

NOTICE AND AGENDA
SANTA CLARA CITY COUNCIL MEETING
Wednesday, April 24, 2024
Time: 5:00 p.m.

AGENDA

Public Notice is hereby given that the Santa Clara City Council will hold a Regular Meeting in the City Council Chambers, located at 2603 Santa Clara Drive, Santa Clara, Utah on Wednesday April 24, 2024 commencing at 5:00 PM. The meeting will be broadcast via You Tube linked on our website at <https://santaclarautah.gov>

1. **Call to Order:**
2. **Opening Ceremony:**
 - Pledge of Allegiance: Christa Hinton
 - Opening Comments: Michael Kruse, Unitarian Universalist Fellowship, St. George Interfaith Council.
3. **Conflicts and Disclosures:**
4. **Working Agenda:**

A. Public Hearing(s) 5:00 p.m. (None)

B. Consent Agenda:

1. **Approval of Claims and Minutes:**
 - April 10, 2024 City Council Regular Meeting
 - April 17, 2024 City Council Work Meeting
 - Claims through April 24, 2024
2. **Calendar of Events**
 - May 8, 2024, Regular City Council Meeting
 - May 15, 2024 City Council Work Meeting
 - May.22, 2024 Regular City Council Meeting.

C. General Business:

1. Discussion and action to consider approval of a Proclamation declaring the week of May 5-11,2024 as Professional Municipal Clerks Week. Presented by Brock Jacobsen, City Manager.
2. Discussion on the updates to the Traffic and Transportation Master Plan Update with 5 year Capital Improvement Projects and proposed Impact Fee. Presented by Dustin Mouritsen, Public Works Director.
3. Discussion and action to consider a proposed Partial Plat Amendment and Extension of Ario J. and Ramona Hafen Subdivision, Lots I, 2, and 3. The Applicant, Jeff Webb, is proposing to increase the size of Lot I as well as adding Two (2) additional building lots into the subdivision. Presented by Jim McNulty, City Planner.

4. UAMPS Presentation by Mason Baker, CEO. Regarding projects they are involved in now and future resource projects that UAMPS is investigating. Presented by Gary Hall, Power Director.

5. Discussion and action to approve a request from the SCHS Grad Night Committee for a donation of \$1000 for Grad Night 2024. Presented by Brock Jacobsen, City Manager.

5. Reports:

a. Mayor/ Council Reports

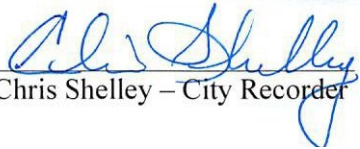
6. Executive Session:

7. Adjournment

Note: In compliance with the Americans with Disabilities Act, individuals needing special accommodation during this meeting should notify the city no later than 24 hours in advance of the meeting by calling 435-673-6712. In accordance with State Statute and Council Policy, one or more Council Members may be connected via speakerphone or may by two-thirds vote to go into a closed meeting.

Zoom Meeting Participants: Participants on the Zoom call are limited to City Staff, Council Members, and applicants on the agenda. Email calendar invitations will be sent out in advance of the meeting. Instructions for each meeting will include the meeting ID, and password to join. When joining the meeting your screen name must show your full name. Each applicant will be accepted into the meeting when their item is up for discussion. Please contact Chris Shelley at (435)673-6712 Ext. 203 with any questions regarding public meetings..

The undersigned, duly appointed City Recorder does hereby certify that the above notice and agenda was posted within the Santa Clara City limits on this 18th day of April, 2024 at Santa Clara City Hall, on the City Hall Notice Board, at the Santa Clara Post Office, on the Utah State Public Notice Website, and on the City Website at <http://www.sccity.org>. The 2024 meeting schedule was also provided to the Spectrum on January 1, 2024.


Chris Shelley – City Recorder

**SANTA CLARA CITY COUNCIL MEETING
WEDNESDAY, APRIL 10, 2024
MINUTES**

THE CITY COUNCIL FOR THE CITY OF SANTA CLARA, WASHINGTON COUNTY, UTAH, met for a Regular Meeting on Wednesday, April 10, 2024, at 5:00 p.m. in the City Council Chambers of the Town Hall at 2603 Santa Clara Drive, Santa Clara, Utah. Notice of the time, place, and agenda of the meeting was provided to *The Spectrum* and to each member of the governing body by emailing a copy of the Notice and Agenda to *The Spectrum* and also, along with any packet information, to the mayor and each council member, at least two days before the meeting. The meeting will be broadcast via YouTube linked on our website at <https://santaclarautah.gov>.

Mayor: Rick Rosenberg

Council Members: Janene Burton
Dave Pond
Ben Shakespeare
Jarett Waite

City Manager: Brock Jacobsen

Others Present: Selena Nez, Deputy City Recorder
Jim McNulty, Planning and Economic Development Manager
Matt Ence, City Attorney
Bob Flowers, Police Chief
Cody Mitchell, Building Official
Dustin Mouritsen, Public Works Director
Gary Hall, Power Director
Ryan VonCannon, Parks Director
Andrew Parker, Fire Chief
Kristelle Hendrickson, Executive Assistant

Excused: Christa Hinton, City Council Member

1. Call to Order.

Mayor Rick Rosenberg called the meeting to order at 5:00 p.m. and welcomed those present.

2. Opening Ceremony.

A. Pledge of Allegiance: Janene Burton

B. Opening Comments: Father Dillon, Saint George Catholic Church, and Saint George Interfaith Council.

3. Conflicts and Disclosures.

Mayor Rosenberg disclosed that work on General Business Items 1 and 2 was prepared by the firm he is employed by.

4. Working Agenda.

A. Public Hearing

- i. None.

B. Consent Agenda.

- i. **Approval of Claims and Minutes:**

- **March 27, 2024, Regular City Council Meeting Minutes.**
- **Claims through April 10, 2024.**

- ii. **Calendar of Events:**

- **April 17, 2024, City Council Work Meeting.**
- **April 24, 2024, Regular City Council Meeting.**
- **May 8, 2024, Regular City Council Meeting.**

Council Member Shakespeare moved to APPROVE the Consent Agenda, as presented. Council Member Burton seconded the motion. Vote on motion: Council Member Shakespeare-Yes, Council Member Burton-Yes, Council Member Pond-Yes, Council Member Waite-Yes. The motion passed unanimously.

C. General Business.

- i. **Discussion and Action to Consider a Proposed Partial Plat Amendment for the Snow Canyon Estates Subdivision Lots 1 and 3, located at 1784 Lava Cove Drive and 2536 Stephanie Lane. The Applicant, Jon Ence, is Proposing to Build a Detached Garage in the Rear Yard of his Property. Presented by Jim McNulty, City Planner.**

Planning and Economic Development Manager, Jim McNulty, presented the Staff Report and stated that Lot 1 is 10,191 square feet in size and would be decreased to 10,000 square feet (.23 acres). Lot 3 is currently 26,121 square feet and would be increased by 191 square feet to 26,352 square feet (.60 acres) to accommodate a proposed detached garage. Both lots currently have existing single-family homes on them. The lots are zoned R-1-10 and regulated by Chapter 17.64.050, which includes requirements for area, width, and yard size. Both lots have existing single-family homes and will meet all zoning requirements with the proposed amendment. Major cross streets are Lava Cove Drive and Pioneer Parkway. All Utah State Code 10-9a-207 requirements have been met. Notices were sent to property owners within the subdivision and no

responses were received. The property was also posted for a public meeting prior to the public Planning Commission Meeting. The applicant's representative, Marc Raines, was available for questions.

On March 28, 2024, the Planning Commission held a public meeting and recommended approval to the City Council. Staff recommended that the City Council grant approval of the partial plat amendment for Lots 1 and 3 of the Snow Canyon Estates Subdivision, subject to the conditions enumerated in the Staff Report

In response to a question from Council Member Shakespeare, Building Official, Cody Mitchell confirmed that the proposed plat amendments are specifically for the garage setback to give the homeowner direct access to the proposed structure. Mr. Ence originally requested that the City ordinance be changed to decrease the setback requirement for accessory structures from five feet to three feet, but that proposal was rejected. This is an alternative for him to move forward with the accessory structure.

Council Member Burton asked about the height of the proposed structure. Mr. Mitchell indicated that a plan has not yet been submitted but there is a 20-foot height restriction.

Council Member Burton moved to APPROVE the Proposed Plat Amendment for the Snow Canyon Estates Subdivision Lots 1 and 3, located at 1784 Lava Cove Drive and 2536 Stephanie Lane subject to the following conditions:

- 1. The applicant shall be required to comply with the recommendations from all City reviewing departments.**
- 2. Both lots (Lots 1 & 3) meet the area, width, and yard regulations as per Section 17.64.050 of City ordinance.**
- 3. That the Owner's Dedication & Acknowledgement be signed prior to final plat recordation.**
- 4. The applicant shall be required to record the amended subdivision plat and provide an electronic copy to City staff.**

Council Member Waite seconded the motion. Vote on motion: Council Member Waite-Yes, Council Member Pond-Yes, Council Member Burton-Yes, Council Member Shakespeare-Yes. The motion passed unanimously.

ii. Discussion and Action to Consider a Proposed Partial Plat Amendment for the Hills at Santa Clara Phase 2B, Lots 210 and 233. The Applicant/Owner, Charles Gay, is Proposing to Increase the Size of Lot 210 for a Future Home and Add Lot 233 (Parcel #SC-6-12-17-7394) into the Subdivision. The Proposed Lot 233 includes Existing Subdivision Improvements Already in Place. Presented by Jim McNulty, City Planner.

Mr. McNulty presented the Staff Report and stated that Lot 210 is currently within the subdivision plat and Lot 233 is adjacent to the subdivision. Utilities, curb, gutter, and sidewalk were installed on Lot 233 concurrent with improvements in Phase 2B. It was always assumed that this property would eventually be included in the subdivision. Proposed Lot 233 is a corner lot. The proposed amendment will increase Lot 210 to 14,607 square feet (.34 acres). Lot 233 is currently 13,288 square feet and would be decreased to 9,574 square feet (0.22 acres). Both lots are undeveloped except for the public improvements. The amended lots will be required to meet the area, width, and yard regulations outlined in City Ordinance 17.65.050. The subdivision is zoned R-1-10, which allows for the following range of lot sizes:

- 20% at 7,000 square feet;
- 20% at 8,000 square feet;
- 20% at 9,000 square feet; and
- 40% at a minimum of 10,000 square feet.

All other lots in Phase 2B are over 10,000 square feet. At 9,574 square feet, Lot 233 would be the only lot under 10,000 square feet. Major cross streets include Clary Hills Drive and Gates Lane. It is in the South Hills area on Colby Loop. All Utah State Code 10-9a-207 requirements have been met. Notices were sent to property owners within the subdivision and no responses were received. The property was also posted for a public meeting prior to the public Planning Commission Meeting. The applicant's representative, Jared Bates from Rosenberg Associates, was available for questions.

On March 28, 2024, the Planning Commission held a public meeting and recommended approval to the City Council. Staff recommended that the City Council consider granting approval of the extension and partial plat amendment for Lots 210 and 233 of the Hills at Santa Clara Subdivision Phase 2B subject to the conditions outlined in the Staff Report.

Mayor Rosenberg added background and reported that when Phase 2B was recorded, this area was left out to provide flexibility for the future Western Corridor, which is immediately west of the subdivision. It extends out to both the Rosenberg property and the future Western Corridor. In response to a question from Council Member Shakespeare, it was confirmed that there is an existing unimproved access road to the Rosenberg property.

Council Member Waite moved to APPROVE the Proposed Partial Plat Amendment for the Hills at Santa Clara Phase 2B, Lots 210 and 233, as presented, subject to the following conditions:

1. **That the applicant be required to comply with the recommendations from all City reviewing departments.**
2. **Both lots (Lots 210 & 233) shall meet the area, width, and yard regulations as per Section 17.65.050 of City ordinance.**
3. **That the Owner's Dedication & Acknowledgement be signed prior to final plat recordation.**
4. **The applicant shall be required to record the amended subdivision plat and provide an electronic copy to City staff.**

Council Member Pond seconded the motion. Vote on motion: Council Member Waite-Yes, Council Member Pond-Yes, Council Member Burton-Yes, Council Member Shakespeare-Yes. The motion passed unanimously.

- iii. **Consider Approval of the Spring Slurry Seal Project to the Low Bidder, Asphalt Preservation, for .17 cents per square foot of Type II Slurry Seal for the Amount of \$312,631.36. Presented by Dustin Mouritsen, Public Works Director.**

Public Works Director, Dustin Mouritsen, presented the Staff Report and stated that the project, which covers the full length of Canyon View Parkway and one side of Pioneer Parkway, is part of the City's five- to seven-year rotation for pavement maintenance. Slurry Seal is the most common type of maintenance the City does. Chip seal has been done in the past, but prices have increased substantially. The City will likely request bids to do some of the larger streets next year. It is rare to only receive two bids as they did with this project. In response to a question, Mr. Mouritsen indicated that the per-foot price is less than .01 cents higher than in 2023.

Council Member Pond moved to APPROVE the Spring Slurry Seal Project to the Low Bidder, Asphalt Preservation, for .17 cents per square foot of Type II Slurry Seal, for the amount of \$312,631.36, as presented. Council Member Burton seconded the motion. Vote on motion: Council Member Waite-Yes, Council Member Pond-Yes, Council Member Burton-Yes, Council Member Shakespeare-Yes. The motion passed unanimously.

- iv. **Discussion and Action to Consider Approval of a Pump for the Crestview Elementary Irrigation Line. Presented by Dustin Mouritsen, Public Works Director.**

Mr. Mouritsen reported that when the above project was approved, the pump design and price were not yet available. The School District has obligated \$150,000 of the \$187,390 total purchase price, but the City also needs a pump to move the water up the hill. The proposed single pump will provide 75 Pounds per Square Inch ("PSI") at the school. It will be tied into the existing pumps off Canyon View Drive and the City will maintain the pump. The other pumps at that location were installed 13 years ago and have had no maintenance issues.

Council Member Shakespeare moved to APPROVE the Purchase of an Irrigation Pump for Crestview Elementary in the amount of \$187,390 as presented. Council Member Pond seconded the motion. Vote on motion: Council Member Shakespeare-Yes, Council Member Burton-Yes, Council Member Pond-Yes, Council Member Waite-Yes. The motion passed unanimously.

v. Discussion and Action to Consider Approval of Resolution 2024-05R, Authorizing a Tax Certificate, a Special Provision that Allows Tax-Exempt Bonds to be Issued to Finance Prepayments for Natural Gas and Electricity. Presented by Gary Hall, Power Director.

Power Director, Gary Hall, presented the Staff Report and stated that a similar matter, for the pre-purchase of natural gas for the Payson Project, was passed by the City Council in December of 2023. The resolution allows the City to purchase tax-exempt bonds. The bond agreement states that the City cannot resell the energy obtained with the tax-exempt bonds off-market; it must be used to supply City residents.

Mr. Hall provided the following additional information:

- Internal Revenue Service Code and U.S. Treasury regulations contain special provisions to allow tax-exempt bonds to be issued to finance prepayments for natural gas and electricity. The prepaid transactions are structured to convert the difference between the issuer's lowered tax-exempt cost of funds and the prepaid energy supplier's higher taxable cost of funds into a discounted price for prepaid energy.
- The initial discount is expected to be at least 8% and will be determined before closing. The amount of the discount will be reset periodically over the term of the prepay, every five to 10 years when the bonds are refinanced.
- Utah Associated Municipal Power Systems ("UAMPS") will assign existing gas or electricity purchase agreements into the prepay transaction. The discount will be applied to the contract price under these agreements.
- The Tax Code and other regulations require that the prepaid or discounted gas or electricity, including electricity that is generated using prepaid natural gas as fuel, be used by UAMPS members to serve retail customers in their municipal utility service areas. This is referred to as the Qualifying Use Requirement.
- The closing date has not been determined but will likely take place in the second quarter of 2024.
- The term of the transaction is 30 years.
- UAMPS has already received approval to assign a five-year purchase made to fuel the Nebo Power Plant into prepay. UAMPS also seeks to assign the Red Mesa Power Purchase Agreement ("PPA") to the prepay. Red Mesa is the solar plant in Arizona, which the City does not receive resources from, but the PPA includes Steel Solar 1A and 1B, which it does receive resources from. The Red Mesa PPA will receive the prepaid discount at the outset. The Steel Solar PPAs will receive the prepaid discount in a couple of years after they have established an operational track record. Red Mesa has been operational for a year. Steel Solar just went online, so they have not yet established a production history. UAMPS has

assigned less than the total amount of anticipated solar generation to each PPA to allow for flexibility of operations. The term of the PPA is 25 years. For the last five years of the prepay, UAMPS will assign other power purchase agreements into the prepay to support the required monthly cash flows, and to continue to receive the discount from the prepay.

In response to a question from Council Member Burton regarding how the City benefits from solar, City Manager, Brock Jacobson, responded that it benefits residents who use solar by producing power for their homes and the City by preventing it from having to buy additional power from the market for those homes. He indicated that it is a separate issue from the proposed Tax Certificate. The tax-exempt bonds are part of a project the City is participating in with UAMPS.

Mr. Jacobson gave an overview of how tax-exempt bonds work. Purchasers of the bonds do not have to pay federal taxes on interest income from the bonds, which makes them more attractive on the bond market. He gave the example that if the issuer receives \$100,000 in interest from the bond, that income is tax-free. Because of this, rates on tax-exempt bonds are lower than taxable bonds.

Mr. Hall commented that UAMPS has provided a resolution for the governing boards of the Firm Power Project, which the City participates in, who have an entitlement share in the Red Mesa PPA and/or Steel Solar 1A and 1B PPAs to approve a Qualified Use Certificate for prepaid energy. The certificate states that the electricity a participant receives from the prepay will be used to serve retail customers located in the established service territory of its electric utility system.

Council Member Waite moved to APPROVE Resolution 2024-05R, Authorizing a Tax Certificate, a Special Provision that Allows Tax-Exempt Bonds to be Issued to Finance Prepayments for Natural Gas and Electricity, as presented. Council Member Shakespeare seconded the motion. Vote on motion: Council Member Waite-Yes, Council Member Shakespeare-Yes, Council Member Burton-Yes, Council Member Pond-Yes. The motion passed unanimously.

vi. Discussion and Action to Consider Approval of Agreement for Professional Services. Presented by Cody Mitchell, Building Official.

Mr. Mitchell brought forward for discussion an agreement with Shums Coda Associates to utilize their services as a third-party inspection agency. The agreement is necessary to meet Utah House Bill 185 requirements and to help offset some of the needs of the City's small Building Department.

Per House Bill 185, the City is required to have agreements with three agencies in place by May 1, 2024. Shums Coda Associates is the only firm in the area with the proper qualifications, but the House Bill states that municipalities will pay for travel if necessary. The bill also allows for an Interlocal Agreement, which the municipalities in Washington County are currently working on. The bill was passed to address situations in which requested building inspections take more than three days to complete. That has not happened in any municipality that Mr. Mitchell has worked for, and he does not believe it occurred in Santa Clara prior to his employment here.

The Building Department will have one employee on leave over the next two months. In the rare case that the other inspector is also absent, Shums Coda Associates will be able to cover any inspections.

Council Member Burton asked if the agreement would affect the current staff. Mr. Mitchell responded that the agreement would assist when the department is short-staffed due to medical leave, vacation time, etc. There are only two building inspectors, so when both are absent, they can retain Shums Coda Associates to fulfill any needs. He added that the agreement has been approved by City Attorney, Matt Ence.

The Interlocal Agreement will be between the cities of Washington County. Building Officials from each city have met and the next step is a discussion at the local City Managers meeting in early May. Santa Clara's group of three will include Ivins, Saint George, and either Washington County or Washington City. Only two are required to fulfill the requirements of HB-185 if the City enters into an agreement with Shums Coda Associates.

With regard to the fee structure, the City charges a flat Building Permit fee based on valuation. Shums Coda Associates charges an hourly rate of \$90. All fees associated with their services will pass through to the City. The Building Permit fee covers staff, trucks, maintenance, building, equipment, continuing education units, etc. and Shums Coda Associates' fees will come out of the same budget.

Mr. Mitchell indicated that the Building Department also works with WC3, West Coast Code Consultants, but does not have a formal agreement with the company. WC3 does large commercial plan reviews for the City but everything else is done in-house. The proposed agreement includes the ability to use Shums Coda Associates for plan review as well, but currently, there are no plans to do so. A full fee breakdown of all services Shums Coda Associates offers is in the Staff Report but at this point, the Building Department only plans to utilize the services of their Building Inspector 2 at \$90 per hour.

Council Member Pond moved to APPROVE Agreement with Shums Coda Associates for Professional Services, as presented. Council Member Shakespeare seconded the motion. Vote on motion: Council Member Shakespeare-Yes, Council Member Burton-Yes, Council Member Pond-Yes, Council Member Waite-Yes. The motion passed unanimously.

5. Reports.

A. Mayor/Council Reports.

Council Member Shakespeare reported on the following:

- Regarding Flood Control, there is nothing on the agenda, but he expects it to get busier in the summer.
- He attended the Historic District Committee with Council Member Burton. He acknowledged the efforts of Mr. McNulty and Executive Assistant, Kristelle Hendrickson, and commended them for their hard work. He indicated that the first

draft of their report will be available later in the day and recommended everyone be available to review it and highlight any questions they may have.

- He asked City Manager, Brock Jacobsen for a status update about Little League. Mr. Jacobson responded that he met with Little League President, Josh Westbrook, and Vice President, Blake Fry on April 9 and they are working through issues. Council Member Shakespeare stated that he knows it is a lot of work for City Staff, but it is very important to the community, so he appreciates their efforts.
- In reference to future Town Halls, he asked if polls could be done through the City's new app. Mr. Jacobson responded that Staff would like to meet with City Council Members to get their input, thoughts, and expectations including any topics they would like to discuss and the best format for the Town Halls.

Council Member Burton reported on the following:

- She attended a Historical Society Meeting, which included a panel of older residents who grew up in Santa Clara. It was a fun evening, and she learned a lot about what the City was like when the panel members were children.
- She commended the Heritage Committee on doing a very impressive job.
- She has been taking items from the Santa Clara Museum to Hurricane for the Fair and thanked Mr. Jacobson for arranging a truck to transport larger items. She believes it will be an attractive display for Santa Clara.

Council Member Pond reported on the following:

- He attended a Solid Waste Board Meeting the previous Monday. They are still reviewing what can be done with the gas produced by the landfill. The Hurricane Mayor brought in UAMPS to talk about a potential partnership. He indicated that it was a productive meeting.

Council Member Waite reported on the following:

- He attended lunch with the School District, which went well. They discussed trends. The new middle school will be located where the tennis courts are, and the tennis courts will be rebuilt elsewhere. He inquired about the parcel near Gubler Park.
- He attended a Utah Telecommunication Open Infrastructure Agency ("UTOPIA") meeting. The City's take rate is steadily growing.
- He received a question from a resident about the delay in opening Jersey Mike's. Mr. Mitchell responded that it should open in about two weeks. They need to address a short list of concerns from the Building Department and obtain a Business License. Jersey Mike's corporate office wants the store to have the Business License one week prior to opening. He added that Posh has closed and that space is available for lease again.

Council Member Waite reported on the following:

- He attended a meeting with the Shivwits Band Economic Development Committee and neighboring cities. The Shivwits Band is trying to get more actively involved in economic development and is looking to expand its areas to include a site in Hurricane with a travel plaza and Band headquarters. They must go through an extensive process with the Bureau of Indian Affairs and the federal government to bring new property into the reservation and they are initiating that process now. They are trying to become more economically solvent. The fuel station is quite busy, and they are planning an expansion. Council Member Waite spoke with someone at the meeting regarding the Native American mural and he will pass their name along to Mr. Mitchell. The Shivwits Band also expressed a willingness to participate in Swiss Days on a float or as entertainment and he will follow up with Mr. Jacobson to ensure that they are included.
- The School District Meeting went well. He asked about the City acquiring 10 acres from the School District but was told no again. It is the only remaining school site on the west side and the City will not be able to purchase it without finding a replacement site. The property near Larry Rider's tire shop was sold. Student numbers are declining. Santa Clara Elementary is down to 450. Arrowhead is at 500 but they are expecting it to decline as well. Numbers at the middle and high schools are holding steady but the decline will reach those schools in the future. The School district is not under a lot of pressure for additional schools, but they are holding onto the site just in case.
- He had a good meeting with Mayor Randall and Shawn from Saint George City, as well as Mr. Jacobson and John Willis. They discussed the Sand Hollow Aquatic Center ("SHAC"). They will be meeting to determine costs and they plan to approach the School District about contributing more. They use it for all their swim meets. They paid a high entry fee, but they do not pay an annual assessment like the cities do.
- With regard to the EMT funding bill that did not make it to the House floor, Representative Ellison is trying to get it included in the May special session. He has heard that the governor is supportive.
- He reminded everyone that the State of the City is April 20.

Mr. Jacobson reminded everyone of the following upcoming events:

- Movie in the Park is on April 27.
- Next Wednesday is a UAMPS workshop.
- The Utah League of Cities ("ULCT") Conference begins next week.

Council Member Burton requested a list of ULCT activities. Mr. Jacobson mentioned that everyone should have received an email with that information, which is also available on their website.

Council Member Burton reported that City resident, Carla Martinez contacted her regarding a food truck she would like included in some City activities. Mr. Jacobson responded that Ms. Martinez

can apply to be a vendor at City-sponsored events by contacting Courtney. Most other events like ball tournaments are not City events but she can contact the event organizers. Mayor Rosenberg asked if there is a non-compete with the vendor for the tournament at Gubler Park. Parks Director, Ryan, indicated that there is an agreement with the park that no food trucks are allowed during tournaments. Council Member Burton asked about races. The Mayor responded that they would have to work that out with the Event Coordinator.

Ms. Martinez will need to apply for a Business License and obtain Board of Health approval as required by State Code to work in the City. Council Member Burton indicated that they have a license for Saint George, but they live in Santa Clara. It was confirmed that they need to apply for a separate Business License in Santa Clara. The fee is \$50. The City will verify that they have approval elsewhere in the State, as well as Board of Health approval.

Mr. McNulty acknowledged Ms. Hendrickson's efforts in creating the Historic District's presentation in Adobe InDesign. They will be sending it to the Planning Commission, City Council, and Historic District Commission that night. The Planning Commission will meet to discuss it on April 11 and then the City Council will discuss it at their work meeting on April 17. Public hearings are scheduled on April 25 with the Planning Commission and May 8 with the City Council. The timeline is limited but everything is on target.

Mr. VonCannon provided an update on the tunnel. They finished the base coat on April 9. He has a meeting next week regarding the next phase. A Traffic Control Plan is also in place.

6. Executive Session.

There was no Executive Session.

7. Adjournment.

Council Member Burton moved to ADJOURN. Council Member Waite seconded the motion. The motion passed with the unanimous consent of the Council.

The City Council Meeting adjourned at 6:03 PM.

Selena Nez
Deputy City Recorder

Approved: _____

**City of Santa Clara
Check Register
All Bank Accounts - 04/03/2024 to 04/03/2024**

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
ALLDREDGE, PAMELA SUE	71152	Refund: 130602	04/01/2024	04/03/2024	59.24	Refund: 130602 - ALLDREDGE, PAMELA SUE	531311-000 - ACCOUNTS RECEIVABL	
					\$59.24			
ARROWHEAD TRAIL PROPERTIES	71153	040324-SIDEWA	04/03/2024	04/03/2024	8,542.68	SIDEWALK BOND RELEASE	102585-000 - SUBDIVISION SECURIT	
ARROWHEAD TRAIL PROPERTIES	71153	040324-WARR. B	04/03/2024	04/03/2024	2,875.85	WARRANTY BOND RELEASE	102585-000 - SUBDIVISION SECURIT	
					\$11,418.53			
					\$11,418.53			
BUCKS ACE SANTA CLARA LLC	71154	3979	03/27/2024	04/03/2024	100.98	FLEX CONDUIT FOR STREET LIGHTS	535310-250 - OPERATING SUPPLIES	
					\$100.98			
CANNON TECHNOLOGIES INC.	71155	951958849	03/25/2024	04/03/2024	6,750.00	SUPPORT SERVICE - RF CONSUMER PORTAL S	515110-370 - PROFESSIONAL SERVI	
CANNON TECHNOLOGIES INC.	71155	951958849	03/25/2024	04/03/2024	6,750.00	SUPPORT SERVICE - RF CONSUMER PORTAL S	535310-370 - PROFESSIONAL SERVI	
CANNON TECHNOLOGIES INC.	71155	951959114	03/27/2024	04/03/2024	7,250.00	ANNUAL YUKON SERVER HOSTING FEE-RF	515110-370 - PROFESSIONAL SERVI	
CANNON TECHNOLOGIES INC.	71155	951959114	03/27/2024	04/03/2024	7,250.00	ANNUAL YUKON SERVER HOSTING FEE-RF	535310-370 - PROFESSIONAL SERVI	
					\$28,000.00			
					\$28,000.00			
CHILD SUPPORT SERVICES	71156	040124-873789	04/01/2024	04/03/2024	206.77	CASEY-C000873789 PAY PERIOD END 4/03/24	102595-000 - GARNISMENTS PAYABL	
					\$206.77			
CITY OF ST GEORGE - S	71157	MARCH2024-SE	04/01/2024	04/03/2024	43,044.30	3042 SEWER CONNECTIONS @14.15	525210-945 - SEWER TREATMENT -	
					\$43,044.30			
CITY OF ST GEORGE - UTILITIES	71158	040124-SC WELL	02/29/2024	04/03/2024	39.75	SNOW CANYON WELL #7	515110-271 - WELLS UTILITY COSTS	
CITY OF ST GEORGE - UTILITIES	71158	040124-WTR TA	03/29/2024	04/03/2024	15,376.28	WTR TANK AT MOUTH OF	515110-275 - SNOW CANYON OP CO	
					\$15,416.03			
					\$15,416.03			
DR. ROBERT R. FOSTER, D.O. P.C.	71159	APRIL2024- MED	04/01/2024	04/03/2024	1,200.00	MEDICAL SERVICES DIRECTOR	104230-400 - EMERGENCY MEDICAL	
					\$1,200.00			
ERICKSON, M. RICK	71160	MAR 2024-CITY	04/01/2024	04/03/2024	1,500.00	CITY PROSECUTOR MARCH 2024	104120-330 - LEGAL SERVICES	
					\$1,500.00			
FIRST ARRIVING IO, INC.	71161	1362	01/09/2024	04/03/2024	2,129.01	DASHBOARD RENEWAL-ANNUAL STANDARD SU	104230-600 - RESPONSE PLANNING	
					\$2,129.01			
FREEDOM MAILING SERVICES, IN	71162	47474	03/26/2024	04/03/2024	2,114.70	BILL PROCESSING	104130-370 - PROFESSIONAL SERVI	
					\$2,114.70			
LEXIPOL	71163	SUB028144	04/01/2024	04/03/2024	3,633.84	FIRE & EMS LEARNING PLATFORM SERV. RENE	104230-550 - FIRE TRAINING	
LEXIPOL	71163	SUB028279	04/01/2024	04/03/2024	4,999.00	CORDICO FIREFIGHTER WELLNESS RENEWAL	104230-600 - RESPONSE PLANNING	
					\$8,632.84			
					\$8,632.84			
MARY JO HAFEN	71164	401456	03/31/2024	04/03/2024	75.00	BANQUET ROOM Coordinator MAR 2024	104130-370 - PROFESSIONAL SERVI	
					\$75.00			
ORVIN, LORIN JAY	71165	040324-REFUND	04/03/2024	04/03/2024	235.00	BAIL REFUND CASE#235202244	102560-000 - BAIL & RESTITUTION	
					\$235.00			
PROTECT YOUTH SPORTS	71166	1150839	03/31/2024	04/03/2024	21.40	BACKGROUND CHECK PARKS GIOVANNI CHAV	104510-370 - PROFESSIONAL SERVI	
					\$21.40			

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Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
ROTO ROOTER	71167	7407	02/01/2024	04/03/2024	1,552.21	CAMERA ON LEAK-MAIN SEWER LINE MAINTEN	104220-454 - ANIMAL CONTROL	
					\$1,552.21			
SENERGY PETROLEUM, LLC	EFT	SEN-775180	04/03/2024	04/03/2024	87.67		104130-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	SEN-775180	04/03/2024	04/03/2024	177.53		515110-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	SEN-775180	04/03/2024	04/03/2024	177.55		104410-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	SEN-775180	04/03/2024	04/03/2024	284.52		104220-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	SEN-775180	04/03/2024	04/03/2024	430.37		104240-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	SEN-775180	04/03/2024	04/03/2024	493.93		104510-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	SEN-775180	04/03/2024	04/03/2024	1,072.54		535310-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	SEN-775180	04/03/2024	04/03/2024	1,524.48		104230-250 - VEHICLE OPERATIONS	
					\$4,248.59			
					\$4,248.59			
STRIVE WORKPLACE SOLUTIONS	71168	OE-55391	03/26/2024	04/03/2024	116.18	TONER ADMIN -SHERRY	104130-240 - OFFICE SUPPLIES	
					\$116.18			
UTAH STATE TREASURER / FINES	71169	MAR 2024-COUR	04/03/2024	04/03/2024	9,391.88	COURT SURCHARGES	104120-905 - STATE FINE COLLECTI	
					\$9,391.88			
WASH. CO. FLOOD CONTROL DIS	71170	MARCH2024-FL	04/01/2024	04/03/2024	4,951.50	FLOOD CONTROL DISTRICT MARCH 2024	545410-770 - FLOOD CONTROL DIST.	
					\$4,951.50			
					\$134,414.16			

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Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account	Activity Code
5 STAR INTERPRETING, LLC	71171	437623	03/31/2024	04/11/2024	120.00	COURT INTERPRETATION 03/26/24	104120-330 - LEGAL SERVICES	
					\$120.00			
AVENUE CONSULTANTS	71172	10295	04/08/2024	04/11/2024	3,047.50	RED MTN/PIONEER RD TRAFFIC SIGNAL AVE P	484100-320 - ENGINEERING SERVIC	5
					\$3,047.50			
CALDWELL, JARED & LAURIE	71173	Refund: 87512	04/10/2024	04/11/2024	31.13	Refund: 87512 - CALDWELL, JARED & LAURIE	531311-000 - ACCOUNTS RECEIVABL	
					\$31.13			
CITY OF ST GEORGE - UTILITIES	71174	041024- WELL 6	03/29/2024	04/11/2024	9,434.93	SNOW CANYON WELL 6	515110-271 - WELLS UTILITY COSTS	
					\$9,434.93			
CITY OF ST GEORGE-IMPACT	71175	JAN-MARCH 202	04/08/2024	04/11/2024	42,044.00	SEWER IMPACT FEES JAN-MAR 2024	522411-000 - SEWER IMPACT - ST G	
					\$42,044.00			
D.A.T. MANAGEMENT INC	71176	437312	04/05/2024	04/11/2024	30.00	PRE-EMPLOYMENT DRUG TESTING PARKS- ISA	104510-350 - MEDICAL & DRUG TEST	
					\$30.00			
DESERT HILLS CONSTRUCTION	71177	24-4611	04/05/2024	04/11/2024	226,921.12	SOLACE PRV	515110-730 - IMPROVEMENTS	
					\$226,921.12			
FLORIAN INTERPRETING & TRAN	71178	FL040224	04/02/2024	04/11/2024	200.00	COURT INTERPRETING 04/02/24	104120-330 - LEGAL SERVICES	
					\$200.00			
FRANCOTYP-POSTALIA, INC. DBA	ACH041124	041124-POSTAG	04/11/2024	04/11/2024	500.00	POSTAGE METER REFILL	104130-245 - POSTAGE	
					\$500.00			
GRAFF, JUDGE JAKE	71179	041024-REFUND	04/10/2024	04/11/2024	58.34	REFUND FOR ROOM PMT-2024 JUSTICE COURT	104120-230 - TRAVEL	
					\$58.34			
INTERMOUNTAIN WORKMED	71180	SG3506989	04/01/2024	04/11/2024	73.00	DOT PHYSICAL EXAM - THOMAS HAILSTONE	535310-350 - MEDICAL & DRUG TEST	
					\$73.00			
MOUNT OLYMPUS WATERS (1385	71181	10221385-03272	03/27/2024	04/11/2024	37.48	COOLER RENT & 5 GAL WATERS	104130-260 - BUILDING MAINTENAN	
MOUNT OLYMPUS WATERS (1385	71181	10221385-03272	03/27/2024	04/11/2024	72.95	COOLER RENT & 5 GAL WATERS	104410-260 - BUILDING MAINTENAN	
MOUNT OLYMPUS WATERS (1385	71181	10221385-03272	03/27/2024	04/11/2024	98.36	COOLER RENT & 5 GAL WATERS	104240-260 - BUILDING MAINTENAN	
MOUNT OLYMPUS WATERS (1385	71181	10221385-03272	03/27/2024	04/11/2024	115.42	COOLER RENT & 5 GAL WATERS	104510-260 - BUILDING MAINTENAN	
MOUNT OLYMPUS WATERS (1385	71181	10221385-03272	03/27/2024	04/11/2024	248.13	COOLER RENT & 5 GAL WATERS	104230-775 - STATIONS OPERATION	
					\$572.34			
					\$572.34			
MOUNTAIN AMERICA CREDIT UNI	ACH	MAR 24 VISA	03/27/2024	04/11/2024	19.20	TORCH RENTAL @ YARD	104410-260 - BUILDING MAINTENAN	
MOUNTAIN AMERICA CREDIT UNI	ACH	MAR 24 VISA	03/27/2024	04/11/2024	117,217.26	CRESTVIEW IRRIGATION	515110-751 - SECONDARY WATER	2
					\$117,236.46			
					\$117,236.46			
RHINEHART OIL	71182	IN-975548-24	03/19/2024	04/11/2024	2,491.20	COOLANT FOR GENERATOR #1 REPAIR	535310-630 - O & M GENERATORS	
					\$2,491.20			
SPECIALIZED COMMUNICATION S	71183	6-1303	03/29/2024	04/11/2024	78,980.70	CANYON VIEW DRIVE BORE PROJECT	535310-730 - IMPROVEMENTS	
					\$78,980.70			
SPORT COURT OF SOUTHERN UT	71184	1636	04/02/2024	04/11/2024	1,130.00	PICKLE BALL POSTS AND NET	104510-260 - BUILDING MAINTENAN	
					\$1,130.00			

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<u>Payee Name</u>	<u>Reference Number</u>	<u>Invoice Number</u>	<u>Invoice Ledger Date</u>	<u>Payment Date</u>	<u>Amount</u>	<u>Description</u>	<u>Ledger Account</u>	<u>Activity Code</u>
STATE OF UTAH / BLDG	71185	JAN-MARCH 202	04/08/2024	04/11/2024	873.65	BUILDING SURCHARGE JAN-MAR 2024	104240-940 - INTERGOVT CHARGES	
					\$873.65			
WASH. COUNTY WATER CONSER	71186	53605	04/01/2024	04/11/2024	4,515.57	REG.PIPELINE BOND PAYMENT	515110-822 - DEBT PAYMENT TO WA	
					\$4,515.57			
WASHINGTON COUNTY- HCP	71187	JAN-MARCH 202	04/08/2024	04/11/2024	19,602.53	HCP IMPACT FEES JAN-MAR 2024	102260-000 - HCP IMPACT FEES - CO	
					\$19,602.53			
WEBB, RACHEL MICHELLE	71188	040224-RW	04/02/2024	04/11/2024	120.00	COURT INTERPRETER 03/26/24	104120-330 - LEGAL SERVICES	
					\$120.00			
XEROX FINANCIAL SERVICES	EFT	5632985	04/11/2024	04/11/2024	173.20	XEROX LEASE PMT. CONTRACT-020-0126710-00	104130-825 - LEASE PAYMENTS	
					\$173.20			
ZACHARIAH, KRISTEN	71189	Refund: 1020603	04/11/2024	04/11/2024	101.78	Refund: 1020603 - ZACHARIAH, KRISTEN	531311-000 - ACCOUNTS RECEIVABL	
					\$101.78			
					\$508,257.45			

Mayor

Rick Rosenberg

City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

Janene Burton

Dave Pond

CITY COUNCIL

Meeting Date: 24/Apr/24

Agenda Item: 1

Applicant: N/A

Requested by: Brock Jacobsen

Subject: Municipal Clerks Weeks

Proclamation

Description:

Proclamation adopting the week of May 5-11, 2024 as Municipal Clerks Week.

Recommendation: Approval

Attachments: N/A

Cost: 0

Legal Approval: N/A

Finance Approval: N/A

Budget Approval: N/A

2603 Santa Clara Drive, Santa Clara, Utah

84765 Phone (435) 673-6712 Fax (435)

628-7338

Proclamation

55th ANNUAL PROFESSIONAL MUNICIPAL CLERKS WEEK

May 5 - 11, 2024

Whereas, The Office of the Professional Municipal Clerk, a time honored and vital part of local government exists throughout the world, and

Whereas, The Office of the Professional Municipal Clerk is the oldest among public servants, and

Whereas, The Office of the Professional Municipal Clerk provides the professional link between the citizens, the local governing bodies, and agencies of government at other levels, and

Whereas, Professional Municipal Clerks have pledged to be ever mindful of their neutrality and impartiality, rendering equal service to all.

Whereas, The Professional Municipal Clerk serves as the information center on functions of local government and community.

Whereas, Professional Municipal Clerks continually strive to improve the administration of the affairs of the Office of the Professional Municipal Clerk through participation in education programs, seminars, workshops and the annual meetings of their state, provincial, county and international professional organizations.

Whereas, It is most appropriate that we recognize the accomplishments of the Office of the Professional Municipal Clerk.

Now, Therefore, I, Rick Rosenberg, Mayor of the City of Santa Clara, do recognize the week of May 5 through 11, 2024, as Professional Municipal Clerks Week, and further extend appreciation to our Professional Municipal Clerks, Chris Shelley and Deputy Selena Nez and to all Professional Municipal Clerks for the vital services they perform and their exemplary dedication to the communities they represent.

Dated this 24th day of April, 2024

Mayor:

Attest:

Mayor

Rick Rosenberg

City Manager

Brock Jacobsen



City Council

Jarett Waite

Ben Shakespeare

Christa Hinton

Janene Burton

Dave Pond

CITY COUNCIL

Meeting Date: 24/Apr/24

Agenda Item: 2

Applicant: N/A

Requested by: Dustin Mouritsen

Subject: Traffic and Transportation Master Plan

updates

Description:

Discussion on the updates to the Traffic and Transportation Master Plan Update with 5 year Capitol Improvement Projects and proposed Impact Fee.

Recommendation:

Discussion **Cost:** 0

Legal Approval: Yes

Finance Approval: Yes

Budget Approval: Yes

Attachments: N/A

2603 Santa Clara Drive, Santa Clara, Utah

84765 Phone (435) 673-6712 Fax (435)

628-7338



**TRAFFIC
IMPACT
FEE
FACILITIES
PLAN
APRIL 2024**



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Executive Summary

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate development and to determine which projects may be funded with impact fees. Utah law requires communities to prepare an IFFP prior to preparing an impact fee analysis and establishing an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- ❖ *The existing level of service*
- ❖ *A proposed level of service*
- ❖ *Any excess capacity to accommodate future growth at the proposed level of service*
- ❖ *The demands placed on existing public facilities by new development*
- ❖ *A proposed means by which the local political subdivision will meet those demands*
- ❖ *A general consideration of all potential revenue sources to finance the impacts on system improvements*

Level of Service (LOS) is defined as “the defined performance standard or unit of demand for each capital component of a public facility within a service area.” The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. The proposed level of service provides a standard for future roadway conditions to be evaluated against. This standard will determine whether or not a roadway will need improvements or not.

There are many ways to quantify the impact of new growth on the transportation system in Santa Clara City. The method used in this study to assess the impact is to consider all the needed transportation improvements identified in the Transportation Improvement Plan (TIP) and then eliminate the cost of those improvements that are necessary to correct existing deficiencies. This study used a history of building permits and projected the number of Single-Family Equivalent (SFE) permits to be expected in the next six years to determine what pressures will be placed on the transportation system due to development. Based upon the methodology described in this study it is projected that Santa Clara City will experience approximately 1,389 SFE units of growth over the next six years, as shown in [Table 4](#).

The projects required to maintain the desired level of service for the roadway network in 2050 were derived in the Transportation Master Plan (TMP) and outlined in the TIP. These projects will need to be constructed at various times from the present through 2050. However, for the purposes of this IFFP, only projects that will be completed within the next six years will be considered. [Table 3](#) shows the projects that are forecasted to be needed in the next six years. This table includes all of the projects regardless of their eligibility for impact fee expenditure. The portion of the project, which is impact fee eligible is indicated in the [% Impact Fee](#) and [Impact Fee Total](#) columns. LOS capacity of roadways and intersections has been calculated in the TMP and have indicated where capacity is needed in the future. By projecting the trips that will be generated by new development and dividing these trips by the impact fee eligible costs, the fee per trip can be calculated and is shown in the IFA. All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. Potential revenue sources that could be used to fund transportation needs as a result of new development are discussed.

Introduction

The purpose of an Impact Fee Facilities Plan (IFFP) is to identify public facilities that are needed to accommodate development and to determine which projects may be funded with impact fees. Utah law requires communities to prepare an IFFP prior to preparing an impact fee analysis and establishing an impact fee. According to Title 11, Chapter 36a-302 of the Utah Code, the IFFP is required to identify the following:

- ❖ *The existing level of service*
- ❖ *A proposed level of service*
- ❖ *Any excess capacity to accommodate future growth at the proposed level of service*
- ❖ *The demands placed on existing public facilities by new development*
- ❖ *A proposed means by which the local political subdivision will meet those demands*
- ❖ *A general consideration of all potential revenue sources to finance the impacts on system improvements*

This analysis incorporates the information provided in the Transportation Master Plan (TMP) regarding the upcoming demands on the existing infrastructure facilities that will require improvements to accommodate future growth and provide an acceptable Level of Service (LOS). Reference should be made to the TMP for additional information on the evaluation methodology and how the projections were made.

This section focuses on the improvements that are projected to be needed over the next six years. Utah law requires that any impact fees collected for those improvements be spent within six years of being collected. Only capital improvements are included in this plan; all other maintenance and operation costs are assumed to be covered through the City's General Fund as tax revenues increase as a result of additional development.

Existing Level of Service (11-36a-302.1.a.i)

According to the Impact Fee Act, level of service is defined as "the defined performance standard or unit of demand for each capital component of a public facility within a service area." The LOS of a roadway segment or intersection is used to determine if capacity improvements are necessary. LOS is measured on a roadway segment using its daily traffic volume and at an intersection based on the average delay per vehicle. A standard of LOS C for roadways is the acceptable LOS for Santa Clara City. This allows for speeds at or near free-flow speeds, but with less freedom to maneuver. **Table 2**, below, compares LOS with volume-to-capacity ratios (v/c), which is how the TMP reports LOS. At intersections, LOS C means that vehicles should not have to wait more than one cycle to proceed through the intersection and experience delays less than 35 seconds, according to the Highway Capacity Manual 2010. **Table 2** below summarizes the maximum capacities used by Santa Clara City.

Table 1: LOS C Capacity Criteria in Vehicles per Day**CMP Level of Service Criteria for Arterials^a Based on Volume-to-Capacity Ratios**

Level of Service	Description	V/C ^b
A	Free-flow conditions with unimpeded maneuverability. Stopped delay at signalized intersection is minimal.	0.00 to 0.60
B	Reasonably unimpeded operations with slightly restricted maneuverability. Stopped delays are not bothersome.	0.61 to 0.70
C	Stable operations with somewhat more restrictions in making mid-block lane changes than LOS B. Motorists will experience appreciable tension while driving.	0.71 to 0.80
D	Approaching unstable operations where small increases in volume produce substantial increases in delay and decreases in speed.	0.81 to 0.90
E	Operations with significant intersection approach delays and low average speeds.	0.91 to 1.00
F	Operations with extremely low speeds caused by intersection congestion, high delay, and adverse signal progression.	Greater Than 1.00

^a For arterials that are multilane divided or undivided with some parking, a signalized intersection density of four to eight per mile, and moderate roadside development.

^b Volume-to-capacity ratio.

≥ greater than or equal to.

< less than.

Source: Transportation Research Board, *Highway Capacity Manual, Special Report 209* (Washington, D.C., 1994).

Table 2: LOS C Capacity Criteria in Vehicles per Day

Lanes	Arterial	Collector
2	NA	5,000
3	11,500	10,000
5	26,500	NA
7	40,000	NA

Intersection Standards

The performance of intersections has a large effect on the Level of Service of the roadway network. In Santa Clara, intersections can have no control, be stop controlled, roundabouts, traffic signals, or be controlled in another way. The level of service for each type of intersection is calculated in a different way. Intersection improvements will be necessary in order to maintain the desired level of service. Planning ahead by coordinating the placement of intersection features, reserving rights-of-way for roundabouts with roadway construction before the placement of the actual roundabout, and other

elements, is a way to mitigate the costs of these intersection improvements. The costs of these intersection improvements have been included in the roadway network cost estimates included in [Table 3](#).

The total costs for the full installation of these intersection improvements may be postponed depending on the specific needs of the intersections in the future based on on-going analysis.

Trips

The unit of demand for transportation impact is the PM peak hour trip. A PM peak hour trip is defined by the Institute of Transportation Engineers (ITE) as a single or one-directional vehicle movement to or from a site between the hours of 4 PM and 6 PM. The total traffic impact of a new development can be determined by the sum of the total number of trips generated by a development during the PM peak hour. This trip generation number or impact can be estimated for an individual development using the *ITE Trip Generation Manual* (currently 11th Edition). This publication uses national data studied over decades to assist traffic engineering professionals to determine the likely impact of new development on transportation infrastructure.

There is a minor discrepancy in the way ITE calculates trips and the way trips or roadway volumes are calculated in the travel demand modelling used in the Santa Clara TMP. This discrepancy is explained by the model roadway volumes and capacities being calculated using daily traffic volumes rather than trips on the roadway. Essentially this means that a travel demand model “trip” or unit of volume is counted once as a vehicle leaves home, travels on the road network and then arrives at work. This vehicle will only be counted as it travels on the roadway network. The ITE Trip Generation method uses driveway counts as its measure of a trip. Therefore, a vehicle making the same journey will be counted once as it leaves home and once again as it arrives at work for a total of two trips. This can be rectified simply by adjusting the ITE Trip Generation rates by one half.

Table 3: 0 to 5-Year Roadway Project Cost Estimates

Location	Current Cost	% City Responsibility	Eligible for Impact Fees
0-5 Year Improvements			
1. Center turn lane on Santa Clara Drive from Old Farm Road to Chapel Street	\$137,000	100%	\$137,000
2. Chapel Street widening and extension	\$479,000	100%	\$479,000
3. Red Mountain Drive from Pioneer Parkway to North City Boundary (developer funded)	\$3,465,000	0%	\$0
4. Traffic signal at Red Mountain Drive and Pioneer Parkway	\$569,000	100%	\$569,000
5. Traffic signal at Chapel Street OR Gates Lane and Santa Clara Drive	\$569,000	100%	\$569,000
6. Western Corridor/Hamblin Parkway, Phase I (local match)	\$1,060,000	100%	\$1,060,000
7. New shop space for maintenance vehicles	\$350,000	100%	\$350,000
8. Right-turn deceleration lanes on Santa Clara Drive from Tuweap Drive to Santa Clara Parkway	\$63,000	100%	\$63,000
9. Right-turn deceleration lanes on Pioneer Parkway west of Red Mountain Drive	\$33,000	100%	\$33,000
10. Bike lane and turnouts on south side of Pioneer Parkway	\$347,000	100%	\$347,000
11. Gap Canyon Parkway and Western Corridor, from St. George to Old Hwy 91 (local match)	\$390,000	100%	\$390,000
12. Chapel Street Bridge Bond	\$1,017,600	100%	\$1,017,600
0-5 Year Improvement Totals	\$8,479,600	59%	\$5,014,600

System Improvements and Project Improvements

As described in the TMP, there are four primary classifications of roads, including local streets, collectors, arterials, and expressways. Santa Clara City classifies street facilities based on the relative amounts of through and land-access service they provide. Local streets primarily serve land-access functions, while expressways are primarily meant for mobility. Each classification may have a variable number of lanes, which is a function of the expected traffic volume and serves as the greatest measure of roadway capacity.

Improvements to collectors and arterials are considered “system improvements” according to the Utah Impact Fee Law, as these streets serve users from multiple developments. System improvements include anything from back of curb to back of curb, including curb and gutter, asphalt, road base, and sub-surface storm water drain utilities, as well as lighting, signing, and noise walls for collectors and arterials. These projects are eligible to be funded with impact fees and are included in this IFFP.

Proposed Level of Service (11-36a-302.1.a.ii)

The proposed level of service provides a standard for future roadway conditions to be evaluated against. This standard will determine whether or not a roadway will need improvements or not. According to the Utah Impact Fee Law, the proposed level of service may:

1. Diminish or equal the existing level of service
2. Exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
3. Establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

This IFFP will not make any changes to the existing level of service, and LOS C will be the standard by which future growth will be evaluated.

Existing Capacity to Accommodate Future Growth (11-36a-302.1.a.iii)

There are many ways to quantify the impact of new growth on the transportation system in Santa Clara. The method used in this study to assess the impact is to consider all the needed transportation improvements identified in the Transportation Improvement Plan and then eliminate the cost of those improvements that are necessary to correct existing deficiencies.

To determine the amount of development that will occur in Santa Clara over the next six years the following steps were followed:

- Obtain the record of permits issued for various developments from January 2020 to March 2024. Impact fee studies will often establish a future growth trend based on the recent history of issued building permits. The past four years, the City has experienced a strong trend of building that has consisted of both residential and commercial growth activity such as retail, services, and restaurants. Building permit information is shown in [Table 4](#).

-
- Determine the PM peak hour trip generation rate for each land-use type using the *ITE Trip Generation Manual* 11th Edition.
 - Adjust the trip generation rate in terms of heavy vehicles percentage (it was assumed that one heavy vehicle would be equivalent to two passenger vehicles based on information obtained from the Transportation Research Board's *Highway Capacity Manual*) and primary trips. The primary trip adjustment eliminates trips to various land-uses that are pass-by trips or diverted trips. A typical trip that is not adjusted with an adjustment factor assumes that a trip is made from one destination to another, with the intent that the destination is the reason for the trip. In an adjusted trip, an intermediate stop is made before the final destination is reached, such as a bank, post office, fast food, gasoline, etc. These adjustments are called pass-by trip adjustments and are represented in the primary trip adjustment. The primary trip adjustment also contains internal capture adjustments. When primary trip percentages are taken, they are generally derived from the Institute of Transportation Engineers' *Trip Generation Handbook*.
 - To compare how vehicle trips from each land use impact the roadway system, each land use is measured next to a single-family home to determine how many effective single-family homes equate to a given type of land use. For instance, the trips generated by a 5,000 sq. ft. medical building is equivalent to the trips generated by 18 single-family homes. Therefore, we calculate a demand index factor for each land use based on the single-family unit as the base factor by dividing the effective trip end for the land-use by the single family unit effective trip end, which is 1.0 per single-family home, according to the *Trip Generation Handbook*, cited above. This produces the Single-Family Equivalent unit, or SFE unit. See [Table 4](#).
 - Multiply the demand index for each land-use by the number of permits issued on an average year for the land use. The sum of the SFE units for the various land-uses is then multiplied by six to determine the projected number of SFE units expected over the next six years in Santa Clara when calculating the cost for six years of projects, shown in [Table 4](#).

Based upon the methodology used above it is projected that Santa Clara will experience approximately 1,389 SFE units of growth over the next six years.

Table 4: Future Growth in Santa Clara City

Category	Land Use	Unit	Demand Index (single family equivalent)	# of Units for Permits Issued *	Average # of Units/Year	Average # of SFE Units/Year
Residential	Single Family Detached	Dw elling Units	0.94	130	31	29
	Single Family Attached	Dw elling Units	0.57	337	81	46
	Assisted Living Center	Beds	0.24	59	14	3
	Multifamily Housing (Low -Rise)	Dw elling Units	0.51	104	25	13
Office	Office Building	1,000 sq. ft.	1.44	0	0	0
	Medical Office Building	1,000 sq. ft.	3.93	11.8	3	11
Retail	Less Intensive Retail	1,000 sq. ft.	1.91	11	3	5
	Hardw are Store	1,000 sq. ft.	2.21	25.3	6	13
	Strip Retail Plaza	1,000 sq. ft.	5.93	7	2	10
	Intensive Retail	1,000 sq. ft.	5.70	9.4	2	13
Services	Quality Restaurant	1,000 sq. ft.	4.37	0	0	0
	Fast Food w/o Drive Through	1,000 sq. ft.	19.93	6.3	2	30
	Fast Food w ith Drive Through	1,000 sq. ft.	16.52	9.9	2	39
	Convenience Market w/ Gas Pumps	Pump Stations	19.15	0	0	0
	Pharmacy with Drive-Through Window	1,000 sq. ft.	5.23	0	0	0
	Auto Parts	1,0000 sq. ft.	2.79	6.6	2	4
	Automated Car Wash	Wash Tunnels	54.25	1	0	13
	Bank	1,000 sq. ft.	11.14	0	0	0
Industrial	Industrial	1,000 sq. ft.	0.34	0	0	0
	Mini-Warehouse	1,000 sq. ft.	0.15	12	3	0
	Manufacturing	1,000 sq. ft.	0.18	5.4	1	0
	Warehousing	1,000 sq. ft.	0.18	0	0	0
Institutional	Elementary School	Students	0.16	0	0	0
	Middle/Junior School	Students	0.15	0	0	0
	High School	Students	0.26	0	0	0
	Private School (K-8)	Students	0.19	0	0	0
	Charter School (K-12)	Students	0.73	0	0	0
	Day Care	1,000 sq. ft.	11.12	0	0	0
	Church	1,000 sq. ft.	0.49	0	0	0
Lodge	Hotel/Motel	rooms	0.59	0	0	0
Total # of Single Family Equivalent Units/Year						231
Total # of Single Family Equivalent Units Over the Next 6 Years						1,389

* Demand Index from ITE's Trip Generation Manual, 11th Edition

Table 5: Single-Family Equivalent (SFE) Demand Index

APPLICABLE ITE CODE	LAND USE	UNITS	ITE TRIPS ENDS PER UNIT (PM peak hour)	PASS-BY TRIPS %	PASS-BY TRIP ADJUSTMENT	PRIMARY TRIP ADJUSTMENT	EFFECTIVE TRIP ENDS PER UNIT	DEMAND INDEX (single family equivalent)
PORT & TERMINAL (Land Uses 000-099)								
030	Truck Terminal	Acres	1.87	0%	1.00	1.00	1.87	1.87
INDUSTRIAL (Land Uses 100-199)								
110	General Light Industrial	TSF Gross	0.65	0%	1.00	1.00	0.65	0.65
130	Industrial Park	TSF Gross	0.34	0%	1.00	1.00	0.34	0.34
140	Manufacturing	TSF Gross	0.74	0%	1.00	1.00	0.74	0.74
150	Warehousing	TSF Gross	0.18	0%	1.00	1.00	0.18	0.18
151	Mini Warehouse	TSF Gross	0.15	0%	1.00	1.00	0.15	0.15
160	Data Center	TSF Gross	0.09	0%	1.00	1.00	0.09	0.09
170	Utility	TSF Gross	2.16	0%	1.00	1.00	2.16	2.16
RESIDENTIAL (Land Uses 200-299)								
210	Single-Family Detached Homes	DU	0.94	0%	1.00	1.00	0.94	0.94
215	Single-Family Attached Homes	DU	0.57	0%	1.00	1.00	0.57	0.57
220	Multifamily Housing (Low-Rise)	DU	0.51	0%	1.00	1.00	0.51	0.51
221	Multifamily Housing (Mid-Rise)	DU	0.39	0%	1.00	1.00	0.39	0.39
225	Off-Campus Student Apartment	Bedrooms	0.24	0%	1.00	1.00	0.24	0.24
231	Mid-Rise Residential 1st-Floor Commercial	DU	0.17	0%	1.00	1.00	0.17	0.17
240	Mobile Home Park	DU	0.58	0%	1.00	1.00	0.58	0.58
251	Senior Adult Housing-Detached	DU	0.3	0%	1.00	1.00	0.30	0.30
252	Senior Adult Housing-Attached	DU	0.25	0%	1.00	1.00	0.25	0.25
253	Congregate Care	DU	0.18	0%	1.00	1.00	0.18	0.18
254	Assisted Living	Beds	0.24	0%	1.00	1.00	0.24	0.24
260	Recreational Homes	DU	0.29	0%	1.00	1.00	0.29	0.29
265	Timeshare	DU	0.63	0%	1.00	1.00	0.63	0.63
270	Residential PUD	DU	0.69	0%	1.00	1.00	0.69	0.69
LODGING (Land Uses 300-399)								
310	Hotel	Rooms	0.59	0%	1.00	1.00	0.59	0.59
311	All Suites Hotel	Rooms	0.36	0%	1.00	1.00	0.36	0.36
312	Business Hotel	Rooms	0.31	0%	1.00	1.00	0.31	0.31
320	Motel	Rooms	0.36	0%	1.00	1.00	0.36	0.36
330	Resort Hotel	Rooms	0.41	0%	1.00	1.00	0.41	0.41
RECREATIONAL (Land Uses 400-499)								
416	Campground/RV Park	Camp Sites	0.27	0%	1.00	1.00	0.27	0.27
430	Golf Course	Holes	2.91	0%	1.00	1.00	2.91	2.91
437	Bowling Alley	Lanes	1.3	0%	1.00	1.00	1.30	1.30
445	Multiplex Movie Theater	TSF Gross	6.17	0%	1.00	1.00	6.17	6.17
490	Tennis Courts	Courts	4.21	0%	1.00	1.00	4.21	4.21
492	Health/Fitness Club	TSF Gross	3.45	0%	1.00	1.00	3.45	3.45
495	Recreational Community Center	TSF Gross	2.50	0%	1.00	1.00	2.50	2.50
INSTITUTIONAL (Land Uses 500-599)								
520	Elementary School	Students	0.16	0%	1.00	1.00	0.16	0.16
522	Middle/Junior High School	Students	0.15	0%	1.00	1.00	0.15	0.15
530	High School	Students	0.26	0%	1.00	1.00	0.26	0.26
534	Private School (K-8)	Students	0.19	0%	1.00	1.00	0.19	0.19
536	Charter Elementary School	Students	0.16	0%	1.00	1.00	0.16	0.16
538	Charter School (K-12) (Peak hour of generator)	Students	0.73	0%	1.00	1.00	0.73	0.73
560	Church	TSF Gross	0.49	0%	1.00	1.00	0.49	0.49
565	Daycare Center	TSF Gross	11.12	0%	1.00	1.00	11.12	11.12
MEDICAL (Land Uses 600-699)								
610	Hospital	TSF Gross	0.86	0%	1.00	1.00	0.86	0.86
620	Nursing Home	Beds	0.14	0%	1.00	1.00	0.14	0.14
630	Clinic	TSF Gross	3.69	0%	1.00	1.00	3.69	3.69
OFFICE (Land Uses 700-799)								
710	General Office	TSF Gross	1.44	0%	1.00	1.00	1.44	1.44
712	Small Office Building	TSF Gross	2.16	0%	1.00	1.00	2.16	2.16
715	Single Tenant Office Building	TSF Gross	1.76	0%	1.00	1.00	1.76	1.76
720	Medical/Dental Office	TSF Gross	3.93	0%	1.00	1.00	3.93	3.93
730	Government Office Building	TSF Gross	1.71	0%	1.00	1.00	1.71	1.71
732	Post Office	TSF Gross	11.21	0%	1.00	1.00	11.21	11.21
750	Office Park	TSF Gross	1.30	0%	1.00	1.00	1.30	1.30
770	Business Park	TSF Gross	1.22	50%	0.50	1.00	0.61	0.61
RETAIL (Land Uses 800-899)								
812	Building Materials/Lumber	TSF Gross	2.25	15%	0.85	1.00	1.91	1.91
813	Free Standing Discount Superstore	TSF Gross	4.33	28%	0.72	1.00	3.12	3.12
814	Variety Store	TSF Gross	6.70	15%	0.85	1.00	5.70	5.70
816	Hardware/Paint Store	TSF Gross	2.98	26%	0.74	1.00	2.21	2.21
817	Nursery (Garden Center)	TSF Gross	6.94	15%	0.85	1.00	5.90	5.90
820	Shopping Center (Rate)	TSF Gross	3.40	34%	0.66	1.00	2.24	2.24
822	Strip Retail Plaza	TSF Gross	6.59	10%	0.90	1.00	5.93	5.93
840	New Car Sales	TSF Gross	2.42	0%	1.00	1.00	2.42	2.42
841	Used Car Sales	TSF Gross	3.75	0%	1.00	1.00	3.75	3.75
842	RV Sales	TSF Gross	0.77	0%	1.00	1.00	0.77	0.77
843	Auto Parts Sales	TSF Gross	4.90	43%	0.57	1.00	2.79	2.79
848	Tire Store	Service Bays	3.75	28%	0.72	1.00	2.70	2.70
850	Supermarket (stand alone stores)	TSF Gross	8.95	36%	0.64	1.00	5.73	5.73
851	Convenience Mkt. (Open 24 Hrs)	TSF Gross	49.11	61%	0.39	1.00	19.15	19.15
857	Discount Club	TSF Gross	4.19	10%	0.90	1.00	3.77	3.77
862	Home Improvement Superstore	TSF Gross	2.29	48%	0.52	1.00	1.19	1.19
863	Electronics Super Store	TSF Gross	4.25	40%	0.60	1.00	2.55	2.55
867	Office Supply Superstore	TSF Gross	2.77	10%	0.90	1.00	2.49	2.49
876	Apparel Store	TSF Gross	4.12	15%	0.85	1.00	3.50	3.50
881	Pharmacy/Drugstore w/ Drive-Thru	TSF Gross	10.25	49%	0.51	1.00	5.23	5.23
882	Marijuana Dispensary	TSF Gross	18.92	0%	1.00	1.00	18.92	18.92
890	Furniture Store	TSF Gross	0.52	53%	0.47	1.00	0.24	0.24
899	Liquor Store	TSF Gross	16.62	10%	0.90	1.00	14.96	14.96
SERVICES (Land Uses 900-999)								
911	Walk-in Bank	TSF Gross	12.13	25%	0.75	1.00	9.10	9.10
912	Drive-in Bank	TSF Gross	21.01	47%	0.53	1.00	11.14	11.14
931	Quality Restaurant (not national chain)	TSF Gross	7.80	44%	0.56	1.00	4.37	4.37
932	High Turnover/Sit Down Rest	TSF Gross	9.05	43%	0.57	1.00	5.16	5.16
933	Fast Food w/o Drive Thru	TSF Gross	33.21	40%	0.60	1.00	19.93	19.93
934	Fast Food with Drive Thru	TSF Gross	33.03	50%	0.50	1.00	16.52	16.52
935	Fast Food with Drive Thru and no seating	Drive Lanes	59.50	40%	0.60	1.00	35.70	35.70
937	Coffee/Donut Shop with Drive Thru	TSF Gross	38.99	50%	0.50	1.00	19.50	19.50
941	Quick Lubrication Vehicle Shop	Service Bays	8.70	25%	0.75	1.00	6.53	6.53
942	Auto Care Center	Service Bays	2.17	0%	1.00	1.00	2.17	2.17
944	Service Station	Fuel Position	13.91	42%	0.58	1.00	8.07	8.07
945	Serv.Station w/ Conven.Mkt	Fuel Position	18.42	56%	0.44	1.00	8.10	8.10
947	Self Serve Car Wash	Wash Bays	5.54	20%	0.80	1.00	4.43	4.43
948	Automated Car Wash	Wash Tunnels	77.50	30%	0.70	1.00	54.25	54.25

* TSF: Thousand Square Feet

* DU: Dwelling Unit

Demands Placed on Facilities by New Development (11-36a-302.1.a.iv)

To meet the requirements of the Utah Impact Fee law to “identify demands placed upon existing public facilities by new development activity at the proposed level of service” and “identify the means by which the political subdivision or private entity will meet those growth demands”, the following steps were completed:

1. **Existing Demand-** The traffic demand at the present time was estimated using traffic counts and population data.
2. **Existing Capacity-** The capacity of the current roadway network was estimated using the calculated LOS using volume to capacity ratios (v/c).
3. **Existing Deficiencies-** The deficiencies in the current network were identified by comparing the LOS of the roadways to the LOS standard.
4. **Future Demand-** The future demand on the network was estimated using development projections.
5. **Future Deficiencies-** The deficiencies in the future network were identified by comparing the calculated future LOS with the LOS standard through capacity maps.
6. **Recommended Improvements-** Recommendations that will help meet future demands were made.

These steps were the basis for the TIP and are detailed in the report.

Conversions of Growth and Development Projections to Trip Generations

The basis of the future travel demand was projected using the Dixie Metropolitan Planning Organization Travel Demand Model. The inputs to the model consist of socio-economic and land use data provided by the DMPO and the City. The outputs from the model include peak hour trips and daily traffic volumes on each of the roadways in the network.

Infrastructure Required to Meet Demands of New Development (11-36a-302.1.a.v)

6-Year Improvement Plan

The projects required to maintain the desired level of service for the roadway network in 2050 were outlined in the TMP. These projects will need to be constructed at various times from the present through 2050. However, for the purposes of this IFFP, only projects that will be completed within the next six years will be considered. [Table 3](#) shows the projects that are forecasted to be needed in the next six years. This table includes all of the projects regardless of their eligibility for impact fee expenditure. The portion of the project, which is impact fee eligible is indicated in the [% Impact Fee](#) and [Impact Fee Total](#) columns.

Project Cost Attributable to Future Growth

[Table 3](#) shows the project costs attributable to new growth as a percentage of the total project costs as defined in the previous section. Each project in [Table 3](#) exists due to future growth but the cost that should be shared by new development through the assessment of impact fees varies depending on the owner of the road, the funding available, and the roadway classification. Where the project is likely to be completed using MPO funding, the Santa Clara impact fee eligible portion of the project is only the amount of money the City will need to find as their required “matching funds”. Road widening projects are considered 100% impact fee eligible as any work on these roads will only be needed as volumes

increase as a result of new development. Cost participation for city-owned roads is variable depending on the road classification and development yet to occur. The cost attributable to new growth and potentially impact fee eligible is defined as the portion of the roadway cross section in excess of the standards for a local road. This is based on the premise that a local road cross section serves the needs of the localized development which directly access the new road. It was assumed, based on City practices, that developers will typically pay for improvements on the outside twenty-eight feet of right-of-way on each side of the road (one lane of asphalt plus curb, gutter, and sidewalk) while the City would be responsible for the remainder. This portion will be paid for by the individual development, which accesses the new road. Any improvements beyond the local street cross section would be considered a capacity improvement for the entire city as a whole and is therefore impact fee eligible. The City responsibility cost for each new road is determined as the percentage of the total project cost beyond a local street classification.

Project Cost Attributable to 6-Year Growth

Using the travel demand model mentioned previously it is possible to estimate the number of PM trips originating or terminating in Santa Clara for the existing and future conditions. The difference between the future PM trips and the existing PM trips (the number of new trips in the City) becomes the denominator in the equation used to calculate the impact fee cost per PM peak hour trip for new development.

Level of service capacity of roadways and intersections has been calculated in the TMP and has indicated where capacity is needed in the future. By projecting the trips that will be generated by new development and dividing these trips by the impact fee eligible costs, the fee per trip can be calculated.

Proposed Means to Meet Demands of New Development (11-36a-302.2)

All possible revenue sources have been considered as a means of financing transportation capital improvements needed as a result of new growth. This section discusses the potential revenue sources that could be used to fund transportation needs as a result of new development.

Transportation routes often span multiple jurisdictions and provide regional significance to the transportation network. As a result, other government jurisdictions or agencies often help pay for such regional benefits. Those jurisdictions and agencies could include the Federal Government, the State Government or UDOT, or the DMPO. The City will need to continue to partner and work with these other jurisdictions to ensure that adequate funds are available for the specific improvements necessary to maintain an acceptable LOS. The City will also need to partner with adjacent communities to ensure corridor continuity across jurisdictional boundaries (i.e., arterials connect with arterials; collectors connect with collectors, etc.).

Funding sources for transportation are essential if City recommended improvements are to be built. The following paragraphs further describe the various transportation funding sources available to the City.

Federal Funding

Federal monies are available to cities and counties through the federal-aid program. UDOT administers the funds. In order to be eligible, a project must be listed on the five-year Statewide Transportation Improvement Program (STIP).

The Surface Transportation Program (STP) funds projects for any roadway with a functional classification of a collector street or higher as established on the Functional Classification Map. STP funds can be used for both rehabilitation and new construction. The Joint Highway Committee programs a portion of the STP funds for projects around the state in urban areas. Another portion of the STP funds can be used for projects in any area of the state at the discretion of the State Transportation Commission. Transportation Enhancement funds are allocated based on a competitive application process. The Transportation Enhancement Committee reviews the applications and then a portion of the application is passed to the State Transportation Commission. Transportation enhancements include twelve categories ranging from historic preservation, bicycle and pedestrian facilities and water runoff mitigation. Other federal and state trail funds are available from the Utah State Parks and Recreation Program.

The DMPO accepts applications for federal funds every November through local and regional government jurisdictions. The DMPO Technical Advisory Committee and Transportation Executive Committee select projects for funding annually. The selected projects form the Transportation Improvement Program (TIP). In order to receive funding, projects should include one or more of the following aspects:

- ❖ *Congestion Relief – spot improvement projects intended to improve Levels of Service and/or reduce average delay along those corridors identified in the Regional Transportation Plan as high congestion areas*
- ❖ *Mode Choice – projects improving the diversity and/or usefulness of travel modes other than single occupant vehicles*
- ❖ *Safety – improvements to vehicular, pedestrian, and bicyclist safety*

State/County Funding

The distribution of State Class B and C Program monies is established by State Legislation and is administered by the State Department of Transportation. Revenues for the program are derived from State fuel taxes, registration fees, driver's license fees, inspection fees, and transportation permits. Seventy-five percent of these funds are kept by UDOT for their construction and maintenance programs. The rest is made available to counties and cities.

Class B and C funds are allocated to each city and county by a formula based on population, centerline miles, and land area. Class B funds are given to counties, and Class C funds are given to cities and towns. Class B and C funds can be used for maintenance and construction projects; however, thirty percent of those funds must be used for construction or maintenance projects that exceed \$40,000. The remainder of these funds can be used for matching federal funds or to pay the principal, interest, premiums, and reserves for issued bonds.

In 2005 the state senate passed a bill providing for the advance acquisition of right-of-way for highways of regional significance. This bill would enable cities in the county to better plan for future transportation needs by acquiring property to be used as future right-of-way before it is fully developed and becomes extremely difficult to acquire. UDOT holds on account the revenue generated by the local corridor preservation fund but the county is responsible to program and control funds. In order to qualify for preservation funds, the City must comply with the Corridor Preservation Process found at the following link www.udot.utah.gov/public/ucon. Currently, Santa Clara City uses Class C funding for their transportation projects.

City Funding

Some cities utilize general fund revenues for their transportation programs. Another option for transportation funding is utilizing SB 282 with the creation of Public Infrastructure Districts (PID). This bill grants cities and counties the power to create PIDs to finance public infrastructure for new development and redevelopment. These districts are organized for the purpose of funding a single specific project that benefits an identifiable group of properties. Another source of funding used by cities includes revenue bonding for projects intended to benefit the entire community.

Private interests often provide resources for transportation improvements. Developers construct the local streets within subdivisions and often dedicate right-of-way and participate in the construction of collector/arterial streets adjacent to their developments. Developers can also be considered a possible source of funds for projects through the use of impact fees. These fees are assessed as a result of the impacts a particular development will have on the surrounding roadway system, such as the need for traffic signals or street widening.

General fund revenues are typically reserved for operation and maintenance purposes as they relate to transportation. However, general funds could be used if available to fund the expansion or introduction of specific services. Providing a line item in the City budgeted general funds to address roadway improvements, which are not impact fee eligible is a recommended practice to fund transportation projects should other funding options fall short of the needed amount.

General obligation bonds are debt paid for or backed by the City's taxing power. In general, facilities paid for through this revenue stream are in high demand amongst the community. Typically, general obligation bonds are not used to fund facilities that are needed as a result of new growth because existing residents would be paying for the impacts of new growth. As a result, general obligation bonds are not considered a fair means of financing future facilities needed as a result of new growth.

Certain areas might require different needs or methods of funding other than traditional revenue sources. A Special Assessment Area (SAA) can be created for infrastructure needs that benefit or encompass specific areas of the City. Creation of the SAA may be initiated by the municipality by a resolution declaring the public health, convenience, and necessity requiring the creation of a SAA. The boundaries and services provided by the district must be specified and a public hearing held prior to creation of the SAA. Once the SAA is created, funding can be obtained from tax levies, bonds, and fees when approved by the majority of the qualified electors of the SAA. These funding mechanisms allow the costs to be spread out over time. Through the SAA, tax levies and bonding can apply to specific areas in the City needing to benefit from the improvements.

Interfund Loans

Since infrastructure must generally be built ahead of growth, it must sometimes be funded before expected impact fees are collected. Bonds are the solution to this problem in some cases. In other cases, funds from existing user rate revenue will be loaned to the impact fee fund to complete initial construction of the project. As impact fees are received, they will be reimbursed. Consideration of these loans will be included in the impact fee analysis and should be considered in subsequent accounting of impact fee expenditures.

Developer Dedications and Exactions

Developer dedications and exactions can both be credited against the developer's impact fee analysis. If the value of the developer dedications and/or exactions are less than the developer's impact fee liability, the developer will owe the balance of the liability to the city. If the dedications and/or exactions of the developer are greater than the impact fee liability, the city must reimburse the developer the difference.

Developer Impact Fees

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements resulting from and needed to serve new growth. The premise behind impact fees is that if no new development occurred, the existing infrastructure would be adequate. Therefore, new developments should pay for the portion of required improvements that result from new growth. Impact fees are assessed for many types of infrastructures and facilities that are provided by a community, such as roadway facilities. According to state law, impact fees can only be used to fund growth related system improvements.

Necessity of Improvements to Maintain Level of Service

According to State statute, impact fees must only be used to fund projects that will serve needs caused by future development. They are not to be used to address present deficiencies. Only projects that address future needs are included in this IFFP. This ensures a fair fee since developers will not be expected to address present deficiencies.

Impact Fee Certification (11-36a-306)

According to state law, this report has been prepared in accordance with Utah Code Title 11 Chapter 36 titled "Impact Fees Act". This report relies upon the planning, engineering, land use and other source data provided by the City and their designees, and all results and projections are founded upon this information.

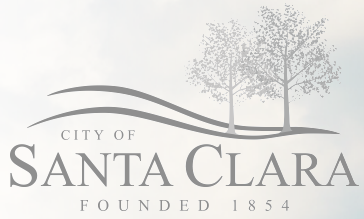
In accordance with Utah Code Annotate, 11-36a-306(1), Horrocks Engineers, certifies that this impact fee facilities plan:

1. Includes only the cost of public facilities that are:
 - a. Allowed under the Impact Fees Act; and
 - b. Actually incurred; or
 - c. Are projected to be incurred or encumbered within six years of 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 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; and
3. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following limitations:

1. All of the recommendations for implementing this IFFP of IFA are followed in their entirety by the City.
2. If any portion of the IFFP is modified or amended in any way, this certification is no longer valid.

All information presented and used in the creation of this IFFP is assumed to be complete and correct, including any information received from the City of other outside sources.



**TRAFFIC
IMPACT
FEE
ANALYSIS
APRIL 2024**

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EXECUTIVE SUMMARY

The purpose of this report is to present the impact fee calculation methodology for the planned roadway facilities in Santa Clara City. The proposed impact fee was calculated based upon the future roadway improvements identified in the Santa Clara Transportation Master Plan (TMP) that can be attributed to projected future development over the next six years. The projected future development growth was determined by evaluating residential and commercial building permits issued in the last four years. The permits for the various developments were converted to a single-family equivalent (SFE) in terms of trips generated in the PM peak hour (see Table 3 for further details). For the purposes of this study it was assumed that Santa Clara will continue to experience similar type growth over the next six years as development continues.

The SFE impact fee was calculated by dividing the City-responsible roadway improvement costs by the projected SFE development units over the next six years.

The recommended single-family detached housing street impact fee of \$3,610 represents a 4.4% decrease from the current impact fee of \$3,778.

Table 1 identifies the recommended impact fee schedule for various land-uses.

Table 1: Proposed Land Use Impact Fees

ITE CODE	LAND USE	UNITS	DEMAND INDEX (single family equivalent)*	IMPACT FEE COST PER UNIT
030	Truck Terminal	Acres	1.87	\$ 6,751
INDUSTRIAL (Land Uses 100-199)				
110	General Light Industrial	TSF Gross	0.65	\$ 2,347
130	Industrial Park	TSF Gross	0.34	\$ 1,227
140	Manufacturing	TSF Gross	0.74	\$ 2,671
150	Warehousing	TSF Gross	0.18	\$ 650
151	Mini Warehouse	TSF Gross	0.15	\$ 542
160	Data Center	TSF Gross	0.09	\$ 325
170	Utility	TSF Gross	2.16	\$ 7,798
RESIDENTIAL (Land Uses 200-299)				
210	Single-Family Detached Homes	DU	0.94	\$ 3,610
215	Single-Family Attached Homes	DU	0.57	\$ 2,058
220	Multifamily Housing (Low-Rise)	DU	0.51	\$ 1,841
221	Multifamily Housing (Mid-Rise)	DU	0.39	\$ 1,408
225	Off-Campus Student Apartment	Bedrooms	0.24	\$ 866
231	Mid-Rise Residential 1st-Floor Comm	DU	0.17	\$ 614
240	Mobile Home Park	DU	0.58	\$ 2,094
251	Senior Adult Housing-Detached	DU	0.3	\$ 1,083
252	Senior Adult Housing-Attached	DU	0.25	\$ 903
253	Congregate Care	DU	0.18	\$ 650
254	Assisted Living	Beds	0.24	\$ 866
260	Recreational Homes	DU	0.29	\$ 1,047
265	Timeshare	DU	0.63	\$ 2,274
270	Residential PUD	DU	0.69	\$ 2,491
LODGING (Land Uses 300-399)				
310	Hotel	Rooms	0.59	\$ 2,130
311	All Suites Hotel	Rooms	0.36	\$ 1,300
312	Business Hotel	Rooms	0.31	\$ 1,119
320	Motel	Rooms	0.36	\$ 1,300
330	Resort Hotel	Rooms	0.41	\$ 1,480
RECREATIONAL (Land Uses 400-499)				
416	Campground/RV Park	Camp Sites	0.27	\$ 975
430	Golf Course	Holes	2.91	\$ 10,505
437	Bowling Alley	Lanes	1.3	\$ 4,693
445	Multiplex Movie Theater	TSF Gross	6.17	\$ 22,274
490	Tennis Courts	Courts	4.21	\$ 15,198
492	Health/Fitness Club	TSF Gross	3.45	\$ 12,455
495	Recreational Community Center	TSF Gross	2.50	\$ 9,025
INSTITUTIONAL (Land Uses 500-599)				
520	Elementary School	Students	0.16	\$ 578
522	Middle/Junior High School	Students	0.15	\$ 542
530	High School	Students	0.26	\$ 939
534	Private School (K-8)	Students	0.19	\$ 686
536	Charter Elementary School	Students	0.16	\$ 578
538	Charter School (K-12) (Peak hour of	Students	0.73	\$ 2,635
560	Church	TSF Gross	0.49	\$ 1,769
565	Daycare Center	TSF Gross	11.12	\$ 40,143
MEDICAL (Land Uses 600-699)				
610	Hospital	TSF Gross	0.86	\$ 3,105
620	Nursing Home	Beds	0.14	\$ 505
630	Clinic	TSF Gross	3.69	\$ 13,321

* TSF: Thousand Square Feet

* DU: Dwelling Unit

Table 1: Proposed Land Use Impact Fees (continued)

ITE CODE	LAND USE	UNITS	DEMAND INDEX (single family equivalent)*	IMPACT FEE COST PER UNIT
OFFICE (Land Uses 700-799)				
710	General Office	TSF Gross	1.44	\$ 5,198
712	Small Office Building	TSF Gross	2.16	\$ 7,798
715	Single Tenant Office Building	TSF Gross	1.76	\$ 6,354
720	Medical/Dental Office	TSF Gross	3.93	\$ 14,187
730	Government Office Building	TSF Gross	1.71	\$ 6,173
732	Post Office	TSF Gross	11.21	\$ 40,468
750	Office Park	TSF Gross	1.30	\$ 4,693
770	Business Park	TSF Gross	0.61	\$ 2,202
RETAIL (LAND USES 800-899)				
812	Building Materials/Lumber	TSF Gross	1.91	\$ 6,895
813	Free Standing Discount Superstore	TSF Gross	3.12	\$ 11,263
814	Variety Store	TSF Gross	5.70	\$ 20,577
816	Hardware/Paint Store	TSF Gross	2.21	\$ 7,978
817	Nursery (Garden Center)	TSF Gross	5.9	\$ 21,299
820	Shopping Center (Rate)	TSF Gross	2.24	\$ 8,086
822	Strip Retail Plaza	TSF Gross	5.93	\$ 21,407
840	New Car Sales	TSF Gross	2.42	\$ 8,736
841	Used Car Sales	TSF Gross	3.75	\$ 13,538
842	RV Sales	TSF Gross	0.77	\$ 2,780
843	Auto Parts Sales	TSF Gross	2.79	\$ 10,072
848	Tire Store	Service Bays	2.7	\$ 9,747
850	Supermarket (stand alone stores)	TSF Gross	5.73	\$ 20,685
851	Convenience Mkt. (Open 24 hrs)	TSF Gross	19.15	\$ 69,132
857	Discount Club	TSF Gross	3.77	\$ 13,610
862	Home Improvement Superstore	TSF Gross	1.19	\$ 4,296
863	Electronics Super Store	TSF Gross	2.55	\$ 9,206
867	Office Supply Superstore	TSF Gross	2.49	\$ 8,989
876	Apparel Store	TSF Gross	3.5	\$ 12,635
881	Pharmacy/Drugstore w/ Drive-thru	TSF Gross	5.23	\$ 18,880
882	Marijuana Dispensary	TSF Gross	18.92	\$ 68,301
890	Furniture Store	TSF Gross	0.24	\$ 866
899	Liquor Store	TSF Gross	14.96	\$ 54,006
SERVICES (LAND USES 900-999)				
911	Walk-in Bank	TSF Gross	9.1	\$ 32,851
912	Drive-in Bank	TSF Gross	11.14	\$ 40,215
931	Quality Restaurant (not national chain)	TSF Gross	4.37	\$ 15,776
932	High Turnover/Sit Down Rest	TSF Gross	5.16	\$ 18,628
933	Fast Food w/o Drive Thru	TSF Gross	19.93	\$ 71,947
934	Fast Food with Drive Thru	TSF Gross	16.52	\$ 59,637
935	Fast Food with Drive Thru and no service	Drive Lanes	35.70	\$ 128,877
937	Coffee/Donut Shop with Drive Thru	TSF Gross	19.5	\$ 70,395
941	Quick Lubrication Vehicle Shop	Service Bays	6.53	\$ 23,573
942	Auto Care Center	Service Bays	2.17	\$ 7,834
944	Service Station	Fuel Position	8.07	\$ 29,133
945	Serv.Station w/ Conven.Mkt	Fuel Position	8.1	\$ 29,241
947	Self Serve Car Wash	Wash Bays	4.43	\$ 15,992
948	Automated Car Wash	Wash Tunnels	54.25	\$ 195,843

* TSF: Thousand Square Feet

* DU: Dwelling Unit

INTRODUCTION

Impact fees are a way for a community to obtain funds to assist in the construction of infrastructure improvements that are needed to serve new growth. The premise behind impact fees is that if no new development was allowed, the existing infrastructure would adequately serve the existing level of development in the city. Therefore, new development should pay for the fraction of improvements that are required because of new growth. Impact fees are assessed for many types of infrastructure and facilities that are provided by a community such as roads, sewer, water, parks and trails.

According to state law, impact fees cannot be used to correct existing deficiencies in a system, only to fund growth-related capital improvements.

There are many ways to quantify the impact of new growth on the transportation system in Santa Clara City. The method used in this study to assess the impact is to consider all the needed transportation improvements identified in the Transportation Master Plan (TMP) and then eliminate the cost of those improvements that are necessary to correct existing deficiencies.

Santa Clara presently assesses transportation impact fees from new development. This allows transportation-related costs to be assessed to new development based on the proportional impact of new development.

In calculating the impact fees, the PM peak hour is used as it typically includes larger background/commuter traffic volumes. The typical residential unit is then assigned as a base factor for the other types of development. During the average PM peak hour a residential unit will account for approximately one trip on the roadway network.

PROJECTED FUTURE GROWTH

To determine the amount of development that will occur in Santa Clara over the next six years the following steps were followed:

- Obtain the record of permits issued for various developments from January 2020 to March 2024. Impact fee studies will often establish a future growth trend based on the recent history of issued building permits. The past four years, the City has experienced a strong trend of building that has consisted of both residential and commercial growth activity such as retail, services and restaurant space. Much has been done in the nightly residential zones. Building permit information is shown in Table 3.
- Determine the PM peak hour trip generation rate for each land-use type using the Institute of Transportation Engineers' (ITE) *ITE Trip Generation Manual 11th Edition*.
- Adjust the trip generation rate in terms of heavy vehicles percentage (it was assumed that one heavy vehicle would be equivalent to two passenger vehicles based on information obtained from the Transportation Research Board's *Highway Capacity Manual*) and primary trips. The primary trip adjustment eliminates trips to various land-uses that are pass-by trips or diverted trips. A typical trip that is not adjusted with an adjustment factor

assumes that a trip is made from one destination to another, with the intent that the destination is the reason for the trip. In an adjusted trip, an intermediate stop is made before the final destination is reached, such as a bank, car wash, fast food, gasoline, etc. These adjustments are called pass-by trip adjustments and are represented in the primary trip adjustment. The primary trip adjustment also contains internal capture adjustments. When primary trip percentages are taken, they are generally derived from the ITE *Trip Generation Handbook*.

- To compare how vehicle trips from each land use impact the roadway system, each land use is measured next to a single-family home to determine how many effective single-family homes equate to a given type of land use. For instance, the trips generated by a 5,000 sq. ft. medical building is equivalent to the trips generated by 18 single-family homes. Therefore, we calculate a demand index factor for each land use based on the single-family unit as the base factor by dividing the effective trip end for the land-use by the single-family unit effective trip end, which is 1.0 per single-family home, according to the *Trip Generation Handbook*, cited above. This produces the Single-Family Equivalent unit, or SFE unit.
- Multiply the demand index for each land-use by the number of permits issued on an average year for the land use. The sum of the SFE units for the various land uses is then multiplied by six to determine the projected number of SFE units expected over the next six years in Santa Clara City when calculating the cost for six years of projects.

Based upon the methodology used above it is projected that Santa Clara City will experience approximately 1,389 SFE units of growth over the next six years.

ROADWAY IMPROVEMENT PROJECTS

A list of roadway improvement projects was taken from the Santa Clara City TMP completed in 2024. Recommended improvements are separated into 0 to 5 year improvements, 6 to 10 year improvements and 11 to 20 year improvements. A detailed cost estimate for each project was performed and can be found in the appendix of the Plan, along with a determination of what portion or percentage would be eligible for impact fees.

Table 2: SINGLE FAMILY EQUIVALENT (SFE) DEMAND INDEX

APPLICABLE ITE CODE	LAND USE	UNITS	ITE TRIPS ENDS PER UNIT (PM peak hour)	PASS-BY TRIPS %	PASS-BY TRIP ADJUSTMENT	PRIMARY TRIP ADJUSTMENT	EFFECTIVE TRIP ENDS PER UNIT	DEMAND INDEX (single family equivalent)	APPLICABLE ITE CODE	LAND USE	UNITS	ITE TRIPS ENDS PER UNIT (PM peak hour)	PASS-BY TRIPS %	PASS-BY TRIP ADJUSTMENT	PRIMARY TRIP ADJUSTMENT	EFFECTIVE TRIP ENDS PER UNIT	DEMAND INDEX (single family equivalent)
PORT & TERMINAL (Land Uses 000-099)									MEDICAL (Land Uses 600-699)								
030	Truck Terminal	Acres	1.87	0%	1.00	1.00	1.87	1.87	610	Hospital	TSF Gross	0.86	0%	1.00	1.00	0.86	0.86
INDUSTRIAL (Land Uses 100-199)									620	Nursing Home	Beds	0.14	0%	1.00	1.00	0.14	0.14
110	General Light Industrial	TSF Gross	0.65	0%	1.00	1.00	0.65	0.65	630	Clinic	TSF Gross	3.69	0%	1.00	1.00	3.69	3.69
130	Industrial Park	TSF Gross	0.34	0%	1.00	1.00	0.34	0.34	OFFICE (Land Uses 700-799)								
140	Manufacturing	TSF Gross	0.74	0%	1.00	1.00	0.74	0.74	710	General Office	TSF Gross	1.44	0%	1.00	1.00	1.44	1.44
150	Warehousing	TSF Gross	0.18	0%	1.00	1.00	0.18	0.18	712	Small Office Building	TSF Gross	2.16	0%	1.00	1.00	2.16	2.16
151	Mini Warehouse	TSF Gross	0.15	0%	1.00	1.00	0.15	0.15	715	Single Tennant Office Building	TSF Gross	1.76	0%	1.00	1.00	1.76	1.76
160	Data Center	TSF Gross	0.09	0%	1.00	1.00	0.09	0.09	720	Medical/Dental Office	TSF Gross	3.93	0%	1.00	1.00	3.93	3.93
170	Utility	TSF Gross	2.16	0%	1.00	1.00	2.16	2.16	730	Government Office Building	TSF Gross	1.71	0%	1.00	1.00	1.71	1.71
RESIDENTIAL (Land Uses 200-299)									732	Post Office	TSF Gross	11.21	0%	1.00	1.00	11.21	11.21
210	Single-Family Detached Homes	DU	0.94	0%	1.00	1.00	0.94	0.94	750	Office Park	TSF Gross	1.30	0%	1.00	1.00	1.30	1.30
215	Single-Family Attached Homes	DU	0.57	0%	1.00	1.00	0.57	0.57	770	Business Park	TSF Gross	1.22	50%	0.50	1.00	0.61	0.61
220	Multifamily Housing (Low-Rise)	DU	0.51	0%	1.00	1.00	0.51	0.51	RETAIL (LAND USES 800-899)								
221	Multifamily Housing (Mid-Rise)	DU	0.39	0%	1.00	1.00	0.39	0.39	812	Building Materials/Lumber	TSF Gross	2.25	15%	0.85	1.00	1.91	1.91
225	Off-Campus Student Apartment	Bedrooms	0.24	0%	1.00	1.00	0.24	0.24	813	Free Standing Discount Superstore	TSF Gross	4.33	28%	0.72	1.00	3.12	3.12
231	Mid-Rise Residential 1st-Floor Commercial	DU	0.17	0%	1.00	1.00	0.17	0.17	814	Variety Store	TSF Gross	6.70	15%	0.85	1.00	5.70	5.70
240	Mobile Home Park	DU	0.58	0%	1.00	1.00	0.58	0.58	816	Hardware/Paint Store	TSF Gross	2.98	26%	0.74	1.00	2.21	2.21
251	Senior Adult Housing-Detached	DU	0.3	0%	1.00	1.00	0.30	0.30	817	Nursery (Garden Center)	TSF Gross	6.94	15%	0.85	1.00	5.90	5.90
252	Senior Adult Housing-Attached	DU	0.25	0%	1.00	1.00	0.25	0.25	820	Shopping Center (Rate)	TSF Gross	3.40	34%	0.66	1.00	2.24	2.24
253	Congregate Care	DU	0.18	0%	1.00	1.00	0.18	0.18	822	Strip Retail Plaza	TSF Gross	6.59	10%	0.90	1.00	5.93	5.93
254	Assisted Living	Beds	0.24	0%	1.00	1.00	0.24	0.24	840	New Car Sales	TSF Gross	2.42	0%	1.00	1.00	2.42	2.42
260	Recreational Homes	DU	0.29	0%	1.00	1.00	0.29	0.29	841	Used Car Sales	TSF Gross	3.75	0%	1.00	1.00	3.75	3.75
265	Timeshare	DU	0.63	0%	1.00	1.00	0.63	0.63	842	RV Sales	TSF Gross	0.77	0%	1.00	1.00	0.77	0.77
270	Residential PUD	DU	0.69	0%	1.00	1.00	0.69	0.69	843	Auto Parts Sales	TSF Gross	4.90	43%	0.57	1.00	2.79	2.79
LODGING (Land Uses 300-399)									848	Tire Store	Service Bays	3.75	28%	0.72	1.00	2.70	2.70
310	Hotel	Rooms	0.59	0%	1.00	1.00	0.59	0.59	850	Supermarket (stand alone stores)	TSF Gross	8.95	36%	0.64	1.00	5.73	5.73
311	All Suites Hotel	Rooms	0.36	0%	1.00	1.00	0.36	0.36	851	Convenience Mkt. (Open 24 hrs)	TSF Gross	49.11	61%	0.39	1.00	19.15	19.15
312	Business Hotel	Rooms	0.31	0%	1.00	1.00	0.31	0.31	857	Discount Club	TSF Gross	4.19	10%	0.90	1.00	3.77	3.77
320	Motel	Rooms	0.36	0%	1.00	1.00	0.36	0.36	862	Home Improvement Superstore	TSF Gross	2.29	48%	0.52	1.00	1.19	1.19
330	Resort Hotel	Rooms	0.41	0%	1.00	1.00	0.41	0.41	863	Electronics Super Store	TSF Gross	4.25	40%	0.60	1.00	2.55	2.55
RECREATIONAL (Land Uses 400-499)									867	Office Supply Superstore	TSF Gross	2.77	10%	0.90	1.00	2.49	2.49
416	Campground/RV Park	Camp Sites	0.27	0%	1.00	1.00	0.27	0.27	876	Apparel Store	TSF Gross	4.12	15%	0.85	1.00	3.50	3.50
430	Golf Course	Holes	2.91	0%	1.00	1.00	2.91	2.91	881	Pharmacy/Drugstore w/ Drive-thru	TSF Gross	10.25	49%	0.51	1.00	5.23	5.23
437	Bowling Alley	Lanes	1.3	0%	1.00	1.00	1.30	1.30	882	Marijuana Dispensory	TSF Gross	18.92	0%	1.00	1.00	18.92	18.92
445	Multiplex Movie Theater	TSF Gross	6.17	0%	1.00	1.00	6.17	6.17	890	Furniture Store	TSF Gross	0.52	53%	0.47	1.00	0.24	0.24
490	Tennis Courts	Courts	4.21	0%	1.00	1.00	4.21	4.21	899	Liquor Store	TSF Gross	16.62	10%	0.90	1.00	14.96	14.96
492	Health/Fitness Club	TSF Gross	3.45	0%	1.00	1.00	3.45	3.45	SERVICES (LAND USES 900-999)								
495	Recreational Community Center	TSF Gross	2.50	0%	1.00	1.00	2.50	2.50	911	Walk-in Bank	TSF Gross	12.13	25%	0.75	1.00	9.10	9.10
INSTITUTIONAL (Land Uses 500-599)									912	Drive-in Bank	TSF Gross	21.01	47%	0.53	1.00	11.14	11.14
520	Elementary School	Students	0.16	0%	1.00	1.00	0.16	0.16	931	Quality Restaurant (not national chain)	TSF Gross	7.80	44%	0.56	1.00	4.37	4.37
522	Middle/Junior High School	Students	0.15	0%	1.00	1.00	0.15	0.15	932	High Turnover/Sit Down Rest	TSF Gross	9.05	43%	0.57	1.00	5.16	5.16
530	High School	Students	0.26	0%	1.00	1.00	0.26	0.26	933	Fast Food w/o Drive Thru	TSF Gross	33.21	40%	0.60	1.00	19.93	19.93
534	Private School (K-8)	Students	0.19	0%	1.00	1.00	0.19	0.19	934	Fast Food with Drive Thru	TSF Gross	33.03	50%	0.50	1.00	16.52	16.52
536	Charter Elementary School	Students	0.16	0%	1.00	1.00	0.16	0.16	935	Fast Food with Drive Thru and no seating	Drive Lanes	59.50	40%	0.60	1.00	35.70	35.70
538	Charter School (K-12) (Peak hour of generator)	Students	0.73	0%	1.00	1.00	0.73	0.73	937	Coffee/Donut Shop with Drive Thru	TSF Gross	38.99	50%	0.50	1.00	19.50	19.50
560	Church	TSF Gross	0.49	0%	1.00	1.00	0.49	0.49	941	Quick Lubrication Vehicle Shop	Service Bays	8.70	25%	0.75	1.00	6.53	6.53
565	Daycare Center	TSF Gross	11.12	0%	1.00	1.00	11.12	11.12	942	Auto Care Center	Service Bays	2.17	0%	1.00	1.00	2.17	2.17
									944	Service Station	Fuel Position	13.91	42%	0.58	1.00	8.07	8.07
									945	Serv.Station w/ Conven.Mkt	Fuel Position	18.42	56%	0.44	1.00	8.10	8.10
									947	Self Serve Car Wash	Wash Bays	5.54	20%	0.80	1.00	4.43	4.43
									948	Automated Car Wash	Wash Tunnels	77.50	30%	0.70	1.00	54.25	54.25

* TSF: Thousand Square Feet

* DU: Dwelling Unit

It was assumed, based on City practices, that developers will typically pay for improvements on the outside twenty-eight feet of right-of-way on each side of the road (one lane of asphalt plus curb, gutter, and sidewalk) while the City would be responsible for the remainder. Based upon the cost estimate it is anticipated that the cost to complete the projected roadway improvements over the next six years is \$8,479,600 with \$5,014,600 (59%) being eligible for impact fees. The current State impact fee law only allows the collection of impact fees for the projects that are anticipated to be built during the next six years, so these eligible costs will be spread among the SFE's that are projected for the next six years.

Table 3: FUTURE GROWTH IN SANTA CLARA CITY

Category	Land Use	Unit	Demand Index (single family equivalent)	# of Units for Permits Issued *	Average # of Units/Year	Average # of SFE Units/Year
Residential	Single Family Detached	Dwelling Units	0.94	130	31	29
	Single Family Attached	Dwelling Units	0.57	337	81	46
	Assisted Living Center	Beds	0.24	59	14	3
	Multifamily Housing (Low-Rise)	Dwelling Units	0.51	104	25	13
Office	Office Building	1,000 sq. ft.	1.44	0	0	0
	Medical Office Building	1,000 sq. ft.	3.93	11.8	3	11
Retail	Less Intensive Retail	1,000 sq. ft.	1.91	11	3	5
	Hardware Store	1,000 sq. ft.	2.21	25.3	6	13
	Strip Retail Plaza	1,000 sq. ft.	5.93	7	2	10
	Intensive Retail	1,000 sq. ft.	5.70	9.4	2	13
Services	Quality Restaurant	1,000 sq. ft.	4.37	0	0	0
	Fast Food w/o Drive Through	1,000 sq. ft.	19.93	6.3	2	30
	Fast Food with Drive Through	1,000 sq. ft.	16.52	9.9	2	39
	Convenience Market w/ Gas Pumps	Pump Stations	19.15	0	0	0
	Pharmacy with Drive-Through Window	1,000 sq. ft.	5.23	0	0	0
	Auto Parts	1,000 sq. ft.	2.79	6.6	2	4
	Automated Car Wash	Wash Tunnels	54.25	1	0	13
	Bank	1,000 sq. ft.	11.14	0	0	0
Industrial	Industrial	1,000 sq. ft.	0.34	0	0	0
	Mini-Warehouse	1,000 sq. ft.	0.15	12	3	0
	Manufacturing	1,000 sq. ft.	0.18	5.4	1	0
	Warehousing	1,000 sq. ft.	0.18	0	0	0
Institutional	Elementary School	Students	0.16	0	0	0
	Middle/Junior School	Students	0.15	0	0	0
	High School	Students	0.26	0	0	0
	Private School (K-8)	Students	0.19	0	0	0
	Charter School (K-12)	Students	0.73	0	0	0
	Day Care	1,000 sq. ft.	11.12	0	0	0
	Church	1,000 sq. ft.	0.49	0	0	0
Lodge	Hotel/Motel	rooms	0.59	0	0	0
Total # of Single Family Equivalent Units/Year						231
Total # of Single Family Equivalent Units Over the Next 6 Years						1,389

* Demand Index from ITE's Trip Generation Manual, 11th Edition

Table 4: 0 to 5 Year Roadway Projects Cost Estimate

Location	Current Cost	% City Responsibility	Eligible for Impact Fees
0-5 Year Improvements			
1. Center turn lane on Santa Clara Drive from Old Farm Road to Chapel Street	\$137,000	100%	\$137,000
2. Chapel Street widening and extension	\$479,000	100%	\$479,000
3. Red Mountain Drive from Pioneer Parkway to North City Boundary (developer funded)	\$3,465,000	0%	\$0
4. Traffic signal at Red Mountain Drive and Pioneer Parkway	\$569,000	100%	\$569,000
5. Traffic signal at Chapel Street OR Gates Lane and Santa Clara Drive	\$569,000	100%	\$569,000
6. Western Corridor/Hamblin Parkway, Phase I (local match)	\$1,060,000	100%	\$1,060,000
7. New shop space for maintenance vehicles	\$350,000	100%	\$350,000
8. Right-turn deceleration lanes on Santa Clara Drive from Tuweap Drive to Santa Clara Parkway	\$63,000	100%	\$63,000
9. Right-turn deceleration lanes on Pioneer Parkway west of Red Mountain Drive	\$33,000	100%	\$33,000
10. Bike lane and turnouts on south side of Pioneer Parkway	\$347,000	100%	\$347,000
11. Gap Canyon Parkway and Western Corridor, from St. George to Old Hwy 91 (local match)	\$390,000	100%	\$390,000
12. Chapel Street Bridge Bond	\$1,017,600	100%	\$1,017,600
0-5 Year Improvement Totals	\$8,479,600	59%	\$5,014,600

PROPOSED IMPACT FEE POLICY

In calculating the SFE impact fee, all 0 to 5 year impact fee eligible roadway costs are divided by the projected SFE units over the next six years. The fee is derived by using SFE's calculated by ITE rates and primary trip adjustments as stated in the *ITE Trip Generation Manual*.

Table 5 summarizes the result of this calculation:

Table 5: Recommended Impact Fee Cost

Impact Fee Alternatives	Impact Fee Eligible Amount	SFE's	Impact Fee
All Projects in the 0 to 5 year timeframe, six years in total, divided by adjusted SFE rates	\$5,014,600	1,389	\$3,610

This fee represents the maximum SFE impact fee that can be charged. However, the actual fee assessment may be set at a lower rate, as determined by the City Council.

COMPARISON OF OLD FEES TO PROPOSED FEES

The prior Santa Clara City Traffic Impact Fee Study recommended an impact fee of \$3,778 per single family residential unit. This study proposes \$3,610, a decrease of 4.4% of the current fee.

EXAMPLE CALCULATION

The following equation is to be used in calculating the impact fee:

Number of Land Use Units * Impact Fee Cost per Unit (taken from Table 1: Proposed Land Use Impact Fees) = Assessed Transportation Impact Fee

For example, using Table 1 and the value for General Office (ITE Code 710), the transportation impact fee for a 3,890 sq. ft. office building would be calculated in the following way:

$$(3,890/1,000) * \$5,198 = \$20,220$$

CONCLUSION

Santa Clara City presently assesses transportation impact fees from new development. This allows transportation related costs to be assessed to the new development based on the proportional impact. It is important that the assessed impact fees are regularly updated to ensure that the required roadway improvement costs attributed to growth and development can be met.

The recommended SFE impact fee of \$3,610 will fully fund the City portion of roadway projects attributed to growth. However, it is appropriate to charge impact fees to correspond to what is decided to be funded.

CERTIFICATION

According to state law, this report has been prepared in accordance with Utah Code Title 11 Chapter 36 titled "Impact Fees Act". This report relies upon the planning, engineering, land use and other source data provided by the City and their designees, and all results and projections are founded upon this information.

In accordance with Utah Code Annotate, 11-36a-306(1), Horrocks Engineers, certifies that this 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. Are projected to be incurred or encumbered within six years of 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 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; and
3. Complies in each and every relevant respect with the Impact Fees Act.

This certification is made with the following limitations:

1. All of the recommendations for implementing this IFA are followed in their entirety by the City.
2. If any portion of the IFA is modified or amended in any way, this certification is no longer valid.

All information presented and used in the creation of this IFA is assumed to be complete and correct, including any information received from the City of other outside sources.

Mayor
Rick Rosenberg

City Manager
Brock Jacobsen



City Council
Denny Drake
Leina Mathis
Ben Shakespeare
Jarett Waite
Christa Hinton

CITY COUNCIL

Meeting Date: April 24, 2024

Agenda Item: 3

Applicant: Jeff Webb

Requested by: Jim McNulty

Subject: Partial Plat Amendment, Arlo J. and Ramona Hafen Subdivision

Description:

Jeff Webb is requesting to extend and amend the Arlo J. and Ramona Hafen Subdivision. The applicant is proposing to amend Lot 1 and add Lots 2 and 3. Lot 1 is currently 10,000 sq. ft. and would be increased to 14,266 sq. ft. Lot 2 would be 21,837 sq. ft. and Lot 3 would be 10,033 sq. ft. Lot 1 is a flag lot with an existing single-family home on the property (Webb Family). Proposed Lots 2 and 3 are on undeveloped property owned by the family. A staff report with additional documents has been attached for review and consideration.

Recommendation:

Attachments: Yes

Cost: N/A

Legal Approval: Yes

Finance Approval: N/A

Budget Approval: N/A



City of Santa Clara
2603 Santa Clara Drive
(435) 656-4690, Ext. 225
jmcnulty@sccity.org

Staff Report

Subdivision Plat Amendment Summary and Recommendation

Public Body: Santa Clara City Council

Meeting Date: April 24, 2024

Current Zone: R-1-10 Zone and RA Zone

Property Address: 1375 Chapel Street

Request: Extension & Partial Plat Amendment for Lots 1, 2, and 3 of the Arlo J. and Ramona Hafen Subdivision

Applicant Name: Jeff Webb

Staff Planner: Jim McNulty

City Staff Recommendation: Approve with conditions

Meeting Type: Public Meeting

PROJECT DESCRIPTION

The applicant, ***Jeff Webb, is requesting to extend and amend the Arlo J. & Ramona Hafen Subdivision.*** The applicant is proposing to amend Lot 1 and add Lot 2 (#SC-81-B, 0.50 acres), and Lot 3 (#SC-136-A, 0.23 acres) to the subdivision. Lot 1 is currently 10,000 sq. ft. and will be increased to 14,266 sq. ft. (0.33 acres). The proposed Lot 2 is 21,837 sq. ft. (0.50 acres), and the proposed Lot 3 is 10,033 sq. ft. (0.23 acres). Lots 1 and 3 are in the R-1-10 single-family zone, with Lot 2 being in the RA single-family zone. Lot 1 is a flag lot with an existing single-family home on the property. Proposed Lots 2 and 3 are on undeveloped property.

Lots 1 and 3 will meet the area, width, and yard regulations as per Section 17.64.050 of city ordinance. Lot 2 will meet the area, width, and yard regulations as per Section 17.60.050 of city ordinance. Jeff Webb represents the family/owners of Lot 1 and the remainder of the property that's proposed to be subdivided into Lots 2 and 3. A family member intends to build a home on Lot 2 now, with Lot 3 to be determined. The proposed extension and partial plat amendment will allow for the proposed changes to be shown on a recorded subdivision plat.

SITE & VICINITY DESCRIPTION

The subject properties are in the southwestern part of the city on Chapel Street. Major cross streets in the vicinity include Chapel Street and Santa Clara Drive.

ITEMS TO ADDRESS WITH AMENDED PLAT

City staff has identified the following review items that need to be addressed at this time:

1. **Flag Lot:** Lot 1 is a flag lot with an existing home located on it. Lot 2 will eventually have public frontage along Chapel Street; however, a temporary access easement for Lot 2 will be required from the 25' private driveway at this time. Currently, Ramona Hafen lives in the home in front of Lot 2; however, the property is owned by the City. The City will be improving Chapel Street and removing this home in the future.
2. **Street improvements:** The applicant will be required to put in curb, gutter, and sidewalk along the frontage of Lot 3 and the additional 25' of frontage for Lot 1 (flag lot). The City will put in the remainder of the public improvements for Lot 2 in the future. Once improved, Lot 2 will have public frontage on Chapel Street.

NEIGHBORHOOD RESPONSE

Notices were sent to the property owners within the Arlo J. and Ramona Hafen Subdivision. No responses have been received by city staff as of the writing of this report. The property was also posted for a public meeting as per State Code requirements.

REVIEWING DEPARTMENTS

DEPARTMENT: *Building*

Recommendations: A geotechnical report will be required for Lot 2 and Lot 3 prior to residential structures being built on the properties.

Required Revisions: None at this time.

DEPARTMENT: *Parks & Recreation*

Recommendations: N/A

Required Revisions: N/A

DEPARTMENT: *Police & Fire*

Recommendations: N/A

Required Revisions: N/A

DEPARTMENT: *Power*

Recommendations: Public Utility Easements (PUE's) are required to be shown on the final plat.

Required Revisions: None at this time.

DEPARTMENT: *Public Works*

Recommendations: Any public utility easement that's affected by this amendment needs to be relocated. Curb, gutter, and sidewalk improvements are required for Lot 3 and the additional 25' of frontage for Lot 1 (flag lot). A final mylar with signature blocks is required.

Required Revisions: None at this time.

STATE CODE CONSIDERATIONS

Utah Code, Section 10-9a-207 includes requirements for subdivision amendments. To amend a subdivision, a city must hold at least one public meeting (not public hearing). Additionally, a public meeting to consider an amendment to a subdivision requires 10 days' notice rather than 24 hours' notice. A notice must also be sent to property owners in the subdivision, with a notice in a visible location, with a sign of sufficient size and durability. Planning Staff has determined that all State Code requirements have been met with this application.

CITY STAFF RECOMMENDATION

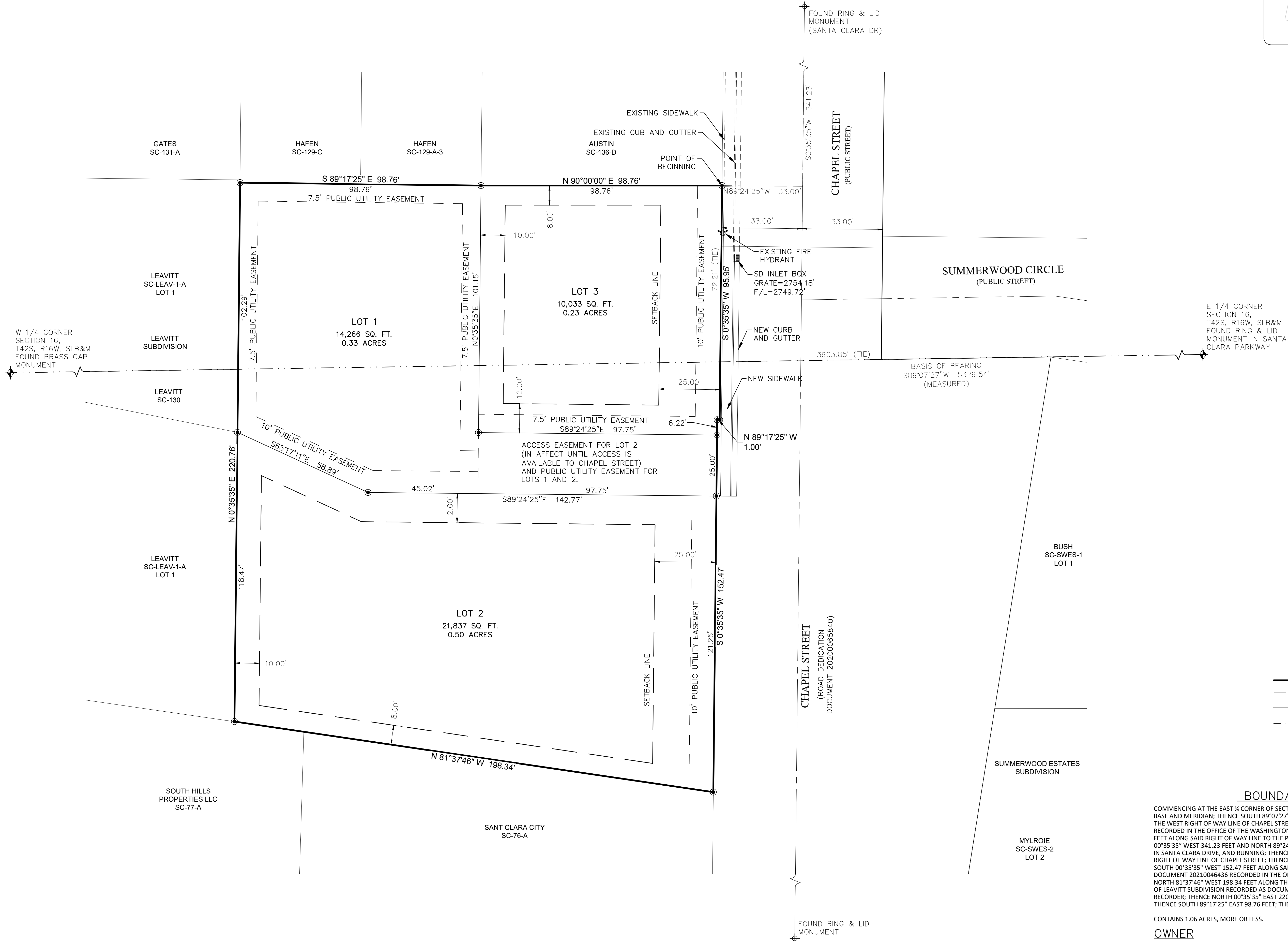
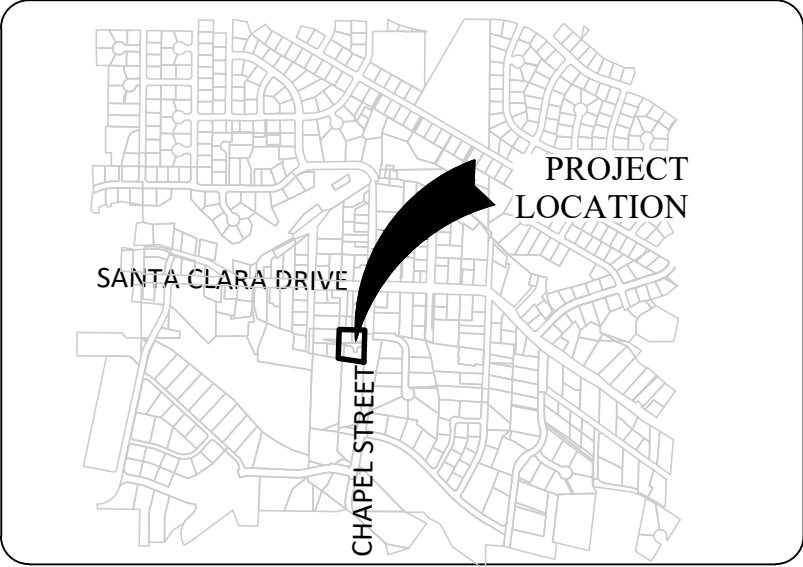
On April 11, 2024, the Planning Commission forwarded a recommendation of approval to the City Council for the proposed Extension and Partial Plat Amendment for Lots 1, 2, and 3 of the Arlo J. and Ramona Hafen Subdivision. City staff recommends that the City Council consider granting approval, subject to the following conditions:

1. That the applicant be required to comply with the recommendations from all city reviewing departments.
2. That Lots 1 and 3 meet the area, width, and yard regulations as per Section 17.64.050 of city ordinance. That Lot 2 meet the area, width, and yard regulation as per Section 17.60.050 of city ordinance.
3. That the applicant be required to install a 25' private asphalt driveway (staff portion of Lot 1, flag lot). That the private driveway includes a temporary access easement for Lot 2 until Chapel Street is improved, and public utility easements for Lots 1 and 2.
4. That the applicant be required to put in curb, gutter, and sidewalk along the frontage of Lot 3 and the additional 25' of frontage for Lot 1 (flag lot).
5. That the Owner's Dedication & Acknowledgement be signed prior to final plat recordation.
6. That the applicant be required to record the amended subdivision plat and provide an electronic copy to city staff.

ARLO J. & RAMONA C. HAFEN
AMENDED & EXTENDED SUBDIVISION

LOCATED IN THE SOUTHWEST QUARTER AND NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 42 SOUTH,
RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN, SANTA CLARA CITY, UTAH

VICINITY MAP



LEGEND

- BOUNDARY LINE
- PUBLIC UTILITY EASEMENT
- SETBACK
- SECTION LINE
- FIRE HYDRANT

BOUNDARY DESCRIPTION

COMMENCING AT THE EAST 1/4 CORNER OF SECTION 16, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN; THENCE SOUTH 89°07'27" WEST 3603.85 FEET ALONG THE SECTION LINE TO A POINT ON THE WEST RIGHT OF WAY LINE OF CHAPEL STREET PER ROAD DEDICATION DOCUMENT 20200065840 RECORDED IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER; THENCE NORTH 00°35'35" EAST 72.21 FEET ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING, SAID POINT ALSO BEING SOUTH 00°35'35" WEST 341.23 FEET AND NORTH 89°24'25" WEST 33.00 FEET FROM THE RING AND LID MONUMENT IN SANTA CLARA DRIVE, AND RUNNING; THENCE SOUTH 00°35'35" WEST 95.95 FEET ALONG THE SAID WEST RIGHT OF WAY LINE OF CHAPEL STREET; THENCE NORTH 89°17'25" WEST 1.00 FEET ALONG SAID LINE; THENCE SOUTH 00°35'35" WEST 152.47 FEET ALONG SAID LINE TO THE NORTHEAST CORNER OF PARCEL PER DOCUMENT 20210046436 RECORDED IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER; THENCE NORTH 81°37'46" WEST 198.34 FEET ALONG THE NORTH LINE OF SAID PARCEL TO THE SOUTHEAST CORNER OF LEAVITT SUBDIVISION RECORDED AS DOCUMENT 561032 IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER; THENCE NORTH 00°35'35" EAST 220.76 FEET ALONG THE EAST LINE OF SAID SUBDIVISION; THENCE SOUTH 89°17'25" EAST 98.76 FEET; THENCE EAST 98.76 FEET TO THE POINT OF BEGINNING.

CONTAINS 1.06 ACRES, MORE OR LESS.

OWNER

JEFF WEBB
1375 CHAPEL STREET
SANTA CLARA, UT 84765

NO.	DATE	BY	DESCRIPTION

REVISIONS



PRELIMINARY PLAT

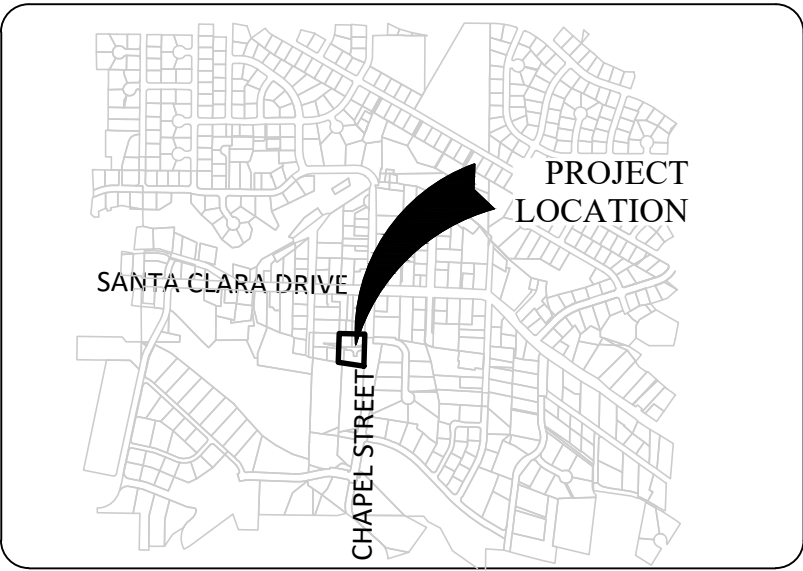
ARLO & RAMONA HAFEN AMENDED PLAT
SANTA CLARA, UTAH

PROJECT #	2051-01
NAME	RS
DATE	MARCH 28, 2024
SCALE	AS NOTED
SHEET	1
FILE	2051-01 PRELIMINARY PLAT

ARLO J. & RAMONA C. HAFEN
AMENDED & EXTENDED SUBDIVISION

LOCATED IN THE SOUTHWEST QUARTER AND NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 42 SOUTH,
RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN, SANTA CLARA CITY, UTAH

VICINITY MAP



E 1/4 CORNER
SECTION 16,
T42S, R16W, SLB&M
FOUND RING & LID
MONUMENT IN SANTA
CLARA PARKWAY

LEGEND

- BOUNDARY LINE
- PUBLIC UTILITY EASEMENT
- SETBACK
- SECTION LINE
- FIRE HYDRANT

BOUNDARY DESCRIPTION

COMMENCING AT THE EAST 1/4 CORNER OF SECTION 16, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN; THENCE SOUTH 89°07'27" WEST 3603.85 FEET ALONG THE SECTION LINE TO A POINT ON THE WEST RIGHT OF WAY LINE OF CHAPEL STREET PER ROAD DEDICATION DOCUMENT 20200065840 RECORDED IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER; THENCE NORTH 00°35'35" EAST 72.21 FEET ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING, SAID POINT ALSO BEING SOUTH 00°35'35" WEST 341.23 FEET AND NORTH 89°24'25" WEST 33.00 FEET FROM THE RING AND LID MONUMENT IN SANTA CLARA DRIVE, AND RUNNING; THENCE SOUTH 00°35'35" WEST 95.95 FEET ALONG THE SAID WEST RIGHT OF WAY LINE OF CHAPEL STREET; THENCE NORTH 89°17'25" WEST 1.00 FEET ALONG SAID LINE; THENCE SOUTH 00°35'35" WEST 152.47 FEET ALONG SAID LINE TO THE NORTHEAST CORNER OF PARCEL PER DOCUMENT 20210046436 RECORDED IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER; THENCE NORTH 81°37'46" WEST 198.34 FEET ALONG THE NORTH LINE OF SAID PARCEL TO THE SOUTHEAST CORNER OF LEAVITT SUBDIVISION RECORDED AS DOCUMENT 561032 IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER; THENCE NORTH 00°35'35" EAST 220.76 FEET ALONG THE EAST LINE OF SAID SUBDIVISION; THENCE SOUTH 89°17'25" EAST 98.76 FEET; THENCE EAST 98.76 FEET TO THE POINT OF BEGINNING.

CONTAINS 1.06 ACRES, MORE OR LESS.

OWNER

JEFF WEBB
1375 CHAPEL STREET
SANTA CLARA, UT 84765

NO.	DATE	BY	DESCRIPTION

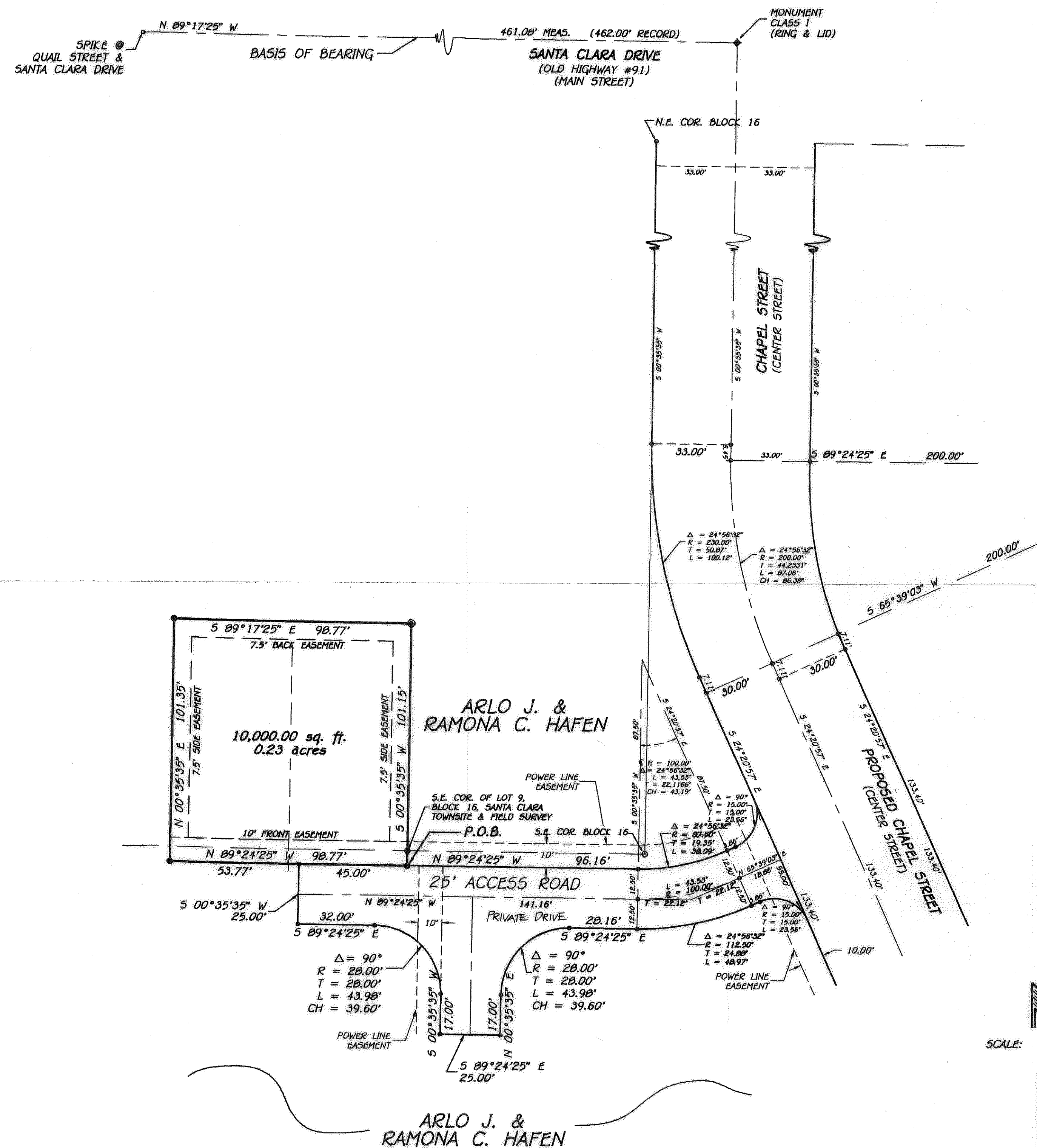
REVISIONS



PRELIMINARY PLAT

ARLO & RAMONA HAFEN AMENDED PLAT
SANTA CLARA, UTAH

PROJECT #	2051-01
NAME	RS
DATE	MARCH 28, 2024
SCALE	AS NOTED
SHEET	1
FILE	2051-01 PRELIMINARY PLAT



OWNER'S DEDICATION:

KNOW ALL MEN BY THESE PRESENTS that the undersigned owners of all the above described tract of land having caused the same to be subdivided into lots and public streets to be here after known as:

ARLO J. & RAMONA C. HAFEN SUBDIVISION

for good and valuable consideration received, do hereby dedicate and convey to the City of Santa Clara for perpetual use of the public, all parcels of land shown on this plat as public streets and easements. All lots, streets and easements are as noted or shown. The owners do hereby convey to the City of Santa Clara and its successors and assigns good and sufficient general public utility and drainage easements as shown on this plat, including the right to install, repair, and maintain utility lines.

In witness whereof we have hereunto set our hands this 10th day of February, A.D. 1995.

Arlo J. Hafen
Arlo J. Hafen

Ramona C. Hafen
Ramona C. Hafen

INDIVIDUALS ACKNOWLEDGEMENT:

On the 10th day of Feb., 1995 A.D., personally appeared before me Arlo J. Hafen who duly acknowledged to me that they signed the foregoing C. Hafen Owners' Dedication freely and voluntarily and for the uses and purposes stated therein.



Barbara Salmon
Notary Public

NOTES:

The owners hereby convey to the City of Santa Clara good and sufficient general public utility and drainage easements, the same to remain unencumbered, and including the right to install, repair, and maintain necessary utility lines, all as reflected on this plat, and including:

1. 10' wide utility easements are located on all fronts of lots and street side of corner lots.
2. 7.5' wide utility easements are located along all sides and rear of lots.

LEGEND

- SET 5/8" REBAR AND PLASTIC CAP STAMPED RLS 157373 (UNLESS OTHERWISE NOTED)
- ◆ FOUND STANDARD CITY OF SANTA CLARA SURVEY MONUMENT
- ⊙ FOUND 5/8" REBAR MARKED "HAMBLEN"
- POINT NOT SET
- ⊙ SEWER MANHOLE
- ⊙ POWER POLE

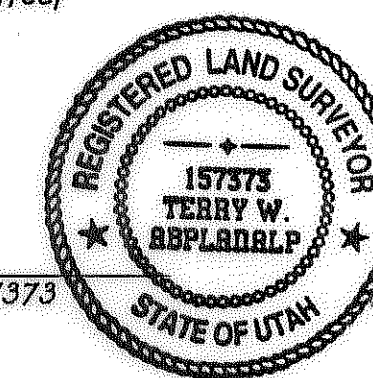
SURVEYOR'S CERTIFICATE:

I, Terry W. Abplanalp, St. George, Utah do hereby certify that I am a Registered Land Surveyor as prescribed by the laws of the State of Utah and that I hold certificate of registration (license) number 157373. I further certify that a survey of the property shown on this plat and described below has been made by me or under my direct supervision and is a true and correct representation of conditions existing on the ground.

Date: 1/25/95

Terry W. Abplanalp
Terry W. Abplanalp

Certificate No. 157373



DESCRIPTION:

Beginning at a point South 00°35'35" West 443.40 feet and North 09°24'25" West 131.77 feet from the survey control monument at the intersection of Santa Clara Drive (Old Highway 91) and Chapel Street (Center Street), said point being South 00°35'35" West 6.22 feet from the Southeast corner of Lot No. 9, Block 16, Santa Clara Townsite and Field Survey and running thence North 09°24'25" West 98.77 feet; thence North 00°35'35" East 101.35 feet along West Line of said Lot No. 9 and its extension; thence South 09°17'25" East 98.77 feet to the East Line of said Lot No. 9; thence South 00°35'35" West 101.15 feet along said East Line of Lot No. 9 and its extension to the Point of Beginning. Contains 10,000 square feet or 0.230 acres.

DESCRIPTION OF 25 FOOT ACCESS ROAD:

Beginning at a point South 00°35'35" West 443.40 feet and North 09°24'25" West 131.77 feet from the survey control monument at the intersection of Santa Clara Drive (Old Highway 91) and Chapel Street (Center Street), said point being South 00°35'35" West 6.22 feet from the Southeast corner of Lot No. 9, Block 16, Santa Clara Townsite and Field Survey and running thence North 09°24'25" West 45.00 feet; thence South 00°35'35" West 25.00 feet; thence South 09°24'25" East 32.00 feet to the point of curvature of a 28.00 foot radius curve concave to the Southwest; thence Southeasterly 43.98 feet along the arc of said curve through a central angle of 90°00'00" to the point of tangency; thence South 00°35'35" West 17.00 feet; thence South 09°24'25" East 25.00 feet; thence North 00°35'35" East 17.00 feet to the point of curvature of a 28.00 foot radius curve concave to the Southeast; thence Northeasterly 43.98 feet along the arc of said curve through a central angle of 90°00'00" to the point of tangency; thence South 09°24'25" East 28.16 feet to the point of curvature of a 112.50 foot radius curve concave to the Northwest; thence Northeasterly 48.97 feet along the arc of said curve through a central angle of 24°56'32" to the point of tangency; thence North 65°39'03" East 3.86 feet to the point of curvature of a 15.00 foot radius curve concave to the Southwest; thence Northeasterly and Southeasterly 23.56 feet along the arc of said curve through a central angle of 90°00'00" to a point on the Westerly line of Chapel Street proposed extension; thence North 24°20'57" West 55.00 feet along said street line to the point of curvature of a 15.00 foot radius curve concave to the Northwest; thence Southeasterly and Southwestly 23.56 feet along the arc of said curve through a central angle of 90°00'00" to the point of tangency; thence South 65°39'03" West 3.86 feet to the point of curvature of a 27.50 foot radius curve concave to the Northwest; thence Southwestly 38.09 feet along the arc of said curve to the point of tangency; thence North 09°24'25" West 96.16 feet to the Point of Beginning.

NARRATIVE:

At the request of Mr. Arlo Hafen, a survey was conducted to locate and mark on the ground a parcel of ground contained in Lot 9, Block 16 of the Santa Clara Townsite and Field Survey. The subject parcel of ground is intended to be conveyed to Susan Webb for the construction of a residential building. The corners of subject parcel are marked with 5/8" X 20" rebar with plastic cap "Abplanalp157373, Rosenberg," unless otherwise stated on the plat.

The Basis of Bearing is the center line of Santa Clara Drive (Old Highway 91) from a survey monument at the intersection of Santa Clara Drive and Chapel Street (Center Street) and a spike found at the intersection of Santa Clara Drive and Quail Street. The bearing is North 09°17'25" West and measures 461.08 feet (462.00 feet, by record) monument to spike.

FINAL PLAT
of

ARLO J. & RAMONA C. HAFEN SUBDIVISION
SANTA CLARA CITY, UTAH

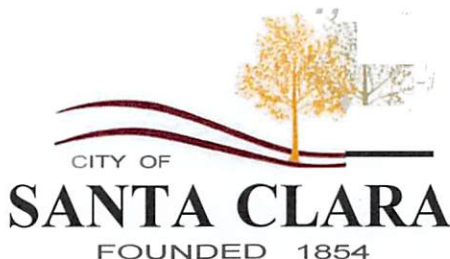
FINAL PLAT of ARLO J. & RAMONA C. HAFEN SUBDIVISION SANTA CLARA CITY, UTAH		
ROSENBERG ASSOCIATES CIVIL ENGINEERS, DESIGNERS & LAND SURVEYORS 1035 So. Valley View Dr., Suite 201 • P.O. Box 2184 • St. George, Utah 84771 • Tel. (801)-673-8586		
HAFEN FILE NUMBER: 1674-94 JOB NUMBER:	1-20-95 DATE: 1" = 30' SCALE:	A.L.N. DRAWN: T.W.A. CHECKED:

SURVEYOR'S APPROVAL The above Final Plat has been reviewed and is approved in accordance with information on file in this office the 10th day of February, A.D. 1995. <i>Barbara Salmon</i> Santa Clara City Surveyor No. 171303 Barbara G. Salmon REGISTERED LAND SURVEYOR	APPROVAL of PLANNING COMMISSION On this 10th day of February, A.D. 1995, the Planning Commission Chairman of Santa Clara City, reviewed the above Final Plat and recommended same for acceptance by the city. <i>Barbara Salmon</i> Santa Clara City Planning Commission Chairman
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APPROVAL and ACCEPTANCE by SANTA CLARA CITY We, the Mayor and City Council of the City of Santa Clara, Utah, have reviewed the above Final Plat and by authorization of said City Council, recorded in the minutes of its meeting of the 23rd day of February, A.D. 1995, hereby accept it with all commitments and obligations pertaining thereto. <i>Barbara Salmon</i> Attest: City Recorder <i>Richard Dale</i> Santa Clara City Mayor	APPROVAL as to FORM APPROVED AS TO FORM, THIS 29th DAY OF MARCH A.D. 1995. <i>Barbara Salmon</i> CITY ATTORNEY City of Santa Clara, UTAH	RECORDED NO. 496135 STATE OF UTAH, COUNTY OF WASHINGTON RECORDED AND FILED AT THE REQUEST OF: SUZANNE WEBB 03-30-95 10:15 AM 896 705 DATE: TIME: BOOK: PAGE: 31.00 FEE: <i>Russell Smith</i> WASHINGTON COUNTY RECORDER
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Mayor
Rick Rosenberg

City Manager
Brock Jacobsen



City Council
Janene Burton
Christa Hinton
Dave Pond
Ben Shakespeare
Jarett Waite

Meeting Date: 4-24-24

Agenda Item: 4

Applicant: Gary Hall

Requested by: Gary Hall

Subject: UAMPS CEO, Mason Baker Visit

Updates

Description:

Mason Baker, CEO of UAMPS, will be giving a presentation to governing boards on the projects we are involved in now and future resource projects that UAMPS is investigating.

Recommendation:

Discussion

Cost: 0

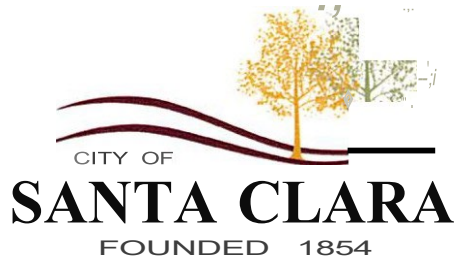
Legal Approval: Yes

Finance Approval: Yes

Budget Approval: Yes

Mayor
Rick Rosenberg

City Manager
Brock Jacobsen



City Council
Janene Burton
Christa Hinton
Dave Pond
Ben Shakespeare
Jarett Waite

Meeting Date: 4-24-24

Agenda Item: 5

Applicant: Grad Night Committee

Requested by: Brock Jacobsen

Subject: SCHS Grad Night Donation Request

Description:

The SCHS Grad Night Committee is requesting a donation of \$1,000 for grad night 2024.

Recommendation:

Approval

Cost: \$1,000.

Legal Approval: N/A

Finance Approval: Yes

Budget Approval: Yes