

Building costs in Springville up for increase

Date: Wednesday, November 16 @ 00:00:30

Topic Our Towns

Building a home or a business in Springville may get more expensive in the next few months.

The Springville City Council discussed increasing impact fees from \$6,444 to \$9,805 for a new single-family dwelling. The addition came in two new fees, public safety and transportation, and an increase in the parks and trails impact fee.

The city, which has about 25,000 residents, is expected to grow by 138 percent by 2030.

The council voted on the issue after the Daily Herald's deadline Tuesday night.

The parks and trails fee, which will approximately triple, will pay for the construction of new trails and acquiring land for parks and trails. Economic development director Fred Aegerter said the proposed fee increase was done in conjunction with a change to the city's parks and trails master plan, which established a new standard of 9 acres of open space per 1,000 acres, while the current impact fee requires 10 acres of open space per 1,000 acres.

The transportation impact fee, which will cost new homebuilders \$720, will pay for the construction of three new major collector roads on the west side of the city and widening the arterials and the minor residential collectors.

"The thing that's very important to keep in mind with this transportation fee is it is specifically for the growth of Springville between now and build-out," Aegerter said, cautioning the council that impact fees could not be calculated based on the growth of cities around Springville, even though that additional traffic would affect the city's roads.

The public safety impact fee, which will run \$129 for a new single-family dwelling, would pay for a new fire substation west of Interstate 15. The city needs the additional substation, which also will include some police support, because railroad tracks separate the west part of the city from the emergency services and could affect how quickly crews could respond to an emergency there.

The impact fees the City Council discussed Tuesday were decreased significantly from the proposed fees the council members looked at several months ago, and below the maximum fees the city could assess. Council members worried about going too low on the fees and not being able to pay for all the services, but opted to risk lowballing instead of charging too much.

"I think we don't want to have our heads stuck up to be chopped off," City Councilwoman Dianne Carr said.

Only a few concerns were raised, including one by resident Martin Conover, who questioned what the effect would be on economic development. He wanted to know what the fees would be like for a business the size of Wal-Mart, since most of the business categories would pay thousands of dollars per 1,000 square feet.

"It seems to me that would be a horrendous amount of money, and would that type of money discourage a large business from coming here?" he said.

Aegerter said a business of that size would pay about \$500,000 in a transportation impact fee and get credits for any infrastructure it paid to put in. Without a transportation impact fee, the business would have to pay for the streets, stop lights and other infrastructure anyway.

"It's almost a more fair approach for a Wal-Mart," he said. "I think in most situations the impact fee would probably be a better deal for Wal-Mart."

Homes that submit plans by Dec. 15, when half of the fees go into effect, will be subject to the current impact fee schedule. The other half of the fees go into effect Feb. 1.

Heidi Toth can be reached at 344-2543 or htoth@heraldextra.com.

This story appeared in The Daily Herald on page D1.

This article comes from The Daily Herald
<http://www.newutah.com/>

The URL for this story is:
<http://www.newutah.com/modules.php?op=modload&name=News&file=article&sid=68944>