

RESOLUTION NO. R-84 -2024

A RESOLUTION OF EAGLE MOUNTAIN CITY, UTAH, APPROVING A NON-STANDARD TRANSPORTATION IMPACT FEE FOR QTS

PREAMBLE

WHEREAS, on March 6, 2024, the City Council approved Ordinance ORD-14-2024, adopting an Impact Fee Enactment for a Transportation Impact Fee; and

WHEREAS, Utah Code Annotated 11-36a-402(1)(c) allows the City to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's infrastructure; and

WHEREAS, QTS has provided data from Kimley Horn and Associates recommending a non-standard Transportation Impact Fee, as set forth in Exhibit A; and

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to approve a non-standard Transportation Impact Fee for QTS.

NOW THEREFORE, BE IT RESOLVED by the City Council of Eagle Mountain City, Utah:

1. The non-standard Transportation Impact Fee, as set forth in Exhibit A, is hereby approved.
2. This Resolution shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 19th day of November, 2024.

EAGLE MOUNTAIN CITY, UTAH

ATTEST:

For: 
Fionnuala B. Kofoed, MMC
City Recorder



CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 19th day of November, 2024.

Those voting yes:

☒ Donna Burnham

☒ Melissa Clark

☒ Jared Gray

☒ Rich Wood

☒ Brett Wright

Those voting no:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those excused:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright

Those abstaining:

☐ Donna Burnham

☐ Melissa Clark

☐ Jared Gray

☐ Rich Wood

☐ Brett Wright



for

Sia Olsen

Fionnuala B. Kofoed, MMC
City Recorder

Exhibit A

SUMMARY OF PROPOSED IMPACT FEES

The impact fees proposed in this analysis will be assessed within the Service Area. The tables below illustrate the calculated impact fee for transportation.

TABLE 1.1: IMPACT FEE SUMMARY

| | CONSTRUCTION YEAR COST | % TO GROWTH | IMPACT FEE FUNDED COST | IFFP PM PEAK TRIPS | COST PER TRIP |
|----------------------|-------------------------------------------------------|-------------|------------------------|--------------------|--------------------|
| Buy-In | Calculated Based on Existing Reimbursement Agreements | | | | |
| Future Facilities | \$50,595,491 | 100% | \$50,595,491 | 4,901 | \$10,324.00 |
| Professional Expense | \$8,500 | 100% | \$8,500 | 4,901 | \$1.74 |
| Total | \$50,603,991 | | \$50,603,991 | | \$10,325.74 |

TABLE 1.2: IMPACT FEE BY LAND-USE

| LAND USE GROUP | UNIT OF MEASURE | ITE CODE | ITE LAND USE CATEGORY | WEEKDAY PEAK HOUR TRIPS | PASS BY ADJUSTMENT | NEW TRIPS PER UNIT* | FEE PER UNIT LAND USE |
|---------------------|---------------------------|----------|-------------------------------------------------------------|-------------------------|--------------------|---------------------|-----------------------|
| Industrial | KSF | 110 | Light Industrial | 0.65 | 0% | 0.33 | \$3,407 |
| | KSF | 140 | Manufacturing | 0.74 | 0% | 0.37 | \$3,821 |
| | KSF | 150 | Warehouse | 0.18 | 0% | 0.09 | \$929 |
| Residential | dwelling | 210 | Single Family House | 0.94 | 0% | 0.47 | \$4,853 |
| | dwelling | 220 | Multifamily Housing (Low-Rise) | 0.51 | 0% | 0.26 | \$2,685 |
| | dwelling | 230 | Multifamily Housing (Low-Rise with Ground Floor Commercial) | 0.36 | 0% | 0.18 | \$1,859 |
| Hotel | room | 310 | Hotel | 0.59 | 0% | 0.30 | \$3,098 |
| Motel | room | 320 | Motel | 0.36 | 0% | 0.18 | \$1,859 |
| Institutional | Students | 520 | Public Elementary School | 0.16 | 0% | 0.08 | \$826 |
| | Students | 525 | Public High School | 0.14 | 0% | 0.07 | \$723 |
| | Students | 550 | University/College | 0.15 | 0% | 0.08 | \$826 |
| | KSF | 560 | Church | 0.49 | 0% | 0.25 | \$2,581 |
| Medical | Employees | 565 | Day Care | 4.36 | 0% | 2.18 | \$22,510 |
| | KSF | 610 | Hospital | 0.86 | 0% | 0.43 | \$4,440 |
| Office | KSF | 620 | Nursing Home | 0.59 | 0% | 0.30 | \$3,098 |
| | KSF | 710 | General Office | 1.44 | 0% | 0.72 | \$7,435 |
| Retail/Service | KSF | 720 | Medical/Dental Office | 3.93 | 0% | 1.97 | \$20,342 |
| | KSF | 820 | General Commercial/Shopping Center | 3.40 | 29% | 1.21 | \$12,494 |
| | KSF | 890 | Furniture Store | 0.52 | 53% | 0.12 | \$1,239 |
| Restaurant/Drinking | KSF | 931 | Fine Dining | 7.80 | 44% | 2.18 | \$22,510 |
| | KSF | 932 | Restaurant: Sit-Down | 9.05 | 43% | 2.58 | \$26,640 |
| | KSF | 934 | Fast Food, w/Drive-Up | 33.03 | 55% | 7.43 | \$76,720 |
| Other | Vehicle Fueling Positions | 945 | Convenience Store/Gas Station | 18.42 | 76% | 2.21 | \$22,820 |
| | KSF | 912 | Drive-In Bank | 21.01 | 38% | 6.51 | \$67,221 |

Source: Institute of Traffic Engineers (ITE) Manual, 11th Edition.

This worksheet represents only the most common uses and is NOT all-inclusive.

* Trips are adjusted by 50 percent to account for entering and existing trips.

Following the Table in the IFA Report and using a classification of Industrial Warehouse the calculation for Transportation Impact Fees would be:

Building SF = 612,230 sf / KSF (1,000 sf) = 612 Units

612 * \$929 (Fee per unit land use) => \$568,548 transportation impact fee assessed

QTS has provided data from Kimley Horn and Associates in a Trip Generation Report. Their report on similar QTS facilities consistently lower average rates compared to the ITE Trip Generation Manual. Their recommendation would be 0.06 as the New Trips per unit Rate compared to the ITE Trip Generation Manual's 0.09.



Conclusion and Recommendations

Based on the analysis conducted in this study and the data collected from a range of QTS sites, the following conclusions and recommendations are drawn:

The study conducted on QTS sites, spanning AM peak hour, PM peak hour, and weekday daily periods, has yielded insights into trip generation rates for QTS Data Centers. Notably, the data gathered from QTS sites reveals consistently lower average rates across all three-time intervals compared to the rates provided by the ITE *Trip Generation Manual*. Additional recommendations are provided below:

1. **Utilize QTS Site-Specific Rates:** Considering the greater sample size collected, the notably larger square footage of the QTS sites, and the distinct focus on QTS facilities exclusively, it is strongly recommended that QTS utilizes the trip generation rates provided in this memorandum for future site trip generation estimates. These site-specific rates will be more aligned with the proposed development's traffic patterns and will also account for the particulars of QTS sites, setting them apart from the generalized rates in the ITE database. By choosing to use these site-specific rates, QTS can provide more accurate traffic impact assessments and better-informed transportation planning decisions for governing agencies.
2. **Complement ITE Data:** Acknowledging the recognized value of ITE trip generation data, it is strongly recommended that QTS contribute the collected data to the ITE *Trip Generation Handbook*. Although ITE acknowledges that site-specific data collected and analyzed by transportation engineers stands as a preferred alternative to the standard ITE Data, it's noteworthy that numerous municipalities and Departments of Transportation (DOTs) often rely solely on ITE data. By submitting the QTS dataset, the findings in this study will be considered by all agencies, combining the specialized rates from this study with the established ITE rates.

Table 5 presents a final comparison of the ITE rates and QTS data center rates for reference.

Table 5 - Trip Generation Rate Results

| | Daily Rate | AM Rate | PM Rate |
|----------|------------|---------|---------|
| QTS | 0.926 | 0.056 | 0.06 |
| ITE | 0.99 | 0.11 | 0.09 |
| % Change | -6.46% | -49.09% | -33.33% |

NON-STANDARD IMPACT FEES

The Impact Fees Act¹ allows the City to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's infrastructure. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category. The following formulas will help determine the non-standard impact fee.

Weekday Peak Hour Trips / 2 * % pass-by adjustment * \$10,325.74 = Estimate of Trips per Unit

The formula for a non-standard impact fee should be included in the impact fee enactment (by resolution or ordinance). In addition, the impact fee enactment should contain the following elements:

If the council allows this change to the impact fee assessment the fee per unit land use becomes:

$$0.06 * \$10,325.74 = \$619.54$$

And the updated transportation impact fee assessed becomes

$$612 * \$619.54 = \$379,158.48, \text{ with a difference of } \$189,389.52.$$

Conclusion:

The amount of \$379,158.48 for the transportation impact fee is what is being asked to be considered by the council.