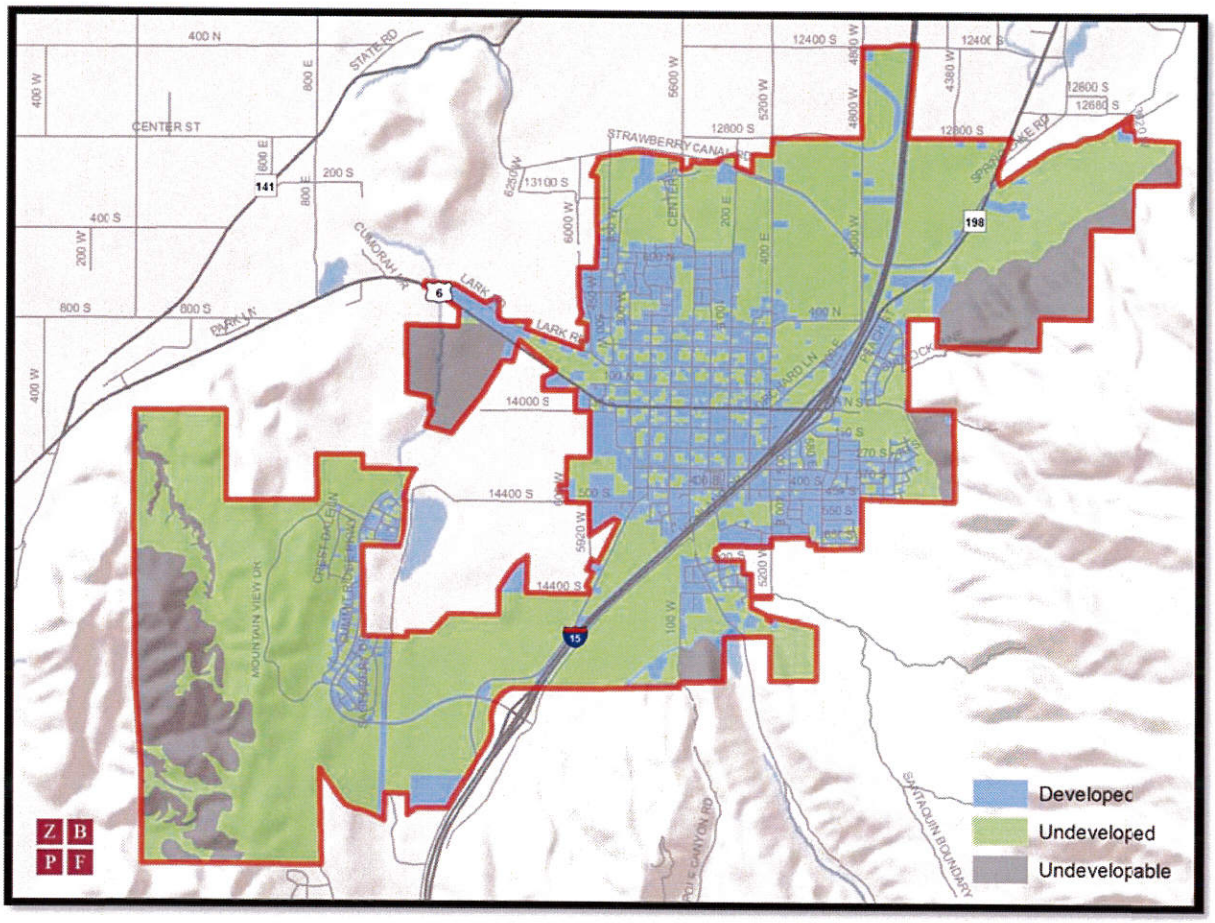


FIGURE 3: DEVELOPED, UNDEVELOPED AND UNDEVELOPABLE LAND IN SANTAQUIN

The first step in this analysis involved cataloguing the current land use in Santaquin city and determining how much land is developed, undeveloped and undevelopable. Of the land that is developed, the number of residential units was measured and the square footage of non-residential building space was estimated. Utah County Assessor's data also contributed to this analysis, providing parcel level data and supplementing the land use descriptions providing by the City planning department.

To determine potential land use on undeveloped land, the process was more involved. In order to estimate how much undeveloped land would become residential vs. non-residential, a land use analysis for each zoning category within the City was undertaken. The amount of developable land in each specific zoning category was measured using aerial imagery from the National Agriculture Inventory Program (NAIP), field reconnaissance, and City GIS data. Then, based based on what kind of development each zoning category could allow (according to City code) the

number of future private development acres in each land use category (single family, multi-family, commercial and industrial) were determined. Detailed tables created by this analysis are contained in the appendix.

The following Santaquin City zones were included in this analysis:

- Ag - Agriculture zone
- C-1 - Interchange commercial zone
- I-1 - Industrial zone
- Main Street business districts zone
- PC - Planned community zone
- R-8 - Residential zone
- R-10 - Residential zone
- R-12 - Residential zone
- R-15 - Residential zone
- R-20 - Residential zone
- R-43 - Residential zone
- R-Ag - Residential agriculture zone
- RC - Residential commercial zone
- PF – Public facilities zone

The following Santaquin City zones were excluded:

- Hillside development overlay zone

The first part of this analysis allowed for the measurement of private development acres at buildout in Santaquin; however the desired end result was to determine how many private development units would exist at buildout—number of single family and multi-family residences and also kSF of non-residential building space. This required an additional step.

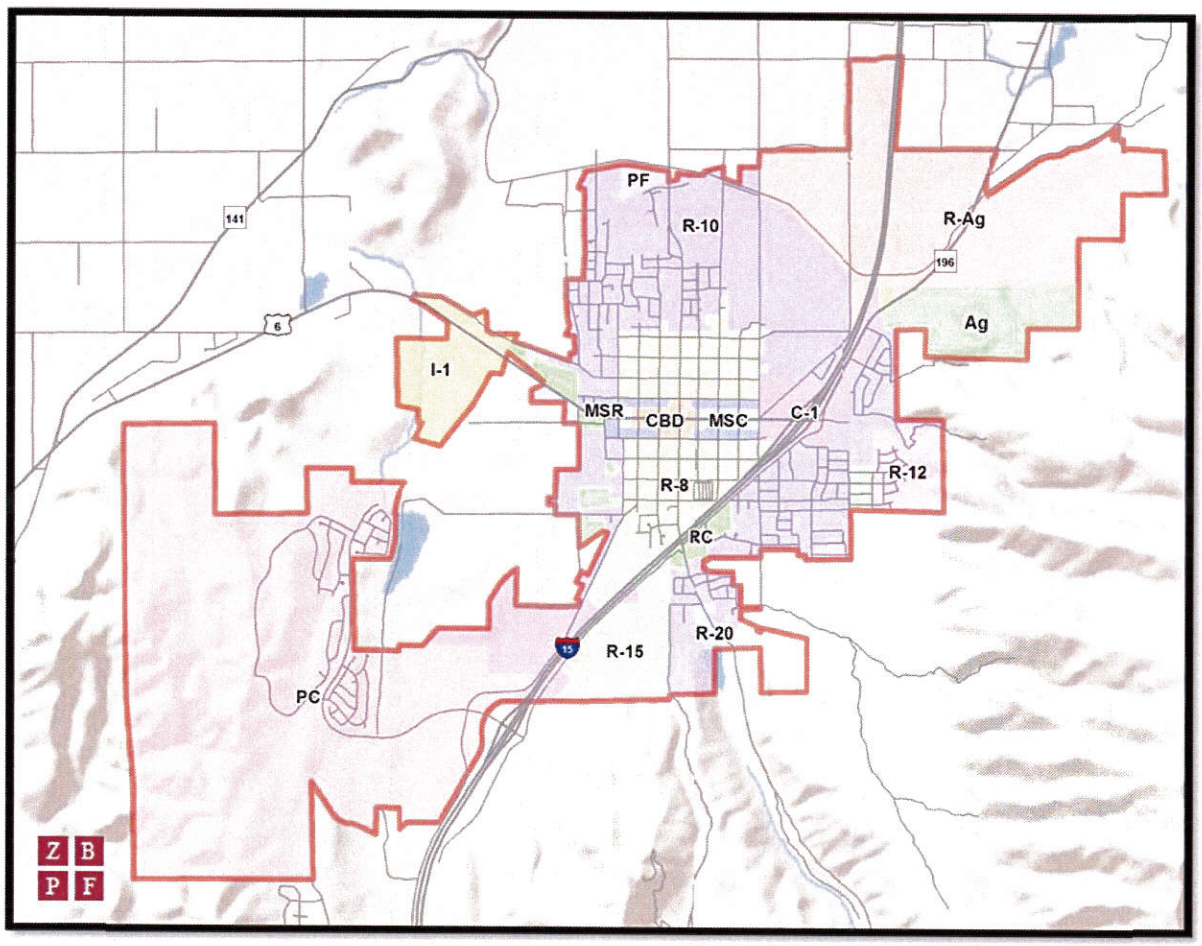


FIGURE 4: SANTAQUIN CITY ZONING

With future development acres estimated for each land use category (single family, multi-family, commercial and industrial), assumptions were made as to how dense new development in each zone would proceed. The planning

department in Santaquin City provided the residential densities and floor to area ratios (FAR) that were applied to the developable acres in each zone. The planning department provided this information after reviewing existing conditions in each zone. The details of these densities and FARs are contained in the appendix.

The map below provides an example of how this analysis was completed. In the Planned Community Zone—which is the largest zone by area—it was determined that of the 2,262.6 acres, 188.4 acres are developed and 1,605.9 acres are undeveloped. Of those 1,605.9 acres, 468.4 acres are undevelopable as defined by the City code—land with a slope greater than 30 degrees. Additionally, it was determined that of the 188.4 developed acres, 92.9 acres consisted of right of way. At buildout it was determined that 25% of currently developable land (an additional 401.5 acres) would ultimately be developed as right of way. This left 1,204.4 acres in the undeveloped category.

These acres were further analyzed by segregating the undeveloped acres into projected land use categories. Thus it was determined that in the Planned Community Zone 1,023.8 acres would be developed as single family, 60.2 acres would be developed as multi-family, 60.2 acres as commercial, and 60.2 acres as industrial. By applying zone specific density and FARs to these categories, future development was estimated. The result for the Planned Community Zone was a total of 2,048 future single family units, 1,018 future multi-family units, 1,050 kSF of future commercial building space and 450 kSF of future industrial building space.

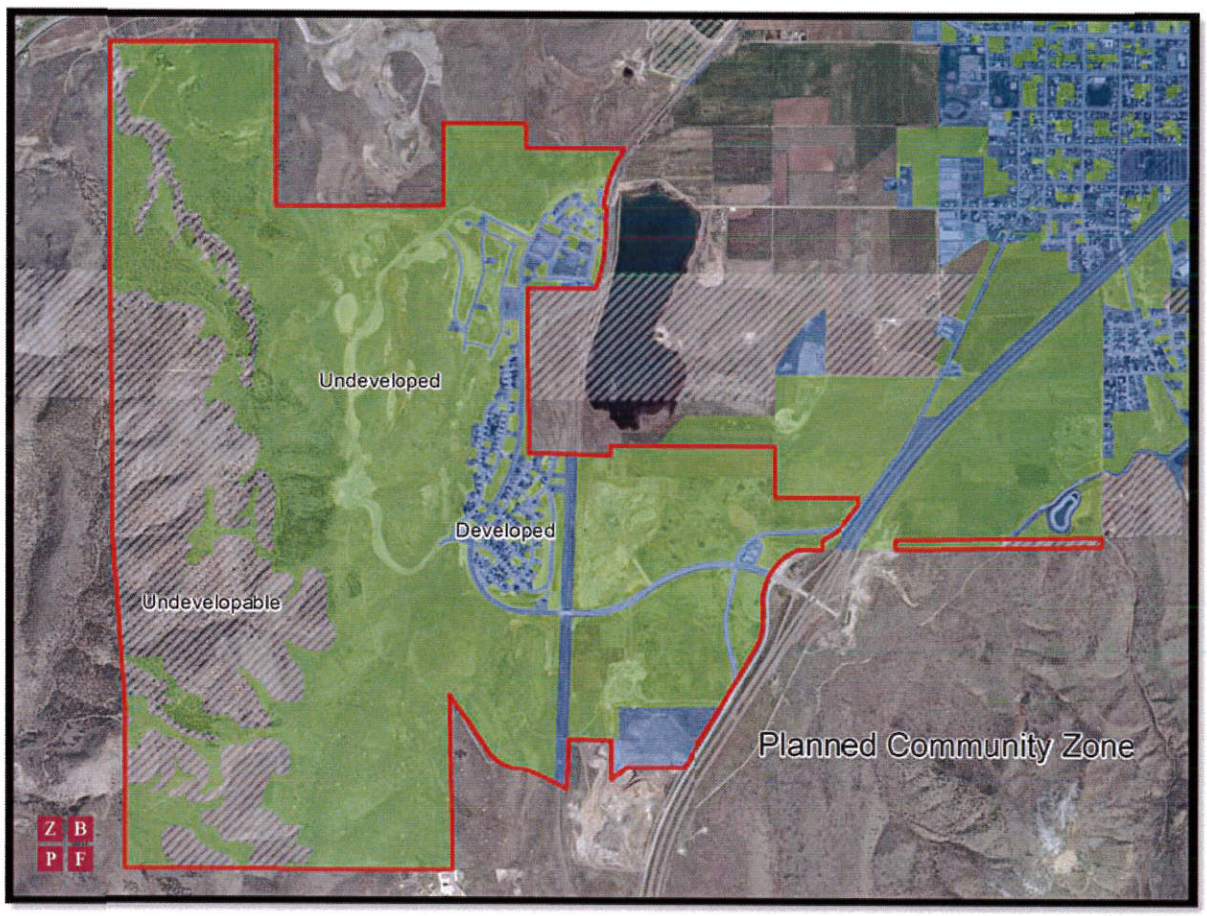


FIGURE 5: EXAMPLE OF ZONE SPECIFIC LAND USE ANALYSIS

The land use analysis described for the Planned Community Zone was duplicated for every applicable zone in Santaquin City. The final result of this multi-step process is as follows:

The current number of residential units total 2,424, with 2,183 single family units and 151 multi-family units. The number of total residential units at buildout has been estimated at 8,709. Therefore, 6,285 residential units can be attributed to future growth. The current number of non-residential units is 1,220 kSF of commercial and industrial (which includes agribusiness) building space. The number of total non-residential units at buildout has been estimated at 5,520 kSF. Therefore, 4,300 kSF of non-residential building space can be attributed to future growth. Details of this analysis are presented in the following table.

TABLE 5: EXISTING AND FUTURE LAND USE IN SANTAQUIN

	Existing		Future		Existing + Future	
Residential Units	Acres	Units	Acres	Units	Acres	Units
Single Family	766	2,183	2,495	4,764	3,261	6,947
Multi Family	24	241	151	1,521	175	1,762
Total	**790**	**2,424**	**2,645**	**6,285**	**3,436**	**8,709**
Non Residential Units	Acres	Units	Acres	Units	Acres	Units
Commercial (kSF)	23	194	303	3,650	326	3,844
Industrial (kSF)	108	1,025	65	650	173	1,675
Total	**131**	**1,220**	**368**	**4,300**	**499**	**5,520**

It is important to note that the City does have an annexation policy plan. However, at this time the City has no formal, concrete plans to annex any territory outside of the current boundaries. This impact fee will be updated every few years and if formal plans are adopted which provide an assurance of action then the analysis will be completed to include the projected units from this annexation. In this case, Santaquin will need to make additional plans to provide adequate public safety coverage for these annexed areas—which may include additional fire /EMS and police stations and infrastructure.

LAND USE AND FUTURE CALLS

CURRENT CALL VOLUME

Currently the City has a three year average of 234 total private fire and EMS calls per year, and 3,190 total private police calls. Private calls are those which are made to private land uses, such as residences, businesses and churches. Public calls are those which are made to public land uses such as public land, schools, parks or roads.

TABLE 6: TOTAL PRIVATE FIRE CALLS PER UNIT BY DEVELOPMENT TYPE

Development Type	2009	2010	2011	Average 2009 - 2011
Single Family				
Fire & EMS Calls	183	201	226	203
Units	2,104	2,161	2,183	2,149
Single Family Calls per Unit FIRE & EMS	0.087	0.093	0.104	**0.095**
Multi Family				
Fire & EMS Calls	9	10	13	11
Units	173	179	241	198
Multi-Family Residential Calls per Unit FIRE & EMS	0.052	0.056	0.054	**0.054**
Commercial				
Fire & EMS Calls	12	21	23	19
Units (kSF)	194	194	194	194
Commercial Calls per Unit FIRE & EMS	0.062	0.108	0.118	**0.096**
Industrial				
Fire & EMS Calls	1	1	2	1
Units (kSF)	1,025	1,025	1,025	1,025
Industrial Calls per Unit FIRE & EMS	0.001	0.001	0.002	**0.001**
Total FIRE & EMS Calls	**205**	**233**	**264**	**234**

Source: Santaquin City, Utah County Assessors, BEBR, and GIS Analysis
Note: Residential units have been regressed according to building permits issued annually

TABLE 7: TOTAL PRIVATE POLICE CALLS PER UNIT BY DEVELOPMENT TYPE

Development Type	2009	2010	2011	Average 2009 - 2011
Single Family				
Police Calls	2,437	2,563	2,705	2,568
Units	2,104	2,161	2,183	2,149
Single Family Calls per Unit POLICE	1.158	1.186	1.239	1.194
Multi Family				
Police Calls	106	167	113	129
Units	173	179	241	198
Multi-Family Residential Calls per Unit POLICE	0.613	0.933	0.469	0.672
Commercial				
Police Calls	546	380	516	481
Units (kSF)	194	194	194	194
Commercial Calls per Unit POLICE	2.808	1.954	2.653	2.472
Industrial				
Police Calls	21	3	13	12
Units (kSF)	1,025	1,025	1,025	1,025
Industrial Calls per Unit POLICE	0.020	0.003	0.013	0.012
Total POLICE Calls	**3,110**	**3,113**	**3,347**	**3,190**

Source: Santaquin City, Utah County Assessors, BEBR, and GIS Analysis

Note: Residential units have been regressed according to building permits issued annually

The three year average is used to determine a call per land use category—such as police calls per single family unit, or fire calls per industrial unit. The call per unit figure is then multiplied by the undeveloped units calculated previously in order to determine the number of future service calls. The following tables detail the existing average number of calls that went to each land use category, the calls per unit of each land use category, the number of projected future calls, and the number of total calls (existing + future) that are estimated to take place when Santaquin City is entirely built out.

TABLE 8: CALCULATION AND SUMMARY OF CALL PROJECTIONS FOR FIRE

Calculation of Future Private Fire Calls			
Development Type	Future Units	Calls per Unit	Projected Future Calls*
Single Family (Units)	4,764	0.095	450
Multi Family (Units)	1,521	0.054	82
Commercial (kSF)	3,650	0.096	350
Industrial (kSF)	650	0.001	1
Total Undeveloped Future Private Calls 2			**883**

**Projected Future Calls are based only on future units in addition to existing calls from existing units*

Summary of Existing and Future Private Fire Calls			
Development Type	Existing (3 yr Avg)	Future	Existing + Future
Single Family (Units)	203	450	654
Multi Family (Units)	11	82	93
Commercial (kSF)	19	350	369
Industrial (kSF)	1	1	2
Total	**234**	**883**	**1,117**

Public Land Use calls are not charged an impact fee and therefore not included in this calculation

TABLE 9: CALCULATION AND SUMMARY OF CALL PROJECTIONS FOR POLICE

Calculation Future Private Police Calls			
Development Type	Future Units	Calls per Unit	Projected Future Calls*
Single Family (Units)	4,764	1.194	5,690
Multi Family (Units)	1,521	0.672	1,022
Commercial (kSF)	3,650	2.472	9,021
Industrial (kSF)	650	0.012	8
Total Undeveloped Future Private Calls 2			**15,741**

**Projected Future Calls are based only on future units in addition to existing calls from existing units*

Summary of Existing and Future Private Police Calls			
Development Type	Existing (3 yr Avg)	Future	Existing + Future
Single Family (Units)	2,568	5,690	8,259
Multi Family (Units)	129	1,022	1,150
Commercial (kSF)	481	9,021	9,502
Industrial (kSF)	12	8	20
Total	**3,190**	**15,741**	**18,931**

Public Land Use calls are not charged an impact fee and therefore not included in this calculation

To clarify, where the term "Future" is used, this refers to the number of units and calls that will be added in addition to the units and calls that already exist. Thus, there are three groups being discussed: existing calls—those which existing development are responsible for, future calls—those which future added development will be responsible for, and existing + future calls—this is the grand total of all calls projected to occur when all of Santaquin's land is built out.

EMERGENCY CALLS TO I-15

The City's total call volume includes emergency calls to Interstate 15 (I-15). These calls are projected to increase as traffic increases on I-15. However, the majority of this growth arguably has nothing to do with new private development in Santaquin itself. Therefore, the majority of the current and future impact of I-15 on the City's public safety system has been excluded. The tables below summarize these calculations.

The second to last line of each table represents the total amount of calls estimated and projected to originate on I-15. The last line represents that amount—but with a 20% reduction. This 20% is the estimated amount for which Santaquin is responsible. This amount can be included in the impact fee calculation.

TABLE 10: PERCENT OF SANTAQUIN SERVICE CALLS THAT ORIGINATE ON I-15, CURRENT AND PROJECTED

	2009	2010	2011	3 Year Avg	2040*
Total Fire & EMS Calls to I-15 by Santaquin	31	30	20	27	43
Total Fire & EMS Calls Responded to by Santaquin	360	375	415	383	1,117
Total Annual Traffic on I-15 by Santaquin	11,561,375	11,431,800	12,181,145	11,724,773	19,533,390
Total I-15 Traffic per I-15 Santaquin Fire & EMS Call	372,948	381,060	609,057	454,355	454,355
% of Santaquin Fire & EMS Calls that Originate on I-15	8.61%	8.00%	4.82%	7.14%	2.34%
Reduced by 20% (amount attributable to Santaquin residents)	**6.89%**	**6.40%**	**3.86%**	**5.71%**	**1.87%**

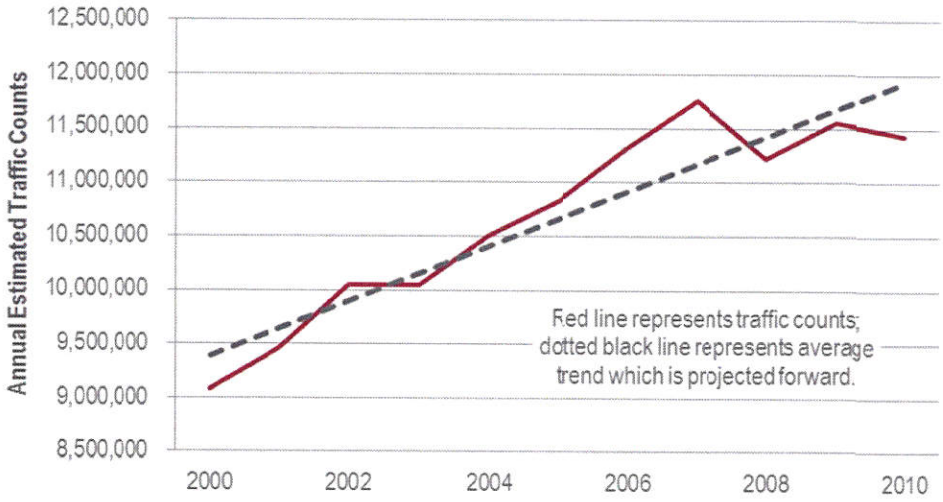
	2009	2010	2011	3 Year Avg	2040*
Total Police Calls to I-15 by Santaquin	88	96	116	100	165
Total Police Calls Responded to by Santaquin	5,014	5,070	6,026	5,370	5,370
Total Annual Traffic on I-15 by Santaquin	11,561,375	11,431,800	12,181,145	11,724,773	19,533,390
Total I-15 Traffic per I-15 Santaquin Police Call	131,379	119,081	105,010	118,490	118,490
% of Santaquin Police Calls that Originate on I-15	1.76%	1.89%	1.92%	1.86%	0.55%
Reduced by 20% (amount attributable to Santaquin residents)	**1.40%**	**1.51%**	**1.54%**	**1.49%**	**0.44%**

**For the purpose of this traffic analysis only it has been assumed that buildout in Santaquin is 2040.*

In order to calculate the future impact and exclude this amount, the number of current calls to I-15 was related to the current traffic volume of I-15. Using Utah Department of Transportation traffic data collected on I-15 near Santaquin from 2000 to 2010, the current traffic volume and trend was measured and projected out to 2040.

With estimated traffic volume on I-15 in 2040—the assumed build out date for Santaquin (a conservative estimate for the purposes of this traffic analysis only)—the number of calls originating from I-15 at build out could then be calculated based on the relationship between historic calls and historic traffic volume. This amount was then reduced an additional 20% (the assumed amount of I-15 traffic attributable to Santaquin residents) and excluded from the proportionate share analysis as shown later in this report.

FIGURE 6: TRAFFIC VOLUME OF I-15 NEAR SANTAQUIN FROM 2000 TO 2010, SOURCE: UDOT



SOUTH SANTAQUIN EXIT ON INTERSTATE 15

CHAPTER 3: EXISTING & FUTURE PUBLIC SAFETY FACILITIES

EXISTING PUBLIC SAFETY BUILDING

Currently the City maintains one public safety building where both the fire / EMS and police services are housed. This building is currently shared with other City departments.

TABLE 11: SUMMARY OF DETAILS OF EXISTING PUBLIC SAFETY BUILDING

Existing Public Safety Building			
Basement Level	Non Common Space	Share of Common Space	Total
Fire & EMS	1,170	1,615	2,785
Other City Departments		1,615	1,615
Total	1,170	3,230	4,400
Main Level	Non Common Space	Share of Common Space	Total
Fire & EMS	6,742	656	7,398
Police	1,924	656	2,580
Other City Departments	732	1,312	2,044
Total	9,398	2,623	12,021
Second Level	Non Common Space	Share of Common Space	Total
Fire & EMS		78	78
Police		78	78
Other City Departments	3,498	1,407	4,905
Total	3,498	1,563	5,061
Fire & EMS TOTAL			10,261
Police TOTAL			2,658
Other City Departments			8,563
Building TOTAL			**21,482**

SANTAQUIN PUBLIC SAFETY BUILDING

EXISTING POLICE INFRASTRUCTURE

The police department currently maintains 2,658 SF of infrastructure, all of which is located at the public safety building near the center of Santaquin. With new development and growth the police department will need to expand. The optimal size of the force, the amount of equipment, and the building space needed for this growth is much more difficult to assess than fire department needs. Where the fire department needs can be linked to response time standards, the police department's goals translate less easily into infrastructure requirements. This is related to the fact that the police units are not stationary apparatuses stored at one location, but instead smaller vehicles that are constantly moving throughout the city.

While infrastructure needs for police services are generally smaller than that required for fire & EMS services, as a City grows and becomes more urbanized, more commercial and more dense (with more multi-family units)—police services generally become more complex and thus require more infrastructure for activities such as investigations, criminal processing, evidence storage, and various other police services.

According to the Impact Fee Act, increases to an existing level of service cannot be funded with impact fee revenues. While the police department does have plans to expand beyond the existing infrastructure, it will be demonstrated later in this report that the current level of service (in terms of SF per call) is at its highest and will not be exceeded by future projects.

SANTAQUIN POLICE CAR

EXISTING FIRE & EMS COVERAGE

The fire / EMS department in Santaquin currently maintains 10,261 SF of infrastructure. This square footage is located at the public safety building where the police department and other city offices also share space. As growth in Santaquin continues, new fire / EMS infrastructure will be needed.

Generally as more homes, businesses, and other types of development are built, the number of emergency calls increase. This increase in call volume affects the public safety services in two major ways. First, much of the newer

development comes from undeveloped land that is located further away from Santaquin's center, where the public safety building is located. This increases response times.

Also, as the call volume increases, so does the likelihood that multiple calls will occur at the same moment and compete for emergency services. This also increases response times. As explained in the Impact Fee Facilities Plan (IFFP), when response times increase, the risk of property damage and loss of life also increases. New infrastructure must be built to maintain both adequate response times and also to provide adequate space for the additional equipment and emergency vehicles needed to serve a greater volume of emergency calls.

FIGURE 7: SIMULATED AERIAL VIEW OF SANTAQUIN DEPICTING ELEVATION CHALLENGES

BARRIERS TO EMERGENCY SERVICE IN SANTAQUIN CITY

Development that spreads across large geographic areas, is removed from existing fire stations, or has limited entrance routes will receive abnormally long response times. Response times can be extended by natural or manmade obstacles. Waterways with limited bridges, freeways, railroads, steep terrain and canyons can all limit access points and require lengthier routes.

One major challenge for Santaquin City is Interstate 15. The Interstate effectively acts as an east / west divide which cannot be crossed except at designated interchanges and underpasses. This limits the access and routes of emergency vehicles currently located only on the west side of the interstate. In the event of a disaster, one or even all of these routes could be temporarily obstructed leading to unacceptable response times or the inability to respond altogether.

An additional challenge within the City is the elevation of certain locations. The current station is located at a lower elevation with a portion of the existing and future development at a higher elevation. The area to the southwest presents the main challenge. It takes longer to travel uphill, especially for large fire apparatuses carrying a full load of

equipment and water. According to the response time analysis for the existing station, the areas of higher elevation are not within a four minute response time. As new development continues to occur at these higher elevations, a larger portion of Santaquin City's development will not comply with the City's goal of maintaining the NFPA 1710 standard and being able to respond to 90% of calls within 4 minutes. The figure below graphically illustrates the difference in elevation between the existing station location and the areas of current and potential development at higher elevations.

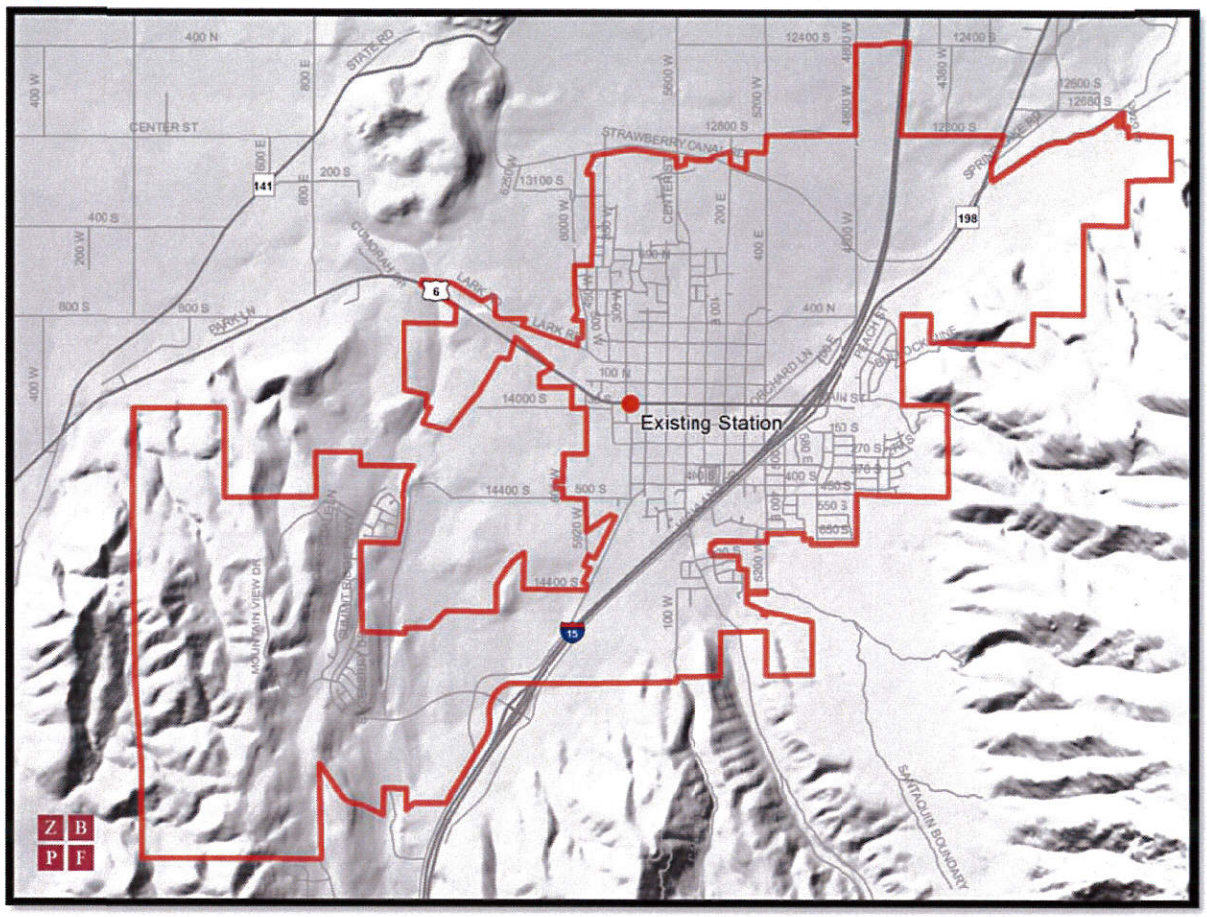


FIGURE 8: MAP OF SANTAQUIN FIRE SERVICE CITY SERVICE AREA DETAILING TERRAIN

The figure on the following page illustrates the present land area covered within a four minute response time by the existing station. It should be noted that this analysis was completed using the legal speed limits assigned for each street. While emergency service vehicles are allowed to travel faster than the posted speed limit, in practice these vehicles often average the posted speed. This is due to the reality that emergency service vehicles are larger, heavier and less easy to maneuver than personal vehicles—with slower acceleration speeds. As well, these vehicles often must negotiate traffic and other potential hazards (such as pedestrians in residential zones) which require a relatively slower, safer speed.

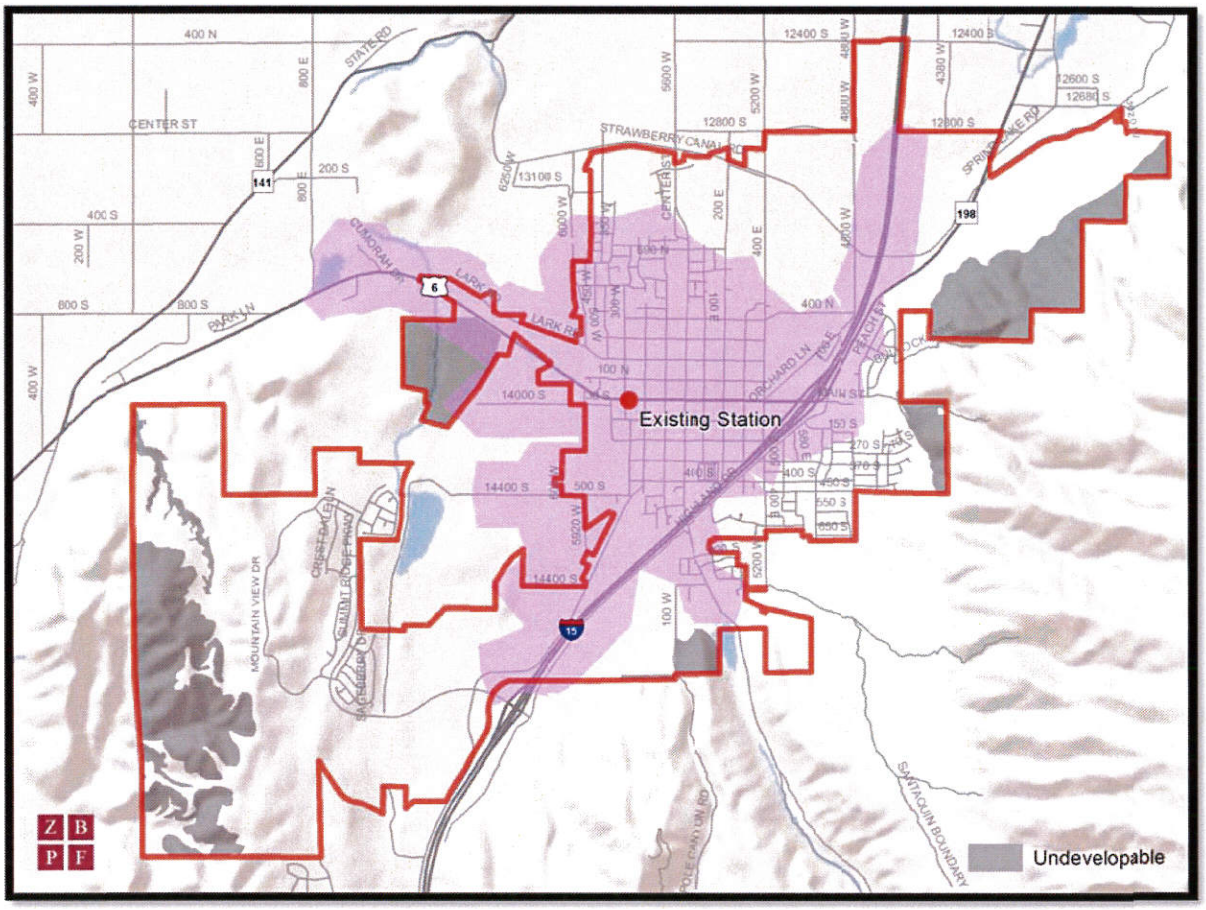


FIGURE 9: EXISTING STATION FOUR MINUTE RESPONSE GOAL ANALYSIS

FUTURE FIRE / EMS INFRASTRUCTURE

When the land area currently included within the City is entirely built out, it is anticipated that four stations will be needed to provide adequate response times according to NFPA 1710, the ISO standards and the City's standards for coverage (as explained in the IFFP). Below is a table which summaries the needed infrastructure. Following this table is a map which illustrates the estimated locations of future stations and their impact on the existing four minute service response time goal.

TABLE 12: SUMMARY OF FUTURE FIRE / EMS INFRASTRUCTURE

Project	Project Year	Floorspace (SF)	Land (Acres)	PV Project Expense $	Project Year Expense (with inflation)
Future Fire / EMS Facilities					
Fire / EMS buy out of City's Interest in P. S. Bld	2016	3,108	-	$241,510	$288,005
Summit Ridge / South Exit Land	2018	-	1.00	$97,062	$126,400
Summit Ridge / South Exit Satellite Station	2018	4,000	-	$670,000	$872,514
East Bench Land	2020	-	1.00	$97,062	$138,032
East Bench Satellite Station	2020	4,000	-	$670,000	$952,807
North Orchard Station Land	2026	-	1.00	$97,062	$179,753
North Orchard Satellite Station	2026	4,000	-	$670,000	$1,240,803
Within 10 Years		11,108	2.00	$1,775,634	$2,377,759
Total Future Fire / EMS Facilities		15,108	3.00	$2,542,696	$3,798,316

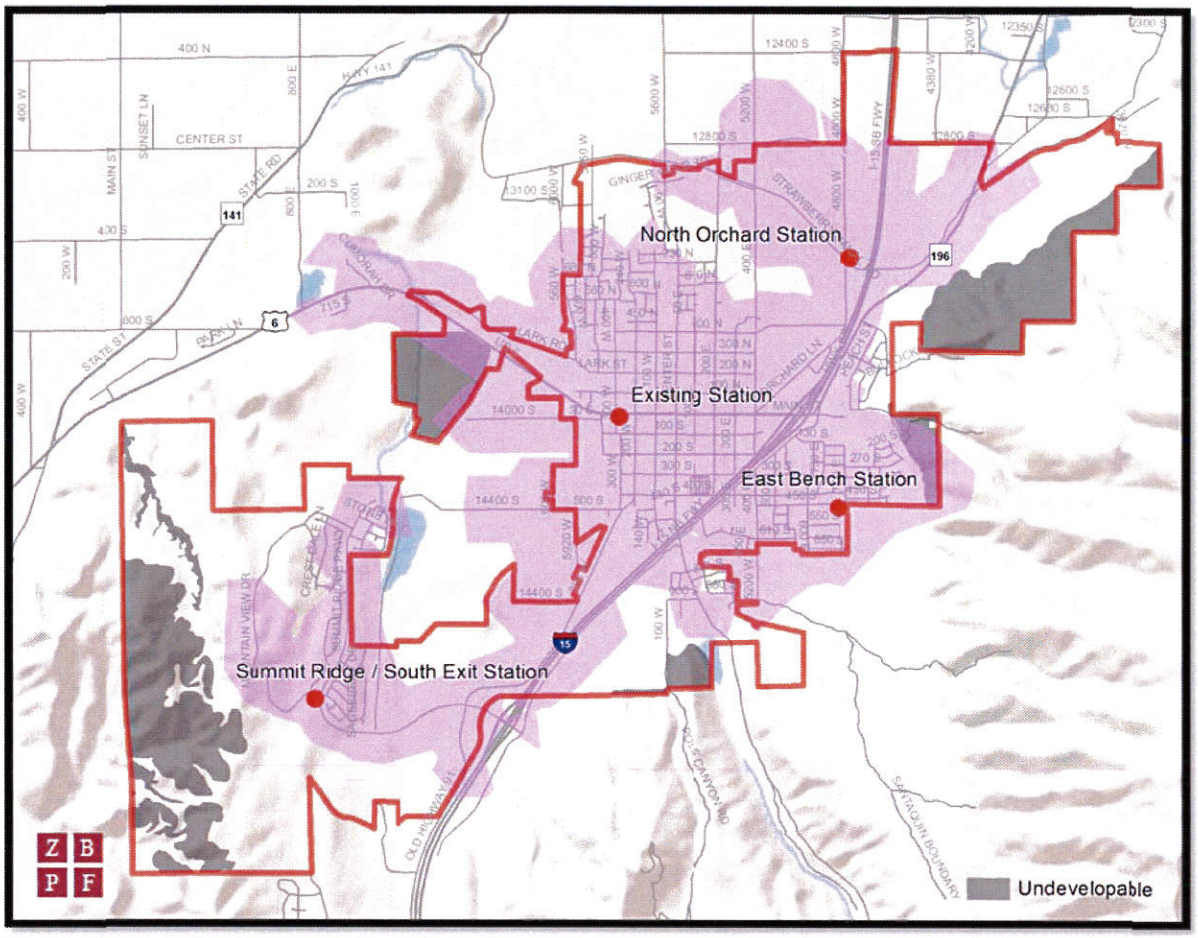


FIGURE 10: FUTURE STATIONS FOUR MINUTE RESPONSE GOAL ANALYSIS

One cause for concern is that the future stations do not appear to add tremendously to the four minute service response goal. This can be explained by three factors. First, the future station coverage can only be projected on present roadways. As future road infrastructure is constructed, the street network will expand. As it does, so will the illustrated coverage—especially near the proposed stations.

Secondly, where the first station provided coverage where there previously was none, the additional stations provide only marginal coverage. A portion of their coverage overlaps with the existing station.

And lastly, natural and man-made barriers present unique challenges. As mentioned earlier, steep grades on roadways along the benches decrease travel time, thus shrinking the four minute response coverage area. And Interstate 15 limits access points from one side to the other, thereby creating challenges with routing emergency vehicles.

Finally, it should be noted that while this planned station placement strategy was made with local experience and expertise (combined with GIS analysis)—it is subject to change as future development may proceed at a different pace, in a different direction, and / or as the City adopts formal plans to annex areas which will add more potential development and need additional public safety coverage. This impact fee analysis will continue to be updated every few years to insure the impact fee amounts are accurate and fairly distributed.

FUTURE POLICE INFRASTRUCTURE

When the land area currently included within the City is entirely built out, it is anticipated that one station will still be sufficient to provide adequate police service. This station is currently located in the public safety building with anticipated plans to expand as other city departments relocate in 2016. In addition to one police station, a long term storage location and storage unit will be needed.

No geospatial analysis was completed for future police infrastructure, as police infrastructure has more to do with needed space at any location rather than specific locations. The following table summarizes the needed infrastructure.

TABLE 13: SUMMARY OF FUTURE POLICE INFRASTRUCTURE

Project	Project Year	Floorspace (SF)	Land (Acres)	PV Project Expense $	Project Year Expense (with inflation)
Future Police Facilities					
Long Term Property Storage Land	2015	-	1.00	$97,062	$110,764
Long Term Property Storage Unit	2015	1,700	-	$442,000	$504,395
Police buy out of City's Interest in P. S. Bld	2016	5,455	-	$423,880	$505,485
Within 10 Years		7,155	1.00	$962,942	$1,120,644
Total Future Police Facilities		7,155	1.00	$962,942	$1,120,644

SANTAQUIN EMS VEHICLE

CHAPTER 4: EXISTING & FUTURE INFRASTRUCTURE COSTS

OUTSTANDING DEBT

In 2005, the City issued a ten year General Obligation Bond to help fund the existing Santaquin public safety building. The total principal amount is $1,300,000 with $314,226 due in interest over the life of the loan. The total loan amount equals $1,614,226. Because the existing Santaquin public safety building is currently being shared with other city office, only a portion of the loan amount (and land cost) for the building is presently being attributed to fire, EMS and police. However, it is anticipated in 2016 that the other City departments will move out of the public safety building and Impact Fee Fund will "buyout" the remaining portion.

TABLE 14: ASSIGNMENT OF PUBLIC SAFETY BUILDING AND LAND COSTS

Public Safety Land Cost	
Currently Attributable to Fire & EMS	$26,271
Currently Attributable to Police	6,805
Fire & EMS Buyout	7,958
Police Buyout	13,967
Cost of Land TOTAL	**$55,000**

Public Safety Building Cost	
Currently Attributable to Fire & EMS	$771,037
Currently Attributable to Police	199,723
Fire & EMS Buyout	233,553
Police Buyout	409,914
Building Total	**$1,614,226**

TABLE 15: EXISTING AND FUTURE DEBT SERVICE

$1,300,000 Santaquin City Series 2005 G.O. Bond Debt Service Schedule				
Date	Principal	Coupon	Interest	Total P&I
2006	$107,000	4.25%	$46,349	$153,349
2007	111,000	4.25%	50,703	161,703
2008	116,000	4.25%	45,985	161,985
2009	121,000	4.25%	41,055	162,055
2010	126,000	4.25%	35,913	161,913
2011	132,000	4.25%	30,558	162,558
2012	138,000	4.25%	24,948	162,948
2013	143,000	4.25%	19,083	162,083
2014	150,000	4.25%	13,005	163,005
2015	156,000	4.25%	6,630	162,630
Total	**$1,300,000**		**$314,226**	**$1,614,226**

Source: Santaquin City

TEN YEAR HORIZON

The Utah Code does not explicitly define the time length required for projects to be considered in the impact fee calculation. Ideally, the impact fee would consider the total cost (or impact) of all projects meant to serve new development until buildout and divide that cost equally among all projected future residents and businesses. While this would be the fairest approach, it is highly impractical. No one can predict what the future holds, and the farther out projections are made, the more inaccurate they tend to be. Acknowledging this, only infrastructure to be constructed within a ten year horizon is considered in the actual calculation of Santaquin public safety impact fees.

In addition, an analysis has been performed to determine if any non-impact fee qualifying sources of funding will be obtained and also excluded from the calculation.

The following tables present the projects to be completed within the next ten years. These tables correspond with tables previously exhibited in chapter three. In that chapter, the tables referred to detail all the projects planned through buildout with the present value cost of each project. The tables below provide the project year cost (the present value cost of the project plus inflation based on the year the project is to be constructed), plus any bond financing costs (the cost of debt financing the project), and any other sources of funding.

TABLE 16: SUMMARY OF FUTURE FIRE INFRASTRUCTURE COSTS TO BE COMPLETED WITHIN TEN YEARS

				Sources of Funding						
Project	Project Year Expense	Future Bond Financing Costs	Total	State or Federal	% Funded	Other Non Impact Fee Qualifying	% Funded	Santaquin City	% Funded	Impact Fee Qualifying
Future Fire / EMS Facilities										
Fire / EMS buy out of City's Interest in P. S. Bld	$288,005	-	$288,005	-	0%	-	0%	$288,005	100%	$288,005
Summit Ridge / South Exit Land	$126,400	-	$126,400	-	0%	-	0%	$126,400	100%	$126,400
Summit Ridge / South Exit Satellite Station	$872,514	$404,419	$1,276,934	-	0%	-	0%	$1,276,934	100%	$1,276,934
East Bench Land	$138,032	-	$138,032	-	0%	-	0%	$138,032	100%	$138,032
East Bench Satellite Station	$952,807	$441,636	$1,394,444	-	0%	-	0%	$1,394,444	100%	$1,394,444
Future Fire / EMS Facilities within 10 Years	$2,377,759	$846,056	$3,223,815	-	0%	-	0%	$3,223,815	100%	$3,223,815

TABLE 17: SUMMARY OF FUTURE POLICE INFRASTRUCTURE COSTS TO BE COMPLETED WITHIN TEN YEARS

				Sources of Funding						
Project	Project Year Expense	Future Bond Financing Costs	Total	State or Federal	% Funded	Other Non Impact Fee Qualifying	% Funded	Santaquin City	% Funded	Impact Fee Qualifying
Future Police Facilities										
Long Term Property Storage Land	$110,764	-	$110,764	-	0%	-	0%	$110,764	100%	$110,764
Long Term Property Storage Unit	$504,395	$233,793	$738,188	-	0%	-	0%	$738,188	100%	$738,188
Police buy out of City's Interest in P. S. Bld	$505,485	-	$505,485	-	0%	-	0%	$505,485	100%	$505,485
Future Police Facilities within 10 Years	$1,120,644	$233,793	$1,354,437	-	0%	-	0%	1,354,437	100%	$1,354,437

While Santaquin City is actively seeking additional State and Federal funding that could help offset the cost of future public safety infrastructure, such sources have not been secured and are therefore excluded from this analysis. Only funding attributable to existing and future residents of Santaquin will be considered. The final columns on the right of the tables above detail the amount of each project that is impact fee qualifying and will contribute to the final calculation of the impact fees.

FUTURE DEBT

It is the intention of the City to pursue debt financing in order to fund the major projects to be constructed within the next ten years. Reliable real estate and construction industry sources were consulted in order to make accurate estimates on land and construction costs. Then, based on the anticipated project start year, these costs were inflated at 4.5% annually to arrive at a conservative estimate of future construction costs. Finally, the debt financing costs were included for those projects which will be funded through bonding. The debt financing costs include a 4% cost of issuance and loan interest based on a conservative estimate of 3.5%. All future costs are assumed to be debt financed, except for the existing public safety building buyout and purchases of land. It is anticipated that these costs will come out of the general fund and will be reimbursed by public safety impact fees.

ESTIMATED FUTURE LAND COSTS

The cost of land in Santaquin was estimated by averaging the last several sales of open lots within the City. The details of these properties used in this estimate are contained in the table below. According to these recent sales, the average estimated cost of an open lot in Santaquin is $97,062 per acre. For future projects where a land purchase is part of the plan, this average price per acre was used and inflated at 4.5% annually to the year the project is anticipated to begin.

At buildout it is estimated that four acres will be needed for the construction of three additional fire / EMS stations and one police storage facility. Only three of those four acres will be needed within the ten year horizon.

TABLE 18: AVERAGE SALE PRICE OF RECENT OPEN LOTS IN SANTAQUIN CITY

Address	Acres	Sale Date	Sale Price	Price / Acre
848 S 100 E	0.27	10/31/2011	$21,000	$77,778
63 E 820 S	0.31	10/31/2011	31,000	100,000
252 S 1030 E	0.23	12/1/2011	24,750	107,609
1341 S Cedar Pass Dr	0.35	3/7/2012	18,500	52,857
169 N 300 W	0.56	3/9/2012	45,000	80,357
1134 S 1425 W	0.26	4/10/2012	21,000	81,395
1119 S Vista Ridge Dr	0.27	4/20/2012	29,900	110,741
100 S 240 E	0.47	4/27/2012	50,000	106,383
430 S 1118 E	0.25	6/11/2012	29,000	116,000
1309 W Trailside Dr	0.24	6/14/2012	33,000	137,500
Average				**$97,062**

Source: Utah MLS and Alan Carter, Local Santaquin Realtor

CONSTRUCTION COSTS

Construction costs were determined by using representative square foot estimates for comparable structures and applying those square foot costs to facility sizes as provided by the City.

The City estimates that all future satellite fire / EMS stations will be 4,000 SF. This will allow for multiple bays and various sized apparatuses as well personnel, equipment, and storage space. In addition, space may be made available for the police department to station an officer and a patrol vehicle at each future fire facility—increasing police officer response time and adding to the visibility of local law enforcement.

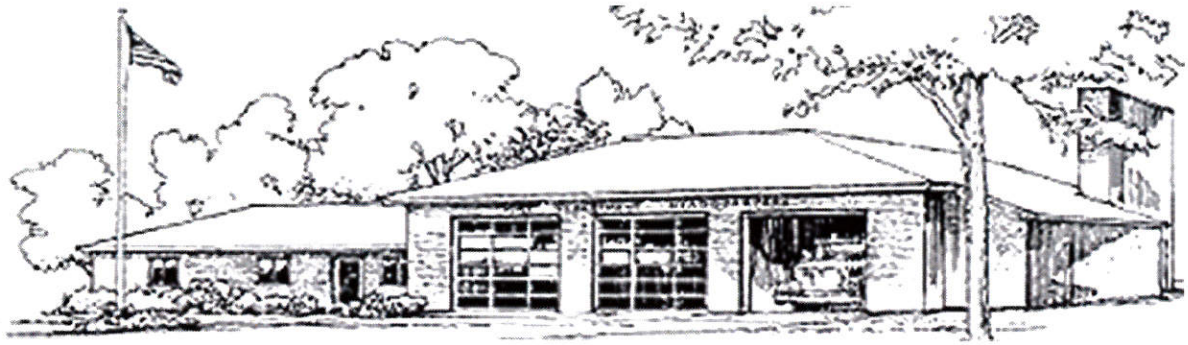
The table below details the SF cost estimate used in the present value expense calculation for these stations.

TABLE 19: SQUARE FOOT ESTIMATE OF CONSTRUCTION COSTS FOR NEW FIRE STATION

Fire Station, Face Brick Concrete Block Back-up / Bearing Walls	
Cost Estimate (Open Shop)	**Cost per SF**
Sub Total	$124.12
Contractor Fees (GC, Overhead, Profit)	31.00
Architectural Fees	12.38
User Fees	0.00
Total Building Cost	**$167.50**

Source: Based on 2012 RS Means CostWorks Data; Provo, Utah Region; 1-story 4,000 SF facility

FIGURE 11: DRAWING OF COMPARABLE FIRE STATION USED IN QUOTE, SOURCE: RS MEANS



In addition to the fire stations, an additional project is scheduled to be completed within ten years for the police department. The police department needs space for secure long term and hazardous material storage. The police department has requested a secure one acre storage site with a fenced in storage module. This would be used for police equipment, bike storage, excessively large items, and vehicles being held for evidence processing.

A storage facility estimated at 1700 SF is anticipated for construction within the near future. Based on the cost estimate of $260 per square foot from a comparable structure—as shown in the following table—the present value expense of the structure would be $442,000, with a construction year expense of $511,670. It is also anticipated that one acre of land will need to be purchased at a present value expense of 97,062, with a project year expense of $112,361.

TABLE 20: SQUARE FOOT ESTIMATE OF CONSTRUCTION COSTS FOR NEW POLICE STORAGE FACILITY

Police Storage Facility, Warehouse, Mini with Concrete Block / R/Conc. Frame	
Cost Estimate (Open Shop)	**Cost per SF**
Total	$194.00
Contractor Fees (GC,Overhead,Profit)	49.00
Architectural Fees	17.00
User Fees	0.00
Total Building Cost	**$260.00**

Source: Based on 2012 RS Means CostWorks Data; Provo, Utah Region; 1,700 SF facility

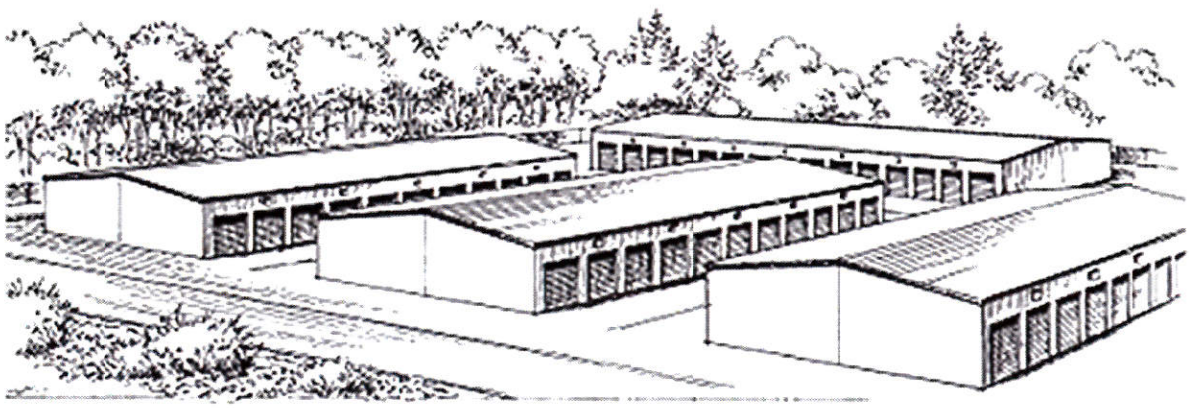


FIGURE 12: FIGURE 13: DRAWING OF COMPARABLE STORAGE STRUCTURE USED IN QUOTE, SOURCE: RS MEANS

ESTIMATED DEBT SERVICE SCHEDULE FOR THE FIRE SATELLITE STATIONS TO BE COMPLETED WITHIN TEN YEARS

The following two tables are the estimated debt service schedules for the fire stations to be completed within ten years. The input amount is the construction year cost of the project—which is the present value cost of the project inflated 4.5% annually to the year of anticipated construction.

In order to estimate the cost of this debt, a few assumptions were made, including an interest rate at 3.5%, and a cost of issuance of 4% which includes the expenses associated with the sale of a new issue of municipal securities. The entire amount of the debt service for these two stations will be included in the fire / EMS impact fee calculation as it represents the best estimate of the entire costs associated with this project.

TABLE 21: ESTIMATED DEBT SERVICE SCHEDULE FOR THE SUMMIT RIDGE / SOUTH EXIT FIRE SATELLITE STATION

$907,415 Santaquin City Series 2018 G.O. Bond Estimated Debt Service Schedule				
Date	Principal	Coupon	Interest	Total P&I
2019	$32,087	3.50%	$31,760	$63,847
2020	33,210	3.50%	30,636	63,847
2021	34,373	3.50%	29,474	63,847
2022	35,576	3.50%	28,271	63,847
2023	36,821	3.50%	27,026	63,847
2024	38,109	3.50%	25,737	63,847
2025	39,443	3.50%	24,403	63,847
2026	40,824	3.50%	23,023	63,847
2027	42,253	3.50%	21,594	63,847
2028	43,732	3.50%	20,115	63,847
2029	45,262	3.50%	18,585	63,847
2030	46,846	3.50%	17,000	63,847
2031	48,486	3.50%	15,361	63,847
2032	50,183	3.50%	13,664	63,847
2033	51,939	3.50%	11,907	63,847
2034	53,757	3.50%	10,089	63,847
2035	55,639	3.50%	8,208	63,847
2036	57,586	3.50%	6,261	63,847
2037	59,602	3.50%	4,245	63,847
2038	61,688	3.50%	2,159	63,847
Total	**$907,415**		**$369,519**	**$1,276,934**

Note: Total principal amount is equal to the construction cost + 4% cost of issuance

TABLE 22: ESTIMATED DEBT SERVICE SCHEDULE FOR THE EAST BENCH FIRE SATELLITE STATION

$990,920 Santaquin City Series 2020 G.O. Bond Estimated Debt Service Schedule				
Date	Principal	Coupon	Interest	Total P&I
2021	$35,040	3.50%	$34,682	$69,722
2022	36,266	3.50%	33,456	69,722
2023	37,536	3.50%	32,186	69,722
2024	38,849	3.50%	30,873	69,722
2025	40,209	3.50%	29,513	69,722
2026	41,617	3.50%	28,106	69,722
2027	43,073	3.50%	26,649	69,722
2028	44,581	3.50%	25,142	69,722
2029	46,141	3.50%	23,581	69,722
2030	47,756	3.50%	21,966	69,722
2031	49,427	3.50%	20,295	69,722
2032	51,157	3.50%	18,565	69,722
2033	52,948	3.50%	16,774	69,722
2034	54,801	3.50%	14,921	69,722
2035	56,719	3.50%	13,003	69,722
2036	58,704	3.50%	11,018	69,722
2037	60,759	3.50%	8,963	69,722
2038	62,885	3.50%	6,837	69,722
2039	65,086	3.50%	4,636	69,722
2040	67,364	3.50%	2,358	69,722
Total	**$990,920**		**$403,524**	**$1,394,444**

Note: Total principal amount is equal to the construction cost + 4% cost of issuance

ESTIMATED DEBT SERVICE SCHEDULE FOR THE POLICE LONG TERM PROPERTY STORAGE SITE

The following table is an estimate of the future costs associated with debt financing the future police long term property storage site. The input amount is the project year expense—which is the present value cost of the project inflated 4.5% annually to the year of anticipated construction.

A few assumptions were made, including an interest rate at 3.5%, and a cost of issuance of 4% which includes the expenses associated with the sale of a new issue of municipal securities. This entire amount will be included in the impact fee calculation for the police impact fee as it represents the best estimate of the entire costs associated with this project.

FIGURE 14: ESTIMATED DEBT SERVICE SCHEDULE FOR THE FUTURE POLICE LONG TERM PROPERTY STORAGE SITE

$524,571 Santaquin City Series 2015 G.O. Bond Estimated Debt Service Schedule				
Date	Principal	Coupon	Interest	Total P&I
2016	$18,549	3.50%	$18,360	$36,909
2017	19,199	3.50%	17,711	36,909
2018	19,871	3.50%	17,039	36,909
2019	20,566	3.50%	16,343	36,909
2020	21,286	3.50%	15,624	36,909
2021	22,031	3.50%	14,879	36,909
2022	22,802	3.50%	14,107	36,909
2023	23,600	3.50%	13,309	36,909
2024	24,426	3.50%	12,483	36,909
2025	25,281	3.50%	11,628	36,909
2026	26,166	3.50%	10,744	36,909
2027	27,082	3.50%	9,828	36,909
2028	28,029	3.50%	8,880	36,909
2029	29,010	3.50%	7,899	36,909
2030	30,026	3.50%	6,884	36,909
2031	31,077	3.50%	5,833	36,909
2032	32,164	3.50%	4,745	36,909
2033	33,290	3.50%	3,619	36,909
2034	34,455	3.50%	2,454	36,909
2035	35,661	3.50%	1,248	36,909
Total	**$524,571**		**$213,617**	**$738,188**

Note: Total principal amount is equal to the construction cost + 4% cost of issuance

CHAPTER 5: LEVEL OF SERVICE ANALYSIS

LEVEL OF SERVICE DEFINITION

The measurement of public safety infrastructure in square feet (SF) and the measurement of response times are both used to evaluate the level of service. According to State statute, impact fees cannot be used to correct deficiencies in the system or increase the level of service. Thus, the goal of this section is to demonstrate that the level of service standards will not be exceeded.

THE CHALLENGE WITH PLANNING PUBLIC SAFETY INFRASTRUCTURE

The challenge with public safety infrastructure is that it cannot be added piece by piece but must be added station by station. In other words, if call volume increases by five percent, the infrastructure cannot simply be increased by 5%. When new infrastructure is needed to serve a new area of the city—even if the overall call volume is low—the City is justified in building infrastructure to serve areas of need. When that infrastructure is constructed the level of service must therefore be viewed not in terms of the call volume it currently serves, but the total call volume it was built to serve.

The current floorspace of the fire / EMS and police departments in the tables below is based on the presently occupied square footage of the public safety building. Within the next ten years, several projects / events will occur. Fire / EMS will occupy a larger portion of the public safety building as well as construct two additional satellite stations. Police will create a long term storage space for equipment and evidence and also occupy a larger portion of the public safety building.

The current and future LOS to be maintained by the fire / EMS and police departments is displayed in the following tables.

TABLE 23: CURRENT AND PROJECTED FACILITY FLOOR SPACE LEVEL OF SERVICE FOR FIRE / EMS

Time Frame	Floorspace	Calls*	SF per Call
Current	10,261	234	43.85
Within 10 Years	21,369	941	22.70
Beyond 10 Years	25,369	1,117	22.70
Buildout	25,369	1,117	22.70

**Current is based on current average served, all others are based on total capacity that will be served*

TABLE 24: CURRENT AND PROJECTED FACILITY FLOOR SPACE LEVEL OF SERVICE FOR POLICE

Time Frame	Floorspace	Calls*	SF per Call
Current	2,658	3,190	0.83
Within 10 Years	9,813	18,931	0.52
Beyond 10 Years	9,813	18,931	0.52
Buildout	9,813	18,931	0.52

**Current is based on current average served, all others are based on total capacity that will be served*

CHAPTER 6: PROPORTIONATE SHARE ANALYSIS

As part of this analysis, the Utah Impact Fee Act requires that the calculated impact fee be roughly proportionate and reasonably related to the impact caused by the development activity. Ideally, implementing an impact fee to pay for needed infrastructure places a burden on future users that is equal to the burden that was borne in the past by existing users (Utah Impact Fees Act, 11-36a-304(2) (c) (d)).

INTENT OF A PROPORTIONATE SHARE ANALYSIS

The Proportionate Share Analysis is a required element of the impact fee analysis which details how impact fees are justified. The proportion share analysis includes:

- Prior method of funding of existing facilities;
- Current and future level of service; and
- Determination that impact fees are justifiable.

CALCULATION OF PROPORTIONATE SHARE

The following tables display the factors which determine what percentage of current and future fire / EMS and police infrastructure can be attributed to future growth. With both fire / EMS and police infrastructure, a certain percentage of existing infrastructure can be apportioned to future growth, as there exists additional capacity which in not being currently utilized. Intuitively, 100% of future projects can be attributed to new growth.

TABLE 25: SUMMARY OF CURRENT AND FUTURE FIRE / EMS FACILITIES

Time Frame	Added Station Floorspace	% of Buildout Floor Space	Calls Served by this Infrastructure	Current Avg. Calls Served by this Infrastructure	Future Calls to be Added (that will serve this infrastructure)	% to Serve Future Growth
Current	10,261	40.4%	452	234	218	48.2%
Within 10 Years	11,108	43.8%	489	0	489	100.0%
Beyond 10 Years	4,000	15.8%	176	0	176	100.0%
At Buildout	**25,369**	**100.0%**	**1,117**	**234**	**883**	79.1%

TABLE 26: PROPORTIONATE SHARE ANALYSIS OF CURRENT AND FUTURE FIRE / EMS FACILITIES

Time Frame*	Impact Fee Qualifying Cost of Facilities	% of Allocated to Future Development	I-15 Traffic Reduction**	% to Future Development Including I-15 Reduction	Amount to be Paid by Future Growth
Current	$797,308	79.06%	1.87%	77.6%	$618,544
Within 10 Years	$3,223,815	79.06%	1.87%	77.6%	$2,501,008
Total	**$4,021,122**	**79.06%**	**1.87%**	**77.6%**	**$3,119,553**

**The impact fee caclulation will only consider those expenses which have occurred or will occur within 10 years*

***Fire / EMS calls expected to orginate on I-15 at buildout*

TABLE 27: SUMMARY OF CURRENT AND FUTURE POLICE FACILITIES

Time Frame	Added Station Floorspace	% of Buildout Floor Space	Calls Served by this Infrastructure	Current Avg. Calls Served by this Infrastructure	Future Calls to be Added (that will serve this infrastructure)	% to Serve Future Growth
Current	2,658	27.1%	5,128	3,190	1,938	37.8%
Within 10 Years	7,155	72.9%	13,803	0	13,803	100.0%
Beyond 10 Years	0	0.0%	0	0	0	-
At Buildout	**9,813**	**100.0%**	**18,931**	**3,190**	**15,741**	83.1%

TABLE 28: PROPORTIONATE SHARE ANALYSIS OF CURRENT AND FUTURE POLICE FACILITIES

Time Frame*	Impact Fee Qualifying Cost of Facilities	% of Allocated to Future Development	I-15 Traffic Reduction**	% to Future Development Including I-15 Reduction	Amount to be Paid by Future Growth
Current	$206,528	83.1%	0.44%	82.8%	$170,976
Within 10 Years	$1,354,437	83.1%	0.44%	82.8%	$1,121,279
Total	**$1,560,965**	**83.1%**	**0.44%**	**82.8%**	**$1,292,255**

**The impact fee caclulation will only consider those expenses which have occurred or will occur within 10 years*

***Police calls expected to orginate on I-15 at buildout*

MANNER OF FINANCING

The City has funded the capital infrastructure for public safety through a combination of different revenue sources. Impact fees cannot reimburse costs funded through federal grants and other funds that the City has received for capital improvements without an obligation to repay. The amounts included in this calculation are those that have been funded by the existing residents and businesses through fees and taxes.

Additionally, the Impact Fee Act requires the Proportionate Share Analysis to demonstrate that impact fees paid by new development are an equitable method for funding growth-related infrastructure. Existing users have funded and will continue to fund the share of costs proportionate to the number of existing calls relative to the buildout number of calls. In other words, existing users will always be responsible for their share of the system. The remaining portion of existing excess capacity costs and future facility costs will be fairly passed on to new growth.

TAX REVENUES

Tax revenues—property and sales—are the primary source of revenue for the City. The City has authority to collect a portion of the property and sales taxes within its boundaries. The revenues collected can cover the operational expenses, non-impact fee qualifying capital expenses and other general needs of the Santaquin City Public Safety Department.

FEDERAL AND STATE GRANTS AND DONATIONS

Grants and donations are not currently contemplated in this analysis. If grants are available for constructing stations, they will be used. Grants or other funds that do not require repayment (not including developer exactions toward impact fee payment) must be considered in the analysis as an impact fee should not be collected for a project or expense otherwise covered through a grant or other revenue source without an appropriate credit.

IMPACT FEES

It is recommended that impact fees be used to fund growth-related capital projects as they help to maintain an adequate level of service and prevent existing users from subsidizing the capital needs for new growth. This Impact Fee Analysis calculates a fair and reasonable fee that new growth should pay to fund the portion of the existing and new facilities that will benefit new development.

Impact fees have become an ideal mechanism for funding growth-related infrastructure. Impact fees are charged to ensure new growth pays its proportionate share of the costs for the development of public infrastructure. Impact fee revenues can also be attributed to the future expansion of public infrastructure if the revenues are used to maintain an existing level of service. Increases to an existing level of service cannot be funded with impact fee revenues. Analysis is required to accurately assess the true impact of a particular user upon the City infrastructure and to prevent existing users from subsidizing new growth.

DEVELOPER DEDICATIONS AND EXACTIONS

Developer exactions are not the same as grants (which should be credited from the impact fee). Developer exactions may be considered in the inventory of current and future public safety infrastructure. If a developer constructs a fire station or dedicates land within the development, the value of the dedication is credited against that particular developer's impact fee liability.

All fire and police stations are considered to be system improvements, not project improvements. Thus, an impact fee credit will be due to the developer and the dedication / exaction will be classified in the inventory as if it had been funded directly by the City through impact fees collected.

If the value of the dedication / exaction is less than the development's impact fee liability, the developer will owe the balance of the liability to the City. If the value of the improvements dedicated is worth more than the development's impact fee liability, the City must reimburse the difference to the developer from impact fee revenues collected from other developments.

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fee Act requires that credits be granted to development for future fees that will pay for growth-driven projects included in the Impact Fee Facilities Plan that would otherwise be paid for through user fees. Credits may also be granted to developers who have constructed and donated facilities to the City in-lieu of impact fees. This situation does not apply to developer exactions or improvements required to offset density or as a condition of development. Any project that a developer funds must be included in the Impact Fee Facilities Plan if a credit is to be issued.

If the situation arises that a developer chooses to construct facilities found in the Impact Fee Facilities Plan in-lieu of impact fees, appropriate arrangements must be made through negotiation between the developer and the City on a case by case basis.

SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fee Act allows for the inclusion of a time price differential to ensure that the costs incurred at a later date are accurately calculated. As discussed previously in the section which discusses debt financing, future projects were inflated 5% annually from their present value cost to a future value cost based on the year of anticipated construction.

EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of capital infrastructure that relate to future growth. This method results in an equitable fee as future users will not be expected to fund any portion of the projects that will benefit existing residents. This method also addresses current deficiencies by assuming that facilities are sized optimally to cover the City without deficiencies or excesses at buildout.

The impact fee calculations are structured for impact fees to fund 100% of the growth-related portion of facilities identified in the proportionate share analysis as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. Other revenues will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees.

CHAPTER 7: APPARATUS FEE CALCULATION

Santaquin currently has no fire suppression apparatuses in its inventory which has a value over $500,000. However, the City's growth is presenting new challenges. Taller buildings will be constructed and more buildings are being located in areas of close proximity to the mountain benches that contain the risk of wildfires. Due to this and the general pressures associated with increased population, it is anticipated that two specialized apparatuses over $500,000 will be added to the fire / EMS service within ten years.

TABLE 29: INVENTORY OF EXISTING AND FUTURE IMPACT FEE QUALIFYING FIRE SUPPRESSION APPARATUSES

Inventory of Qualifying Apparatus						
Asset Description	Equipment	Purchase Year	PV Cost	FV Cost	Financing Costs	Impact Fee Qualifying Cost
Class A Wildland / Urban Interface Custom Chassis Engine	Fully Equipped	2016	$550,000	$655,885	$98,734	$754,619
Custom Chassis Ladder Engine	Fully Equipped	2020	$700,000	$995,470	$149,854	$1,145,324
Totals:			**$1,250,000**			**$1,899,943**

Source: General estimates from Ross Equipment Company, Salt Lake City Office

Using this information, an apparatus fee has been calculated which is only applicable to non-residential development in Santaquin. This is consistent with the protocol determined by the Utah Impact Fee Act, where it states that only residential land uses may be exempt from an impact fee for fire suppression vehicles (Utah Code 11-36a-202(2)(a)(i)) and that these vehicles must be over $500,000 to be considered in the calculation (11-36a-102(16)(a)(ii)). Fully equipped, both apparatuses being considered are over that amount.

The costs of apparatus are divided by the total calls within the service area (including residential) to calculate a fair average cost per call. This average cost per call is then applied only to non-residential land uses and multiplied by the calls per unit to arrive at the cost per unit. The following tables display the separate calculations for commercial and industrial.

TABLE 30: APPARATUS FEE FOR COMMERCIAL

Apparatus Impact Fee Calculation for Commercial	
Total Existing and Future Apparatus > $500,000	$1,899,943
Current Average Private Fire / EMS Calls	234
Apparatus Cost per Call	$8,119
Fire / EMS Calls per kSF of Commercial	0.096
Apparatus Cost per kSF of Commercial	**$779.33**

TABLE 31: APPARATUS FEE FOR INDUSTRIAL

Apparatus Impact Fee Calculation for Industrial	
Total Existing and Future Apparatus > $500,000	$1,899,943
Current Average Private Fire / EMS Calls	234
Apparatus Cost per Call	$8,119
Fire / EMS Calls per kSF of Industrial	0.012
Apparatus Cost per kSF of Commercial	**$97.67**

In order to determine the true cost of these apparatuses, the future value cost was calculated by inflating the present value cost estimate by 4.5% annually to the anticipated purchase year.

In addition, financing costs were estimated. In order to estimate this amount it was assumed that the financing arrangement would follow a seven year purchase plan with a 3.5% interest rate and a 0.5% setup fee.

TABLE 32: FINANCING PLAN FOR THE FUTURE CLASS A WILDLAND / URBAN INTERFACE CUSTOM CHASSIS APPARATUS

$659,165 Santaquin City Class A Wildland / Urban Interface Custom Chassis Engine Estimated Financing Expense				
Date	Principal	Coupon	Interest	Total P&I
2017	$84,732	3.50%	$23,071	$107,803
2018	87,698	3.50%	20,105	107,803
2019	90,767	3.50%	17,036	107,803
2020	93,944	3.50%	13,859	107,803
2021	97,232	3.50%	10,571	107,803
2022	100,635	3.50%	7,168	107,803
2023	104,157	3.50%	3,646	107,803
Total	**$659,165**		**$95,455**	**$754,619**

Note: Total principal amount is equal to the future value purchase price + 0.5% setup fee

TABLE 33: FINANCING PLAN FOR THE FUTURE CUSTOM CHASSIS LADDER APPARATUS

$1,000,448 Santaquin City Custom Chassis Ladder Engine Estimated Financing Expense				
Date	Principal	Coupon	Interest	Total P&I
2021	$128,602	3.50%	$35,016	$163,618
2022	133,103	3.50%	30,515	163,618
2023	137,762	3.50%	25,856	163,618
2024	142,583	3.50%	21,034	163,618
2025	147,574	3.50%	16,044	163,618
2026	152,739	3.50%	10,879	163,618
2027	158,085	3.50%	5,533	163,618
Total	**$1,000,448**		**$144,876**	**$1,145,324**

Note: Total principal amount is equal to the future value purchase price + 0.5% setup fee

CHAPTER 8: IMPACT FEE CALCULATION

In order to determine the fair amount of the impact fee for each land use category, the cost per call must be determined. This amount is what each fire / EMS and police call will cost at buildout based on the cost of infrastructure. The two tables below present the cost per call calculations.

The first column in each table details the major grouping of expenses or credits. The first group represents those expenses associated with existing infrastructure, the second group represents those expenses associated with infrastructure to be built within the next ten years (as discussed previously, only projects within this time frame are considered), and finally the third group represents the current public safety impact fee fund balance. This amount should be credited in this impact fee calculation since these funds have been allocated to fund future public safety infrastructure which is not yet built.

Consequently, the current impact fee fund balance in the Santaquin City has zero dollars attributable to impact fees. According to the City, the impact fee fund has carried a negative balance in recent years and other city revenues have had to pay the outstanding debt obligation associated with the existing public safety building.

TABLE 34: FIRE / EMS COST PER CALL CALCULATION

Expense	Impact Fee Qualifying Cost	% to Growth Including I-15 Reduction	Impact Fee Qualifying Cost Assigned to New Growth	Calls from Growth	Cost per Call
Existing Infrastructure					
Existing Facilities	$797,308	77.58%	$618,544	883	$700.13
Total	$797,308		$618,544	883	$700.13
Future Infrastructure					
Future Facilities within 10 Years	$3,119,553	77.58%	$2,420,122	883	$2,739.34
Impact Fee Fund Balance	-	-	-	-	-
Total	$3,119,553		$2,420,122		$2,739.34
Grand Total	**$3,916,860**		**$3,038,667**		**$3,439.47**

TABLE 35: POLICE COST PER CALL CALCULATION

Expense	Impact Fee Qualifying Cost	% to Growth Including I-15 Reduction	Impact Fee Qualifying Cost Assigned to New Growth	Calls from Growth	Cost per Call
Existing Infrastructure					
Existing Facilities	$206,528	82.79%	$170,976	15,741	$10.86
Total	$206,528		$170,976	15,741	$10.86
Future Infrastructure					
Future Facilities within 10 Years	$1,292,255	82.79%	$1,069,802	15,741	$67.96
Impact Fee Fund Balance	-	-	-	-	-
Total	$1,292,255		$1,069,802		$67.96
Grand Total	**$1,498,783**		**$1,240,777**		**$78.82**

The second column in the impact fee calculation tables takes the amount of impact fee qualifying cost and multiplies that amount by the percentage for which future development is responsible. This percentage also includes the I-15 reduction discussed earlier in this report (the amount of calls which go to I-15 and are not related to the impact of new growth). This percentage is different for fire / EMS and police due to the fact that each division is at a different point in its development of all the square footage of building space that is estimated to be needed by buildout.

The result of multiplying the second column with the third column is the fourth column. This column is referred to as the impact fee qualifying cost assigned to new growth; in other words, this is the amount of the total cost of existing or new infrastructure (built within ten years) for which new development will be responsible. If this amount is divided by the fire / EMS and police calls that new development will generate (the fifth column), then the cost per call can be calculated.

The cost per call is then allocated to each group of private development which has been selected by the City to be analyzed. In the previous impact fee, single family and multi-family residential units were combined into one residential category. In this analysis the City decided to separate this category to better reflect the impacts of each on the public safety system. In the last analysis the industrial category was not individually analyzed, but was lumped into the analysis of commercial land. Under the direction of the city, the industrial category has also been treated separately to better gauge the individual impact of commercial and industrial land uses.

The impact fees for each land use category for fire / EMS and police are contained in the following two tables.

TABLE 36: CURRENT IMPACT FEE ASSESSMENT FOR FIRE

FIRE / EMS				
Residential	Cost per Call	Calls per Unit	Impact Fee per Unit	
Single Family Residential Unit	$3,439.47	0.095	$325.05	-
Multiple Family Residential Unit	$3,439.47	0.054	$185.54	-
Commercial	Cost per Call	Calls per Unit	Impact Fee per kSF	Impact Fee per SF
Commercial (kSF Floorspace)	$3,439.47	0.096	$330.13	$0.33
Industrial (kSF Floorspace)	$3,439.47	0.001	$4.47	$0.004
Apparatus Fee (kSF Floorspace)*	$8,119.42	0.096	$779.33	$0.78

Non-residential only

TABLE 37: CURRENT IMPACT FEE ASSESSMENT FOR POLICE

POLICE				
Residential	Cost per Call	Calls per Unit	Impact Fee per Unit	
Single Family Residential Unit	$78.82	1.194	$94.15	-
Multiple Family Residential Unit	$78.82	0.672	$52.93	-
Commercial	Cost per Call	Calls per Unit	Impact Fee per kSF	Impact Fee per SF
Commercial (kSF Floorspace)	$78.82	2.472	$194.82	$0.19
Industrial (kSF Floorspace)	$78.82	0.012	$0.95	$0.001

Occasionally a private project is constructed which has a unique impact on the community and does not easily fit into any of the four major land use categories (single family, multi-family, commercial, industrial) used to assess impact fees. An example of this may be a church, school, hospital or other institutional land use. In addition, a private project may fit into one of the land use categories but may have an unusually high or low number of anticipated calls.

Santaquin City reserves the right under the Impact Fees Act to assess an adjusted fee that more closely matches the true impact that this project will have upon fire / EMS and police facilities. To determine the impact fee for a non-standard use, the formulas presented below should be utilized. In order to estimate the number of annual calls to be created, call data may be used from the City or from nearby cities that have a similar project to the one being proposed.

TABLE 38: NON-STANDARD USE IMPACT FEE FORMULA FOR FIRE / EMS

FIRE / EMS Cost Per Call		Non Standard Development		Impact Fee Assessed
$3,439.47	x	# of Annual Calls Projected to be Created	=	Non-Standard Impact Fee

TABLE 39: NON-STANDARD USE IMPACT FEE FORMULA FOR POLICE

POLICE Cost Per Call		Non Standard Development		Impact Fee Assessed
$78.82	x	# of Annual Calls Projected to be Created	=	Non-Standard Impact Fee

MAXIMUM LEGAL IMPACT FEE

The City Council has the discretion to set the actual impact fees to be assessed, but they may not exceed the maximum allowable fee calculated in the impact fee analysis. The City may, on a case by case basis, work directly with a developer to adjust the standard impact fee to respond to unusual circumstances and ensure that impact fees are imposed fairly. This adjusted impact fee calculation will be based on the cost per unit defined above, multiplied by the number of units created by the applicable development type.

IMPACT FEE CERTIFICATION

Zions Bank Public Finance has prepared this report in accordance with Utah Code Title 11 Chapter 36a (the "Impact Fees Act"), which prescribes the laws pertaining to Utah municipal capital facilities plans and impact fee analyses. The accuracy of this report relies upon the planning, engineering, and other source data which was provided by the City and their designees.

In accordance with Utah Code Annotated, 11-36a-306(2), Matthew Millis on behalf of Zions Bank Public Finance, makes the following certification:

I certify that the attached impact fee analysis:

1. Includes only the cost 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
    d. impact fee is paid;
2. Does not include:
    a. costs of operation and maintenance of public facilities;
    b. cost of 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
        i. that is consistent with generally accepted cost accounting practices and the methodological
        ii. standards set forth by the federal Office of Management and Budget for federal grant
        iii. reimbursement;
3. Offset costs with grants or other alternate sources of payment; and
4. Complies in each and every relevant respect with the Impact Fees Act.

Matthew Millis makes this certification with the following caveats:

1. All of the recommendations for implementations of the Impact Fee Facilities Plan (IFFP) made in the IFFP or in the impact fee analysis are followed in their entirety by the Santaquin Fire Protection City.
2. If all or a portion of the IFFP or impact fee analysis are modified or amended, this certification is no longer valid.
3. All information provided to Zions Bank Public Finance, its contractors or suppliers is assumed to be correct, complete and accurate. This includes information provided by the Santaquin Fire Protection City and outside sources.

Dated: October 12, 2012

ZIONS BANK PUBLIC FINANCE

By Matthew Millis

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APPENDICES

TABLE 40: LAND USE SUMMARY

Land Use Summary

Santaquin City Zones	Total Area	Developed Land	Undevelopable*	Undeveloped	Right of Way	Total Net Developed Acres	Total Net Developable Acres**	% Attributed to this Category	Total Net Developable Acres Attributable
Single Family and Agricultural Zones									
Ag Agriculture Zone	250.4	40.6	184.2	25.6	0.4	40.2	22.5	100.0%	22.5
MSR Main Street Residential	65.1	48.5	-	16.6	17.3	31.2	16.6	50.0%	8.3
PC Planned Community Zone	2,262.6	188.4	468.4	1,605.9	92.9	95.6	1,204.4	85.0%	1,023.8
R-8 Residential Zone	418.2	324.6	0.1	93.6	111.4	213.1	93.6	82.5%	77.2
R-10 Residential Zone	1,424.6	657.4	43.0	724.2	182.2	475.2	543.1	90.0%	488.8
R-12 Residential Zone	126.1	31.2	39.1	55.6	12.0	19.2	41.7	100.0%	41.7
R-15 Residential Zone	255.0	31.2	-	223.8	12.7	18.5	167.9	100.0%	167.9
R-20 Residential Zone	44.2	20.0	-	24.3	2.2	17.8	18.2	100.0%	18.2
R-43 Residential Zone	-	-	-	-	-	-	-	0.0%	-
R-Ag Residential Agriculture Zone	944.8	136.7	98.1	710.1	80.9	55.8	625.0	100.0%	625.0
RC Mixed Use Zone	78.7	28.0	-	50.7	16.2	11.8	50.7	41.8%	21.2
Subtotal^	5,236.4	1,315.2	758.3	3,162.8	458.4	856.8			2,494.6
Multi-Family Zones									
CBD Central Business District	38.2	29.1	-	9.1	11.1	18.0	9.1	35.0%	3.2
MSR Main Street Residential	65.1	48.5	-	16.6	17.3	31.2	16.6	50.0%	8.3
PC Planned Community Zone	2,262.6	188.4	468.4	1,605.9	92.9	95.6	1,204.4	5.0%	60.2
R-8 Residential Zone	418.2	324.6	0.1	93.6	111.4	213.1	93.6	17.5%	16.4
R-10 Residential Zone	1,424.6	657.4	43.0	724.2	182.2	475.2	543.1	10.0%	54.3
RC Mixed Use Zone	78.7	28.0	-	50.7	16.2	11.8	50.7	16.5%	8.4
Subtotal^	387.7	171.0	27.7	189.0	57.6	113.4			150.8
Commercial Zones									
C-1 Commercial Zone	342.1	131.7	-	210.3	91.5	40.2	210.3	100.0%	210.3
CBD Central Business District	38.2	29.1	-	9.1	11.1	18.0	9.1	65.0%	5.9
MSC Main Street Commercial	28.5	22.9	-	5.6	7.1	15.8	5.6	100.0%	5.6
PC Planned Community Zone	2,262.6	188.4	468.4	1,605.9	92.9	95.6	1,204.4	5.0%	60.2
RC Mixed Use Zone	78.7	28.0	-	50.7	16.2	11.8	50.7	41.8%	21.2
Subtotal^	541.4	194.7	23.4	323.3	117.3	77.4			303.2
Industrial Zones									
I-1 Industrial Zone	200.2	47.4	147.8	4.9	20.6	26.9	4.4	100.0%	4.4
PC Planned Community Zone	2,262.6	188.4	468.4	1,605.9	92.9	95.6	1,204.4	5.0%	60.2
Subtotal^	313.3	56.8	171.2	85.2	25.2	31.6			64.6
All Zones^^									
Total	6,478.8	1,737.7	980.7	3,760.4	658.4	1,079.2			3,013.2

*"Undevelopable" is land which has a slope greater than 30% or is a body of water

**"Net Undevelopable Acres" is "Undeveloped Acres" minus the % of Right of Way which applies to new development in this Zone

^Total and Subtotals are not a simple sum but a factor of what % is attributable to each category

^^Excluding the Public Facilities Zone.

APPENDICES

TABLE 41: EXISTING UNITS OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Dwelling Units**	**Dwelling Units**	**kSF**	**kSF**
R-8 Residential Zone	550.0	44.0	-	7.5
R-10 Residential Zone	1,147.0	58.0	28.1	143.7
R-12 Residential Zone	45.0	-	-	-
R-15 Residential Zone	66.0	-	-	-
R-20 Residential Zone	4.0	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	12.0	-	-	-
Ag Agriculture Zone	10.0	2.0	-	702.9
PC Planned Community Zone	165.0	-	-	16.4
RC Mixed Use Zone	11.0	-	1.7	56.8
MSR Main Street Residential	69.0	35.0	6.4	-
C-1 Commercial Zone	48.0	55.0	41.3	80.5
MSC Main Street Commercial	17.0	-	67.7	13.1
CBD Central Business District	35.0	47.0	49.2	4.2
I-1 Industrial Zone*	4.0	-	-	0.2
Grand Total	**2,183.0**	**241.0**	**194.5**	**1,025.2**

Agribusiness has been considered industrial for the purposes of this study

TABLE 42: EXISTING ACRES OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Acres**	**Acres**	**Acres**	**Acres**
R-8 Residential Zone	189.1	5.3	-	0.8
R-10 Residential Zone	386.6	3.4	1.7	9.6
R-12 Residential Zone	18.6	-	-	-
R-15 Residential Zone	8.9	-	-	-
R-20 Residential Zone	10.4	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	35.9	-	-	0.1
Ag Agriculture Zone	3.0	-	2.7	40.7
PC Planned Community Zone	64.3	-	2.2	33.3
RC Mixed Use Zone	4.6	-	0.2	3.8
MSR Main Street Residential	20.1	6.0	0.6	-
C-1 Commercial Zone	6.5	7.0	6.1	18.0
MSC Main Street Commercial	6.2	0.0	6.1	1.0
CBD Central Business District	9.1	2.0	3.4	0.9
I-1 Industrial Zone	3.2	-	-	0.2
Grand Total	**766.5**	**23.8**	**23.0**	**108.4**

Agribusiness has been considered industrial for the purposes of this study

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TABLE 43: EXISTING UNITS PER ACRE OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Units/Acre**	**Units/Acre**	**FAR**	**FAR**
R-8 Residential Zone	2.9	8.3	-	0.21
R-10 Residential Zone	3.0	16.8	0.37	0.34
R-12 Residential Zone	2.4	-	-	-
R-15 Residential Zone	7.4	-	-	-
R-20 Residential Zone	0.4	-	-	-
R-43 Residential Zone		-	-	-
R-Ag Residential Agriculture Zone	0.3	-	-	-
Ag Agriculture Zone	3.4	-	-	0.40
PC Planned Community Zone	2.6	-	-	0.01
RC Mixed Use Zone	2.4	-	0.24	0.34
MSR Main Street Residential	3.4	5.8	0.25	-
C-1 Commercial Zone	7.4	7.8	0.16	0.10
MSC Main Street Commercial	2.8	-	0.26	0.31
CBD Central Business District	3.8	23.0	0.33	0.10
I-1 Industrial Zone	1.3	-	-	0.03
Santaquin Average	**2.8**	**10.1**	0.19	0.22

FAR's are derived from Utah County Assessor Data, Santaquin Plannind Department, and GIS Sampling

TABLE 44: FUTURE ADDITIONAL UNITS OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	**Dwelling Units**	**Dwelling Units**	**kSF**	**kSF**
R-8 Residential Zone	200.7	106.5	-	-
R-10 Residential Zone	1,613.1	203.7	-	-
R-12 Residential Zone	110.6	-	-	-
R-15 Residential Zone	470.0	-	-	-
R-20 Residential Zone	29.1	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	187.5	-	-	-
Ag Agriculture Zone	6.8	-	-	-
PC Planned Community Zone**	2,047.5	1,017.7	1,050.0	450.0
RC Mixed Use Zone**	55.1	54.4	300.0	-
MSR Main Street Residential	43.7	83.1	600.0	-
C-1 Commercial Zone	-	-	250.0	-
MSC Main Street Commercial	-	-	600.0	-
CBD Central Business District	-	55.8	850.0	-
I-1 Industrial Zone*	-	-	-	200.0
Grand Total	**4,764.0**	**1,521.2**	**3,650.0**	**650.0**

*Agribusiness has been considered industrial for the purposes of this study

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TABLE 45: FUTURE ADDITIONAL ACRES OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	Acres	Acres	Acres	Acres
R-8 Residential Zone	77.2	16.4	-	-
R-10 Residential Zone	488.8	54.3	-	-
R-12 Residential Zone	41.7	-	-	-
R-15 Residential Zone	167.9	-	-	-
R-20 Residential Zone	18.2	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	625.0	-	-	-
Ag Agriculture Zone	22.5	-	-	-
PC Planned Community Zone	1,023.8	60.2	60.2	60.2
RC Mixed Use Zone	21.2	8.4	21.2	-
MSR Main Street Residential	8.3	8.3	-	-
C-1 Commercial Zone	-	-	210.3	-
MSC Main Street Commercial	-	-	5.6	-
CBD Central Business District	-	3.2	5.9	-
I-1 Industrial Zone	-	-	-	4.4
Grand Total	**2,494.6**	**150.8**	**303.2**	**64.6**

TABLE 46: FUTURE ADDITIONAL UNITS PER ACRE OF PRIVATE DEVELOPMENT IN SANTAQUIN

	Single Family	Multi-Family	Commercial	Agribusiness & Industrial
Single Family and Agriculture	Units/Acre	Units/Acre	FAR	FAR
R-8 Residential Zone	2.6	6.5	-	-
R-10 Residential Zone	3.3	3.8	-	-
R-12 Residential Zone	2.7	-	-	-
R-15 Residential Zone	2.8	-	-	-
R-20 Residential Zone	1.6	-	-	-
R-43 Residential Zone	-	-	-	-
R-Ag Residential Agriculture Zone	0.3	-	-	-
Ag Agriculture Zone	0.3	-	-	-
PC Planned Community Zone	2.0	16.9	0.40	0.17
RC Mixed Use Zone	2.6	6.5	0.33	-
MSR Main Street Residential	5.3	10.0	-	-
C-1 Commercial Zone	-	-	0.027	-
MSC Main Street Commercial	-	-	2.48	-
CBD Central Business District	-	17.5	3.29	-
I-1 Industrial Zone	-	-	-	1.05
Santaquin Average	**1.9**	**10.1**	0.28	0.23

FAR's are derived from Utah County Assessor Data, Santaquin Planning Department, and GIS Sampling

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TABLE 47: ALL FIRE / EMS CALLS FROM 2009 TO 2011

FIRE	2009							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								12
Single Family Residential								183
Multi-Family Residential								9
Industrial								1
Institutional								3
Public Use								12
Traffic								17
Total	360	13	41	36	31	0	2	237

FIRE	2010							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								21
Single Family Residential								201
Multi-Family Residential								10
Industrial								1
Institutional								13
Public Use								3
Traffic								18
Total	375	33	24	20	30	0	1	267

FIRE	2011							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								23
Single Family Residential								226
Multi-Family Residential								13
Industrial								2
Institutional								17
Public Use								2
Traffic								13
Total	415	41	30	26	20	1	1	296

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TABLE 48: ALL POLICE CALLS FROM 2009 TO 2011

POLICE	2009							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								546
Single Family Residential								2437
Multi-Family Residential								106
Industrial								21
Institutional								544
Public Use								251
Traffic								323
Total	5014	52	640	6	88	0	0	4228

POLICE	2010							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								380
Single Family Residential								2563
Multi-Family Residential								167
Industrial								3
Institutional								762
Public Use								76
Traffic								324
Total	5070	41	650	8	96	0	0	4275

POLICE	2011							
	Incident Location- Zone							
Incident Location- Type	All Zones	County	Genola	Goshen	I-15	Spanish Fork	Payson	Santaquin City
Commercial								516
Single Family Residential								2705
Multi-Family Residential								113
Industrial								13
Institutional								931
Public Use								105
Traffic								338
Total	6026	48	1136	5	116	0	0	4721

Santaquin
A Breath of Fresh Air

CLOSED EXECUTIVE SESSION AFFIDAVIT

I, James E. DeGraffenried, Mayor of Santaquin City, do hereby certify that the Executive Session held on October 24, 2012 was called to discuss the pending or reasonably imminent litigation, and/or purchase, exchange, or lease of real property.

James DeGraffenried, Mayor

10/24/12
Date