



**NOTICE AND AGENDA**  
**SANTA CLARA CITY COUNCIL MEETING**  
**WEDNESDAY, FEBRUARY 11, 2026**  
**TIME: 6:00 PM**

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**Public Notice** is hereby given that the Santa Clara City Council will hold a Regular Meeting in the Santa Clara City Council Chambers located at 2603 Santa Clara Drive, Santa Clara Utah on Wednesday, February 11, 2026, commencing at 6:00 PM. The meeting will be broadcasted on our city website at <https://santaclarautah.gov>.

**1. Call to Order:**

**2. Opening Ceremony:**

- Pledge of Allegiance: Councilman Pond
- Opening Comments: Reverend Rickine Keston, Solomon's Porch Foursquare Fellowship

**3. Conflicts and Disclosures:**

**4. Working Agenda:**

A. Public Hearing(s) 6:00 pm:

1. Public Hearing to receive public comments regarding Traffic and Transportation Impact Fee Facilities Plan and Impact Fee Analysis.
2. Public Hearing to receive public comments regarding a sewer easement vacation as per Section 10-20-208 of State Code for the Cole West Subdivision.
3. Public Hearing to receive public comments regarding of an On-Premise Alcoholic Beverage License (Class D) for Brody's Mexican Restaurant.
4. Public Hearing to receive public comment regarding a Single Event Liquor License and Special Event Permit for the True Grit Epic Bike Race.

B. Consent Agenda:

1. Approval of Minutes and Claims:
  - January 28, 2026, City Council Work and Regular Meeting
  - Claims through February 11, 2026
2. Calendar of Events:
  - February 16, 2026, Presidents Day (Offices Closed)
  - February 25, 2026, City Council Work and Regular Meeting
  - March 11, 2026, City Council Work and Regular Meeting

C. General Business:

1. Discussion and action to consider approval Traffic and Transportation Impact Fee Facilities Plan and approve Resolution No. 2026-05R. Presented by Dustin Mouritsen, Public Works Director.
2. Discussion and action to consider a Sewer Easement Vacation as per Section 10-20-2028 of State Code for the Cole West Subdivision and approve Resolution No. 2026-06R. Presented by Jim McNulty, Planning Director.

3. Discussion and action to consider approval of an On-Premise Alcoholic Beverage License (Class D) for Brody's Mexican Restaurant. Presented by Jim McNulty, Planning Director.
4. Discussion and action to consider approval Special Event Permit and Single Event Liquor License for the True Grit Bike Race. Presented by Jim McNulty, Planning Director.
5. Discussion and action to consider approval to appoint Mosquito Abatement and approve Resolution No 2026-07R. Presented by Mayor Waite.
6. Appoint Council Assignments. Presented by Mayor Waite.
7. Appoint Mayor Pro-Tem. Presented by Mayor Waite.
8. Discussion and action to consider approval of the Fiscal Year 2026-2027 Budget Schedule. Presented by Brock Jacobsen, City Manager.

**5. Reports:**

A. Mayor / Council Reports

**6. Closed Meeting 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.

The undersigned, duly appointed City Recorder hereby certify that the above notice and agenda was posted within the Santa Clara City limits on this 5th day of February 2026 at the 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://santaclarautah.gov>.

  
Selena Nez, CMC  
City Recorder

**SANTA CLARA CITY COUNCIL WORK MEETING  
WEDNESDAY, JANUARY 28, 2026  
MEETING MINUTES**

THE CITY COUNCIL FOR SANTA CLARA CITY, WASHINGTON, UTAH, met for a Work Meeting on Wednesday, January 28, 2026, at 4:00 p.m. in the Council Chambers located at 2603 Santa Clara Drive, Santa Clara, Utah. The meeting will be broadcasted on our city website at <https://santaclarautah.gov>.

Present: Mayor Waite  
Councilman Janene Burton  
Councilwoman Christa Hinton  
Councilwoman Dave Pond  
Councilman Mark Hendrickson

Staff Present: Brock Jacobsen, City Manager  
Selena Nez, City Recorder  
Jim McNulty, Planning Director  
Cody Mitchell, Building Official  
Dan Cazier, Fire Chief  
Dustin Mouritsen, Public Works Director  
Gary Hall, Power Director  
Ryan VonCannon, Parks Director  
Lance Haynie, Government Affairs Director  
Jaron Studly, Police Chief

### **1. Call to Order**

Mayor Jarett Waite called the Santa Clara City Council Work Meeting to order at 4:02 p.m. Present from the council were Councilman Mark Hendrickson, Councilman David Pond, Councilwoman Christa Hinton and Councilwoman Janene Burton.

### **2. Working Agenda**

#### **A. General Business:**

##### **1. Continued discussion Washington County Fair Presentation by Ruffin Judd.**

Representatives from the Washington County Fair presented information about the fair and requested city participation. The presenters included Ruffin Judd, Susi Lafaele, Brandon Ipson, and Commissioner Gil Aimquist.

Susi provided background on the Washington County Fair, noting that it has been running for over 165 years, making it the longest-running community event in the county. She emphasized that the fair is not just an event but a legacy that creates community, culture, and camaraderie. She shared that 25% of fair attendees come from outside Washington County, generating approximately \$5.8 million in economic impact for the community. The 2026 fair will run from April 10-18 and will celebrate America's 250th anniversary with a Colonial Village display Thursday through Saturday.

The fair was moved from August to April five years ago, which has been beneficial despite sometimes unpredictable weather. Susi highlighted several programs run by the fair, including:

- Fourth grade field trips (1,121 students attended last year to learn about agriculture)
- \$62,000 in scholarship money awarded to royalties, FFA clubs, and 4-H
- \$16,000 awarded to residents who enter items in the fair (quilts, artwork, poetry, baked goods)

Ruffin Judd specifically invited Santa Clara to participate in the community display portion of the fair. He noted that Santa Clara had won the Fair Director's Choice award for their display the previous year and mentioned that this year they would add a People's Choice award with a cash prize to create friendly competition between communities. The display space would be a 10'x10' area with power available, with setup likely on April 8th or 9th.

Susi encouraged Santa Clara's participation in additional ways, including:

- The parade on April 11th with the theme "America: Past, Present, Future"
- Encouraging residents to enter items in the home arts, fine arts, literary arts, and food categories
- Participating in the special needs rodeo on April 11th from 11 AM to 1 PM, particularly with law enforcement vehicles

Commissioner Aimquist noted that admission to the fair would be free this year to remove barriers for larger families, while ensuring the Rotary Club, which previously received funds from gate fees, would still be supported.

## **2. Discussion regarding Temporary Signs. Presented by Jim McNulty, Planning Director.**

Planning Director Jim McNulty presented a proposed amendment to the temporary sign ordinance to allow for America's 250 celebration and similar events.

The amendment would add a new section titled "City Sponsored Events" stating: For city sponsored events, such as Swiss Days, America's 250 celebration, and similar events, temporary banners may be displayed on private or public property not to exceed 32 square feet in area or 4 feet in height and may be utilized for a period of up to 1 year in duration. Any such request will be reviewed and approved by city staff prior to temporary sign placement.

The existing language for Swiss Days would remain as item #2 in the ordinance. McNulty explained that he was planning additional cleanup of the temporary sign section, including:

- Reviewing standards for project development signs
- Considering increasing construction site sign size from 16 square feet (4'x4') to 24 square feet (4'x6') or possibly 36 square feet
- Monitoring potential state legislation that may mandate placement, size, and removal of political signs

Mayor Waite expressed concern about including "America's 250" specifically in the code since it would become obsolete soon, but McNulty and Councilman Hendrickson explained it would serve as an example of the type of event covered and could be removed later if desired.

McNulty indicated he would run this amendment as a public hearing with the Planning Commission on February 12th, with it returning to City Council on February 25th.

## **3. Staff Reports**

Various department heads provided updates:

Police Chief, Jaron Studley reported:

- Reported an incident where Officer Peluffo, while off-duty, intervened with a suspected drunk driver who crashed into the officer's patrol car. The officer prevented potential injuries to others, but the patrol car sustained approximately \$12,000 in damage.
- Officer Gatica attended a 40-hour street drugs seminar
- Officer Whipple completed basic active shooter training
- Officers Blundell and Peluffo were selected to drive armored vehicles for the SWAT team

- Officers Heath and Whipple attended 40-hour Crisis Intervention Team training
- Animal shelter has only one dog and three cats, which is unusually low during the shelter expansion
- Shared commendation letters from school administrators praising SROs Jon Ward (Lava Ridge Intermediate) and Officer Pikyavit (Vista School) for their exceptional work with students

Government Affairs Director Lance Haynie had nothing to report

- Making progress on land conveyance efforts from the federal government with support from Representative Maloy's office and Senator Curtis' office
- Representative Ward has opened a bill file for a concurrent resolution supporting the city's efforts
- Provided updates on legislative issues including property tax bills (SB97), residential property tax exemption changes, land use, and government immunity legislation
- Reported on progress with federal appropriation for the sewer line
- Noted a new bill (HP420) regarding municipal office vacancy procedures that would codify Santa Clara's current approach to filling vacancies

Parks Director, Ryan VonCannon reported:

- Tournament season has resumed with recent AFA softball tournament
- SUU baseball tournament scheduled for the upcoming weekend
- Reported that the new playground at Black Rock Park has been very successful and heavily used by children

Power Director, Gary Hall reported:

- Pool agreement approved by the Power Marketing Committee
- Planning to discuss the agreement with Council in March with approval on the 25th
- Updating the capital facilities plan and impact fees due to price escalations
- Rate increase approved previously going into effect this month
- UAMPS planning to reroute a 69kV line from Pioneer Parkway to Hassall substation, reducing the number of poles from 12 to 5

Public Works Director, Dustin Mouritsen reported:

- Vera/Cole West Residential Subdivision relocating and upsizing shared sewer line with Ivins City from 10 inches to 15 inches
- Black Desert completing upsizing project in Red Mountain, with city only paying for cost difference between 8-inch and 15-inch pipe
- Public works crew working on crack seal project for 45 more days before spring slurry seal
- Water District reducing wholesale water rate increase from \$0.13 to \$0.11
- Satellite imagery of the city's water system identified potential leaks in 8.9% of the area's 54 miles of piping

Fire Chief, Dan Cazier reported on:

- Sent crew of three to leadership training in Heber City provided by the National Fire Academy
- Participated in Winter Fire School with 1,200 firefighters taking classes
- New ambulance displayed at convention; completing final inspections and resolving issues before state inspection and service
- Radio installation for ambulance scheduled for next week

Building Official, Cody Mitchell reported:

- Issued 39 permits with 5 in review process and 16 pending payments

- Coyote Landing apartments and 3098 building (across from Merc downtown) preparing to submit applications
- LDS Church project ready to start framing
- Addressed generator issues at city building
- Code enforcement activity increasing with spring weather

Planning Director, Jim McNulty reported:

- Two projects coming to TRC tomorrow at Cole West commercial subdivision - a hotel and a retail building with two restaurants
- Brody's Mexican Restaurant planning to occupy remainder of Country Lane Commons building
- Public hearing scheduled for February 11th for Brody's liquor license to serve beer and wine by the glass
- True Grit special event and single event liquor license (16th year) also scheduled for public hearing
- Ribbon cutting for Penelope Iris women's clothing boutique scheduled for February 5th at 11 AM
- Monitoring land use items in legislative session that may require ordinance amendments in spring

City Manager, Brock Jacobsen reported:

- Planning budget retreat for third week in February
- Audit nearing completion, slightly behind schedule due to staff transition
- Working with the Trust on a new 7 Habits accountability program that could result in 5% insurance premium returns over 5 years and 20% returns in years 6-10
- Attended Water District AAC meeting:
- Discussion of ultra water efficient standards and impact fee reductions
- Water infrastructure tours available on February 10, 18, March 2 and 25
- Confluence Park pump station open house on February 2 from 2-4 PM
- San Diego reuse facility trip planned for March 23-24
- Reservoirs at 72-74% capacity, down from 92% in 2024
- Warner Valley project nearing completion
- Graveyard Wash project expected to bid in summer with fall start

#### 4. Adjournment

Mayor Waite adjourned the work meeting at 4:56 p.m., noting they would reconvene at 6:00 p.m. for the regular meeting.

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Selena Nez  
City Recorder

Approved: \_\_\_\_\_

**SANTA CLARA CITY COUNCIL  
WEDNESDAY, JANUARY 28, 2026  
MEETING MINUTES**

THE CITY COUNCIL FOR SANTA CLARA CITY, WASHINGTON, UTAH, met for a Regular Meeting on Wednesday, January 28, 2026, at 6:00 p.m. in the Council Chambers located at 2603 Santa Clara Drive, Santa Clara, Utah. The meeting will be broadcasted on our city website at <https://santaclarautah.gov>.

Present: Mayor Jarett Waite  
Councilman Janene Burton  
Councilwoman Christa Hinton  
Councilwoman Dave Pond  
Councilman Mark Hendrickson

Staff Present: Brock Jacobsen, City Manager  
Selena Nez, City Recorder  
Matt Ence, City Attorney  
Jim McNulty, Planning Director  
Cody Mitchell, Building Official  
Dan Cazier, Fire Chief  
Dustin Mouritsen, Public Works Director  
Gary Hall, Power Director  
Ryan VonCannon, Parks Director  
Lance Haynie, Government Affairs Director  
Jaron Studly, Police Chief

**1. Call to Order**

Mayor Jarett Waite called the regular scheduled meeting to order at 6:00 p.m. The mayor welcomed everyone and noted that a full council was present: Councilwoman Janene Burton, Councilwoman Christa Hinton, Councilman Dave Pond, and Councilman Mark Hendrickson.

**2. Opening Ceremony**

Pledge of Allegiance: Councilwoman Hinton

Opening Comments: Stacie Shurtliff with the Church of Jesus Christ of Latter-day Saints

**3. Conflicts and Disclosures**

No other conflicts were disclosed by council members.

**4. Working Agenda**

**A. Public Hearing(s) 6:00 pm**

1. None

**B. Consent Agenda**

1. Approval of Minutes and Claims:
  - January 14, 2026, City Council Work and Regular Meeting
  - Claims through January 28, 2026
2. Calendar of Events:
  - February 11, 2026, City Council Work and Regular Meeting
  - February 16, 2026, Presidents Day (Offices Closed)
  - February 25, 2026, City Council Work and Regular Meeting

***Motion: Councilman Pond moved to APPROVE the consent agenda as presented. Councilwoman Hinton seconded the motion. Roll call vote: Hendrickson - Aye, Pond - Aye, Hinton – Aye and Burton – Aye. Motion passed unanimously.***

## C. General Business

### 1. Discussion and action to conduct Candidate Interviews and appoint a new City Council Member to fill a midterm vacancy and approve Resolution No. 2026-03R.

Mayor Waite explained the process for the appointment of a new council member to fill a midterm vacancy. City Attorney Matt Ence then explained the complex process that would be followed, referencing Resolution 2026-03R that had been previously approved by the city council. He detailed that this would be an interview process where the city council would ask questions of each candidate in the order they had drawn. Each candidate would have the opportunity to answer questions, and once all had answered, the council could ask follow-up questions if desired. The process would include discussion in open meeting, followed by voting procedures.

Ence explained the voting mechanism: the winning candidate would be determined through up to two votes. If there wasn't a majority in the first vote, they would proceed to a second vote with the top two candidates. He clarified that the mayor would be voting as part of the quorum, but the mayor's vote would only be counted if there wasn't a winner based on just the council votes. If there was still a tie after considering the mayor's vote, the mayor would vote again to break the tie.

Mayor Waite announced that he had set a maximum time limit of two minutes for each answer, which the council agreed to. He also explained that after all questions were answered, each candidate would have three minutes for a closing statement, proceeding in reverse order of their numbers.

Eight candidates were interviewed: Ben Shakespeare, Ken Sizemore, Joshua Jackson, Justin Caplin, Jimmy Kestin, Melodee Finlinson, Wendell Gubler, and Leina Mathis. The candidates drew numbers to determine their interview order, then each responded to questions from council members.

The questions posed by council members covered various topics including affordable housing strategies, transparent communication with residents, handling public concerns, traffic and growth management, community service experience, and candidates' vision for Santa Clara's future. Candidates shared their backgrounds, expertise, and approaches to city governance.

After all candidates provided their closing statements, the council members expressed their appreciation for the quality of all candidates and the difficulty of the decision ahead of them. Mayor Waite noted they had received over 71 emails from community members endorsing various candidates.

Following the discussion, a secret ballot vote was conducted. Selena Nez announced that Justin Caplin had received a majority vote and would be the new city council member for Santa Clara.

Justin Caplin was immediately sworn in and took his seat, briefly stating: "Thank you and I'll work for all of the citizens and appreciate the vote of confidence."

*Motion: Councilman Hendrickson moved to APPROVE appointing a new City Council Member and approve Resolution No. 2026-03R. Councilwoman Burton seconded the motion. Roll call vote: Hendrickson - Aye, Pond - Aye, Hinton - Aye, Burton - Aye and Caplin - Aye. Motion passed unanimously.*

### 2. Swearing in of new City Councilmember.

Following a vote of the City Council and Mayor, the newly appointed City Council member Justin Caplin was sworn in by City Recorder, Selena Nez.

### 3. Discussion and action to appoint a representative to the Washington County Flood Control Authority and approve Resolution No. 2026-04R. Presented by Brock Jacobsen, City Manager.

City Manager Brock Jacobsen explained that the previous representative was Mayor Rosenberg with Councilman Shakespeare as alternate. The city needed to appoint someone by resolution, with the first meeting next week making it urgent. Mayor Wait mentioned that Councilman Hendrickson had expressed interest in serving in this capacity.

*Motion: Councilman Caplin moved to APPROVE appoint a representative to the Washington County Flood Control Authority and approve Resolution No. 2026-04R. Councilman Pond seconded the motion. Roll call vote: Hendrickson - Aye, Pond - Aye, Hinton – Aye, Burton – Aye and Councilman Caplin. Motion passed unanimously.*

## 5. Reports

### A. Mayor / Council Reports

**Councilwoman Janene Burton** reported on attending Government Officials Day at the Capitol with the Youth Council. Representative Neil Walter provided a personal tour of the House Chambers and explained the voting process. She praised the nine students on the Youth Council for their academic excellence and involvement.

**Councilwoman Christa Hinton** attended the What's Up Down South Summit, hearing from Zach Renstrom about concerning water outlook with plans to address shortages. She attended the St. George City Hall ribbon cutting, praising the community support despite wishing for snow or rain. She toured the Dove Center with Chief Studley, Sheriff Brooksby, and Ivins leaders, learning about expansion plans and bringing back tear-off phone number posters for city bathrooms. At local elected officials day, she attended league board meetings with helpful legislative previews. She reported on Monday's LPC meeting where Speaker Schultz discussed housing, with extensive talk about property tax and land use bills.

**Councilman Dave Pond** reported attending the LPC meeting virtually. He noted that property tax was a major theme in current legislative discussions, with several bills proposing changes that could impact smaller cities, particularly those with limited commercial tax bases.

**Councilman Mark Hendrickson** discussed attending the League of Cities and Towns Day on Capitol Hill, which he found extremely beneficial. He highlighted the legislative training sessions, networking opportunities with officials from other cities, and ongoing training through the Utah League of Cities and Towns.

**Mayor Jarett Waite** attended What's Up Down South and the St. George ribbon cutting, praising the building and parking garage improving downtown. He appreciated the one-on-one time with League Director Cameron Diehl at local officials day. He appeared on radio Thursday, met with residents about Crestview parking issues, and attended the HCAC meeting replacing Mayor Hart. He shared excitement about funding for GPS trackers on 10 tortoises to compare relocation success between Hurricane and other areas. He was interviewed by ABC 4 with Mimi McKenna about America 250 celebration plans, encouraging attendance at all events planned by the excellent committee. He mentioned Councilwoman Hinton's excellent emcee work at an event.

## 6. Closed Meeting Session

Mayor Waite confirmed there was no need for a closed meeting session.

## 7. Adjournment

*Motion: Councilman Hendrickson moved to adjourn. Councilwoman Burton seconded the motion. All in favor. Motion passed unanimously.*

The City Council meeting was adjourned at 8:19 p.m.

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Selena Nez  
City Recorder

Approved: \_\_\_\_\_

DRAFT

**City of Santa Clara  
Check Register  
All Bank Accounts - 02/05/2026 to 02/05/2026**

<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>
ARROW FOUR SERVICES	72552	260126	01/27/2026	02/05/2026	420.00	GENERATOR REPAIRS	104240-260 - BUILDING MAINTENAN	
					<b>\$420.00</b>			
CITY OF ST GEORGE - S	72553	JANUARY 2025 -	02/04/2026	02/05/2026	50,662.55	3137 SEWER CONNECTIONS @ \$16.15	525210-945 - SEWER TREATMENT -	
					<b>\$50,662.55</b>			
DR. ROBERT R. FOSTER, D.O. P.C.	72554	FEBRUARY 2026	02/04/2026	02/05/2026	1,200.00	MEDICAL SERVICES DIRECTOR	104230-370 - PROFESSIONAL SERVI	
					<b>\$1,200.00</b>			
ERICKSON, M. RICK	72555	JANUARY 2026	02/04/2026	02/05/2026	1,850.00	CITY PROSECUTOR JANUARY 2026	104120-330 - LEGAL SERVICES	
					<b>\$1,850.00</b>			
ESO SOLUTIONS, INC	72556	ESO-188418	01/27/2026	02/05/2026	751.90	NEW PAYROLL FILE REQUEST	104230-370 - PROFESSIONAL SERVI	
					<b>\$751.90</b>			
FREEDOM MAILING SERVICES, IN	72557	52184	01/27/2026	02/05/2026	2,273.11	BILL PROCESSING AND ARSENIC INSERT	104130-370 - PROFESSIONAL SERVI	
					<b>\$2,273.11</b>			
LIFE ASSIST, INC	72558	2058007	01/29/2026	02/05/2026	1,632.44	MEDICAL SUPPLIES	104230-250 - OPERATING SUPPLIES	
					<b>\$1,632.44</b>			
MEGAPRO	72559	96827	01/19/2026	02/05/2026	593.00	MARK HENDRIKSON - POLO / JACKETS	104110-999 - SUNDRY CHARGES	
					<b>\$593.00</b>			
PLATT, JOE	72560	BOND RELEASE	02/05/2026	02/05/2026	114,238.55	BOND RELEASE SYCAMORES PHASE 1B	102585-000 - SUBDIVISION SECURIT	
					<b>\$114,238.55</b>			
SENERGY PETROLEUM, LLC	EFT	415391102	02/05/2026	02/05/2026	21.94		104220-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	415391102	02/05/2026	02/05/2026	45.29		104240-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	415391102	02/05/2026	02/05/2026	71.95		535310-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	415391102	02/05/2026	02/05/2026	136.27		545410-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	415391102	02/05/2026	02/05/2026	175.32		515110-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	415391102	02/05/2026	02/05/2026	175.34		104410-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	415391102	02/05/2026	02/05/2026	289.69		104510-251 - FUEL	
SENERGY PETROLEUM, LLC	EFT	415391102	02/05/2026	02/05/2026	385.44		104230-251 - FUEL	
					<b>\$1,301.24</b>			
					<b>\$1,301.24</b>			
SOUTHERN UTAH PERFORMING	72561	REMODEL DONA	01/31/2026	02/05/2026	5,000.00	DONATION FOR REMODEL OF PERFORMING AR	104652-416 - RAP TAX	
					<b>\$5,000.00</b>			
STEEL, JULIE	72562	AMERICA 250 R	02/05/2026	02/05/2026	223.00	REIMBURSEMENT AMERICA 250 REFRESHMEN	104652-416 - RAP TAX	
					<b>\$223.00</b>			
SUNRISE ENGINEERING, INC.	72563	ARIV1009414	01/22/2026	02/05/2026	154.00	SC DESIGN COSTS FOR LAVA FLOW CONSTRU	525210-975 - SEWER IMPACT FEE E	
SUNRISE ENGINEERING, INC.	72563	ARIV1009419	01/22/2026	02/05/2026	402.50	COORDINATING PD ZONING FOR STORM WATE	545410-975 - STORM WTR IMPACT F	
					<b>\$556.50</b>			
					<b>\$556.50</b>			
UPPER CASE PRINTING INK.	72564	4029	01/30/2026	02/05/2026	264.88	ARSENIC FLYER INSERT	104130-370 - PROFESSIONAL SERVI	
UPPER CASE PRINTING INK.	72564	4030	01/30/2026	02/05/2026	233.28	BACK OF BILL PRINTING	104130-370 - PROFESSIONAL SERVI	
					<b>\$498.16</b>			
					<b>\$498.16</b>			

**City of Santa Clara  
Check Register  
All Bank Accounts - 02/05/2026 to 02/05/2026**

<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>
UTAH STATE TREASURER / FINES	72565	JANUARY 2025 -	01/31/2026	02/05/2026	14,665.23	JANUARY 2026 COURT SURCHARGES	104120-905 - STATE FINE COLLECTI	
					<b>\$14,665.23</b>			
WARHURST, JEREMY & APRIL	72566	Refund: 631605	02/02/2026	02/05/2026	50.32	Refund: 631605 - WARHURST, JEREMY & APRIL	531311-000 - ACCOUNTS RECEIVABL	
					<b>\$50.32</b>			
WASH. CO. FLOOD CONTROL DIS	72567	JANUARY 2025 -	02/04/2026	02/05/2026	5,061.00	FLOOD CONTROL JANUARY 2026	545410-770 - FLOOD CONTROL DIST.	
					<b>\$5,061.00</b>			
					<b>\$200,977.00</b>			

**Mayor**

Jarett Waite

**City Manager**

Brock Jacobsen



**City Council**

Christa Hinton  
David Pond  
Janene Burton  
Mark Hendrickson  
Justin Caplin

# CITY COUNCIL

**Meeting Date:** February 11, 2026

**Agenda Item:** 1

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**Applicant:** N/A

**Requested by:** Dustin Mouritsen

**Subject:** Traffic and Transportation Impact Fee Resolution

**Description:**

Approval of Resolution for the Traffic and Transportation Impact Fee and Impact Fee Analysis. The Traffic and Transportation Master Plan Update was approved in April of 2024 but a Resolution was not approved so the new Impact Fee of \$3,610 down 4.4% from \$3,778 was never implemented.

**Recommendation:** Approval

**Attachments:** N/A

**Cost:** 0

**Legal Approval:** Yes

**Finance Approval:** N/A

**Budget Approval:** N/A

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# **SANTA CLARA CITY**

## **Transportation Master Plan Update 2024**

**PREPARED BY**

**HORROCKS**  
555 S. Bluff Street Suite 200  
St. George, UT 84770  
(435) 986-7888



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# Introduction

## Introduction to Santa Clara

The City of Santa Clara is in Washington County, Utah. It is bounded between the cities of St. George and Ivins. It was settled in 1854 and is one of the oldest cities in the area. Recently, Santa Clara, like many of the cities in the area, has grown commercially and residentially.

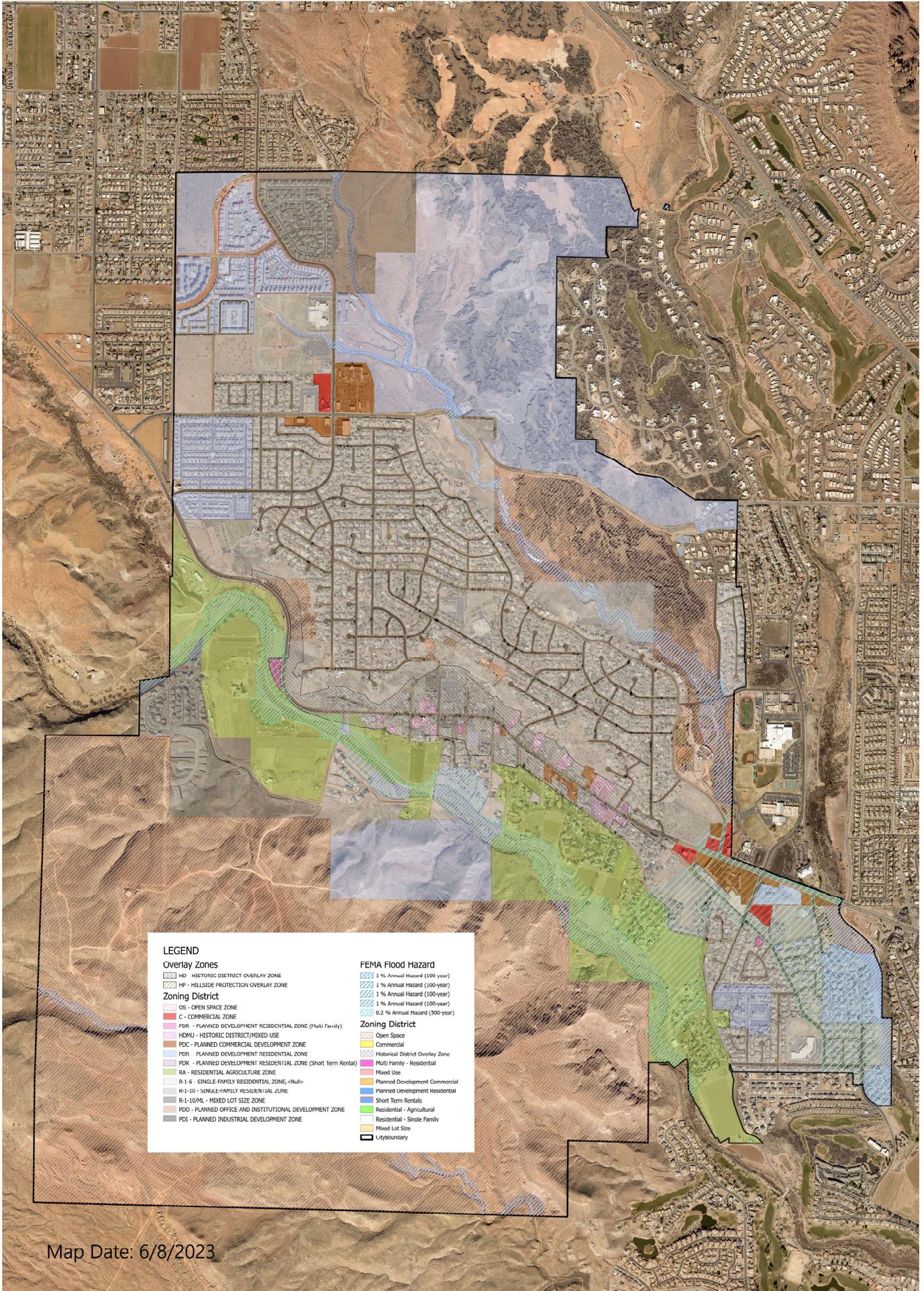
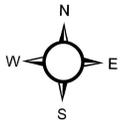
## Study Purpose

The purpose of this study is to update the Santa Clara Transportation Master Plan from 2015. The primary objective is to establish a stable transportation network that can guide future development in Santa Clara and surrounding cities. As a part of the update to this report, the goal is to produce a Capital Improvement Plan that identifies short-, mid-, and long-term projects and to update the transportation impact fees.

## Vicinity and Zoning Map

As Santa Clara continues to grow, land use planning will provide the framework for growth. It describes the locations and types of density anticipated for housing and employment. The Santa Clara City Boundary and Zoning Map are shown at the link below.

*Santa Clara City Zoning Map: See Page (2)*



LEGEND	
<b>Overlay Zones</b>	
[Pattern]	HD - HISTORIC DISTRICT OVERLAY ZONE
[Pattern]	HP - HILLSIDE PROTECTION OVERLAY ZONE
<b>Zoning District</b>	
[Color]	OS - OPEN SPACE ZONE
[Color]	C - COMMERCIAL ZONE
[Color]	PDR - PLANNED DEVELOPMENT RESIDENTIAL ZONE (Multi Family)
[Color]	HDMU - HISTORIC DISTRICT/MIXED USE
[Color]	PDC - PLANNED COMMERCIAL DEVELOPMENT ZONE
[Color]	PDR - PLANNED DEVELOPMENT RESIDENTIAL ZONE
[Color]	PDR - PLANNED DEVELOPMENT RESIDENTIAL ZONE (Short Term Rental)
[Color]	RA - RESIDENTIAL AGRICULTURE ZONE
[Color]	R-1-6 - SINGLE-FAMILY RESIDENTIAL ZONE (Null-)
[Color]	R-1-10 - SINGLE-FAMILY RESIDENTIAL ZONE
[Color]	R-1-10/ML - MIXED LOT SIZE ZONE
[Color]	PDO - PLANNED OFFICE AND INSTITUTIONAL DEVELOPMENT ZONE
[Color]	PDI - PLANNED INDUSTRIAL DEVELOPMENT ZONE
[Color]	FEMA Flood Hazard
[Color]	1% Annual Hazard (100-year)
[Color]	0.2% Annual Hazard (500-year)
<b>Zoning District</b>	
[Color]	Open Space
[Color]	Commercial
[Color]	Historical District Overlay Zone
[Color]	Multi Family - Residential
[Color]	Mixed Use
[Color]	Planned Development Commercial
[Color]	Planned Development Residential
[Color]	Short Term Rentals
[Color]	Residential - Agricultural
[Color]	Residential - Single Family
[Color]	Mixed Lot Size
[Color]	City Boundary

Map Date: 6/8/2023

# Socioeconomic Data

Historical population and employment data is used to forecast future population and employment data. Historical data is usually a reliable indication of growth. The data below comes from the Kem Gardner Institute.

	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040	2050	2060
State of Utah	695,900	900,000	1,066,000	1,474,000	1,729,227	2,246,468	2,772,667	3,284,823	3,879,161	4,440,560	4,969,929	5,450,598
% Growth								18%	18%	13%	12%	10%
Washington County	9,800	10,400	13,900	26,400	48,560	90,354	138,435	182,111	265,865	337,326	401,757	464,528
% Growth						86%	53%	32%	46%	27%	19%	16%
Santa Clara City					2,322	4,630	6,003	7,553				
% Growth						99%	30%	26%				

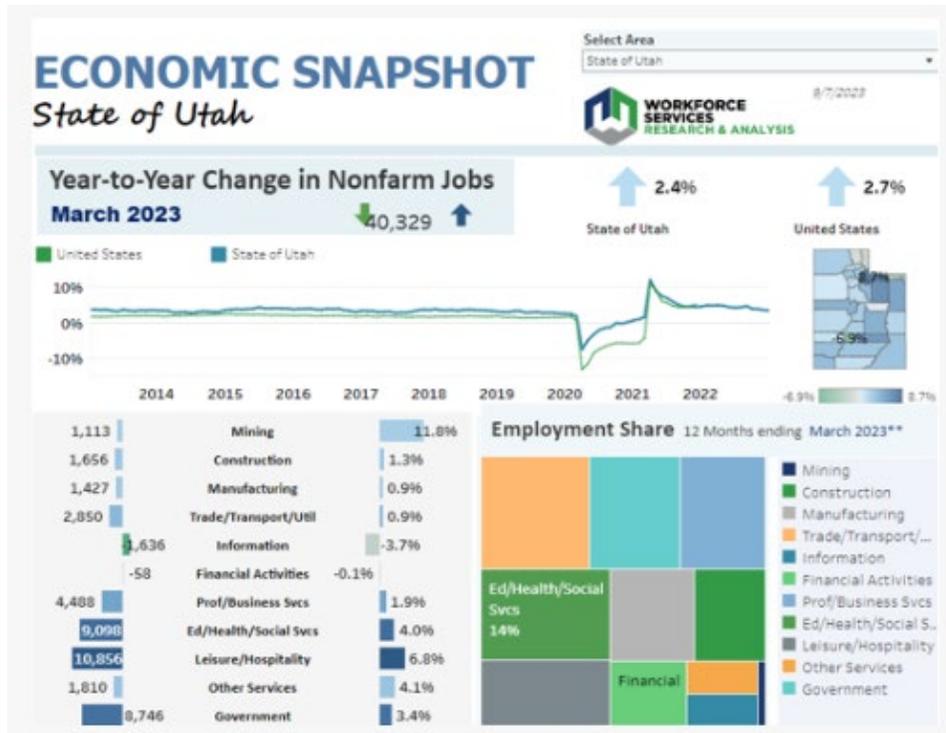
Population Data by Decade

## Employment

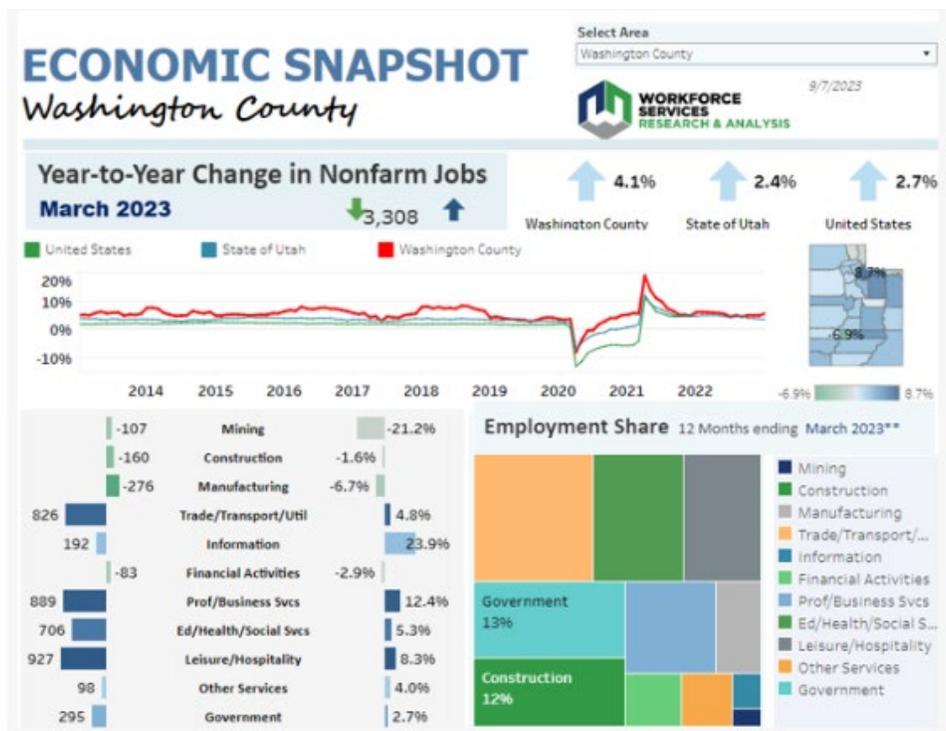
Employment data for the State of Utah and Washington County is provided by the department of workforce services. Data from the state is not available for the City of Santa Clara.

	1950	1960	1970	1980	1990	2000	2010	2020	2030	2040	2050	2060
State of Utah					822,207	1,142,044	1,620,802	2,111,604	2,573,957	2,871,064	3,199,703	3,448,350
% Growth								30%	22%	12%	11%	8%
Washington County					19,312	39,358	70,274	104,979	143,157	172,488	196,373	214,794
% Growth								49%	36%	20%	14%	9%
Santa Clara City												
% Growth												

Employment Data by Decade



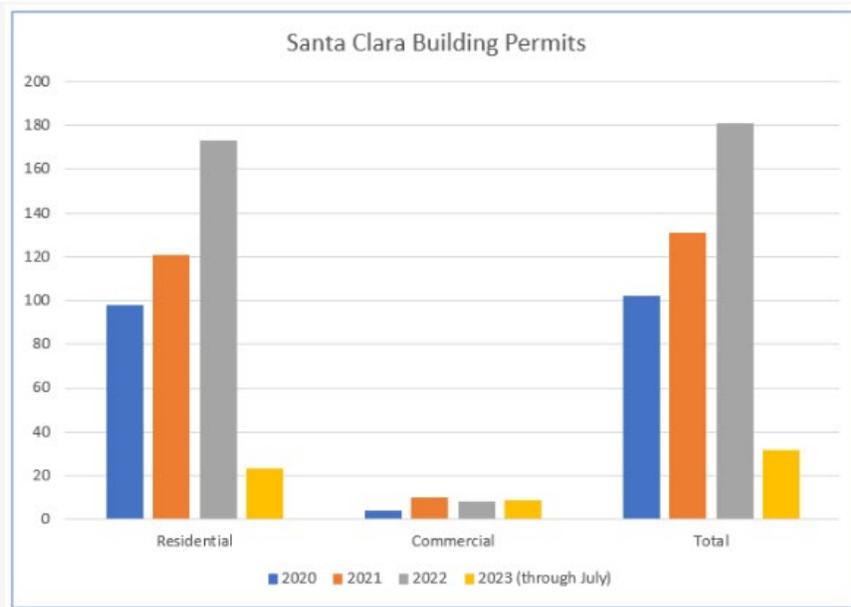
Utah Employment Share (top) and Washington County Employment Share (bottom)



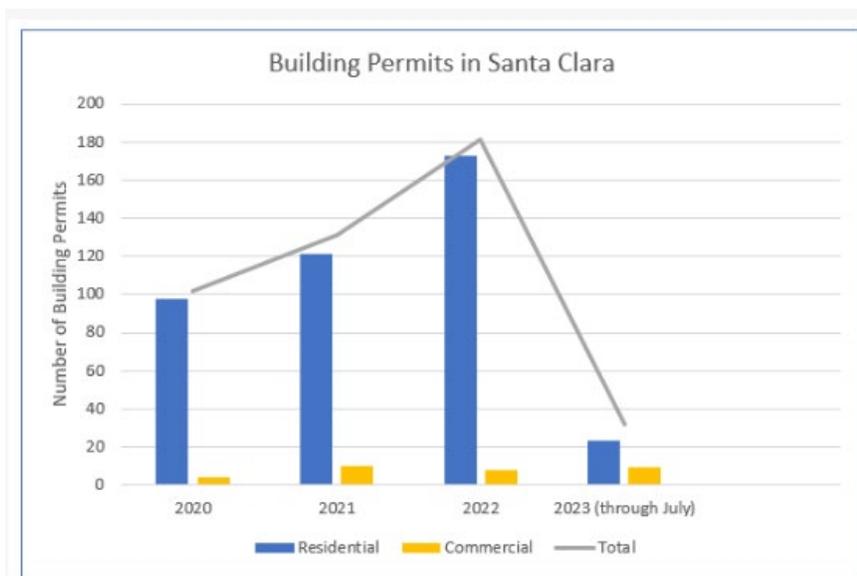
# Growth in Santa Clara - Building Permits

Building Permits by Year and Type				
	2020	2021	2022	2023
Residential	98	121	173	64
Commercial	4	10	8	12
<b>Total</b>	<b>102</b>	<b>131</b>	<b>181</b>	<b>32</b>

Santa Clara Building Permits

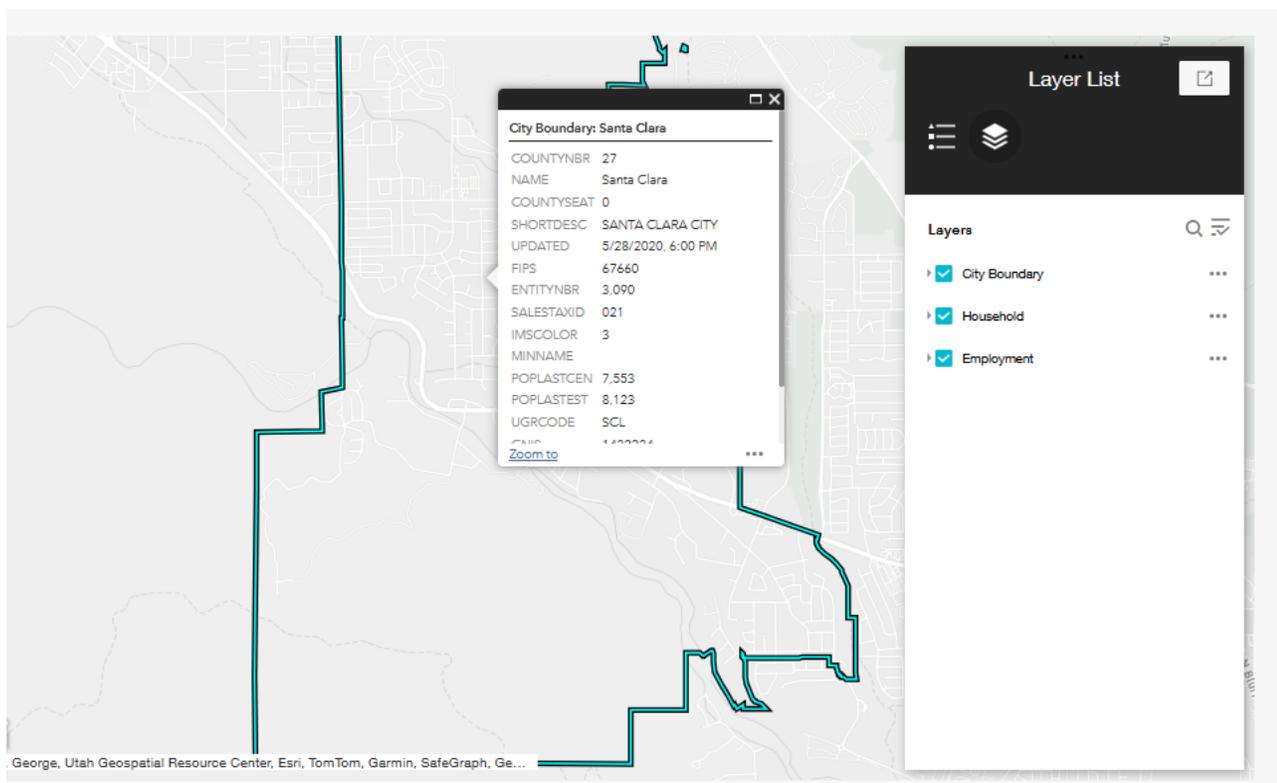


Santa Clara Building Permits (top) and Trends in Building Permits in Santa Clara (bottom)



# Dot Density Maps

The Dot Density Maps show the change in population and employment between 2019 and 2050. Each dot represents 10 people. The population and employment data are provided by the regional travel demand model. The model uses historical data and land use and zoning plans to project the future population and employment numbers.



For interactive viewing, visit the following:

<https://portal.horrocks.com/arcgis/apps/storymaps/collections/d497415b6f2f47c0b74e48e4a45d30a1?item=2>

# Roadway Data

## Introduction

To evaluate Santa Clara's existing transportation system and develop a plan that addresses the City's existing and future transportation needs, a thorough evaluation of the existing transportation conditions has been conducted and continually updated. This process was last completed in Santa Clara in 2015 by Sunrise Engineering. The 2015 report serves as a baseline to the changes that have taken place during the past five years.

## Roadway Jurisdiction

All the public roadways in Santa Clara are owned and maintained by the City of Santa Clara. None of them have shared jurisdiction with Washington County or UDOT.

## Existing Functional Class

Functional classification is used to identify types of roadways and connect them to cross-sections for the road type. In Santa Clara, the cross-sections for the functional classifications were recently updated.

UDOT also identifies functional classifications across the state for regional significant roadways. Functional classifications identified by the city can be added to the UDOT functional classification map.

Facility Type-Right of Way Width
Residential Local-44'
Residential Alternative-50'
Residential Standard-50'
Minor Collector-60'
Major Collector-66'
Minor Arterial-80'
Minor Arterial Alternative-80'
Major Arterial-95'

### Santa Clara Roadway Widths by Functional Class

The DMPO and UDOT Functional Classification maps identify the major roadways in Santa Clara.

Major Arterials

- Old Highway 91

Major Collectors

- Pioneer Parkway
- Canyon View Drive
- Rachel Drive (Gubler Drive to Pioneer Parkway)
- Gubler Drive (Canyon View Drive to Rachel Drive)

Minor Collectors

- Rachel Drive (Old Highway 91 to Gubler Drive)
- Country Lane

*Functional Classification: See Page (9)*

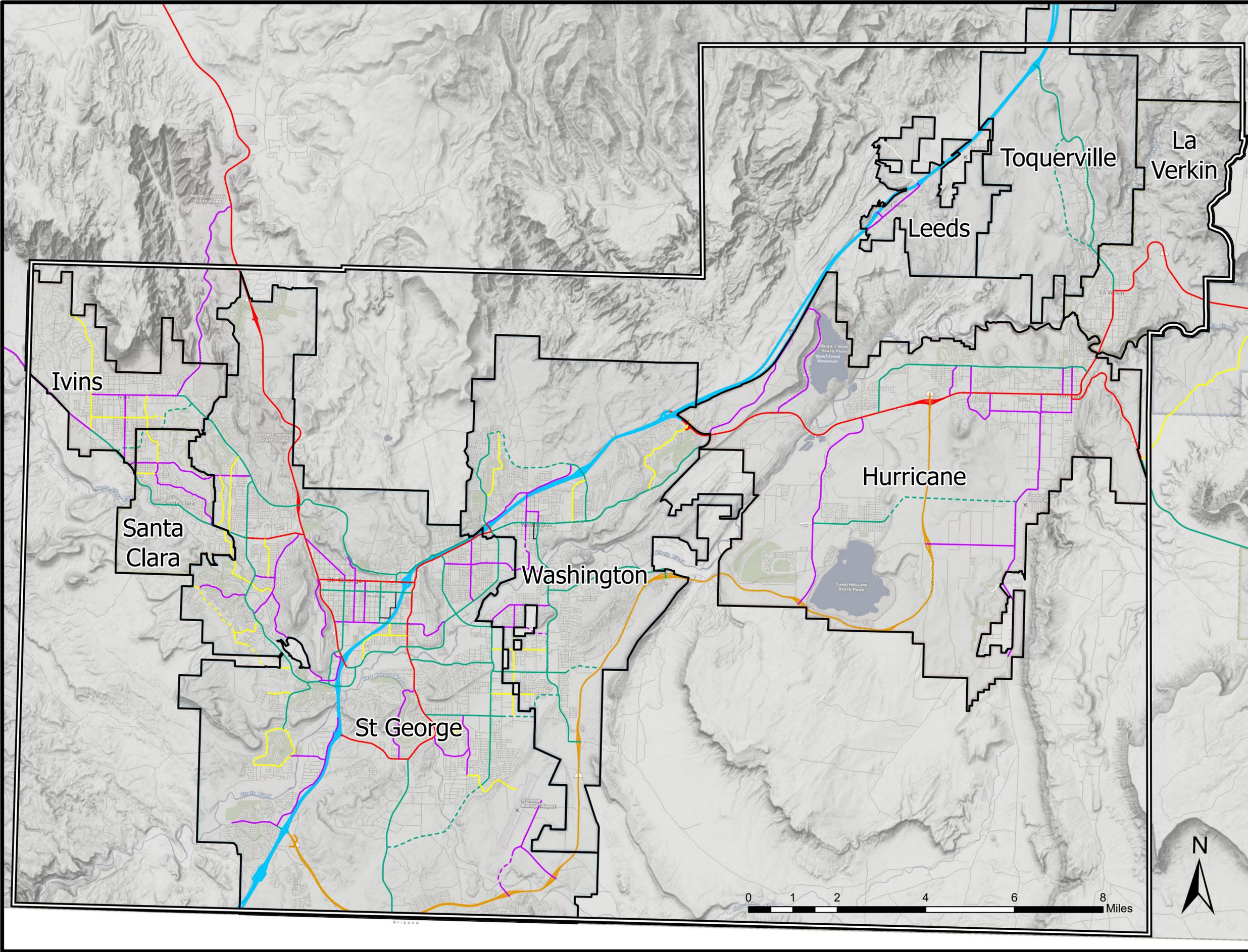
## Cross-Sections

Cross-section standards for the City of Santa Clara are defined in the *Santa Clara City Construction Design Standards (2023 Update)* to establish consistency in roadway design across the city. The defined sections are the minimum required standards.

*Santa Clara City Construction Design Standards (2023 Update):*

*Visit City website: <https://www.santaclarautah.gov/public-works>*

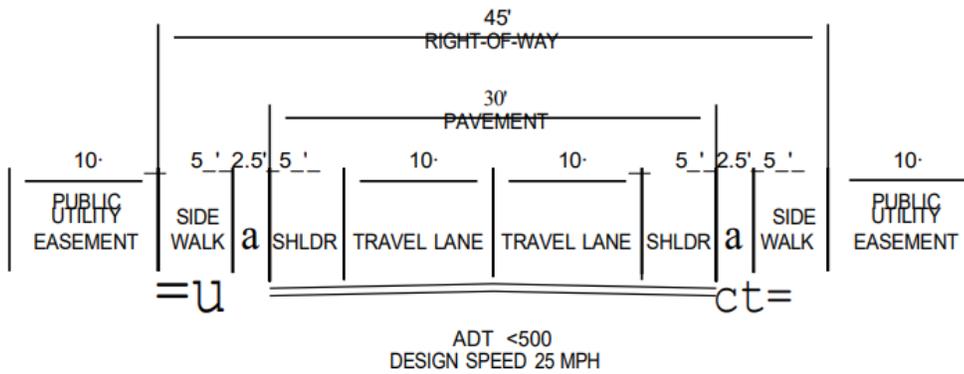
# Dixie Metropolitan Planning Organization Functional Classification Regional Transportation Plan 2023-2050



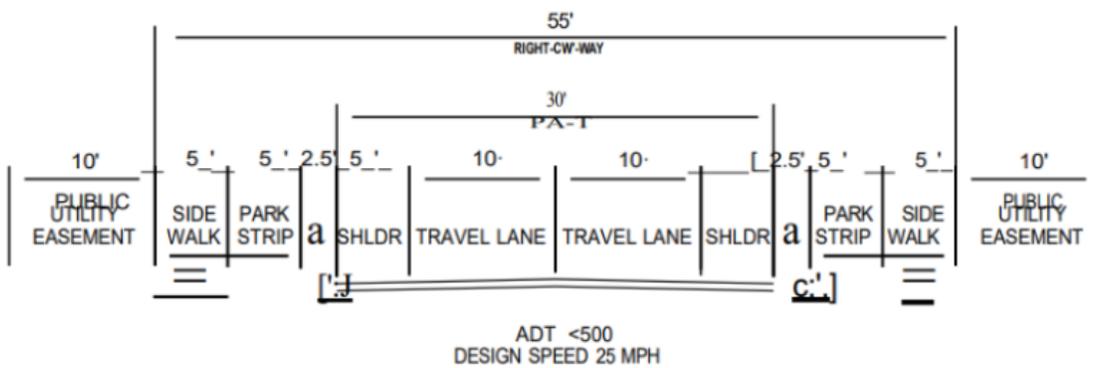
- Legend**
- Functional Class**
- Interstate
  - Other Freeways and Expressways
  - Other Principal Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector
  - Local
  - - - Proposed Interstate
  - - - Proposed Other Freeways and Expressways
  - - - Proposed Other Principal Arterial
  - - - Proposed Minor Arterial
  - - - Proposed Major Collector
  - - - Proposed Minor Collector
  - - - Proposed Local



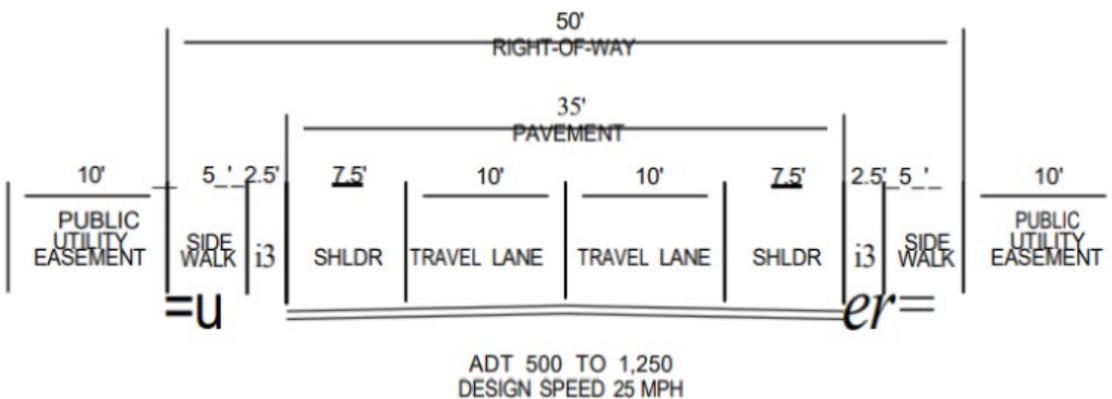
## RESIDENTIAL LOCAL



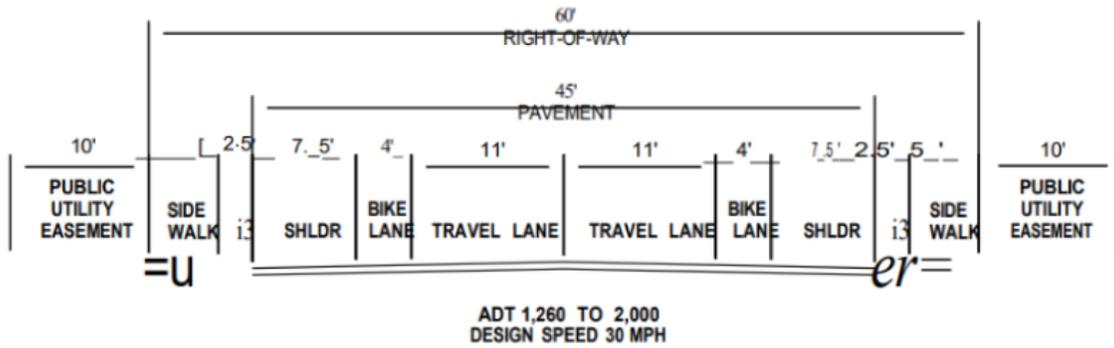
## RESIDENTIAL LOCAL ALTERNATIVE



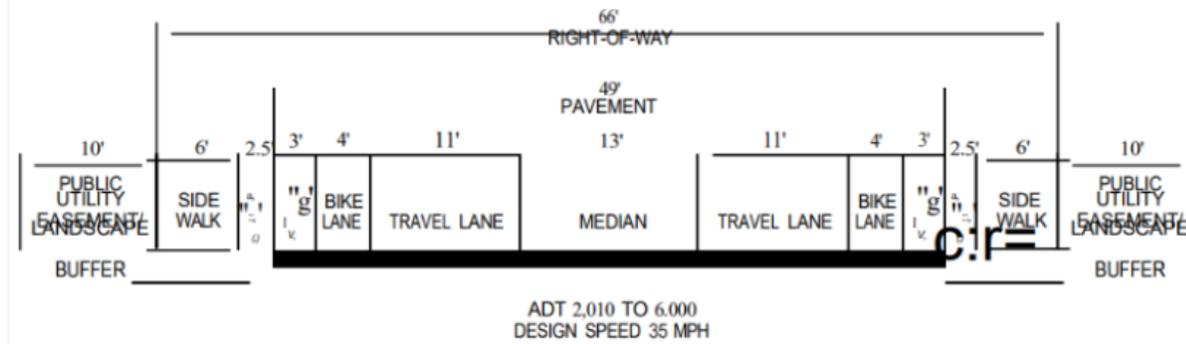
## RESIDENTIAL STANDARD



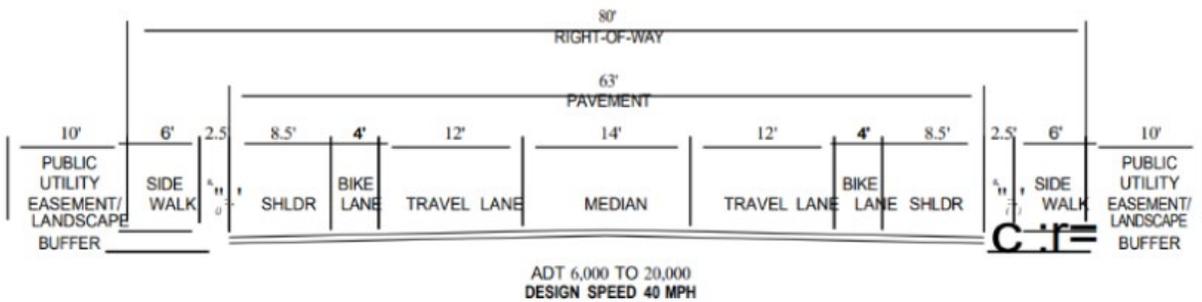
# MINOR COLLECTOR



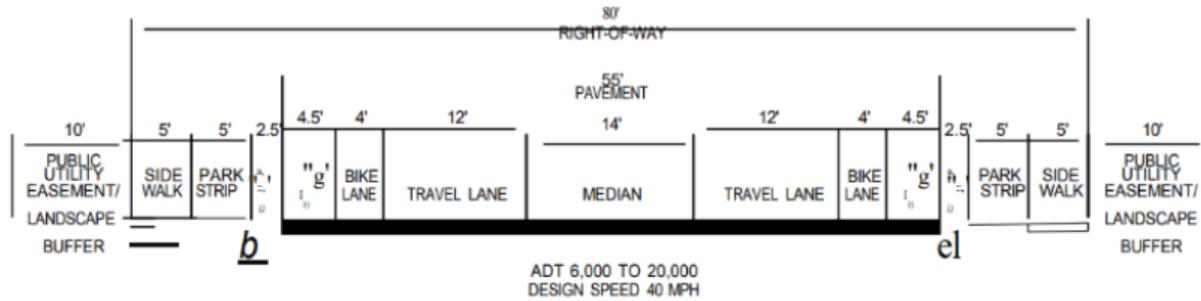
# MAJOR COLLECTOR



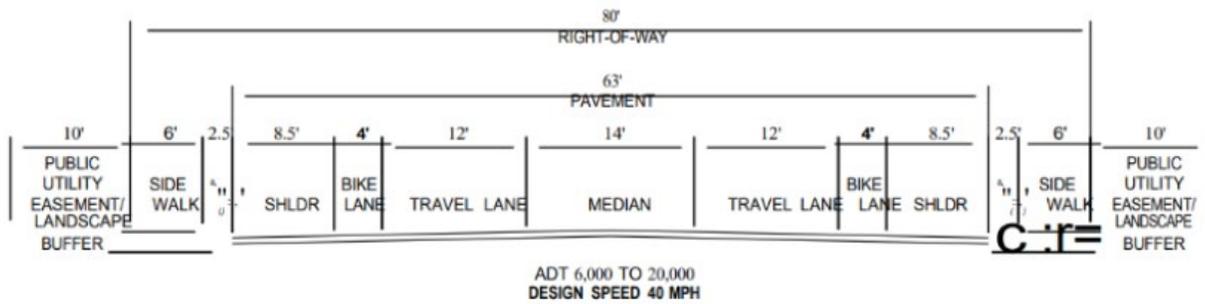
# MINOR ARTERIAL



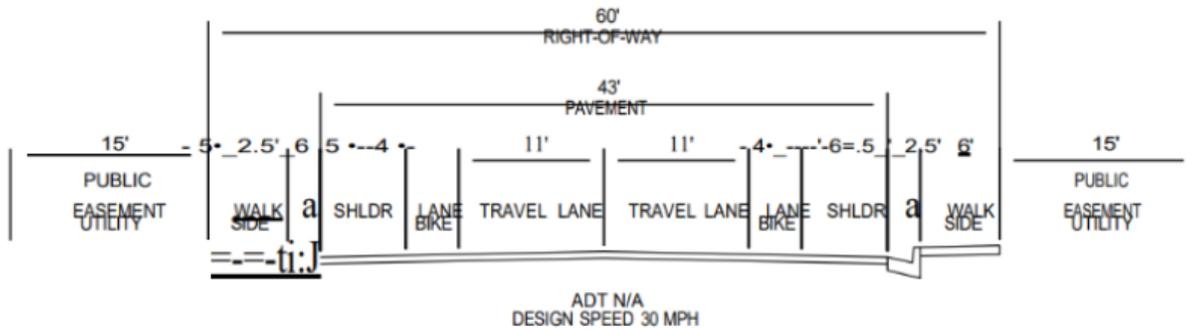
# MINOR ARTERIAL ALTERNATIVE



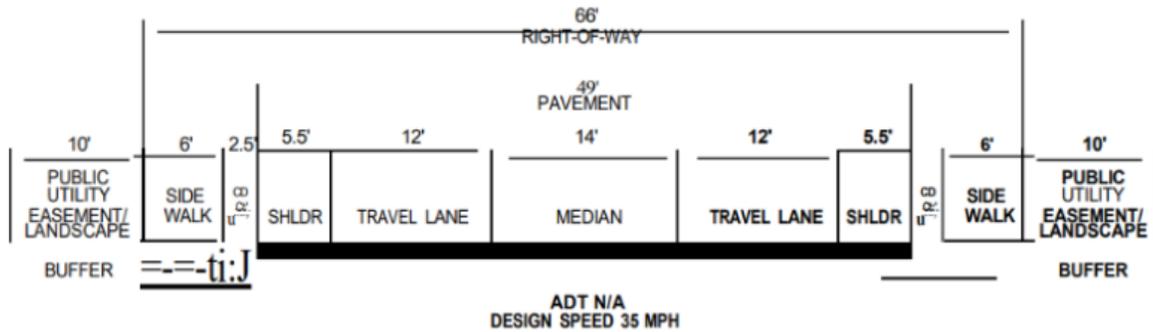
# MAJOR ARTERIAL



# COMMERCIAL LOCAL



# INDUSTRIAL LOCAL



## Bridge Ratings

Bridges longer than 20 feet are inspected by the State every two years and are prescribed a rating based on a 100-point index. The Gates Lane's bridge scored a 76.98 in 2023.

### Gates Lane 2023 Bridge Inspection

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index
053064F	2008	Gates Lane	Santa Clara River	Sunridge Subdivision	6	6	6	N	76.98



Gates Lane Bridge, Constructed 2008

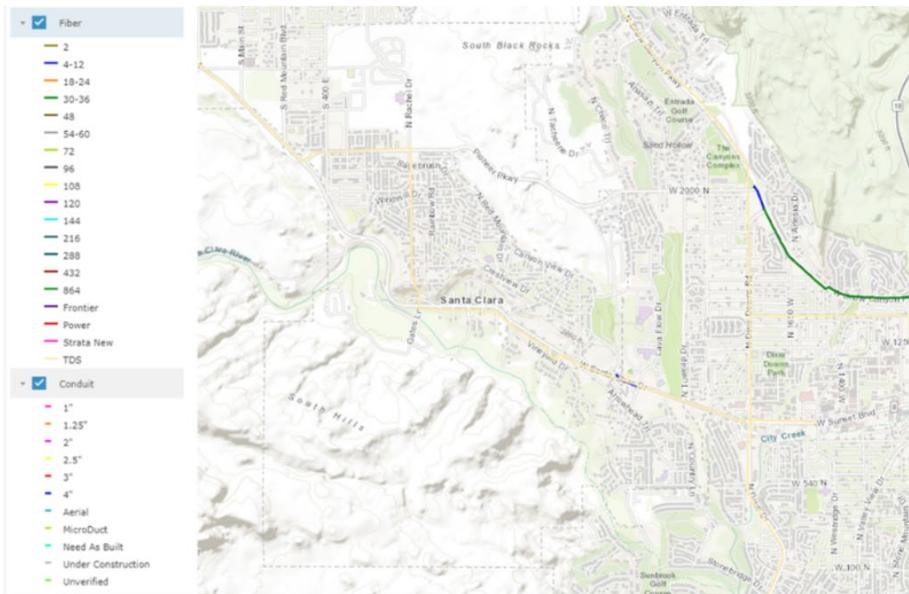
The Chapel Street Bridge was constructed in 2020 and has not been inspected.



Chapel Street Bridge, Constructed 2023

## UDOT Fiber Map

UDOT installs fiber all over the state to connect the state traffic signals. There is not currently any UDOT Fiber in Santa Clara. The fiber shown in the UDOT Fiber Map in Santa Clara is owned by TDS.



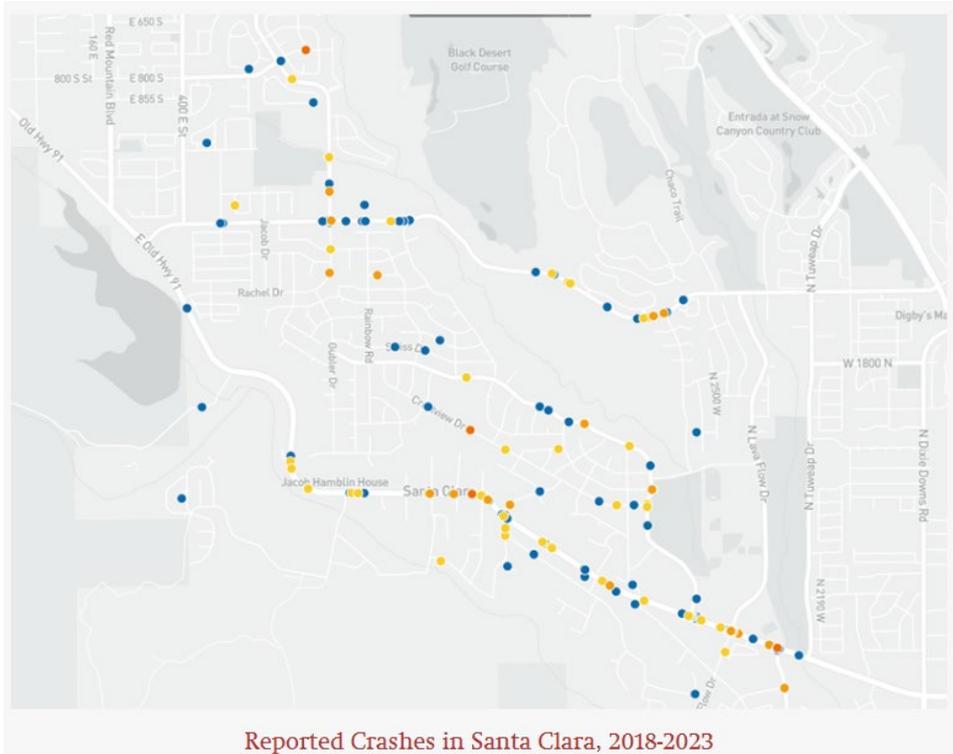
# Safety

## Crash Data

To evaluate the safety of Santa Clara City's roadway network, crash data were collected from UDOT's Numeric Crash Query tool. Between September 2018 and September 2023, 172 crashes were reported in the Santa Clara city limits. The greatest percentage of crashes (41%) were intersection related. The majority of the crashes (55%) were property damage only and none of the crashes were fatal in the time period reviewed.

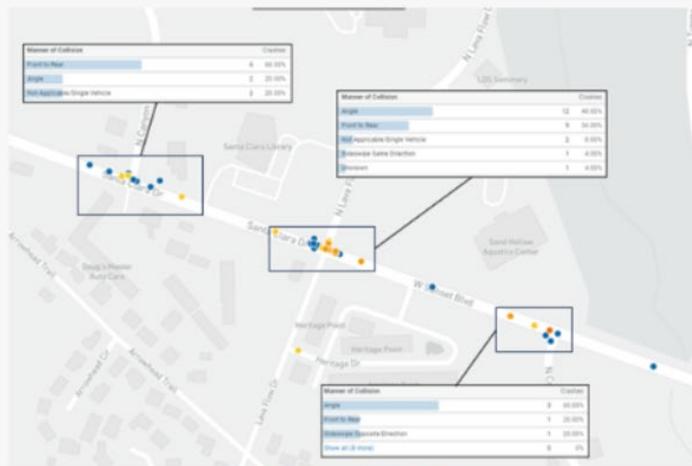
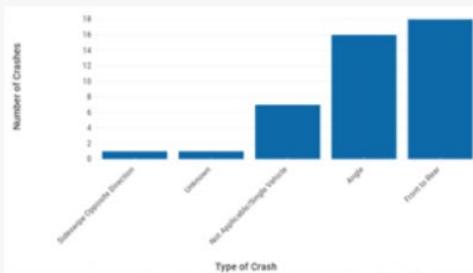
UDOT Crash Summary	Crashes	
Total Crashes	170	100.00%
Intersection Related	70	41.18%
Roadway Departure	39	22.94%
Distracted Driving	31	18.24%
DUI	11	6.47%
Speed Related	6	3.53%
Pedestrian Involved	5	2.94%
Pedalcycle Involved	4	2.35%
CMV Involved	2	1.18%
Drowsy Driving	2	1.18%
Motorcycle Involved	2	1.18%
Animal Related	1	0.59%
Fatal Crashes	0	0.00%

**Santa Clara City Crash Summary, 2018-2023**



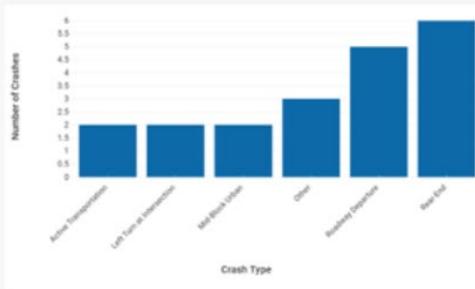
## High Crash Area-Santa Clara Drive Canyon View Drive to Country Lane

Reviewing the Numeric Crash Data provided insight into the high crash areas in Santa Clara. The first high crash area is Santa Clara Drive from Canyon View Drive to Country Lane. The majority of the crashes on this stretch were front-to-rear crashes and angle crashes. Front-to-rear crashes are common at signalized intersection, and angle crashes are common for vehicles turning left across traffic.

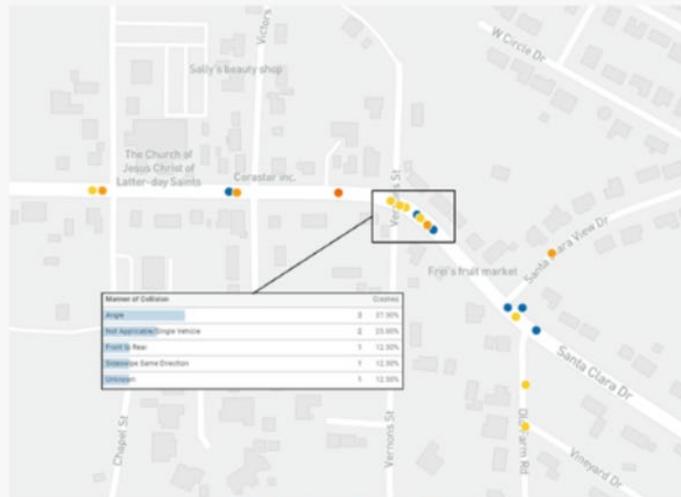


## High Crash Area-Santa Clara Drive Chapel Street to Old Farm Road

Another high crash area occurs on Santa Clara Drive from Chapel Street to Old Farm Road. At this location, the most common crashes are rear-end crashes and vehicles that depart the roadway. The departures from the road could be due to the curve at this location. The lack of dedicated turn lanes could be a factor in the number of rear-end crashes.



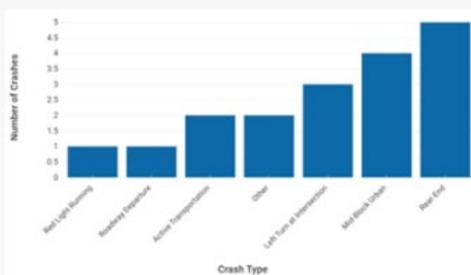
Types of Crashes in High Crash Area on Santa Clara Drive



High Crash Area on Santa Clara Drive

## High Crash Area-Pioneer Parkway

Another high crash area occurs on Pioneer Parkway between Red Mountain Road and Rachel Drive. At this location, the most common crashes are rear-end crashes and mid block crashes. These are likely due to the signal at Rachel Drive and the commercial accesses in this area. Until recently, there were not turn lanes on Pioneer Parkway to turn onto Red Mountain Drive.



Types of Crashes in High Crash Area on Pioneer Parkway



High Crash Area on Pioneer Parkway

# Traffic Analysis

## Traffic Volumes and Capacity

### Transportation Model

Computer traffic models aid community planners to help forecast what growth can do to the current public transportation system. These models help to define what traffic pressures can be expected in the future and help to justify projects that enhance capacity. A transportation planning model was developed for the study area to facilitate the forecasting of future traffic volumes.

The model is a mathematical representation of travel behavior and utilizes land use data, observed travel behavior, and roadway network information to forecast future traffic volumes along selected roadways.

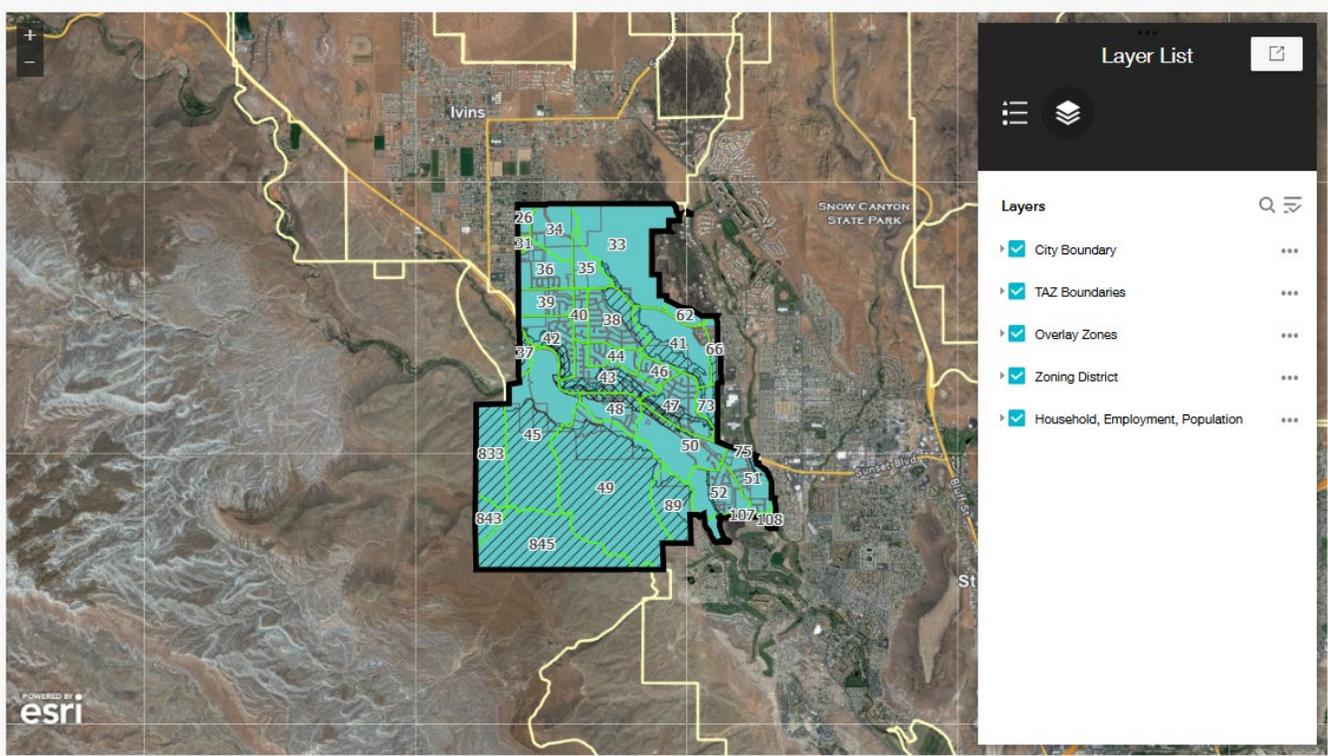
### Modeling Procedure

The Dixie Metropolitan Planning Organization (DMPO) has prepared a calibrated traffic model that covers the urbanized area of Washington County. Horrocks Engineers utilized the DMPO's model and prepared a 2020 traffic model and a future 2050 traffic model. Other years were not modeled because the traffic in Ivins does not begin to cause intersection failures until 2050.

### TAZ

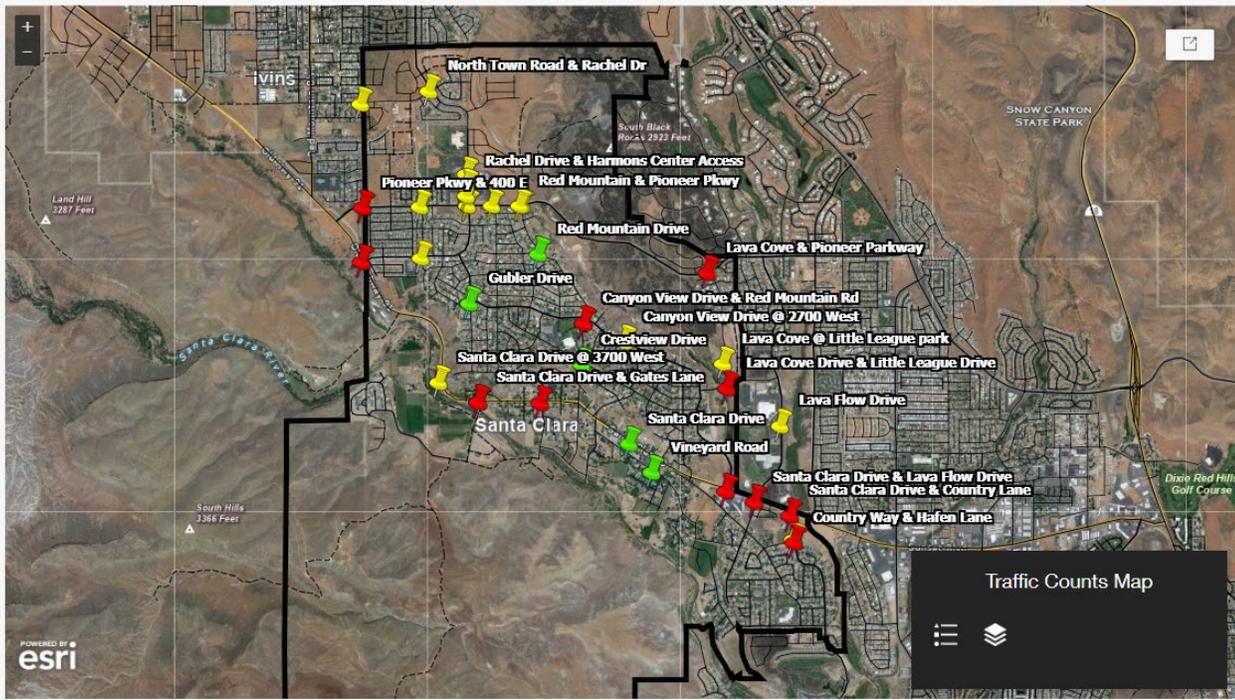
Geographic subdivisions are used to combine the population, employment, and land use data for the study area. These subdivisions are termed "traffic analysis zones" or TAZ's and are used as the basis for the travel forecasting model. The employment and population data are assigned by TAZ to the roadway network.

# TAZ Map



For interactive viewing, visit the following:  
<https://portal.horrocks.com/arcgis/apps/storymaps/collections/d497415b6f2f47c0b74e48e4a45d30a1?item=5>

# Traffic Counts



For interactive viewing, visit the following:

<https://portal.horrocks.com/arcgis/apps/storymaps/collections/d497415b6f2f47c0b74e48e4a45d30a1?item=5>

Turning movement counts were collected at the study intersections marked in red. 24-hour counts were taken on the roadway sections marked in green. The yellow markers show the locations of counts taken before this study.

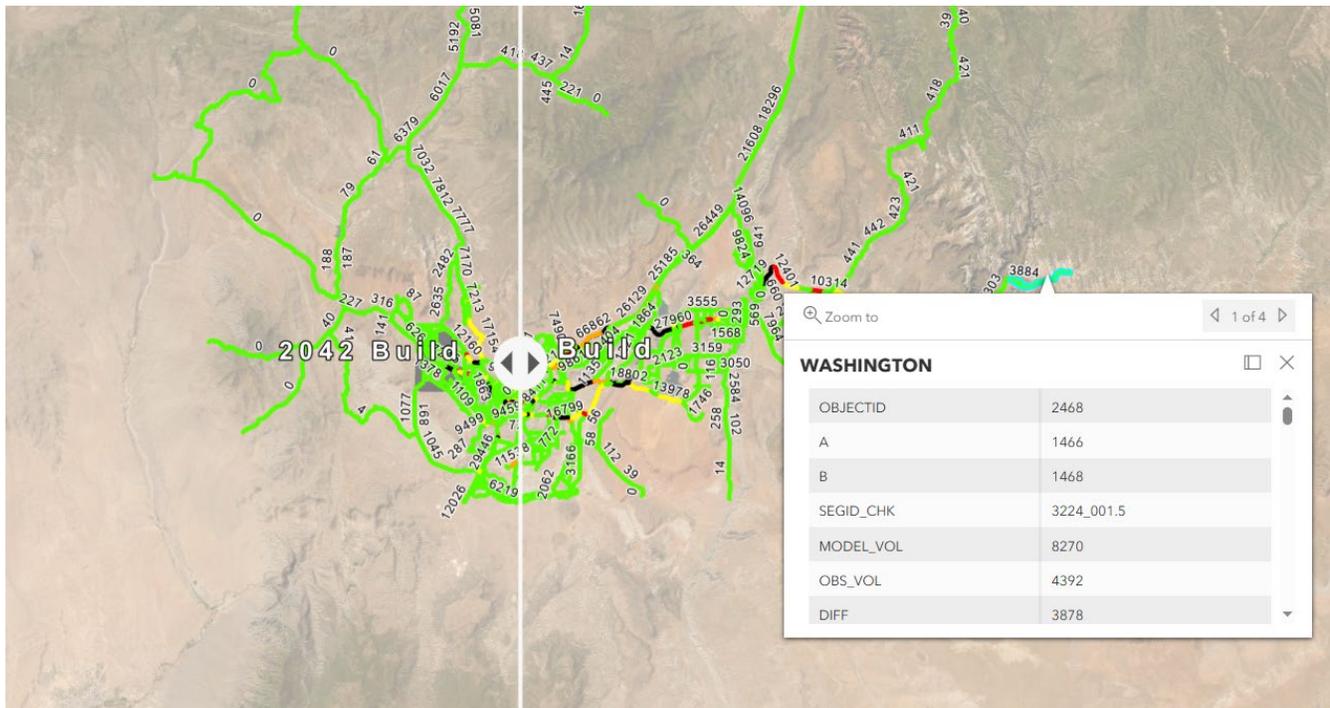
## Level of Service

The Level of Service (LOS) was analyzed for each study intersection. LOS is determined by average delay per vehicle at the intersection. Synchro 11 was used to analyze each intersection. LOS D or better is generally considered acceptable. The only intersection that is currently operating poorly is the intersection of Country Lane and Santa Clara Drive during the peak hours.

Intersection (Traffic Control)	Existing Delay (LOS) AM	Existing Delay (LOS) PM	2028 Delay (LOS) AM	2028 Delay (LOS) PM
Pioneer Parkway & 400 East (TWSC)	12.9 (B)	14.8 (B)	14.8 (B)	20.7 (C)
Rachel Drive & Pioneer Parkway (Signalized)	13.3 (B)	13.5 (B)	13.9 (B)	14.5 (B)
Harmons East Access & Pioneer Parkway (TWSC)	11.8 (B)	16.6 (C)	12.4 (B)	19.1 (C)
Pioneer Parkway & Red Mountain Drive (TWSC)	11.8 (B)	17.8 (C)	12.4 (B)	21.3 (C)
Pioneer Parkway & Lava Cove Drive (TWSC)	17.5 (C)	16.9 (C)	18.9 (C)	27.7 (D)
Rachel Drive & Old Highway 91 (TWSC)	11.9 (B)	13.3 (B)	25.3 (D)	16.4 (C)
Canyon View Drive & Red Mountain Drive (AWSC)	8.6 (A)	0.6 (A)	8.8 (A)	8.6 (A)
Lava Cove Drive & Little League Road (TWSC)	10.8 (B)	9.1 (A)	11.1 (B)	9.3 (A)
Gates Lane & Santa Clara Drive (TWSC)	15.1 (C)	13.7 (B)	24.5 (C)	24.9 (C)
Chapel Street & Santa Clara Drive (TWSC)	14.9 (B)	19.0 (C)	18.8 (C)	32.4 (D)
Canyon View Drive & Santa Clara Drive (Signalized)	9.0 (A)	10.3 (B)	9.7 (A)	11.8 (B)
Lava Flow Drive & Santa Clara Drive (Signalized)	24.9 (C)	28.5 (C)	27.3 (C)	37.5 (D)
Country Lane & Santa Clara Drive (TWSC)	57.8 (F)	79.5 (F)	108.8 (F)	170.4 (F)
Country Lane & Hafen Lane (AWSC) [TWSC]	8.2 (A) [B]	7.8 (A) [B]	8.4 (A) [B]	10.6 (B) [B]

## 2042 Build vs. No-Build Volume Map

The map below compares the daily volumes and volume-to-capacity (V/C) ratios in 2042 with and without the projects identified as a part of the traffic analysis. V/C ratios provide a metric that compares the traffic volumes to the overall capacity of roadway. A V/C ratio of 1 means that the road is at capacity.



For interactive viewing, visit the following:

<https://portal.horrocks.com/arcgis/apps/storymaps/collections/d497415b6f2f47c0b74e48e4a45d30a1?item=5>

# Transportation Improvement Plan

## Transportation Improvement Plan (TIP)

The analysis provided in the Traffic Analysis section allowed for short-term, mid-term, and long-term project lists to be developed. Short-term projects are impact fee eligible. The TIP projects allow for cities to require exactions from developers and put money aside to improve city roadways.

### Five-Year TIP (2028)

Center turn lane on Santa Clara Drive from Old Farm Road to Chapel Street

Chapel Street widening and extension

Red Mountain Drive from Pioneer Parkway to North City Boundary (developer funded)

Traffic signal at Red Mountain Drive and Pioneer Parkway

Traffic signal at Chapel Street OR Gates Lane and Santa Clara Drive

Western Corridor / Hamblin Parkway, Phase 1 (local match)

New shop space for maintenance vehicles

Right-turn deceleration lanes on Santa Clara Drive from Tuweap Drive to Santa Clara Parkway

Right-turn deceleration lanes on Pioneer Parkway west of Red Mountain Drive

Bike lane and turnouts on south side of Pioneer Parkway

Gap Canyon Parkway and Western Corridor from St. George to Old Hwy 91 (local match of preconstruction total)

Chapel Street Bridge Bond



## **Ten-Year TIP (2032)**

Western Corridor/ Hamblin Parkway, Phase 1 (construction)

Gap Canyon Parkway and Western Corridor from St. George to Old Hwy 91  
(construction)

Clary Hills Drive collector to future Western Corridor

Western Corridor / Hamblin Parkway, Phase II (preconstruction local match)

## **Twenty-Year TIP (2042)**

Twenty-Year TIP (2042)

South Hills Collector A

South Hills Collector B - Clary Hills Drive to Gap Canyon Parkway

Clary Hills Drive collector to South Hills Collector B

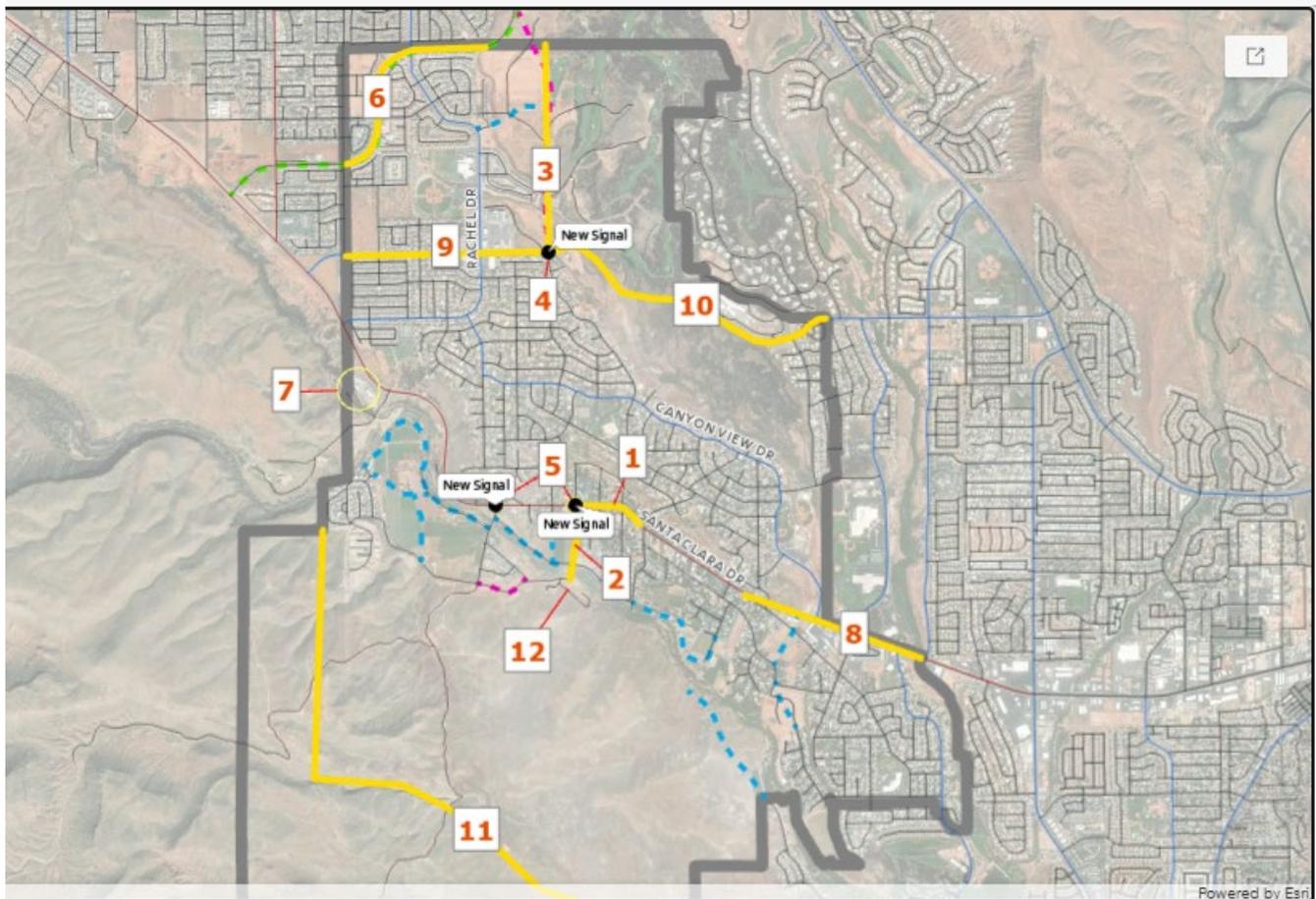
South Hills Collector C to St. George Emerald Drive

Widen Pioneer Parkway to five lanes west of Red Mountain Drive

## Roadway Master Plan

The map below shows the projects on the map for the 5-, 10-, and 20-year project timelines.

*Project Cost Estimates: See Pages (26-47)*



Projects List Map

For interactive viewing, visit the following:

<https://portal.horrocks.com/arcgis/apps/storymaps/collections/d497415b6f2f47c0b74e48e4a45d30a1?item=6>

# Santa Clara City

## 5 - Year Transportation Improvement Projects

### 1. Center turn lane on Santa Clara Drive from Old Farm Road to Chapel Street

Description	Unit	Unit Cost	Quantity	Total
Remove Striping	ft	\$2.00	15,500	\$31,000.00
Remove Existing Curbed Planters	each	\$1,100.00	35	\$38,500.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	420	\$882.00
Type II Road Base (0.75" Depth)	sq ft	\$2.21	420	\$928.20
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	420	\$630.00
Signing & striping, Overhead Signs	lump	\$8,000.00	1	\$8,000.00
30" High Back Curb & Gutter	ft	\$35.00	115	\$4,025.00
<b>ROADWAY SUBTOTAL</b>				<b>\$83,965.20</b>

**Assumptions:**

1. Removal of 35 in-road planters, 22'x10' each
2. Removal of 4 corner chokers
3. Paint removal and re-painting from 2 lanes with bike lanes to 3 lanes with bike lanes
4. Parks Dept. to salvage plants before demolition

<b>SUBTOTAL</b>	<b>\$83,965</b>
<b>Drainage (5%)</b>	\$0
<b>Mobilization (10%)</b>	\$8,397
<b>Traffic Control (20%)</b>	\$16,794
<b>CONSTRUCTION SUBTOTAL</b>	<b>\$109,156</b>
<b>Construction Contingency (10%)</b>	\$10,916
<b>Bid-Contingency (0%)</b>	\$0
<b>Right-of-Way</b>	\$0
<b>Subtotal</b>	\$120,072
<b>Engineering (15%)</b>	\$16,374
<b>Grand Total</b>	<b>\$137,000</b>

# *Santa Clara City*

## 5 - Year Transportation Improvement Projects

### 2. Chapel Street widening and extension

Description	Unit	Unit Cost	Quantity	Total
Asphalt - REMOVE	sq ft	\$0.45	13,000	\$5,850.00
Remove Existing Curb, Gutter, and Sidewalk	ft	\$8.00	-	\$0.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	39,100	\$82,110.00
Type II Road Base (0.75 Depth)	sq ft	\$2.21	39,100	\$86,411.00
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	39,100	\$58,650.00
6' Wide Sidewalk	sq ft	\$9.50	1,850	\$17,575.00
30" High Back Curb & Gutter	ft	\$30.00	1,850	\$55,500.00
<b>ROADWAY SUBTOTAL</b>				<b>\$306,096.00</b>

<b>SUBTOTAL</b>	<b>\$306,096</b>
<b>Drainage (5%)</b>	\$15,305
<b>Mobilization (10%)</b>	\$30,610
<b>Traffic Control (10%)</b>	\$30,610
<b>CONSTRUCTION SUBTOTAL</b>	<b>\$382,621</b>
<b>Construction Contingency (10%)</b>	\$38,263
<b>Bid-Contingency (0%)</b>	\$0
<b>Right-of-Way</b>	\$0
<b>Subtotal</b>	\$420,884
<b>Engineering (15%)</b>	\$57,394
<b>Grand Total</b>	<b>\$479,000</b>

**Assumptions:**

1. ROW is already purchased
2. Road Length = 0.13 miles
3. Future Pavement Width = 65 ft
4. Curb & Gutter and Sidewalk on both sides of the road

# Santa Clara City

## 5 - Year Transportation Improvement Projects

### 3. Red Mountain Drive from Pioneer Parkway to North City Boundary (developer funded)

Description	Unit	Unit Cost	Quantity	Total
Asphalt - REMOVE	sq ft	\$0.45	-	\$0.00
Box Culvert Crossing	lump	\$350,000.00	1	\$350,000.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	201,000	\$422,100.00
Type II Road Base (0.75" Depth)	sq ft	\$2.21	201,000	\$444,210.00
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	201,000	\$301,500.00
6' Wide Sidewalk	sq ft	\$9.50	48,200	\$457,900.00
30" High Back Curb & Gutter	ft	\$30.00	8,050	\$241,500.00
<b>ROADWAY SUBTOTAL</b>				<b>\$2,217,210.00</b>
<b>SUBTOTAL</b>				<b>\$2,217,210</b>
<b>Drainage (5%)</b>				<b>\$110,861</b>
<b>Mobilization (10%)</b>				<b>\$221,721</b>
<b>Traffic Control (10%)</b>				<b>\$221,721</b>
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$2,771,513</b>
<b>Construction Contingency (10%)</b>				<b>\$277,152</b>
<b>Bid-Contingency (0%)</b>				<b>\$0</b>
<b>Right-of-Way</b>				<b>\$0</b>
<b>Subtotal</b>				<b>\$3,048,665</b>
<b>Engineering (15%)</b>				<b>\$415,727</b>
<b>Grand Total</b>				<b>\$3,465,000</b>

**Assumptions:**

1. ROW Acquisition = \$400,000/Acre
2. Road Length = 0.76 miles
3. Future Pavement Width = 50 ft
4. Curb & Gutter and Sidewalk on both sides of the road
5. Culvert crossing required

# *Santa Clara City*

## 5 - Year Transportation Improvement Projects

### 4. Traffic signal at Red Mountain Drive and Pioneer Parkway

Description	Unit	Unit Cost	Quantity	Total
Traffic signal	Lump	\$350,000.00	1	\$350,000.00
<b>ROADWAY SUBTOTAL</b>				<b>\$350,000.00</b>
<b>SUBTOTAL</b>				<b>\$350,000</b>
<b>Drainage (5%)</b>				<b>\$0</b>
<b>Mobilization (10%)</b>				<b>\$35,000</b>
<b>Traffic Control (20%)</b>				<b>\$70,000</b>
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$455,000</b>
<b>Construction Contingency (10%)</b>				<b>\$45,500</b>
<b>Bid-Contingency (0%)</b>				<b>\$0</b>
<b>Right-of-Way</b>				<b>\$0</b>
<b>Subtotal</b>				<b>\$500,500</b>
<b>Engineering (15%)</b>				<b>\$68,250</b>
<b>Grand Total</b>				<b>\$569,000</b>

# *Santa Clara City*

## 5 - Year Transportation Improvement Projects

### 5. Traffic signal at Chapel Street OR Gates Lane and Santa Clara Drive

Description	Unit	Unit Cost	Quantity	Total
Traffic signal	Lump	\$350,000.00	1	\$350,000.00
<b>ROADWAY SUBTOTAL</b>				<b>\$350,000.00</b>
<b>SUBTOTAL</b>				<b>\$350,000</b>
Drainage (5%)				\$0
Mobilization (10%)				\$35,000
Traffic Control (20%)				\$70,000
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$455,000</b>
Construction Contingency (10%)				\$45,500
Bid-Contingency (0%)				\$0
Right-of-Way				\$0
<b>Subtotal</b>				<b>\$500,500</b>
Engineering (15%)				\$68,250
<b>Grand Total</b>				<b>\$569,000</b>



# *Santa Clara City*

## 5 - Year Transportation Improvement Projects

### 7. New shop space for maintenance vehicles

Description	Unit	Unit Cost	Quantity	Total
Shop Building	Lump	\$700,000.00	1	\$700,000.00
<b>Project Total</b>				<b>\$700,000.00</b>
<b>Grand Total</b>				<b>\$700,000</b>

**Assumptions:**

1. Cost taken from Public Works Department estimate
2. Public Works will pay half and the Power Department will pay half.

**Public Works Portion:** **\$350,000.00**

# Santa Clara City

## 5 - Year Transportation Improvement Projects

### 8. Right-turn deceleration lanes on Santa Clara Drive from Tuweap Drive to Santa Clara Parkway

Description	Unit	Unit Cost	Quantity	Total
Sandblast striping	ft	\$2.00	18,600	\$37,200.00
Apply striping	ft	\$0.20	18,600	\$3,720.00
Pavement markings	ea	\$750.00	6	\$4,500.00
<b>ROADWAY SUBTOTAL</b>				<b>\$45,420.00</b>
<b>SUBTOTAL</b>				<b>\$45,420</b>
<b>Drainage (0%)</b>				<b>\$0</b>
<b>Mobilization (10%)</b>				<b>\$4,542</b>
<b>Traffic Control (5%)</b>				<b>\$2,271</b>
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$52,233</b>
<b>Construction Contingency (10%)</b>				<b>\$5,224</b>
<b>Bid-Contingency (0%)</b>				<b>\$0</b>
<b>Right-of-Way</b>				<b>\$0</b>
<b>Subtotal</b>				<b>\$57,457</b>
<b>Engineering (10%)</b>				<b>\$5,224</b>
<b>Grand Total</b>				<b>\$63,000</b>

**Assumptions:**

1. Right turn lanes at Canyon View Dr, Lava Flow Drive
2. Right turn lane length at Lava Flow Dr is 450 feet WB, 200 feet EB
3. Right turn lane length at Canyon View Dr is 200 feet WB
4. All striping will be removed for 3,200 feet and replaced with new striping with right turn lanes.
5. All striping will be impacted as lanes are narrowed to provide more width in right turn lanes.

# Santa Clara City

## 5 - Year Transportation Improvement Projects

### 9. Right-turn deceleration lanes on Pioneer Parkway west of Red Mountain Drive (Sandblasting)

Description	Unit	Unit Cost	Quantity	Total
Sandblast striping	ft	\$2.00	11,756	\$23,512.00
Apply striping	ft	\$0.50	11,756	\$5,878.00
Pavement markings	ea	\$100.00	26	\$2,600.00
<b>ROADWAY SUBTOTAL</b>				<b>\$31,990.00</b>
<b>SUBTOTAL</b>				<b>\$31,990</b>
Drainage (0%)				\$0
Mobilization (10%)				\$3,199
Traffic Control (5%)				\$1,600
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$36,789</b>
Construction Contingency (10%)				\$3,679
Bid-Contingency (0%)				\$0
Right-of-Way				\$0
<b>Subtotal</b>				<b>\$40,468</b>
Engineering (15%)				\$5,519
<b>Grand Total</b>				<b>\$46,000</b>

**Assumptions:**

1. This consists of removing striping and painting new right-turn lanes within existing shoulder.
2. This will work for a 3-lane section. When 5-lanes are painted in the future, these right-turn lanes will be eliminated.
3. No additional pavement, curb, gutter, or sidewalk is anticipated in this project.
4. Locations are EB Village Pkwy, EB Jacob, EB Sagebrush, EB Rachel, WB Jacob, and WB Patricia.

# Santa Clara City

## 5 - Year Transportation Improvement Projects

### 9. Right-turn deceleration lanes on Pioneer Parkway west of Red Mountain Drive (Slurry Seal Coverage)

Description	Unit	Unit Cost	Quantity	Total
Slurry Seal	sf	\$0.80	17,500	\$14,000.00
Apply striping	ft	\$0.50	11,756	\$5,878.00
Pavement markings	ea	\$100.00	26	\$2,600.00
<b>ROADWAY SUBTOTAL</b>				<b>\$22,478.00</b>
<b>SUBTOTAL</b>				<b>\$22,478</b>
Drainage (0%)				\$0
Mobilization (10%)				\$2,248
Traffic Control (5%)				\$1,124
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$25,850</b>
Construction Contingency (10%)				\$2,585
Bid-Contingency (0%)				\$0
Right-of-Way				\$0
<b>Subtotal</b>				<b>\$28,435</b>
Engineering (15%)				\$3,878
<b>Grand Total</b>				<b>\$33,000</b>

**Assumptions:**

1. This consists of removing striping and painting new right-turn lanes within existing shoulder.
2. This will work for a 3-lane section. When 5-lanes are painted in the future, these right-turn lanes will be eliminated.
3. No additional pavement, curb, gutter, or sidewalk is anticipated in this project.
4. Locations are EB Village Pkwy, EB Jacob, EB Sagebrush, EB Rachel, WB Jacob, and WB Patricia.
5. Slurry seal 250'x14' areas where right turn lanes need to be applied, at 6 locations.

# Santa Clara City

## 5 - Year Transportation Improvement Projects

### 10. Bike lane and turnouts on south side of Pioneer Parkway

Description	Unit	Unit Cost	Quantity	Total
Sandblast Striping	ft	\$2.00	18,000	\$36,000.00
Apply striping	ft	\$0.20	6,000	\$1,200.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	35,000	\$73,500.00
Type II Road Base (0.75" Depth)	sq ft	\$2.21	35,000	\$77,350.00
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	35,000	\$52,500.00
6' Wide Sidewalk	sq ft	\$9.50	-	\$0.00
30" High Back Curb & Gutter	ft	\$30.00	-	\$0.00

**ROADWAY SUBTOTAL** **\$240,550.00**

**SUBTOTAL** **\$240,550**

**Drainage (5%)** **\$12,028**

**Mobilization (10%)** **\$24,055**

**Traffic Control (5%)** **\$12,028**

**CONSTRUCTION SUBTOTAL** **\$288,661**

**Construction Contingency (10%)** **\$28,867**

**Bid-Contingency (0%)** **\$0**

**Right-of-Way** **\$0**

**Subtotal** **\$317,528**

**Engineering (10%)** **\$28,867**

**Grand Total** **\$347,000**

**Assumptions:**

1. Road Length = 2.0 miles
2. Sandblast centerline and eastbound shoulder line
3. Reduce travel lanes from 12 feet each to 11 feet, creating eastbound 4-foot bike lane
4. Apply 10 feet of asphalt widening along south side of road from Red Mountain east to bike underpass, about 0.6 mile.

# *Santa Clara City*

## 5 - Year Transportation Improvement Projects

### 11. Gap Canyon Parkway and Western Corridor, from St. George to Old Hwy 91 (Local match of Pre-Construction Total)

Description	Unit	Unit Cost	Quantity	Total
Gap Canyon Parkway and Western Corridor	Lump	\$62,184,000.00	1	\$62,184,000.00
<b>Project Total</b>				<b>\$62,184,000.00</b>
<b>Grand Total</b>				<b>\$62,184,000</b>

<b>Pre-Construction Total:</b>	<b>\$2,340,000.00</b>
<b>2025 MPO Funding:</b>	<b>\$1,300,000.00</b>
<b>2027 MPO Funding:</b>	<b>\$650,000.00</b>
<b>Local Match (7.14%):</b>	<b>\$150,000.00</b>
<b>Local Amount Shortfall to be Paid By Impact Fees, Including Local Match:</b>	<b>\$390,000.00</b>

**Assumptions:**

Cost taken from 10/14/2022 Western Corridor Concept Estimate by Sunrise Engineering for UDOT

**Pre-Construction Total** includes Environmental plus P.E. costs

# *Santa Clara City*

## 5 - Year Transportation Improvement Projects

### 12. Chapel Street Bridge Bond

Description	Unit	Unit Cost	Quantity	Total
Bond	Lump	\$1,017,600.00	1	\$1,017,600.00
<b>Project Total</b>				<b>\$1,017,600.00</b>
<b>Grand Total</b>				<b>\$1,017,600</b>

**Assumptions:**

1. Cost taken from 6 years worth of Chapel Street Bridge Bond payments

# Santa Clara City

## 10 - Year Transportation Improvement Projects

### 1. Western Corridor/Hamblin Parkway, Phase I (construction)

Description	Unit	Unit Cost	Quantity	Total
Asphalt - REMOVE	sq ft	\$0.45	-	\$0.00
Remove Existing Curb, Gutter, and Sidewalk	ft	\$8.00	-	\$0.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	160,776	\$337,629.60
Type II Road Base (0.75" Depth)	sq ft	\$2.21	160,776	\$355,314.96
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	160,776	\$241,164.00
6' Wide Sidewalk	sq ft	\$9.50	52,123	\$495,170.40
30" High Back Curb & Gutter	ft	\$30.00	8,687	\$260,616.00

**ROADWAY SUBTOTAL** **\$1,689,894.96**

**SUBTOTAL** **\$1,689,895**

**Drainage (5%)** **\$84,495**

**Mobilization (10%)** **\$168,990**

**Traffic Control (5%)** **\$84,495**

**CONSTRUCTION SUBTOTAL** **\$2,027,875**

**Construction Contingency (10%)** **\$202,788**

**Environmental (0%)** **\$0**

**Right-of-Way** **\$0**

**Subtotal** **\$2,230,663**

**CM Engineering (10%)** **\$202,788**

**Grand Total** **\$2,434,000**

**Assumptions:**

1. Road Length = 0.87 miles
3. Future Pavement Width = 67ft
3. Curb & Gutter and Sidewalk on both sides of the road
4. Complete new roadway construction
5. Sidewalk and curb and gutter are already in place at Arcadia RV lot.

# *Santa Clara City*

## 10 - Year Transportation Improvement Projects

### 2. Gap Canyon Parkway and Western Corridor, from St. George to Old Hwy 91 (construction)

Description	Unit	Unit Cost	Quantity	Total
Gap Canyon Parkway and Western Corridor	Lump	\$62,184,000.00	1	\$62,184,000.00
			<b>Project Total</b>	<b>\$62,184,000.00</b>
			<b>Grand Total</b>	<b>\$62,184,000</b>

**Pre-Construction Total: \$2,340,000.00**

**Grand Total minus Pre-Construction Total: \$59,844,000**

**Assumptions:**

Cost taken from 10/14/2022 Western Corridor Concept Estimate by Sunrise Engineering for UDOT

Pre-Construction Total includes Environmental plus P.E. costs

# Santa Clara City

## 10 - Year Transportation Improvement Projects

### 3. Clary Hills Drive collector to future Western Corridor

Description	Unit	Unit Cost	Quantity	Total
Asphalt - REMOVE	sq ft	\$0.25	-	\$0.00
Remove Existing Curb, Gutter, and Sidewalk	ft	\$22.00	-	\$0.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	40,500	\$85,050.00
Type II Road Base (0.75" Depth)	sq ft	\$2.21	40,500	\$89,505.00
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	40,500	\$60,750.00
Bridge	sq ft	\$250.00	-	\$0.00
6' Wide Sidewalk	sq ft	\$4.00	10,800	\$43,200.00
30" High Back Curb & Gutter	ft	\$20.00	1,794	\$35,880.00
<b>ROADWAY SUBTOTAL</b>				<b>\$314,385.00</b>
<b>SUBTOTAL</b>				<b>\$314,385</b>
<b>Drainage (5%)</b>				<b>\$15,720</b>
<b>Mobilization (10%)</b>				<b>\$31,439</b>
<b>Traffic Control (5%)</b>				<b>\$15,720</b>
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$377,264</b>
<b>Construction Contingency (10%)</b>				<b>\$37,727</b>
<b>Bid-Contingency (0%)</b>				<b>\$0</b>
<b>Right-of-Way</b>				<b>\$74,380</b>
<b>Subtotal</b>				<b>\$489,371</b>
<b>Engineering (15%)</b>				<b>\$56,590</b>
<b>Grand Total</b>				<b>\$546,000</b>

**Assumptions:**

1. Road Length = 0.17 mile
2. Future Pavement Width = 49
3. Curb & Gutter and Sidewalk on both sides of the road
4. Right of Way = \$400,000/Acre

# Santa Clara City

## 10 - Year Transportation Improvement Projects

### 4. Western Corridor/Hamblin Parkway, Phase II (pre-construction local match)

Description	Unit	Unit Cost	Quantity	Total
Asphalt - REMOVE	sq ft	\$0.45	-	\$0.00
Remove Existing Curb, Gutter, and Sidewalk	ft	\$8.00	-	\$0.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	146,995	\$308,689.92
Type II Road Base (0.75" Depth)	sq ft	\$2.21	146,995	\$324,859.39
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	146,995	\$220,492.80
6' Wide Sidewalk	sq ft	\$9.50	55,123	\$523,670.40
30" High Back Curb & Gutter	ft	\$30.00	9,187	\$275,616.00

**ROADWAY SUBTOTAL** **\$1,653,328.51**

**SUBTOTAL** **\$1,653,329**

**Drainage (5%)** **\$82,667**

**Mobilization (10%)** **\$165,333**

**Traffic Control (5%)** **\$82,667**

**CONSTRUCTION SUBTOTAL** **\$1,983,996**

**Construction Contingency (10%)** **\$198,400**

**Environmental (10%)** **\$198,400**

**Right-of-Way** **\$0**

**Subtotal** **\$2,380,796**

**Engineering (10%)** **\$198,400**

**Grand Total** **\$2,580,000**

**Assumptions:**

1. Road Length = 0.9 miles
3. Future Pavement Width = 67ft
3. Curb & Gutter and Sidewalk on both sides of the road

**Pre-Construction Total:** **\$400,000.00**

# Santa Clara City

## 20 - Year Transportation Improvement Projects

### 1. South Hills Collector A

Description	Unit	Unit Cost	Quantity	Total
Asphalt - REMOVE	sq ft	\$0.45	-	\$0.00
Remove Existing Curb, Gutter, and Sidewalk	ft	\$8.00	-	\$0.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	303,510	\$637,371.00
Type II Road Base (0.75" Depth)	sq ft	\$2.21	303,510	\$670,757.10
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	303,510	\$455,265.00
Bridge	sq ft	\$250.00	-	\$0.00
6' Wide Sidewalk	sq ft	\$9.50	63,360	\$601,920.00
30" High Back Curb & Gutter	ft	\$30.00	10,554	\$316,620.00
<b>ROADWAY SUBTOTAL</b>				<b>\$2,681,933.10</b>

<b>SUBTOTAL</b>	<b>\$2,681,933</b>
<b>Drainage (5%)</b>	\$134,097
<b>Mobilization (5%)</b>	\$134,097
<b>Traffic Control (.5%)</b>	\$13,410
<b>CONSTRUCTION SUBTOTAL</b>	<b>\$2,963,537</b>
<b>Construction Contingency (10%)</b>	\$296,354
<b>Environmental (5%)</b>	\$148,177
<b>Right-of-Way</b>	\$436,364
<b>Subtotal</b>	\$3,844,432
<b>Engineering (15%)</b>	\$444,531
<b>Grand Total</b>	<b>\$4,289,000</b>

**Assumptions:**

1. Road Length = 1.00 mile
2. Future Pavement Width = 67
3. Curb & Gutter and Sidewalk on both sides of the road
4. Right of Way = 10% @ \$150,000/Acre

# Santa Clara City

## 20 - Year Transportation Improvement Projects

### 2. South Hills Collector B-Clary Hills Drive to Gap Canyon Parkway

Description	Unit	Unit Cost	Quantity	Total
Asphalt - REMOVE	sq ft	\$0.45	-	\$0.00
Remove Existing Curb, Gutter, and Sidewalk	ft	\$8.00	-	\$0.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	403,286	\$846,901.44
Type II Road Base (0.75" Depth)	sq ft	\$2.21	403,286	\$891,262.94
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	403,286	\$604,929.60
6' Wide Sidewalk	sq ft	\$9.50	72,230	\$686,188.80
30" High Back Curb & Gutter	ft	\$30.00	12,032	\$360,972.00

**ROADWAY SUBTOTAL** **\$3,390,254.78**

**SUBTOTAL** **\$3,390,255**

**Drainage (5%)** \$169,513

**Mobilization (10%)** \$339,026

**Traffic Control (10%)** \$339,026

**CONSTRUCTION SUBTOTAL** **\$4,237,820**

**Construction Contingency (10%)** \$423,782

**Bid-Contingency (0%)** \$0

**Right-of-Way** \$4,974,545

**Subtotal** \$9,636,147

**Engineering (15%)** \$635,673

**Grand Total** **\$10,272,000**

**Assumptions:**

1. Road Length = 1.14 miles
3. Future Pavement Width = 67 ft
3. Curb & Gutter and Sidewalk on both sides of the road
4. New roadway construction

# Santa Clara City

## 20 - Year Transportation Improvement Projects

### 3. Clary Hills Drive collector to South Hills Collector B

Description	Unit	Unit Cost	Quantity	Total
Asphalt - REMOVE	sq ft	\$0.45	-	\$0.00
Remove Existing Curb, Gutter, and Sidewalk	ft	\$8.00	-	\$0.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	237,019	\$497,740.32
Type II Road Base (0.75" Depth)	sq ft	\$2.21	237,019	\$523,812.43
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	237,019	\$355,528.80
Bridge	sq ft	\$250.00	-	\$0.00
6' Wide Sidewalk	sq ft	\$9.50	42,451	\$403,286.40
30" High Back Curb & Gutter	ft	\$30.00	7,069	\$212,076.00

**ROADWAY SUBTOTAL** **\$1,992,443.95**

**SUBTOTAL** **\$1,992,444**

**Drainage (5%)** **\$99,623**

**Mobilization (10%)** **\$199,245**

**Traffic Control (5%)** **\$99,623**

**CONSTRUCTION SUBTOTAL** **\$2,390,935**

**Construction Contingency (10%)** **\$239,094**

**Bid-Contingency (0%)** **\$0**

**Right-of-Way** **\$1,827,273**

**Subtotal** **\$4,457,302**

**Engineering (15%)** **\$358,641**

**Grand Total** **\$4,816,000**

**Assumptions:**

1. Road Length = 0.67 mile
2. Future Pavement Width = 67ft
3. Curb & Gutter and Sidewalk on both sides of the road
4. Right of Way Cost = \$400,000/Acre

# Santa Clara City

## 20 - Year Transportation Improvement Projects

### 4. South Hills Collector C to St. George Emerald Drive

Description	Unit	Unit Cost	Quantity	Total
Asphalt - REMOVE	sq ft	\$0.45	-	\$0.00
Remove Existing Curb, Gutter, and Sidewalk	ft	\$8.00	-	\$0.00
3" Category I Asphalt (with prime)	sq ft	\$2.10	314,846	\$661,177.44
Type II Road Base (0.75" Depth)	sq ft	\$2.21	314,846	\$695,810.54
8" Thick Class A1a Pit Run Material	sq ft	\$1.50	314,846	\$472,269.60
Bridge	sq ft	\$250.00	-	\$0.00
6' Wide Sidewalk	sq ft	\$9.50	56,390	\$535,708.80
30" High Back Curb & Gutter	ft	\$30.00	9,392	\$281,772.00

**ROADWAY SUBTOTAL                    \$2,646,738.38**

**SUBTOTAL                                    \$2,646,738**

**Drainage (5%)                                \$132,337**

**Mobilization (10%)                        \$264,674**

**Traffic Control (.5%)                       \$13,234**

**CONSTRUCTION SUBTOTAL                \$3,056,983**

**Construction Contingency (10%)        \$305,699**

**Bid-Contingency (0%)                      \$0**

**Right-of-Way                                 \$3,883,636**

**Subtotal                                        \$7,246,319**

**Engineering (15%)                         \$458,548**

**Grand Total                                    \$7,705,000**

**Assumptions:**

1. Road Length = 0.89 mile
2. Future Pavement Width = 67ft
3. Curb & Gutter and Sidewalk on both sides of the road
4. Right of Way Cost = \$400,000/Acre

# *Santa Clara City*

## 20 - Year Transportation Improvement Projects

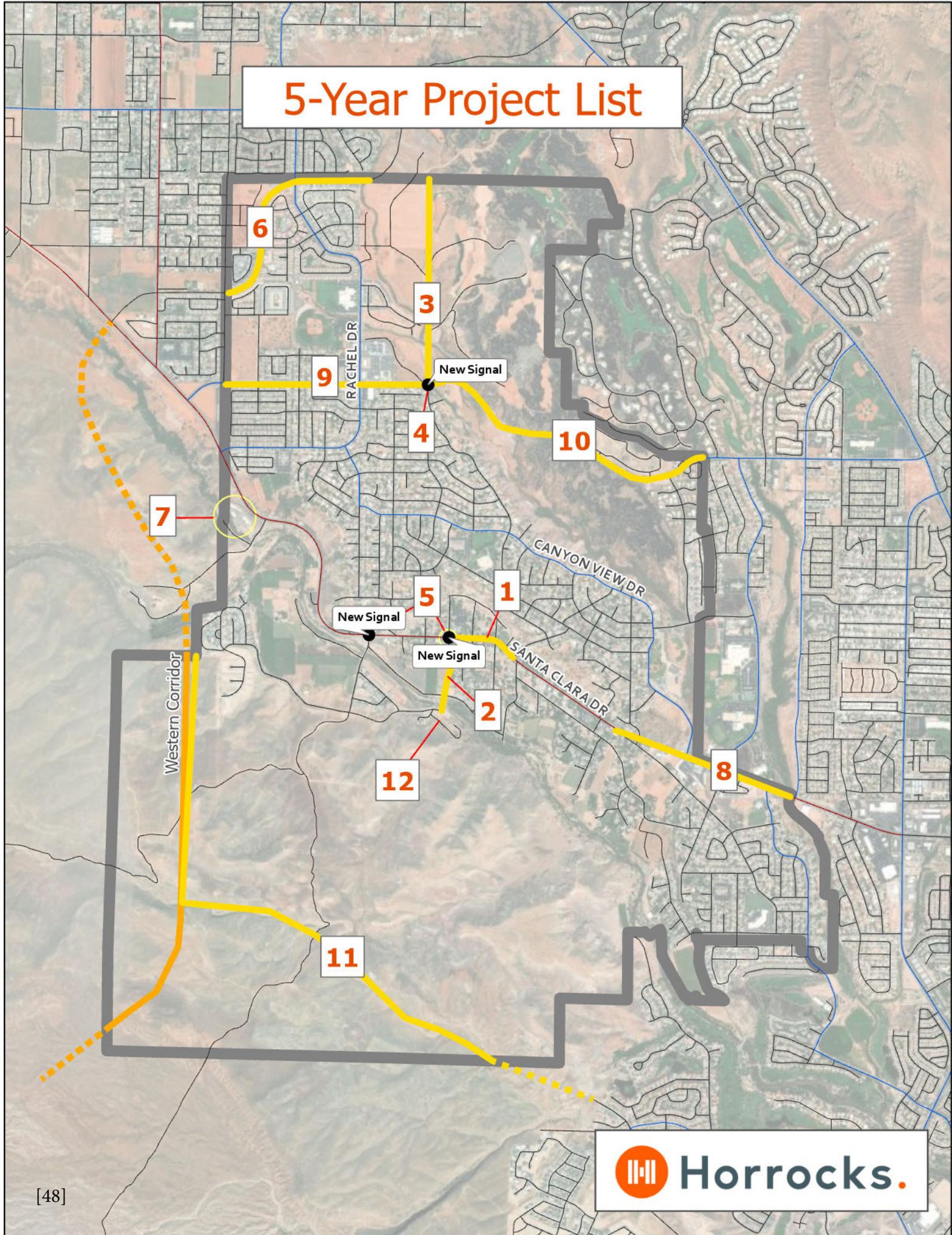
### 5. Widen Pioneer Parkway to five lanes east of Red Mountain Drive

Description	Unit	Unit Cost	Quantity	Total
Sandblast striping	ft	\$2.00	18,374	\$36,748.80
Apply striping	ft	\$0.20	24,499	\$4,899.84
Pavement markings	ea	\$750.00	10	\$7,500.00
<b>ROADWAY SUBTOTAL</b>				<b>\$49,148.64</b>
<b>SUBTOTAL</b>				<b>\$49,149</b>
<b>Drainage (0%)</b>				<b>\$0</b>
<b>Mobilization (10%)</b>				<b>\$4,915</b>
<b>Traffic Control (5%)</b>				<b>\$2,458</b>
<b>CONSTRUCTION SUBTOTAL</b>				<b>\$56,522</b>
<b>Construction Contingency (10%)</b>				<b>\$5,653</b>
<b>Bid-Contingency (0%)</b>				<b>\$0</b>
<b>Right-of-Way</b>				<b>\$0</b>
<b>Subtotal</b>				<b>\$62,175</b>
<b>Engineering (15%)</b>				<b>\$8,479</b>
<b>Grand Total</b>				<b>\$71,000</b>

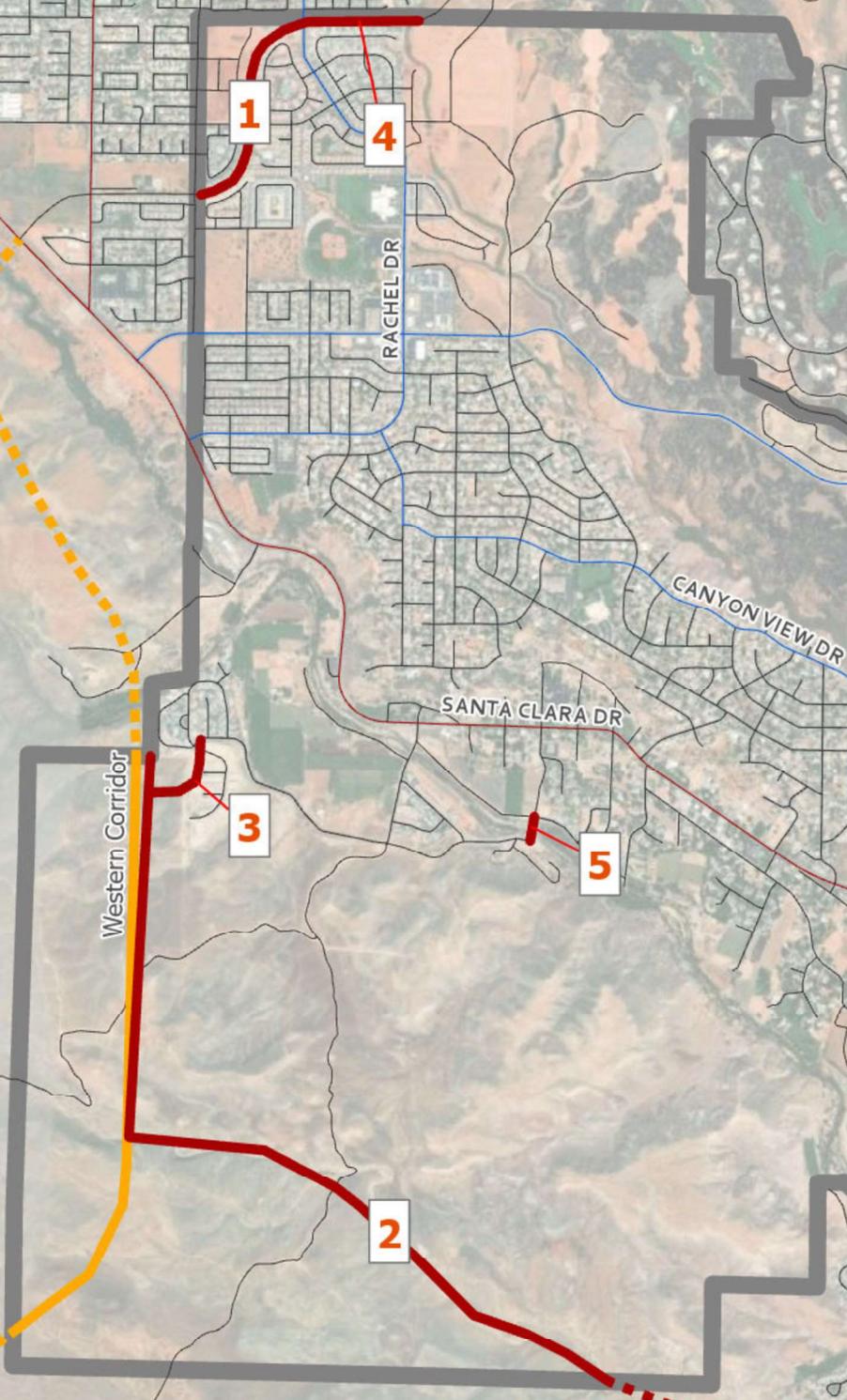
**Assumptions:**

1. This consists of removing striping and painting new lane lines.
2. To convert from a 3-lanes to 5-lanes, right-turn lanes will be eliminated.
3. No additional pavement, curb, gutter, or sidewalk is anticipated in this project.
4. Road Length = 1.16 mile

# 5-Year Project List



# 10-Year Project List



# 20-Year Project List

Western Corridor

RACHEL DR

CANYON VIEW DR

SANTA CLARA DR

1

3

2

4

5

# Alternative Transportation

Active transportation is an important consideration in Santa Clara. Santa Clara provides bike paths, sidewalks, shared use trails, and other facilities to promote alternative transportation and recreation. Embracing and planning for active transportation reduces traffic congestion, promotes active lifestyles, lowers carbon emissions, improves quality of life, and enhances recreation.



Shared Use Path in Santa Clara



**Bike Lanes on Santa Clara Drive**

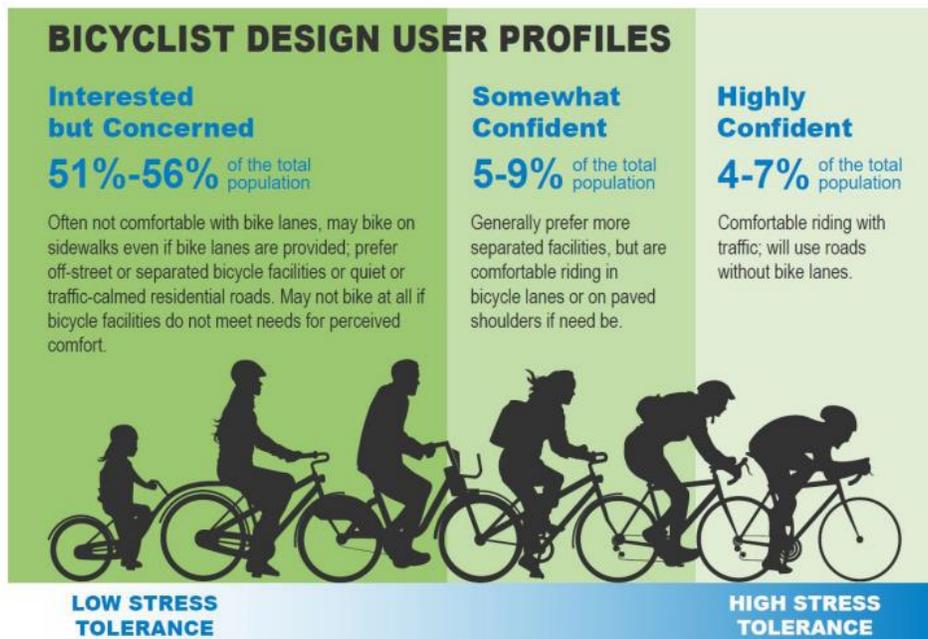
## **Principles of Active Transportation**

Active transportation refers to any form of human-powered travel, such as walking, cycling, scootering, etc. that prioritizes physical activity over motorized vehicles. By prioritizing principles of active transportation, individuals and communities can cultivate healthier, more sustainable lifestyles while fostering a vibrant and accessible environment. The link below identifies a list of the principles of active transportation.

*[Principles of Active Transportation: See Pages \(53-54\)](#)*

## Principles of Active Transportation

- Complete Streets – New streets should be planned and designed from the beginning to incorporate appropriate bicycle and pedestrian elements. Any new constructed street should consider bicycle and pedestrian facilities. The National Association of City Transportation Officials has a guide on complete streets: <https://atpolicy.org/resources/design-guides/complete-streets-complete-networks-design-guide/>
- Recognize Different Bike Users – Just as there are many different types of vehicles (cars, trucks, buses, semis, etc.) that have different needs that the street system must accommodate, there are different types of bicycle users that have different needs that must be accommodated. The Federal Highway Administration *Bikeway Selection Guide* identifies bicyclist users as “Interested but Confident,” “Somewhat Confident,” and “Highly Confident” as shown in the figure below. All users should be considered in design of active transportation facilities. Bicycle users can be grouped as:
  - Recreation – These users primarily rely on off-street trails that connect recreation areas such as parks, schools, trail heads, etc. They are mostly comprised of families, sightseers, the elderly, and other “non-serious” bikers. They prefer to not ride on streets and in traffic.
  - Commuter – These users primarily rely on on-street bike routes and lanes. They are mostly comprised of those people willing to ride in moderate traffic and are using their bikes instead of an automobile to actively commute throughout the community.
  - Training/competition – These users rely solely on the streets to fulfill their needs. They are the most “serious” group and ride for long distances for exercise, training, and competition purposes. They ride almost exclusively in traffic as the street network is the only network that provides the long, continuous routes they require.



Note: the percentages above reflect only adults who have stated an interest in bicycling.

- Connectivity – The bicycle network must be continuous throughout the community and provide connections to other cities and transportation facilities. The bicycle system should connect:
  - Within the city – bicycle routes must connect key origin and destination areas within the city such as parks, schools, public facilities, trail heads, employment areas, etc.
  - Between cities – bicycle routes should not end at jurisdictional boundaries; they must provide connections to adjacent communities.
  - To transportation facilities – bicycle routes must connect to bus stops, park-and-ride lots, and other transportation facilities to function as a viable alternative to the automobile.
- Coordination – Bicycle and pedestrian facility planning should be incorporated with other public facilities and infrastructure planning, especially transportation planning. This will allow timely and complementary implementation of bicycle and pedestrian facilities with other public works projects.
- Design – The latest city, state and federal design guidelines should be followed when designing bicycle and pedestrian facilities. These would include AASHTO and ADA standards for design and construction and address design issues such as curb cuts, intersection treatments, grades, curves, parking, right-of-way, etc.
  - NACTO has multiple design guides for street and bicycle design.  
<https://nacto.org/publications/#design-guides-design-guidance>
  - The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* also has standards for bikeway design:  
<https://njdotlocalaidrc.com/perch/resources/aashto-gbf-4-2012-bicycle.pdf>
- Maintenance – In order for bicycle and pedestrian facilities to function safely, they must be maintained on a regular basis. This would include sweeping shoulders and bike lanes to keep them free from rocks and debris that can cause crashes and erratic bicycle maneuvers. It would also include keeping bike trails open and providing safe passage during construction activities on the trail or adjacent to or crossing streets.
- Education – Educating both the motoring and the bicycling public should be an important part of any bicycle and pedestrian plan. All users of the roadway need to be educated on the rules of the road, traveling etiquette, and the needs and operating characteristics of the different types of roadway users.
  - See the relevant laws for pedestrians and bicyclists at:  
<https://le.utah.gov/xcode/Title41/Chapter6A/41-6a.html>
- Community Involvement – In order for a community to be a bicycle and pedestrian “friendly” community, the involvement of as many different elements of the community as possible is important to promote correct bicycle- and pedestrian-safe principles.
- Partnering – Partnerships between bicycle groups and public and private agencies and organizations can play an important role in promoting bicycle usage, safety, education, and funding improvements.
  - The Southern Utah Bicycle Alliance is a local group that participates in planning and support for bicycle facilities in Washington County:  
<https://southernutahbicyclealliance.org/about-us/mission/>
- Neighborhood Connections – When subdivisions are proposed and reviewed for conformance to City standards, there should be a special emphasis on connecting blocks with roadways, pathways, sidewalks, trails, or other methods to encourage walking and biking as opposed to traveling by car.

## Active Transportation Potential Projects

The Santa Clara City Park and Trail Locator identifies existing and future bicycle facilities and the parks in the city. Some of the future projects identified include:

- Bike lane on Pioneer Parkway
- Bike lane on Rachel Drive south of Pioneer Parkway
- Bike lane on Gubler Drive from Rachel Drive to Canyon View Drive

*Santa Clara City Park and Trail Locator:*

<https://webapps.cloudsmartgis.com/ClientRelated/Utah/WashingtonCounty/SantaClara/ParkLocator/>

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The terrain of Santa Clara makes it difficult to connect bicycle facilities north/south through the city. The following are some connections that may be considered:

- Bike lane on Santa Clara View Drive from Crestview Drive to Santa Clara Drive
- Paved path from Snow Canyon Drive to Chapel Street
- Bike lane on Gates Lane
- Bike lane on Chapel Street

## Traffic Calming Principles

A common concern is speed on local roadways. Traffic calming principles can be employed to slow down vehicles on the road. The Institute of Transportation Engineers identifies three categories of traffic calming.

**Category 1** is the use of Traffic Control Devices such as speed limit signs, stop signs, traffic signals. Stop signs should not be used exclusively for speed control.



Stop Signs on Country Way

**Category 2** is Street Modification. This category includes changes to the concrete and asphalt to encourage slower speeds. These changes include bulb outs, speed tables, raised crosswalks, medians, narrowing, entrance features, landscape planters, etc.



Landscape Planters on Santa Clara Drive

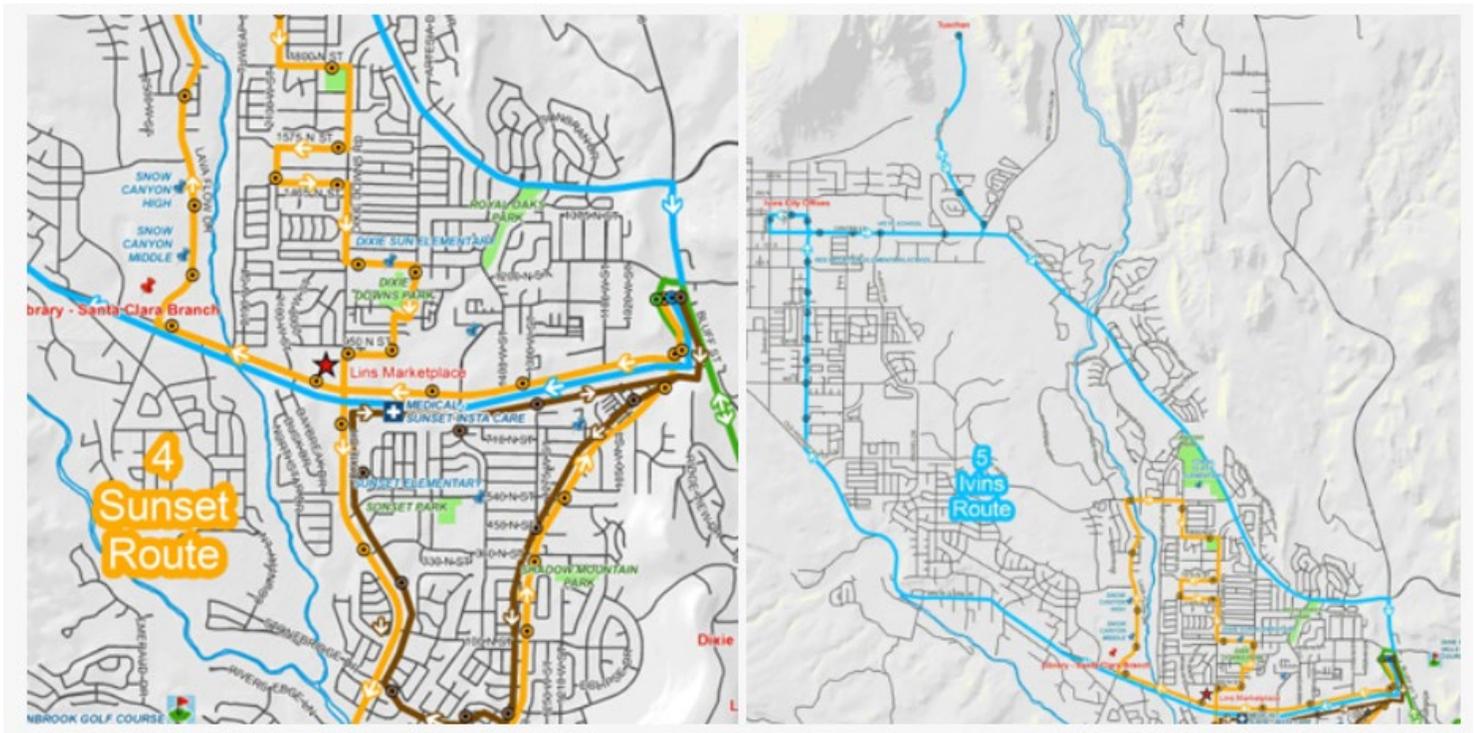
**Category 3** is Route Modification. This includes implementing one-way streets, turn prohibitions, etc.



Right-In Right-Out Access to the Santa Clara Library

# Suntran

Suntran is the City of St. George's public transit system. Suntran also operates in Ivins, and Washington. There are currently not any Suntran stops in Santa Clara. An expansion of Suntran into Santa Clara would provide an alternative method of transportation to the citizens of Santa Clara. In the future, Santa Clara is planning at least two stops-one downtown and one in the commercial area near Harmons.



# Design Standards

## Access Management

The *Santa Clara City Construction and Design Standards* designate the minimum required spacing for new streets and accesses.

### Minimum Intersection Spacing

- Street intersects low volume residential street-minimum distance 150 feet.
- Street intersects minor or major collector street-minimum distance 250 feet.
- Generally, the minimum distance will be 650 feet for arterials and 1/4 mile for major arterials.

Minimum distance measurements are centerline-to-centerline. The minimum spacing requirement on arterials shall be as determined by the city representative. Locations shall be based upon several items such as projected volumes, turning and stacking distances, intersection spacing, traffic progression, etc.

Access to corner lots should be from the lesser-classified road at the greatest distance possible from the intersection and should not be less than the distance shown in Table 8.

Minimum Access Spacing from Intersection Corners

FACILITY TYPE ACCESS DISTANCE FROM CORNER (IN FEET)	
Facility Type	Access distance to edge of driveway
Residential Local	50
Residential Alt.	50
Residential Standard	50
Minor and Major Collector	175
Minor and Major Arterial *	200

\*All access points shall be approved by a city representative. Distances shown may be increased as required by the city representative on a case-by-case basis. Exceptions can only be approved by the city representative upon SUBMITTALS of proper traffic justification

*Santa Clara City Construction Design Standards (2023 Update):*  
Visit City website: <https://www.santaclarautah.gov/public-works>

# TIS Requirements

The guidelines and specific requirements for the preparation of a Traffic Impact Study (TIS) are found in the Santa Clara City Construction and Design Standards. All studies prepared for submittal to the City shall follow these guidelines unless otherwise approved.

## **Category I (100-500 new trips)**

- Analysis for opening year and buildout year

## **Category II (500 -1000 new trips)**

- Analysis for opening year, buildout year, and five years after completion

## **Category III (more than 1000 new trips)**

- Analysis for opening year, buildout year, five years after completion, and ten years after completion

Where the road will operate at Level of Service C or better without the development, the traffic impact of the development on the roadways, and intersections within the study area shall be mitigated to Level of Service C.

Mitigation to Level of Service D may be acceptable with the concurrence of the city.

# Impact Fees

## Impact Fee Analysis

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.

*Traffic Impact Fee Analysis: See Pages (62-71)*

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**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
<b>INDUSTRIAL (Land Uses 100-199)</b>				
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
<b>RESIDENTIAL (Land Uses 200-299)</b>				
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
<b>LODGING (Land Uses 300-399)</b>				
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
<b>RECREATIONAL (Land Uses 400-499)</b>				
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
<b>INSTITUTIONAL (Land Uses 500-599)</b>				
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
<b>MEDICAL (Land Uses 600-699)</b>				
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
<b>OFFICE (Land Uses 700-799)</b>				
710	General Office	TSF Gross	1.44	\$ 5,198
712	Small Office Building	TSF Gross	2.16	\$ 7,798
715	Single Tennant 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
<b>RETAIL ( LAND USES 800-899)</b>				
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 Dispensory	TSF Gross	18.92	\$ 68,301
890	Furniture Store	TSF Gross	0.24	\$ 866
899	Liquor Store	TSF Gross	14.96	\$ 54,006
<b>SERVICES (LAND USES 900-999)</b>				
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

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## 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 11<sup>th</sup> 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

[67]

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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)
<b>PORT &amp; TERMINAL (Land Uses 000-099)</b>									<b>MEDICAL (Land Uses 600-699)</b>								
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
<b>INDUSTRIAL (Land Uses 100-199)</b>									<b>OFFICE (Land Uses 700-799)</b>								
110	General Light Industrial	TSF Gross	0.65	0%	1.00	1.00	0.65	0.65	620	Nursing Home	Beds	0.14	0%	1.00	1.00	0.14	0.14
130	Industrial Park	TSF Gross	0.34	0%	1.00	1.00	0.34	0.34	630	Clinic	TSF Gross	3.69	0%	1.00	1.00	3.69	3.69
140	Manufacturing	TSF Gross	0.74	0%	1.00	1.00	0.74	0.74	<b>RETAIL (LAND USES 800-899)</b>								
150	Warehousing	TSF Gross	0.18	0%	1.00	1.00	0.18	0.18	812	Building Materials/Lumber	TSF Gross	2.25	15%	0.85	1.00	1.91	1.91
151	Mini Warehouse	TSF Gross	0.15	0%	1.00	1.00	0.15	0.15	813	Free Standing Discount Superstore	TSF Gross	4.33	28%	0.72	1.00	3.12	3.12
160	Data Center	TSF Gross	0.09	0%	1.00	1.00	0.09	0.09	814	Variety Store	TSF Gross	6.70	15%	0.85	1.00	5.70	5.70
170	Utility	TSF Gross	2.16	0%	1.00	1.00	2.16	2.16	816	Hardware/Paint Store	TSF Gross	2.98	26%	0.74	1.00	2.21	2.21
<b>RESIDENTIAL (Land Uses 200-299)</b>									<b>SERVICES (LAND USES 900-999)</b>								
210	Single-Family Detached Homes	DU	0.94	0%	1.00	1.00	0.94	0.94	911	Walk-in Bank	TSF Gross	12.13	25%	0.75	1.00	9.10	9.10
215	Single-Family Attached Homes	DU	0.57	0%	1.00	1.00	0.57	0.57	912	Drive-in Bank	TSF Gross	21.01	47%	0.53	1.00	11.14	11.14
220	Multifamily Housing (Low-Rise)	DU	0.51	0%	1.00	1.00	0.51	0.51	931	Quality Restaurant (not national chain)	TSF Gross	7.80	44%	0.56	1.00	4.37	4.37
221	Multifamily Housing (Mid-Rise)	DU	0.39	0%	1.00	1.00	0.39	0.39	932	High Turnover/Sit Down Rest	TSF Gross	9.05	43%	0.57	1.00	5.16	5.16
225	Off-Campus Student Apartment	Bedrooms	0.24	0%	1.00	1.00	0.24	0.24	933	Fast Food w/o Drive Thru	TSF Gross	33.21	40%	0.60	1.00	19.93	19.93
231	Mid-Rise Residential 1st-Floor Commercial	DU	0.17	0%	1.00	1.00	0.17	0.17	934	Fast Food with Drive Thru	TSF Gross	33.03	50%	0.50	1.00	16.52	16.52
240	Mobile Home Park	DU	0.58	0%	1.00	1.00	0.58	0.58	935	Fast Food with Drive Thru and no seating	Drive Lanes	59.50	40%	0.60	1.00	35.70	35.70
251	Senior Adult Housing-Detached	DU	0.3	0%	1.00	1.00	0.30	0.30	937	Coffee/Donut Shop with Drive Thru	TSF Gross	38.99	50%	0.50	1.00	19.50	19.50
252	Senior Adult Housing-Attached	DU	0.25	0%	1.00	1.00	0.25	0.25	941	Quick Lubrication Vehicle Shop	Service Bays	8.70	25%	0.75	1.00	6.53	6.53
253	Congregate Care	DU	0.18	0%	1.00	1.00	0.18	0.18	942	Auto Care Center	Service Bays	2.17	0%	1.00	1.00	2.17	2.17
254	Assisted Living	Beds	0.24	0%	1.00	1.00	0.24	0.24	944	Service Station	Fuel Position	13.91	42%	0.58	1.00	8.07	8.07
260	Recreational Homes	DU	0.29	0%	1.00	1.00	0.29	0.29	945	Serv.Station w/ Conven.Mkt	Fuel Position	18.42	56%	0.44	1.00	8.10	8.10
265	Timeshare	DU	0.63	0%	1.00	1.00	0.63	0.63	947	Self Serve Car Wash	Wash Bays	5.54	20%	0.80	1.00	4.43	4.43
270	Residential PUD	DU	0.69	0%	1.00	1.00	0.69	0.69	948	Automated Car Wash	Wash Tunnels	77.50	30%	0.70	1.00	54.25	54.25
<b>LODGING (Land Uses 300-399)</b>																	
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									
<b>RECREATIONAL (Land Uses 400-499)</b>																	
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									
<b>INSTITUTIONAL (Land Uses 500-599)</b>																	
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									

\* 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	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
	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	1,0000 sq. ft.	2.79	6.6	2	4
	Automated Car Wash	Wash Tunnels	54.25	1	0	13
Industrial	Bank	1,000 sq. ft.	11.14	0	0	0
	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
Institutional	Warehousing	1,000 sq. ft.	0.18	0	0	0
	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
Lodge	Church	1,000 sq. ft.	0.49	0	0	0
	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

[70]

Table 4: 0 to 5 Year Roadway Projects Cost Estimate

Location	Current Cost	% City Responsibility	Eligible for Impact Fees
<b>0-5 Year Improvements</b>			
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
<b>0-5 Year Improvement Totals</b>	<b>\$8,479,600</b>	<b>59%</b>	<b>\$5,014,600</b>

## 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.

## Impact Fee Facilities Plan

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 fund 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 impact 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 a roadway will need improvement 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 transportation improvements needed 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.

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. The IFFP shows the projects that are forecasted to be needed in the next six years and 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 because of new growth. Potential revenue sources that could be used to fund transportation needs because of new development are discussed.

*Traffic Impact Fee Facilities Plan: See Pages (76-93)*



**TRAFFIC  
IMPACT  
FEE  
FACILITIES  
PLAN  
APRIL 2024**



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## Executive Summary

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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.

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## Introduction

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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)

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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.

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**Table 1: LOS C Capacity Criteria in Vehicles per Day**

**CMP Level of Service Criteria for Arterials<sup>a</sup> Based on Volume-to-Capacity Ratios**

Level of Service	Description	V/C <sup>b</sup>
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

<sup>a</sup> 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.

<sup>b</sup> 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

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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

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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 11<sup>th</sup> 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
<b>0-5 Year Improvements</b>			
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
<b>0-5 Year Improvement Totals</b>	<b>\$8,479,600</b>	<b>59%</b>	<b>\$5,014,600</b>

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## System Improvements and Project Improvements

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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.

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

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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.

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

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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 11<sup>th</sup> 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 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 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)
<b>PORT &amp; TERMINAL (Land Uses 000-099)</b>								
030	Truck Terminal	Acres	1.87	0%	1.00	1.00	1.87	1.87
<b>INDUSTRIAL (Land Uses 100-199)</b>								
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
<b>RESIDENTIAL (Land Uses 200-299)</b>								
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
<b>LODGING (Land Uses 300-399)</b>								
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
<b>RECREATIONAL (Land Uses 400-499)</b>								
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
<b>INSTITUTIONAL (Land Uses 500-599)</b>								
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

\* TSF: Thousand Square Feet

\* DU: Dwelling Unit

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)
<b>MEDICAL (Land Uses 600-699)</b>								
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
<b>OFFICE (Land Uses 700-799)</b>								
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
<b>RETAIL (LAND USES 800-899)</b>								
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
<b>SERVICES (LAND USES 900-999)</b>								
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

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

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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.

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## Conversions of Growth and Development Projections to Trip Generations

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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.

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

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### 6-Year Improvement Plan

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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.

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### Project Cost Attributable to Future Growth

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[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.

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## Project Cost Attributable to 6-Year Growth

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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.

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

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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.

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### Federal Funding

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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.

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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

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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](http://www.udot.utah.gov/public/ucon). Currently, Santa Clara City uses Class C funding for their transportation projects.

### City Funding

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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.

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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

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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

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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.

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## Developer Impact Fees

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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.

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## Necessity of Improvements to Maintain Level of Service

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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.

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## Impact Fee Certification (11-36a-306)

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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.

# Impact Fees

## Impact Fee Analysis

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.

*Traffic Impact Fee Analysis: See Pages (62-71)*

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**CITY OF SANTA CLARA, UTAH  
RESOLUTION NO. 2026-05R**

**A RESOLUTION OF THE CITY OF SANTA CLARA, UTAH APPROVING THE TRAFFIC AND TRANSPORTATION IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS, AND ESTABLISHING AN UPDATED TRAFFIC AND TRANSPORTATION IMPACT FEE**

**WHEREAS**, the City of Santa Clara finds it necessary from time to time to amend fee schedule to properly compensate the City for services rendered; and

**WHEREAS**, the City Council approved an update to the Traffic and Transportation Master Plan in April 2024; and

**WHEREAS**, although the Traffic and Transportation Master Plan Update was approved in April 2024, a resolution approving the updated Traffic and Transportation Impact Fee Facilities Plan and Impact Fee Analysis was not adopted at that time, and therefore the updated impact fee was never implemented; and

**WHEREAS**, the updated Traffic and Transportation Impact Fee Analysis establishes a new maximum eligible impact fee of **\$3,610 per SFE**, representing a **4.4% decrease** from the previously calculated fee of \$3,778 per SFE; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Santa Clara, Utah, that the Traffic and Transportation Impact Fee Facilities Plan and Impact Fee Analysis as follows:

**See Exhibit “A”**

**Effective Date:** This Resolution shall become effective May 12, 2026.

**ADOPTED** by a duly constituted quorum of the Santa Clara City Council this 11th day of February, 2026.

**IN WITNESS THERETO:**

\_\_\_\_\_  
Jarett Waite, Mayor

**ATTEST:**

\_\_\_\_\_  
Selena Nez, City Recorder

**EXHIBIT "A"**

<b>Traffic and Transportation Rate</b>	<b>Current Rate</b>	<b>Proposed Rate</b>
Residential	\$3,778.00	\$3,610.00

**Mayor**

Jarett Waite

**City Manager**

Brock Jacobsen



**City Council**

Christa Hinton  
David Pond  
Janene Burton  
Mark Hendrickson  
Justin Caplin

# CITY COUNCIL

**Meeting Date:** February 11, 2026

**Agenda Item:** 2

**Applicant:** Cole West Development

**Requested by:** Jim McNulty

**Subject:** Sewer Easement Abandonment for the Silverado Santa Clara Subdivision

**Description:**

Cole West Development has been working with City staff and legal counsel to vacate a sewer easement. The sewer easement is located within the Silverado Santa Clara Subdivision. Note that under 10-20-208, the City Council does need to hold a public hearing on the vacation of the easement. Matt Ence, will be available at the City Council meeting to discuss this item as needed. Additionally, several exhibits have been attached for your review and consideration.

**Recommendation:** Approval

**Attachments:** N/A

**Cost:** N/A

**Legal Approval:** Yes

**Finance Approval:** N/A

**Budget Approval:** N/A



## Easement Vacate 1 EXHIBIT a

Beginning at a point on the East Right-of-Way Line of Rachel Drive as on file with the Washington County Recorder's Office said point lies North 00°37'40" East along the Section line 1,106.06 feet, and East 29.98 feet, from the West Quarter Corner of Section 9, Township 42 South, Range 16 West, Salt Lake Base and Meridian; Running thence South 61°48'00" East 20.65 feet; thence South 61°48'00" East 335.49 feet; thence South 45°54'00" East 121.10 feet to a point on the North Line of Harmons Santa Clara Subdivision Document No. 20160002079 as on file with the Washington County Recorder's Office; thence North 89°22'23" West 72.67 feet; thence North 45°54'00" West 61.38 feet; thence North 61°48'00" West 323.05 feet to said East Right-of-Way Line of Rachel Drive; thence North 00°37'36" East along said East Right-of-Way 56.41 feet to the point of beginning.

Containing 21,542 Square Feet or 0.49 Acres.

**Closure:**

Northing Diff: 0.005166

Easting Diff: 0.000150

Azimuth: 181°40'04"

Error Distance 0.005168

Total Distance 990.750

Ratio: 1/191701



## Easement Vacate-2 Exhibit a

Beginning at a point on the East Line of Harmons Santa Clara Subdivision Document No. 20160002079 as on file with the Washington County Recorder's Office, said point lies North 00°37'40" East along the Section Line 672.54 feet, and East 622.13 feet, from the West Quarter Corner of Section 9, Township 42 South, Range 16 West, Salt Lake Base and Meridian; Running thence South 37°17'26" East 394.67 feet; thence South 66°50'47" East 329.12 feet; thence South 41°05'00" East 205.71 feet to a point on the West Right-of-Way Line of Red Mountain Drive, as on file with the Washington County Recorders office; thence South 00°28'02" West along said West Line 36.15 feet to a point on the North Right-of-Way Line of Pioneer Parkway as on file with the Washington County Recorder's office; thence southwesterly along a 24.99 foot radius non-tangent curve to the right, (center point lies North 89°37'48" West) through a central angle of 65°30'54", along said North Line a distance of 28.58 feet; thence departing said Right-of-Way North 41°05'00" West 228.69 feet; thence North 66°50'47" West 330.88 feet; thence North 37°17'26" West 275.37 feet to a point on the East Line of Said Harmons Santa Clara Subdivision; thence North 16°36'53" West along said East Line 141.61 feet to the point of beginning.

Containing 44,448 Square Feet or 1.02 Acres.

**Closure:**

Northing Diff: 0.002930

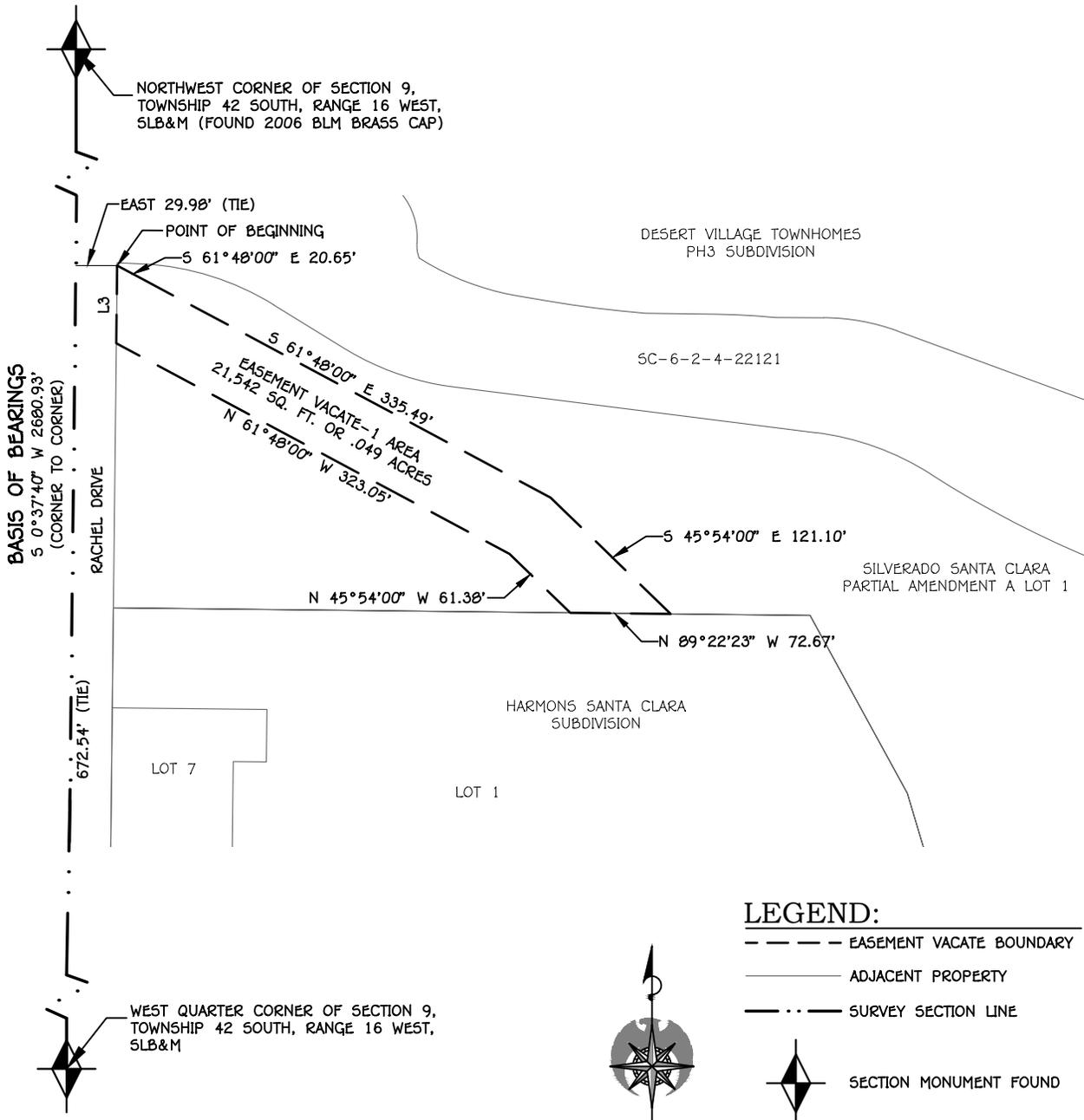
Easting Diff: 0.009828

Azimuth: 73°23'49"

Error Distance 0.010255

Total Distance 1969.250

Ratio: 1/192025



**BASIS OF BEARINGS**  
 S 0°37'40" W 2680.93'  
 (CORNER TO CORNER)

RACHEL DRIVE

672.54' (TIE)

L3

S 61°48'00" E 335.49'  
 EASEMENT VACATE-1 AREA  
 21,542 SQ. FT. OR .049 ACRES  
 N 61°48'00" W 323.05'

DESERT VILLAGE TOWNHOMES  
 PH3 SUBDIVISION

SC-6-2-4-22121

SILVERADO SANTA CLARA  
 PARTIAL AMENDMENT A LOT 1

HARMONS SANTA CLARA  
 SUBDIVISION

LOT 7

LOT 1

**LEGEND:**

- EASEMENT VACATE BOUNDARY
- ADJACENT PROPERTY
- ... SURVEY SECTION LINE
- ◆ SECTION MONUMENT FOUND



N.T.S.

LINE TABLE		
LINE	BEARING	DISTANCE
L3	N 00°37'36" E	56.41'



**EASEMENT VACATE-1 EXHIBIT B**  
 SEC. 9, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SLB&M  
 SANTA CLARA CITY, WASHINGTON COUNTY, UTAH

DATE: 01/26/2026
JOB # 25-044
FILE: VACATE.DWG
SHEET
1 / 1
SHEETS

**LEGEND:**

- EASEMENT VACATE BOUNDARY
- ADJACENT PROPERTY
- . - . SURVEY SECTION LINE
- ◆ SECTION MONUMENT FOUND



NORTHWEST CORNER OF SECTION 9,  
TOWNSHIP 42 SOUTH, RANGE 16 WEST,  
SLB&M (FOUND 2006 BLM BRASS CAP)

POINT OF BEGINNING  
EAST 622.13'  
(TIE)

SILVERADO SANTA CLARA  
PARTIAL AMENDMENT A LOT 1

BASIS OF BEARINGS  
S 0°37'40" W 2660.93'  
(CORNER TO CORNER)

LOT 2

HARMON'S SANTA CLARA  
SUBDIVISION

LOT 1

SILVERADO SANTA CLARA  
PARTIAL AMENDMENT A LOT 2

EASEMENT VACATE-2 AREA  
44,448 SQ. FT. OR 1.02 ACRES

RED MOUNTAIN DRIVE  
(66' PUBLIC STREET)

672.54' (TIE)

LOT 3

PIONEER PARKWAY  
(80' PUBLIC STREET)

**LINE TABLE**

LINE	BEARING	DISTANCE
L1	S 00°28'02" W	36.15'
L2	N 16°36'53" W	141.61'

WEST QUARTER CORNER OF SECTION 9,  
TOWNSHIP 42 SOUTH, RANGE 16 WEST,  
SLB&M



**EASEMENT VACATE-2 EXHIBIT B**

SEC. 9, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SLB&M  
SANTA CLARA CITY, WASHINGTON COUNTY, UTAH

DATE: 01/26/2026

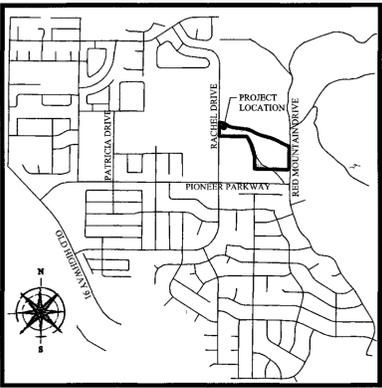
JOB # 25-044

FILE: VACATE.DWG

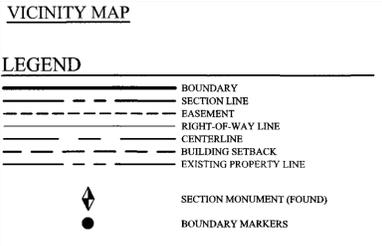
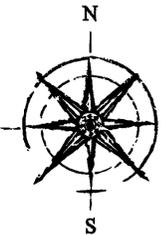
SHEET

1 / 1

SHEETS



**NOTES**  
1. #5 REBAR AND CAP (FOCUS ENGINEERING) TO BE SET AT ALL PROPERTY CORNERS.



**AMENDMENT NARRATIVE**  
THE PURPOSE FOR AMENDING LOTS 1, 2, AND 3, SILVERADO SANTA CLARA, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE IN THE WASHINGTON COUNTY RECORDER'S OFFICE AS DOC NO. 20230017569 IS TO CONSOLIDATE SAID LOTS 1, 2, AND 3 TO CREATE LOTS 1 AND 2 FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENT.

**OWNER'S DEDICATION**  
KNOWN ALL BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF THE DESCRIBED TRACT OF LAND ABOVE, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS TO HEREAFTER BE KNOWN AS

DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE, AND WARRANT, DEFEND, AND SAVE THE CITY HARMLESS AGAINST ANY EASEMENTS OR OTHER ENCUMBRANCES ON THE DEDICATED STREETS WHICH WILL INTERFERE WITH THE CITY'S USE, OPERATION, AND MAINTENANCE OF THE STREETS AND DO FURTHER DEDICATE THE EASEMENTS AS SHOWN FOR THE USE BY ALL SUPPLIERS OF UTILITY OR OTHER NECESSARY SERVICES.

IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS THIS 11<sup>th</sup> DAY OF September A.D. 2025

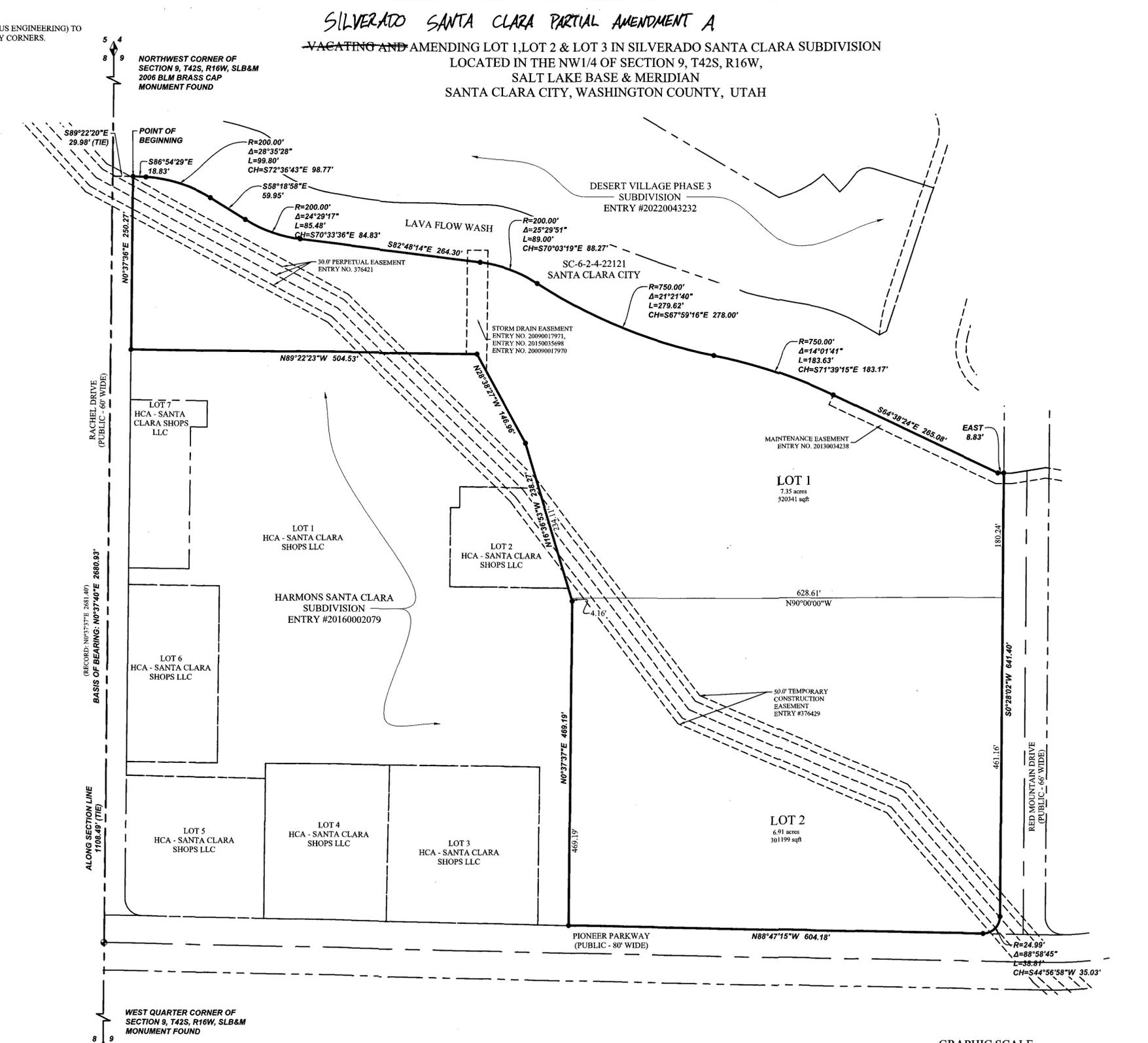
- ENCLAVE RED MOUNTAIN ROW, LLC A DELAWARE LIMITED LIABILITY COMPANY
- BY: CW RED MOUNTAIN MEMBER, LLC A UTAH LIMITED LIABILITY COMPANY ITS: ADMINISTRATIVE MEMBER
- BY: COLE WEST ENTITY SERVICES, LLC A UTAH LIMITED LIABILITY COMPANY ITS: MANAGER
- BY: COLE WEST, LLC A UTAH LIMITED LIABILITY COMPANY ITS: MANAGER
- BY: Colin Wright NAME: COLIN WRIGHT ITS: MANAGER

PREPARED BY: **FOCUS ENGINEERING AND SURVEYING, LLC**  
6949 SOUTH HIGH TECH DRIVE SUITE 200 MIDVALE, UT 84047 PH: (801) 352-0075 www.focusutah.com

PREPARED FOR: OWNER/DEVELOPER CW DEVELOPMENT 610 N 800 W CENTERVILLE, UTAH 84014 (801) 677-3810 CONTACT: MCKENNA CHRISTENSEN

**ENGINEER'S APPROVAL:**  
THE HERON SUBDIVISION HAS BEEN REVIEWED AND IS APPROVED IN ACCORDANCE WITH THE INFORMATION ON FILE ON THIS OFFICE, THIS 22 DAY OF September, A.D. 2025.

[Signature]  
ENGINEER  
SANTA CLARA CITY, UTAH



**CITY PLANNING DIRECTOR**  
ON THIS 22 DAY OF September, A.D. 2025 THE PLANNING COMMISSION OF SANTA CLARA CITY, HAVING REVIEWED THE ABOVE SUBDIVISION FINAL PLAT AND HAVING FOUND THAT IT COMPLIES WITH THE REQUIREMENTS OF SANTA CLARA CITY'S PLANNING ORDINANCES, AND BY AUTHORIZATION OF SAID COMMISSION HEREBY APPROVE SAID SUBDIVISION FOR ACCEPTANCE BY SANTA CLARA CITY, UTAH.

[Signature]  
CHAIRMAN OF THE PLANNING COMMISSION  
SANTA CLARA CITY, UTAH

**CITY SURVEYOR'S CERTIFICATE:**  
I, THE SANTA CLARA CITY SURVEYOR, DO HEREBY VERIFY THAT THIS OFFICE HAS EXAMINED THIS SUBDIVISION PLAT AND HAVE DETERMINED THAT IT IS CORRECT AND IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.

[Signature]  
CITY SURVEYOR  
SANTA CLARA CITY, UTAH

**APPROVAL AND ACCEPTANCE BY THE CITY OF SANTA CLARA, UTAH:**  
WE THE MAYOR AND CITY COUNCIL OF SANTA CLARA CITY, UTAH HAVE REVIEWED THE ABOVE SUBDIVISION FINAL PLAT AND BY AUTHORIZATION OF SAID CITY COUNCIL RECORDED IN THE MINUTES OF ITS MEETING OF THE 15 DAY OF October, A.D. 2025 HEREBY ACCEPT THE SAID SUBDIVISION WITH ALL COMMITMENTS AND ALL OBLIGATIONS PERTAINING THERETO.

[Signature] [Signature]  
CITY RECORDER, DEPUTY MAYOR  
SANTA CLARA CITY, UTAH

**APPROVAL AS TO FORM:**  
APPROVED AS TO FORM, THIS 15<sup>th</sup> DAY OF October, A.D. 2025

[Signature]  
CITY ATTORNEY  
SANTA CLARA CITY, UTAH

**WASHINGTON COUNTY TREASURER**  
I, WASHINGTON COUNTY TREASURER, CERTIFY ON THIS 29 DAY OF October, A.D. 2025 THAT ALL TAXES, SPECIAL ASSESSMENTS, AND FEES ARE PAID IN FULL.

[Signature]  
WASHINGTON COUNTY TREASURER

**SURVEYOR'S CERTIFICATE**  
I, JUSTIN LUNDBERG, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 12554439 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY THE AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, HEREAFTER TO BE KNOWN AS:

**SILVERADO SANTA CLARA PARTIAL AMENDMENT A**

AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT.

[Signature]  
Justin Lundberg  
Professional Land Surveyor  
License No. 12554439

08/19/25  
Date

**BOUNDARY DESCRIPTION**  
(OVERALL BOUNDARY)  
A part of the Northwest 1/4 of Section 9, Township 42 South, Range 16 West, Salt Lake Base and Meridian, located in Santa Clara City, Washington County, Utah, being more particularly described as follows:  
Beginning at a point N0°37'40"E 1108.49 feet along the Section line and S89°22'20"E 29.98 feet from the West Quarter Corner of Section 9, Township 42 South, Range 16 West, Salt Lake Base and Meridian; running thence S 86°54'29" E 18.83 feet; thence Easterly along the arc of a non-tangent curve to the right having a radius of 200.00 feet, a distance of 99.80 feet through a central angle of 28°35'28" Chord: S 72°36'43" E 88.77 feet; thence S 58°18'58" E 59.95 feet; thence along the arc of a curve to the left with a radius of 200.00 feet a distance of 85.48 feet through a central angle of 24°29'17" Chord: S 70°33'36" E 84.83 feet; thence S 82°48'14" E 264.30 feet; thence along the arc of a curve to the right with a radius of 200.00 feet a distance of 89.00 feet through a central angle of 25°29'51" Chord: S 70°03'19" E 88.27 feet; thence Easterly along the arc of a non-tangent curve to the left having a radius of 750.00 feet a distance of 279.62 feet through a central angle of 21°21'40" Chord: S 67°56'15" E 278.00 feet to a point of reverse curvature; thence along the arc of a curve to the right having a radius of 750.00 feet a distance of 183.63 feet through a central angle of 14°01'41" Chord: S 71°39'15" E 183.17 feet; thence S 64°38'24" E 265.08 feet; thence East 8.83 feet to the westerly right-of-way line of Red Mountain Drive; thence along said westerly right-of-way line N 88°47'15" W 604.18 feet to the southeast corner of Silverado Santa Clara Subdivision, plat thereof recorded on June 15, 2023 as Document No. 20230017569 in Washington County Recorder's Office; thence along said subdivision the following four (4) courses: (1) thence N 02°23'27" E 469.19 feet; (2) N 16°36'53" W 238.27 feet; (3) thence N 28°38'27" W 146.96 feet; (4) thence N 89°22'23" W 504.53 feet; thence N 00°37'36" E 250.27 feet to the point of beginning.

Containing 14.26 acres +/-  
Contains 2 Lots.

(LOT 1)  
A part of the Northwest Quarter of Section 9, Township 42 South, Range 16 West, Salt Lake Base and Meridian, located in Santa Clara City, Washington County, Utah, being more particularly described as follows:  
Beginning at a point on the westerly subdivision line of Silverado Santa Clara recorded as Entry #20230017569 on June 15, 2023 by the Washington County Recorder, said point also being located N0°37'40"E 858.22 feet along the Section line and S89°22'20"E 29.99 feet from the West Quarter Corner of Section 9, Township 42 South, Range 16 West, Salt Lake Base & Meridian; running thence along said Silverado Santa Clara Subdivision the following eleven (11) courses: (1) N0°37'36" E 250.27 feet; thence (2) S86°54'29" E 18.83 feet; thence (3) Easterly along the arc of a non-tangent curve to the right having a radius of 200.00 feet (radius bears: S03°05'33"W) a distance of 99.80 feet through a central angle of 28°35'28" Chord: S72°36'43"E 88.77 feet; thence (4) S58°18'58"E 59.95 feet; thence (5) along the arc of a curve to the left with a radius of 200.00 feet a distance of 85.48 feet through a central angle of 24°29'17" Chord: S70°33'36" E 84.83 feet; thence (6) S82°48'14" E 264.30 feet; thence (7) along the arc of a curve to the right with a radius of 200.00 feet a distance of 89.00 feet through a central angle of 25°29'51" Chord: S70°03'19" E 88.27 feet; thence (8) Easterly along the arc of a non-tangent curve to the left having a radius of 750.00 feet (radius bears: N32°41'34"E) a distance of 279.62 feet through a central angle of 21°21'40" Chord: S67°56'15"E 278.00 feet to a point of reverse curvature; thence (9) along the arc of a curve to the right having a radius of 750.00 feet a distance of 183.63 feet through a central angle of 14°01'41" Chord: S71°39'15"E 183.17 feet; thence (10) S64°38'24" E 265.08 feet; thence (11) East 8.83 feet to the westerly right-of-way of Red Mountain Drive; thence along said Right-of-way S00°28'02"W 180.24 feet; thence West 628.61 feet to the westerly subdivision line of aforementioned Silverado Santa Clara; thence along said westerly subdivision line the following three (3) courses: (1) N16°36'53"W 234.11 feet; thence (2) N28°38'27"W 146.96 feet; thence (3) N89°22'23"W 504.53 feet to the point of beginning.

Contains: 7.35 acres

(LOT 2)  
A part of the Northwest Quarter of Section 9, Township 42 South, Range 16 West, Salt Lake Base and Meridian, located in Santa Clara City, Washington County, Utah, being more particularly described as follows:  
Beginning at a point on the westerly subdivision line of Silverado Santa Clara recorded as Entry #20230017569 on June 15, 2023 by the Washington County Recorder, said point also being located N0°37'40"E 33.28 feet along the Section line and S89°22'20"E 677.00 feet from the West Corner of Section 9, Township 42 South, Range 16 West, Salt Lake Base & Meridian; running thence along said subdivision line the following two (2) courses: (1) N00°37'37"E 469.19 feet; thence (2) N16°36'53"W 4.16 feet; thence East 628.61 feet to the westerly right-of-way of Red Mountain Drive; thence along said Right-of-way the following two (2) courses: (1) S00°28'02"W 461.16 feet; thence (2) Southwesterly along the arc of a non-tangent curve to the right having a radius of 24.99 feet (radius bears: N89°32'25"W) a distance of 38.81 feet through a central angle of 88°58'45" Chord: S44°56'58"W 35.03 feet to the northerly Right-of-way of Pioneer Parkway; thence along said Right-of-way N88°47'15"W, a distance of 604.18 feet to the point of beginning.

Contains: 6.91 acres.

**LIMITED LIABILITY ACKNOWLEDGMENT**  
STATE OF UTAH  
COUNTY OF WASHINGTON  
ON THE 11<sup>th</sup> DAY OF September A.D. 2025 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR THE COUNTY OF WASHINGTON, IN SAID STATE OF UTAH, COLIN WRIGHT, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE/SHE IS THE MANAGER OF Cole West LLC, A UTAH LIMITED LIABILITY COMPANY AND THAT HE/SHE SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID LIMITED LIABILITY COMPANY FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES: 01-23-2027

[Signature]  
A NOTARY PUBLIC COMMISSIONED IN UTAH RESIDING IN WASHINGTON COUNTY

MY COMMISSION No. 728943

Stephanie Heiner  
PRINTED FULL NAME OF NOTARY

**SILVERADO SANTA CLARA PARTIAL AMENDMENT A**  
VACATING AND AMENDING LOT 1, LOT 2 & LOT 3  
IN SILVERADO SANTA CLARA SUBDIVISION  
LOCATED IN THE NW1/4 OF SECTION 9, T42S, R16W,  
SALT LAKE BASE & MERIDIAN  
SANTA CLARA CITY, WASHINGTON COUNTY, UTAH

RI DOC # 20250038684  
STAT Map (Conveying Property) Page 1 of 2 REQUEST OF: NUMBER  
DATE: 08/19/2025 08:59:42 PM Fee: \$ 50.00 COUNTY RECORDER TITLE INSURANCE CO. INC  
FEE: [Signature] WASHINGTON COUNTY RECORDER SHEET 1 OF 1

Z:\2024\24-0191 SILVERADO SANTA CLARA MIXED USE\DESIGN\24-0191\DWG\SHEETS\22.0 AMENDMENT PLAT.DWG

**Mayor**

Jarett Waite

**City Manager**

Brock Jacobsen



**City Council**

Christa Hinton  
David Pond  
Janene Burton  
Mark Hendrickson  
Justin Caplin

# CITY COUNCIL

**Meeting Date:** February 11, 2026

**Agenda Item:** 3

**Applicant:** Brody's Mexican Enterprises Inc.

**Requested by:** Jim McNulty

**Subject:** On-Premise Alcoholic Beverage License (Class D)

**Description:**

Brody's Mexican Enterprises Inc., has requested an On-Premise Alcoholic Beverage License (Class D) for the proposed Brody's Mexicant Restaurant to be located in the Country Lane Commons commercial building adjacent to Orange Peel. The applicant, Brody Garcia, will be available at the City Council meeting to answer questions as needed. Granting approval will allow for City Officials to provide written consent to the Alcoholic Beverage Commission as per Utah Code 32B-9-210.

**Recommendation:** Approval

**Attachments:** N/A

**Cost:** N/A

**Legal Approval:** Yes

**Finance Approval:** N/A

**Budget Approval:** N/A



2603 Santa Clara Drive, Santa Clara, Utah 84765  
Phone: (435) 673-6712 or email

**APPLICATION FOR ON PREMISE ALCOHOLIC BEVERAGE LICENSE**

Date: 01/13/26

Business Name: Brady's Mexican Enterprises Inc Business [REDACTED]

Business Address (location of licensed premise): 967 Country Lane Santa Clara Utah 84765  
Street City State Zip

Applicant Name: Brady [REDACTED] [REDACTED] [REDACTED] [REDACTED]  
Age of Applicant: 21 SSN [REDACTED]

Applicant Phone: [REDACTED] Business Phone: TBA Email: [REDACTED]

Applicant Address [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]  
Street City State Zip

Provide a brief description of intended use: Restaurant w/ Beer and wine sales

Pursuant to the provision of Utah Code 32B-9 for the sale of (Check all that apply):

Beer  Heavy Beer  Wine  Flavored Malt Beverages  Liquor

**REQUIREMENTS:**

- \$100.00 Non-Refundable Application Fee.
- \$200.00 On Premise License Fee.
- Copy of Applicant's Current City Business License.
- Copy of Applicant Driver's License, valid passport issued by the United States, or valid identification issued by a branch of the United States Military.
- Applicant must be over 21 years of age.
- List any convictions for crimes which could disqualify applicant.
- Submit an exact duplicate of menu utilized.
- Submit a Floor Plan showing all seating and the arrangements.
- Character references from three (3) individuals who personally know the applicant (or if business entity, the agent for applicant), and whom the City may contact for an opinion on the moral character of the applicant and applicant's fitness to obtain a permit; and if the applicant has previously held a license in the state of Utah, the references shall have personal knowledge of the applicant's conduct in relation to said prior licensing or permitting.

✓ Distance measured in feet from door or your location to each of the following community locations:

- Church
- School *Pending*
- Library
- Park

✓ Map showing distance from your establishment to each of the following locations:

- Closest Church
- Closest School *Pending*
- Closest Library
- Closest Park

✓ Signed consent stating that permittee will permit any authorized representative of the City or any law enforcement officer the unrestricted right to enter the licensed premises.

✓ Proof of Fictitious Name Registration (DBA) and copy of Articles of Corporation, limited liability, Foreign Corporation, Partnership, or General Partnership filed with the State of Utah Division of Corporations and Commercial Code. File the Fictitious Name at <https://corporations.utah.gov/> (801) 530-4849

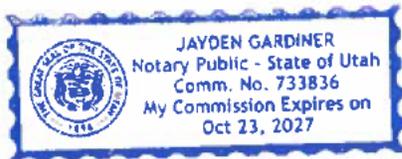
\_\_\_ Sales Tax Number (If Applicable) contact the State Tax Commission at (435) 251-9520, located at 100 South 5300 West, Hurricane, Utah 84770. *TBA*

\_\_\_ Submit a complete copy of the State DABS application with all attachments required by the State, which includes but not limited to, as the Code may be amended from time to time. *Pending*

I certify under penalty of law that I have reviewed Chapter 5.08, Alcoholic Beverages, of city code and will comply with all requirements and possess all qualifications for issuance of a On Premise Alcoholic Beverage License and that all information contained in the application is true.

*[Handwritten Signature]*  
\_\_\_\_\_  
Signature of Applicant

Sworn before me this 12 day of JANUARY, 2026



*[Handwritten Signature]*  
\_\_\_\_\_  
Notary Public  
OCT 23, 2027  
My Commission Expires

CEDAR CITY, UT  
Residing at:

Approval by City Council (local consent): \_\_\_\_\_

If the applicant is a partnership, corporation, limited liability company, or other entity, the names and addresses of all partners, officers, directors, members, joint ventures, trustees, and shareholders must be stated and subscribed and sworn to as set out above by all partners or members. Applications by a corporation must be subscribed and sworn to as set out above by the president and secretary or trustees.

I certify under penalty of law that I have reviewed Chapter 5.08, Alcoholic Beverages, of city code and will comply with all requirements and possess all qualifications for issuance of a On Premise Alcoholic Beverage License and that all information contained in the application is true.

\_\_\_\_\_  
Signature of partner, member, or corporation president

Sworn before me this \_\_\_\_ day of \_\_\_\_\_

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Residing at:

\_\_\_\_\_  
My Commission Expires

\_\_\_\_\_  
Signature of partner, member, or corporation president

Sworn before me this \_\_\_\_ day of \_\_\_\_\_

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Residing at:

\_\_\_\_\_  
My Commission Expires

Approval by City Council (local consent): \_\_\_\_\_

**Consent Form**

**Brody's Mexican Enterprises Inc.**

**Address:**

967 Country Lane  
Santa Clara, UT 84765

Date: 1/13/26

**To Whom It May Concern,**

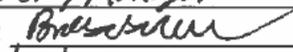
I, the undersigned, hereby grant authorized representatives of the City of Santa Clara and any law enforcement officer unrestricted right to enter the premises located at the above address for the purpose of conducting inspections, investigations, or any other lawful purposes.

This consent is given voluntarily and without any coercion, and I understand that this permission may be revoked at any time through written notice.

**By signing this form, I acknowledge and agree to the following:**

- I have read and understood the terms of this consent.
- I am the authorized representative of Brody's Mexican Enterprises Inc. and have the authority to grant this consent.
- This consent shall remain in effect until revoked in writing.

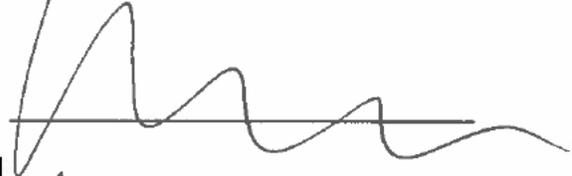
**Authorized Representative:**

X  
Name: Brody Garcia  
Title: Owner / Manager  
Signature:   
Date: 01/13/26

Jmcnulty@santaclarautah.gov

the Lease remain unchanged and in full force and effect.

Landlord,

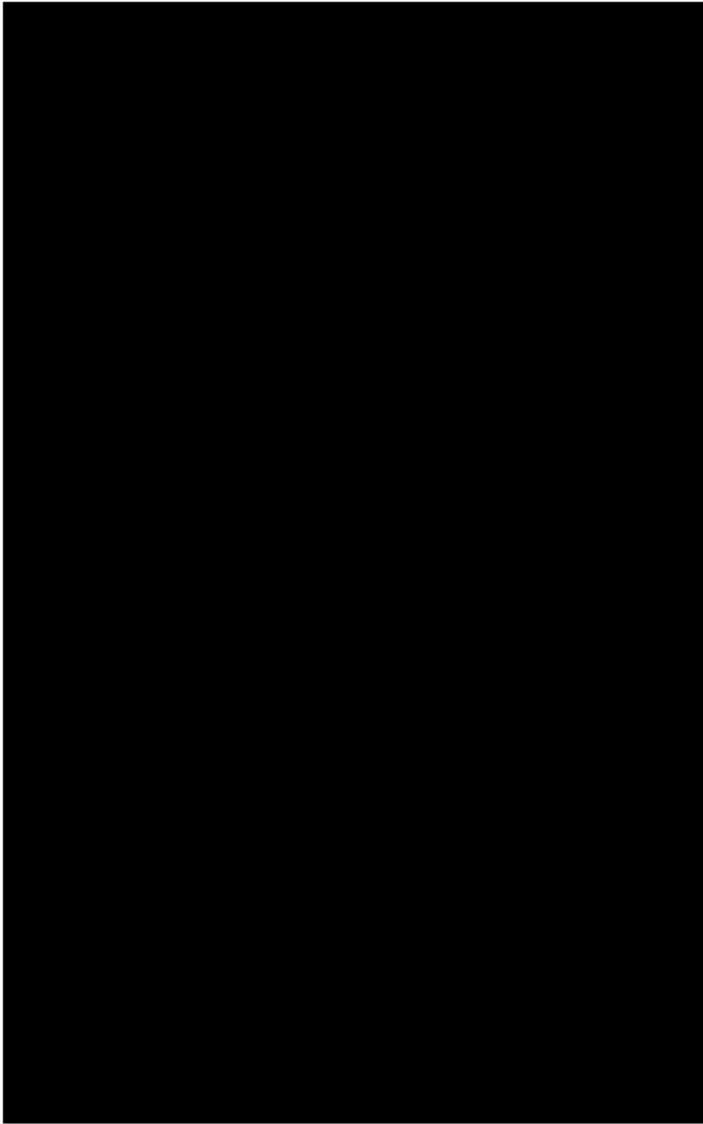


A handwritten signature in black ink, appearing to be 'J. McNulty', written over a horizontal line.

Tenant,



A handwritten signature in black ink, appearing to be 'J. McNulty', written over a horizontal line.







**Santa Clara City**  
2603 Santa Clara Drive  
Santa Clara, UT 84765  
(435) 673-6712

**XBP Confirmation Number: 301332132**

▶ Transaction detail for payment to Santa Clara City.			Date: 01/13/2026 - 2:53:16 PM MT
[REDACTED]			
Account #	Item	Quantity	Item Amount
	Plan Review Fee	1	\$300.00

**TOTAL: \$300.00**

**Billing Information**



Transaction taken by: Admin dandrews



# Utah Department of Alcoholic Beverage Services

Online Application  
only

## On-Premises Retail License Application Documents Checklist

Highlighted items are not initially required to be considered for a conditional retail license. However, they are needed to receive a valid license, which is necessary in order to legally store and sell alcohol.

- 1. Local Jurisdiction Consent Form
- 2. Signed Surety or Cash Bond
  - \$10,000 Bond: All retail licenses except for those noted in the lines below
  - \$5,000 Bond: Restaurant Limited, Restaurant Beer, On-premise Beer Retailer (Beer Rec and Tavern)
  - \$25,000 Bond: Resort License
  - \$100,000 Bond: Arena License
  - 1. "Licensed Entity" listed as Principal and "Business Name" listed as DBA
  - 2. Utah Department of Alcoholic Beverage Services listed as holder of the bond
- 3. ACORD Certificate of Insurance
  - Minimum liquor liability coverage of \$1,000,000 per occurrence / \$2,000,000 in the aggregate for all retail licenses except for an Arena License as noted in the next line
  - Minimum liquor liability coverage of \$10,000,000 per occurrence / \$20,000,000 in the aggregate for Arena License
  - 1. Address of licensed premises must appear on the certificate of insurance.
  - 2. Department of Alcoholic Beverage Services listed as the certificate holder.
  - 3. "Licensed Entity" listed as Principal .
  - 4. Business Name listed as DBA.
- 4. Signed Lease Agreement or Premises Ownership Documents
  - Signed Lease or Other Proof of the Legal Right of Use
  - Property Tax Statement if premises is owned
- 5. Building Floor Plan *pending*
  - 8.5" x 11" of premise **highlighting** areas for storage, sale, and consumption of alcohol
- 6. Responsible Alcohol Service Plan (RASP)
- 7. Food Menu with Prices
- 8. Alcohol Menu with Prices
- 9. Posted Metered Liquor Listing *N/A*

10. Owner(s) Proof of Residency Status

- If any of the Owners listed in this application are not U.S. Citizens and reside in the U.S., you must provide proof of residency status. If more than one owner is not a U.S. Citizen, attach additional attachments by clicking on "Add Attachment".

11. Local Jurisdiction Business License Document(s)

12. Owner Authorization Form *N/A*

- Signed Authorized Agent Form

13. Current Entity Status

1. Find your entity status by visiting <https://secure.utah.gov/bes/index.html> then search for your business name and click on "Details" of your entity.
2. Right-click anywhere on the page and click on print OR Ctrl + P from your keyboard.
3. In the popup window, select "Save as PDF" to save the details of your entity on your desktop as a PDF.
4. After your PDF has been saved, upload it here to attach to your application.

14. Exemption Certificate (Form TC-721)

15. Entity Documents

- Articles of Organization filed with the Utah Department of Commerce
- Articles of Incorporation filed with the Utah Department of Commerce
- Sole Proprietorship Document(s) filed with the Utah Department of Commerce
- Partnership Agreement Document

16. Organization Chart

- For complex corporate structures, attach an organizational chart showing the ownership interest of all parent companies. If publicly traded, provide official documentation indicating that no person owns more than 20%.

Also required:

- Every manager and anyone exercising direct supervisory authority for operations, employed with a DABS retail licensed business, must complete the DABS Manager Training Program.
- (32B-1-304) Corporate officers and directors, anyone owning at least 20% of an entity, and all employees appointed to manage or direct operations of the business must submit fingerprints for a background check. All individuals MUST be at least 21 years or older. The DABS requires the original signed Informed Consent document(s) prior to the application being added to a commission agenda.



Utah State Tax Commission

TAXPAYER SERVICES DIVISION 210 N 1950 W SALT LAKE CITY Utah 84134-8000

Website: tax.utah.gov

Bill 012 03/2024

# Sales Tax License and/or Use Tax Certificate of Registration

**BRODYS MEXICAN ENTERPRISES INC**



This business is registered to make taxable sales from the incorporated city of:  
**Cedar City**

**Outlet: 0002 Issued: May 1, 2024 Valid until revoked or cancelled. Post in a noticeable place.**

This business is authorized to make taxable sales, purchase tax free for resale, collect and remit sales and use taxes in the State of Utah. The authority to engage in business is subject to city and/or county business licensing laws and other rules and regulations. This license may be revoked for violations or failure to comply with these laws, rules and regulations. If this business moves, closes or is sold, you must contact the Tax Commission immediately by calling 801-297-2200 or toll free 1-800-662-4335 and return this license to the Tax Commission for cancellation. This license is NOT transferable.

## ABOVE IS YOUR SALES TAX LICENSE

TEAR OFF AT PERFORATION AND POST IN A NOTICEABLE PLACE  
Keep this portion for your records.

<<< Use this number for all correspondence or contact with the Utah State Tax Commission.



Your Personal Identification Number (PIN) will be sent in a different notice in a few days. You are required to register your account at [tap.utah.gov](http://tap.utah.gov) for electronic filing, paying and managing your account. Your PIN is needed to register.

### NOTICE OF LIABILITY

If you are purchasing a business, have the former business owner provide you a notice/receipt from the Tax Commission stating the sales and use taxes are paid in full. If the notice/receipt is not provided, Utah law requires you keep enough of the purchase money to pay the unpaid taxes. You may be held personally liable for any taxes not paid by the former owner.

### TAX FREE PURCHASES

Merchandise purchased tax free, but used or consumed by your company, must be reported on your sales and use tax return. You must pay sales and use tax on goods that you or your company consume.

*Welcome to*



REAL AUTHENTIC MEXICAN FOOD

# Appetizers

• NO SUBSTITUTIONS •

## Homemade Guacamole Dip

Fresh avocado, tomatoes, onions, cilantro and fresh lime juice. Seasoned with salt and pepper. *Price dependent on the market.*

## Bean Dip

Refried beans covered with Monterey Jack and Cheddar cheese.

3.99



**Choriquesadilla**

## Choriquesadilla

Four corn tortillas filled with Quesaca cheese and chorizo (ground seasoned pork sausage) served with sour cream and guacamole.

7.99

## Asada Fries

French fries topped with refried beans, Carne Asada (Steak), Monterey Jack and Cheddar cheese, tomatoes, onions, pickled jalapeños, sour cream and guacamole.

9.99

## Al Pastor Fries

French fries topped with refried beans, Al Pastor (Hawaiian Pork), Monterey Jack and Cheddar cheese, tomatoes, onions, pickled jalapeños, sour cream and guacamole.

9.99

## Brody's Nachos Supreme

9.99

Crispy corn tortilla chips topped with refried beans, Monterey Jack and Cheddar cheese. Garnished with tomato, onions, cilantro, pickled jalapeños, sour cream and guacamole.

*Add a Meat:*

Carne Asada (Steak)	10.99
Chicken	10.99
Shredded Beef	10.99
Ground Beef	10.99
Al Pastor (Hawaiian Pork)	10.99
Pork	10.99
Shrimp	12.99

## Brody's Veggie Lover's Nachos

12.99

Crispy corn tortilla chips topped with refried beans, grilled zucchini, bell peppers, onions, mushrooms, Monterey Jack and Cheddar cheese. Garnished with tomato, onions, cilantro, pickled jalapeños, sour cream and guacamole.



**Chips & Salsa**

## Chips & Salsa

First round of chips and salsa are on the house. *Additional baskets 2.99.*

*To Go:*

16 oz. Salsa and Chips	5.99
32 oz Salsa and Chips	10.99

**Nachos Supreme**



Eating raw or under cooked meat, poultry, eggs or seafood poses a health risk to everyone, but especially the elderly, children under 4, pregnant women & individuals with a compromised immune system

# Brody's Signature Dishes

• NO SUBSTITUTIONS. ADD DIABLA SAUCE OR GALLO SAUCE FOR 1.99 •



**Molcajete Supreme**

## Brody's Molcajete Supreme [molka'xete]

27.99

A combination of grilled steak, chicken and shrimp simmered in our delicious green sauce with Oaxaca cheese, tossed with grilled onions, cactus, zucchini and fried jalapeños. Topped off with Queso Fresco. Served with choice of tortillas, garnish and a side of rice and beans.

*Made to serve two.*

## El Mean Molcajete [molka'xete]

27.99

A combination of grilled steak, chicken, carnitas (Pork), and chorizo (ground seasoned pork sausage) simmered in our delicious green sauce with Oaxaca cheese, tossed with grilled onions, cactus, zucchini, and fried jalapeños. Topped off with queso fresco. Served with a side of rice, beans, garnish and choice of tortillas. *Made to serve two.*

## Pineapple Fajitas

Choice of grilled meat tossed with grilled onions, bell peppers, mushrooms, chunks of pineapple, cilantro and marinated in our special homemade sauce. Served in half a pineapple. Topped off with melted Queso Oaxaca. Accompanied with a side of rice, beans, garnish and choice of tortillas. *Made to serve one.*

Chicken, Beef, Shrimp	25.99
Chicken	21.99
Beef	22.99
Shrimp	25.99
Chicken & Beef	22.99
Chicken & Shrimp	23.99
Beef & Shrimp	24.99
Veggies	22.99

**Pineapple Shrimp Fajitas**

Eating raw or under cooked meat, poultry, eggs or seafood poses a health risk to everyone, but especially the elderly, children under 4, pregnant women & individuals with a compromised immune system.

# Seafood Specialties

• RICE & BEANS MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS •

## Filet de Tilapia

10.99

Tilapia filet grilled with our Brody's Garlic Butter, seasoned to perfection. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, lime wedges, sour cream and guacamole.

## Shrimp a la Diabla

13.99

Seasoned grilled shrimp tossed in our unique homemade spicy chipotle sauce. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

## Pig Loving Shrimp



## Pig Loving Shrimp

14.99

Fried Shrimp wrapped in thick cut bacon covered with melted Oaxaca cheese and drizzled with our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

## Carne Asada & 6 Shrimp

14.99

Seasoned thin flank steak and shrimp grilled in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

## Shrimp Chimichanga

12.99

Crisp burrito filled with rice, beans, Monterey Jack, Cheddar cheese, grilled shrimp, sauteed with onions and bell peppers in our Brody's Garlic Butter. Smothered with choice of red or green sauce. Served with rice, beans. Garnished with lettuce, tomato, sour cream and guacamole.

## Shrimp Quesadilla

10.99

Large flour tortilla filled with Monterey Jack and Cheddar cheese, grilled shrimp seasoned with our Brody's Garlic Butter, sauteed with onions and bell peppers. Served with sour cream and guacamole.

## Camarones Al Mojo de Ajo

14.99

Shrimp grilled in our Brody's Garlic Butter with chopped garlic in oil sliced onions and mushrooms. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, lime wedges, sour cream and guacamole.

## Shrimp Huarache

12.99

Homemade thick (sandal shaped) corn tortilla smothered with beans, shrimp, bell peppers and onions sauteed in Brody's Garlic Butter. Topped off with melted Monterey Jack and Cheddar cheese. Garnished with onion, cilantro, sour cream and Queso Fresco.

## Shrimp Taco Salad

12.99

Crispy flour tortilla bowl filled with shredded lettuce, beans, rice, grilled shrimp, onion, bell peppers, sauteed in our Brody's Garlic Butter sauce. Topped with tomato, onion, cilantro, sour cream, guacamole, Monterey Jack and Cheddar cheese. Served with Ranch Dressing.

## Carne Asada & 6 Shrimp



Eating raw or under cooked meat, poultry, eggs or seafood poses a health risk to everyone, but especially the elderly, children under 4, pregnant women & individuals with a compromised immune system.

## Seafood Specialties

• RICE & BEANS MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS •



*Shrimp Tacos*

### Shrimp Tacos 11.99

Two flour tortilla tacos filled with grilled shrimp, sautéed onions and bell peppers in our Brody's Garlic Butter. Topped with onions, cilantro, Monterey Jack, Cheddar cheese, our special homemade sauce and lime wedges. Served with rice and beans.

### Fish Tacos (white cod) 10.99

Two flour tortilla tacos filled with fried white cod fish. Topped with cabbage, tomato, onions, cilantro, Monterey Jack, Cheddar cheese, our special homemade sauce and lime wedges. Served with rice and beans.

### Shrimp Enchiladas 12.99

Two enchiladas filled with grilled shrimp, sautéed onions and bell peppers in our Brody's Garlic Butter. Topped with choice of sauce, Monterey Jack and Cheddar cheese. Garnished with lettuce, tomato, onion, cilantro, sour cream and fresh Mexican cheese. Served with rice and beans.

### Shrimp Fajitas 13.99

Seasoned shrimp, onions and bell peppers grilled in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

### Fajitas Mar y Tierra 13.99

Seasoned shrimp and steak, onions and bell peppers grilled in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

### Fajitas Mar y Cielo 13.99

Seasoned shrimp and steak, onions and bell peppers grilled in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

### Fajitas Cielo Mar y Tierra 15.99

Seasoned chicken, shrimp and steak, onions and bell peppers grilled in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

### Brody's Smothered Shrimp Burrito 12.99

Flour tortilla filled with shrimp sautéed with onions, bell peppers in our Brody's Garlic Butter, refried beans, rice, Monterey Jack and Cheddar cheese. Smothered with red or green sauce topped with Monterey Jack and Cheddar cheese. Served with rice and beans. Garnished with lettuce, tomato, sour cream and guacamole.

## Brody's Specialties

• RICE & BEANS MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS •

### Enchiladas Suizas 10.99

Two corn tortillas filled with chicken, smothered in our unique sauce made with chile poblanos, carrots, celery, cilantro, sour cream and garlic butter. Topped with fresh Mexican cheese, sour cream and cilantro. Served with rice and buttered corn.

### Pechuga a La Parilla 12.99

Delicious thin cut chicken breast grilled to perfection in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

### Chicken Mole Enchiladas 12.99

Corn Tortillas filled with chicken smothered with mole sauce made with chile pasilla, chile ancho, chile negro with Mexican chocolate and spices. Topped with Monterey Jack, Cheddar cheese, onion, fresh Mexican cheese and sour cream. Served with rice and beans.



*Pechuga a La Parilla*

Eating raw or under cooked meat, poultry, eggs or seafood poses a health risk to everyone, but especially the elderly, children under 4, pregnant women & individuals with a compromised immune system

# Brody's Specialties

• RICE & BEANS MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS •

## Carnitas Taco Platter



### Milanesa

Thin cut breaded chicken breast or flank steak. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

Chicken 11.99  
Beef 12.99

### Chilaquiles

7.99

Crispy tortilla chips tossed in our Green or Red sauce. Topped with Monterey Jack, Cheddar cheese, onion, cilantro, sour cream and queso fresco. Served with rice and beans.

*Add choice of meat for an additional 1.99*

Carne Asada (Steak)  
Shredded Chicken or Beef  
Al Pastor (Hawaiian Pork)  
Ground Beef

### Gallo a La Diabla

12.99

(Chicken in Devil Sauce, very spicy)

Grilled chicken tenderloins, seasoned to perfection and tossed in our unique homemade spicy chipotle sauce. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.



### Carnitas

11.99

Pork Shoulder slowly cooked in its own juices with orange slices and spices. Morelos Mexico Style. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream, guacamole and lime wedges.

### Carnitas Taco Platter

12.99

Two large tortillas, choice of corn or flour. Pork Shoulder slowly cooked in its own juices with orange slices and spices. Morelos Mexico Style. Served with rice and beans. Garnished with Pico de Gallo and guacamole.

### Chile Verde

11.99

Tender pork simmered in our homemade jalapeño and tomatillo chile sauce. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato and sour cream.

### Chile Colorado

11.99

Tender pork simmered in our homemade chile guajillo sauce. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, and sour cream.

### Carne Asada

11.99

Thin seasoned flank steak grilled in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

### Chimichanga

Crispy flour burrito filled with refried beans, rice, Monterey Jack, Cheddar cheese and your choice of meat. Smothered with red or green sauce. Served with rice and beans. Garnished with lettuce, tomato, sour cream and guacamole.

Beans & Cheese	10.99
Beans & Rice	10.99
Shrimp	12.99
Carne Asada (Steak)	10.99
Chicken	10.99
Beef	10.99
Ground Beef	10.99
Al Pastor (Hawaiian Pork)	10.99
Lengua (Tongue)	12.99
Cabeza (Roasted Head)	12.99
Chile Verde	12.99
Chile Colorado	12.99

Eating raw or under cooked meat, poultry, eggs or seafood poses a health risk to everyone, but especially the elderly, children under 6, pregnant women & individuals with a compromised immune system

# Brody's Specialties

• RICE & BEANS MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS •

## Enchilada Platter

Three enchiladas filled with choice of meat, topped with green or red sauce, Monterey Jack and Cheddar cheese. Served with rice and beans, garnished with lettuce, tomato, onion, cilantro, sour cream and fresh Mexican cheese.

Mixed Meat	12.99
Cheese	11.99
Carne Asada (Steak)	11.99
Chicken	11.99
Beef	11.99
Ground Beef	11.99
Al Pastor (Hawaiian Pork)	11.99
Pork	11.99
Lengua (Tongue)	13.99
Cabeza (Roasted Head)	13.99
Two Shrimp Enchiladas	13.99
<i>Add Queso Sauce for 1.99</i>	

## Carnitas Fajitas 13.99

Pulled Pork seasoned to perfection, grilled with onions and bell peppers in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

## Beef Fajitas 12.99

Beef seasoned to perfection, grilled with onions and bell peppers in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

## Chicken Fajitas 12.99

Chicken seasoned to perfection, grilled with onions and bell peppers in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

## Beef & Chicken Fajitas 13.99

Each meat seasoned to perfection, grilled with onions and bell peppers in our Brody's Garlic Butter. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato, sour cream and guacamole.

## Chile Relleno 9.99

Chile poblano stuffed with mozzarella cheese, fried with egg and smothered with red or green sauce. Topped with Monterey Jack and Cheddar cheese. Served with rice and beans. Garnished with lettuce, tomato and sour cream.

## Chile Verde Burrito Smothered 12.99

Flour tortilla filled with rice, beans, Monterey Jack, Cheddar cheese, tender pork simmered in our homemade jalapeno tomatillo chile sauce. Served with rice and beans. Garnished with lettuce, tomato and sour cream.



## Chile Colorado Burrito Smothered 12.99

Flour tortilla filled with rice, beans, Monterey Jack, Cheddar cheese, tender pork simmered in our homemade jalapeno tomatillo chile sauce. Served with rice and beans. Garnished with lettuce, tomato and sour cream.

## American Burrito

Flour tortilla filled with refried beans, rice, Monterey Jack, Cheddar cheese and choice of meat. Smothered with red or green sauce, topped with Monterey Jack, Cheddar cheese and sour cream. Served with French Fries and side of ketchup.

Beans & Cheese	10.99
Beans & Rice	10.99
Shrimp	12.99
Cane Asada (Steak)	10.99
Beef	10.99
Chicken	10.99
Ground Beef	10.99
Al Pastor (Hawaiian Pork)	10.99
Chile Relleno	11.99

*Add Queso Sauce for 1.99*

## Steak Fajitas



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# Brody's Specialties

• RICE & BEANS MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS •

## Tamale Pork or Chicken 8.99

Made with corn masa, stuffed with pork or chicken wrapped in a corn husk. Smothered with red or green sauce and topped with Monterey Jack and Cheddar cheese. Served with rice and beans. Garnished with lettuce, tomato and sour cream.

## Chicken Mole 12.99

Chicken tossed in our mole sauce made with chile pasilla, chile ancho, chile negro with Mexican chocolate and spices. Served with rice, beans and choice of tortillas. Garnished with lettuce, tomato and sour cream.

## Brody's Smothered Burrito Platter

Flour tortilla filled with choice of meat, refried beans, rice, Monterey Jack and Cheddar cheese. Smothered with red or green sauce, topped with Monterey Jack and Cheddar cheese. Served with rice and beans. Garnished with lettuce, tomato, sour cream and guacamole.

Beans & Cheese	10.99
Beans & Rice	10.99
Shrimp	12.99
Carne Asada (Steak)	10.99
Beef	10.99
Chicken	10.99
Ground Beef	10.99
Al Pastor (Hawaiian Pork)	10.99

*Add Gallo Sauce for 1.99*

## Huarache

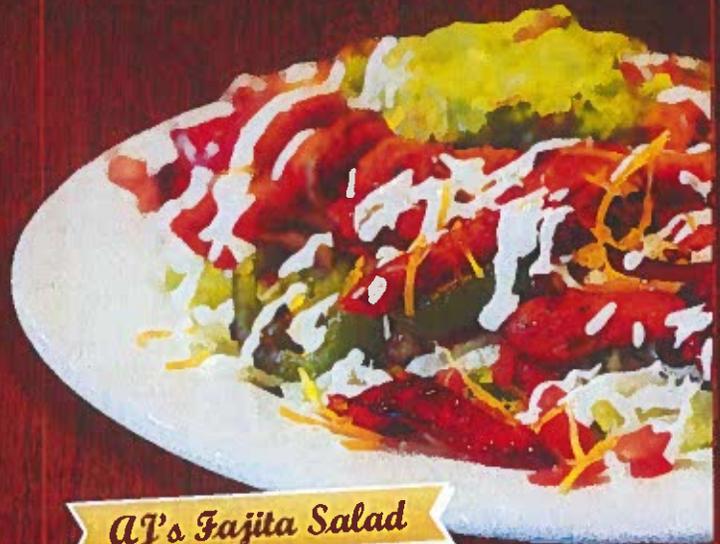
Homemade thick (panda shaped) corn tortilla smothered with beans, choice of meat and green or red sauce. Topped off with melted Monterey Jack and Cheddar cheese. Garnished with onion, cilantro, sour cream and fresh Mexican cheese.

Carne Asada (Steak)	8.99
Chicken	8.99
Beef	8.99
Ground Beef	8.99
Al Pastor (Hawaiian Pork)	8.99
Pork	8.99
Cheese	8.99
Lengua (Tongue)	11.99
Cabeza (Roasted Head)	11.99
Carnitas	12.99

*Add Gallo Sauce for 1.99*



*Huarache with Red & Green Sauce*



*AJ's Fajita Salad*

## AJ's Fajita Salad

Grilled onions and bell peppers in our Brody's Garlic Butter and seasoning. Served over a bed of shredded lettuce, beans and rice. Topped with tomato, onion, cilantro, sour cream, guacamole, Monterey Jack and Cheddar cheese. Served with Ranch Dressing.

*(Add a meat:*

Chicken	12.99
Beef	13.99
Shrimp	14.99

## Taco Salad

Crispy flour tortilla bowl filled with shredded lettuce, Monterey Jack, Cheddar cheese, beans, rice, tomato, onion, cilantro, sour cream, guacamole and choice of meat.

Beans & Rice	8.99
Carne Asada (Steak)	8.99
Chicken	8.99
Beef	8.99
Ground Beef	8.99
Al Pastor (Hawaiian Pork)	8.99
Carnitas	10.99

## Street Tacos

Served on tiny corn tortillas, with onions, cilantro and lime wedges.

Carne Asada (Steak)	1.99
Al Pastor (Hawaiian Pork)	1.99
Birria (Shredded Beef)	1.99
Pollo (Chicken)	1.99
Chorizo (Mexican Sausage)	2.50
Lengua (Tongue)	2.50
Buche (Pork Stomach)	2.50
Tripas (Tripe)	2.50
Cabeza (Roasted Head)	2.50

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# Brody's Specialties

• RICE & BEANS MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS •

## Brody's Torta (Mexican Sandwich)

Served on a white sandwich roll with melted Monterey Jack, Cheddar cheese, choice of meat, lettuce, mayo, onions, tomato, pickled jalapenos and guacamole.

Carne Asada (Steak)	8.99
Chicken	8.99
Beef	8.99
Al Pastor (Hawaiian Pork)	8.99
Pork	8.99
Chorizo (Mexican Sausage)	8.99
Beef Milanese	10.99
Chicken Milanese	10.99
Lengua (Tongue)	10.99
Cabeza (Roasted Head)	10.99

## Hamburger

Served on a hamburger bun garnished with lettuce, tomato, onions, pickles and mayo. Accompanied with French Fries and a side of ketchup.

Burger	6.50
Cheese Burger	7.50
Bacon Cheese Burger	8.50
Double Bacon Cheese Burger	9.50

*Add one jalapeno for 1.99*

## Quesadilla

Flour tortilla filled with Monterey Jack, Cheddar cheese and choice of meat.

Cheese	5.99
Shredded Beef	5.99
Chicken	5.99
Carne Asada (Steak)	5.99
Pork	5.99
Al Pastor (Hawaiian Pork)	5.99

*Add sour cream & guacamole for .99*



## Premium Quesadilla

Large flour tortilla filled with premium Oaxaca cheese and choice of meat. Served with sour cream and guacamole.

Cheese	11.99
Shredded Beef	11.99
Chicken	11.99
Carne Asada (Steak)	11.99
Pork	11.99
Al Pastor (Hawaiian Pork)	11.99
Veggies	11.99
Lengua (Tongue)	12.99
Cabeza (Roasted Head)	12.99
Chorizo (Mexican Sausage)	12.99

## Quesadilla Grande

Large flour tortilla filled with choice of meat, Monterey Jack, Cheddar cheese, grilled onions and bell peppers. Served with sour cream and guacamole.

Cheese	11.99
Shredded Beef	11.99
Chicken	11.99
Carne Asada (Steak)	11.99
Pork	11.99
Al Pastor (Hawaiian Pork)	11.99
Lengua (Tongue)	12.99
Cabeza (Roasted Head)	12.99

## Brody's Street Tacos

Eating raw or under cooked meat, poultry, eggs or seafood poses a health risk to everyone, but especially the elderly, children under 4, pregnant women & individuals with a compromised immune system

# Veggie Specialties

• RICE & BEANS MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS. ADD GALLO SAUCE FOR 1.99 •

## Veggie Taco Salad

11.99

Crispy flour tortilla bowl filled with lettuce, beans, rice, sautéed bell pepper, onions, mushrooms, zucchini in our Brody's Garlic Butter. Topped with tomato, onions, cilantro, sour cream, Monterey Jack, Cheddar cheese and guacamole. Served with Ranch dressing.

## Veggie Enchiladas

12.99

Three enchiladas filled with sautéed bell peppers, onions, mushrooms, zucchini, in our Brody's Garlic Butter, with choice of red or green sauce. Topped with melted Monterey Jack, Cheddar cheese, lettuce, tomato, onions, cilantro, sour cream and fresh Mexican cheese. Served with rice and beans.

## Veggie Pineapple Fajita

22.99

Sautéed bell peppers, onions, mushrooms, with chunks of pineapple, zucchini, cilantro marinated in our special homemade sauce. Served in half of a pineapple, topped with melted Oaxaca cheese. Served with rice and beans. Garnished with lettuce, tomato, sour cream and guacamole.

## Veggie Street Tacos

10.99

Two tortillas filled with sautéed bell peppers, onions, mushrooms and zucchini in our Brody's Garlic Butter. Topped with onions, cilantro and lime wedges. Served with rice and beans.

## Veggie Huarache

10.99

Thick sandal-shaped corn tortilla smothered with beans, choice of red or green sauce, sautéed bell peppers, onions, mushrooms and zucchini in our Brody's Garlic Butter. Topped with melted Monterey Jack, Cheddar cheese, onion, cilantro, sour cream and fresh Mexican cheese.

## Veggie Smothered Burrito Platter

12.99

Flour tortilla filled with beans, rice, Monterey Jack, Cheddar cheese, grilled bell peppers, onions zucchini and mushrooms. Smothered with Monterey Jack, Cheddar cheese and choice of red or green sauce. Served with rice and beans. Garnished with lettuce, tomato, sour cream and guacamole.

## Veggie Chimichanga

13.99

Crispy burrito filled with rice, beans, Monterey Jack, Cheddar cheese, sautéed bell peppers, onions, mushrooms and zucchini in our Brody's Garlic Butter. Smothered with choice of red or green sauce. Served with rice and beans. Garnished with lettuce, tomato, sour cream and guacamole.

## Veggie Quesadilla Grande

11.99

Jumbo flour tortilla filled with Monterey Jack, Cheddar cheese, bell peppers, onions, mushrooms and zucchini in our Brody's Garlic Butter. Served with sour cream and guacamole.

## Veggie Fajitas

13.99

Sautéed bell peppers, onions, mushrooms and zucchini in our Brody's Garlic Butter. Choice of tortillas, served with rice and beans. Garnished with lettuce, tomato, sour cream, and guacamole.

## Veggie Molcajete [molka'xete]

25.99

Grilled bell peppers, onions, mushrooms, zucchini, cactus and fresh jalapeños simmered in our delicious green sauce with Oaxaca cheese. Topped with fresh Mexican cheese. Choice of tortillas, served with rice and beans. Garnished with lettuce, tomato, sour cream and guacamole. *Hard to serve fast.*

# Dinner Combinations

• ALL MEALS INCLUDE RICE & BEANS, MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS •

*Meat Choices: Shredded Chicken • Shredded Beef • Ground Beef*

## Enchilada, Chile Relleno, Taco Dinner Combination



## Enchilada, Chile Relleno, Taco

13.99

## Enchilada, Burrito, Taco

13.99

## Enchilada, Flauta, Taco

11.99

## Enchilada, Tamal, Taco

11.99

Filled with choice of chicken, shredded beef or ground beef, smothered in red or green sauce, Monterey Jack and Cheddar cheese. Served with rice and beans. Enchilada topped with lettuce, tomato, onion, cilantro, sour cream and fresh Mexican cheese.

## Tostada, Burrito, Taco

12.99

Flat crispy corn tortilla with choice of chicken, shredded beef or ground beef, beans, lettuce, tomato, onion, cilantro, sour cream, Monterey Jack and Cheddar cheese. Served with rice and beans.

## Two Chile Relleno

\$15.99

Chile poblano stuffed with mozzarella cheese, fried with egg and smothered with red or green sauce. Topped with Monterey Jack and Cheddar cheese. Garnished with lettuce, tomato and sour cream.

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# Dinner Combinations

• ALL MEALS INCLUDE RICE & BEANS, MAY BE SUBSTITUTED WITH A SIDE SALAD FOR .99. NO OTHER SUBSTITUTIONS •

*Meat choices: Shredded Chicken • Shredded Beef • Ground Beef*

## Chile Relleno & Tamal

**\$14.99**

Chile poblano stuffed with Mozzarella cheese, fried with egg and smothered with red or green sauce. Topped with Monterey Jack and Cheddar cheese. Garnished with lettuce, tomato, sour cream and guacamole. Made with corn masa, stuffed with Beef or Chicken wrapped in a corn husk. Smothered with red or green sauce and topped with Monterey Jack and Cheddar cheese. Garnished with lettuce, tomato and sour cream.

## Flauta

**\$8.99**

Deep fried flour tortilla rolled with Chicken or Beef, Monterey Jack and Cheddar cheese. Garnished with lettuce, tomato and sour cream.

## One Chile Relleno

**\$9.99**

Chile poblano stuffed with mozzarella cheese, fried with egg and smothered with red or green sauce. Topped with Monterey Jack and Cheddar cheese. Garnished with lettuce, tomato and sour cream.

## Two Taquito Combo

**\$8.99**

Two Corn tortillas rolled and deep fried with Chicken or Beef, topped with melted Monterey Jack and Cheddar cheese. Garnished with lettuce, tomatoes, sour cream and guacamole.

## Two Crispy Tacos Combo

**\$8.99**

Two Crispy corn tacos filled with Chicken or Beef, lettuce, tomato, Monterey Jack and Cheddar cheese.

## Tamal

**\$8.99**

Made with corn masa, stuffed with Chicken or Pork wrapped in a corn husk. Smothered with red or green sauce and topped with Monterey Jack and Cheddar cheese. Garnished with lettuce, tomato and sour cream.

## Two Enchiladas

**\$9.99**

Two enchiladas filled with Chicken, Beef and cheese, topped with green or red sauce, Monterey Jack and Cheddar cheese. Garnished with lettuce, tomato, onion, cilantro, sour cream and fresh Mexican cheese.

*Deep Fried Ice Cream*



*Churro De Lujo*



## Desserts

### Flan

**4.99**

### Churros

**2.00**

### Deep Fried Ice Cream

**5.99**

### Churro De Lujo

**4.99**

Served with one scoop of vanilla ice cream, whipped cream, caramel and chocolate.

### Bunuelos

**4.99**

Crispy fried flour tortilla chips topped with caramel, chocolate, cinnamon sugar and one scoop of vanilla ice cream.

*Flan*



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# Beverages

## Soft Drinks

Coke	Diet Coke	2.99
Coke Zero	Cherry Coke	
Dr. Pepper	Diet Dr. Pepper	
Root Beer	Pink Lemonade	
Iced Tea	Sprite	
Powerade (Mountain Berry Blast)		
Vitamin Water, Zero Sugar (Acai Blueberry Pomegranate)		

## Canned Drinks

Pepsi	Diet Pepsi	1.99
Mountain Dew	Caffeine Free Diet Coke	

## Bottled Drinks

Mexican Coke	Orange Fanta	2.99
Sprite	Sparkling Water	

## Additional Drinks

<i>No Refills</i>		2.99
Coffee	Hot Tea	
Hot Chocolate	Milk	
Chocolate Milk		

## Jarrito

Fruit Punch	Strawberry	2.99
Lime	Pineapple	
Tamarind	Mandarin	
Apple Soda	Sangria	
Mango		

## Homemade Mexican Drinks

<i>No Refills</i>		2.99
Horchata (Rice Drink)	Jamaica (Hibiscus)	
Pina (Pineapple)		

## Wine (per 5oz glass)

Chardonnay	Merlot	4.50
Moscato	White Zinfandel	



## Imported Mexican Beer

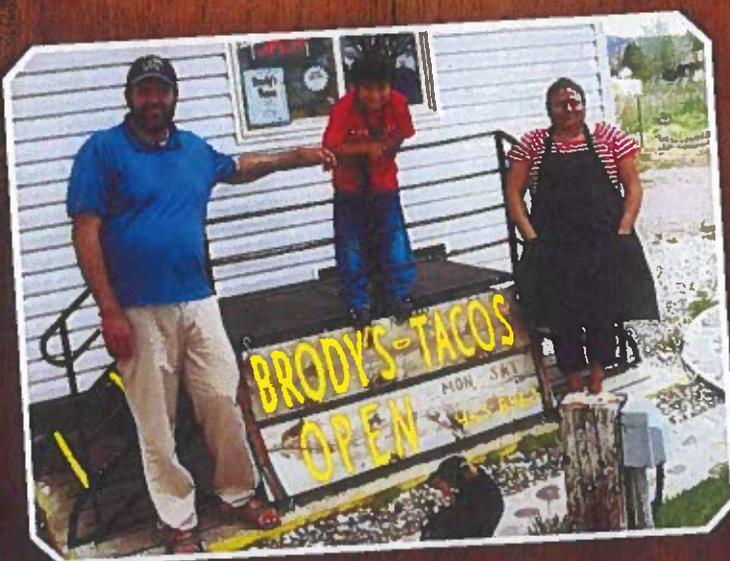
Modelo Especial	Bohemia	4.50
Corona Extra	Negra Modelo	
Corona Lite	DOS EQUIS (XX Amber or XX Lager)	

## Domestic Beers

Coors Lite	Bud Lite	4.50
Stella Artois	Budweiser	
Heineken	Michelada	
Cutthroat	Michelob Ultra	

## Non-Alcoholic Beer

O'Doul's	Heineken Zero	4.50
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## Our Story

Welcome to our restaurant, we are delighted you chose to stop in and share a meal with us. Have you ever wondered how we got our start? Our dream began in Minersville, Utah, in 2009 when we opened our very first Taco Stand. With the nudging and encouragement from our patrons, friends and family we moved to Cedar City and opened this restaurant in 2013, naming it after our son, Brody.

My wife, Pilar, is the true chef in the family! Using the traditional authentic recipes and skills she learned as a child, she created all of the delicious dishes on our menu. I know you will love anything you select.

In 2018 we expanded and remodeled our restaurant to better meet the needs of our guests. We want you to have the best dining experience when visiting our restaurant.

On behalf of myself, Al, my wife, Pilar, and son, Brody, we welcome you to our restaurant and thank you for being a part of our American Dream.

**Mayor**

Jarett Waite

**City Manager**

Brock Jacobsen



**City Council**

Christa Hinton  
David Pond  
Janene Burton  
Mark Hendrickson  
Justin Caplin

# CITY COUNCIL

**Meeting Date:** February 11, 2026

**Agenda Item:** 4

**Applicant:** True Grit 2026, GRO Promotions LLC

**Requested by:** Jim McNulty

**Subject:** Special Event Permit/Single Event Liquor License (True Grit 2026, GRO Promotions LLC)

**Description:**

Cimarron Chacon with GRO Promotions LLC is requesting approval for a Special Event Permit & Single Event Liquor License for the True Grit Epic Bike Race. This event will be held on March 19, 2026, through March 21, 2026. The applicant has indicated that up to 1,000 people are planned for this event. A copy of the application(s) has been included for your review.

**Recommendation:** Approval

**Attachments:** N/A

**Cost:** N/A

**Legal Approval:** Yes

**Finance Approval:** N/A

**Budget Approval:** N/A



2603 Santa Clara Drive, Santa Clara, UT 84765  
Phone: (435) 673-6712 or email [www.santaclarautah.gov](http://www.santaclarautah.gov)

## **SPECIAL EVENT PERMIT CHECK LIST & APPLICATION AS PROVIDED BY SANTA CLARA, UTAH, CITY CODE CHAPTER 12.22**

### **Documents:**

- 1. Complete Special Event Application (Due 45 days before event). Events filed less than 45 days will not be accepted.
- 2. **\$150.00/\$300.00 (500+ people) Application Fee.**
- 3. Written Description/Narrative of the event.
- 4. Event Site Plan. Must include street names, placement of barricades, road/sidewalk closure, vendor/merchant parking, vendor booth placement, inflatables, amusement devises, table placement, portable toilet placement, fencing, tents, temporary signage, etc.
- 5. Security Plan. The is required by the police department. It must include: an estimated amount of people expected at your event, a security director on the site at all times with a cell phone, the total number of security personnel (required to be 21 years or older), security personnel must be in security shirts or vests that look the same, and a name and phone number of someone to contact as necessary.
- 6. Written Authorization for events held on private property from the property owner.
- 7. Provide a Certificate of Insurance with a minimum limit of one million dollars (\$1,000,000.00) per person in any occurrence and two million dollars (\$2,000,000,00) aggregate.
- 8. Alcohol Sales/Single Event Liquor License Application – Please contact the State of Utah, Alcoholic Beverage Control at (801) 977-6800.
- 9. Temporary sales tax number for event and vendors. Please contact state of Utah special events tax division – (801) 297-6303.
- 10. Health Department approval for any food provided at the event. Southwest Health Department – (435) 986-2580.
- 11. Proof of park reservation or city facility reservation.
- 12. Sign and return a Special Event Hold Harmless Agreement.

**Event Details:**

1. Event Name: 16th Annual True Grit Epic
2. Applicant Names(s)& Contact information: Cimarron [REDACTED]
3. Organization: GRO Promotions
4. Applicant Address: [REDACTED]
5. Mailing Address: 4399 Crossroads Dr Lewisburg PA, 17837
6. Phone Number & Email: [REDACTED]
7. Location of Event: Santa Clara Town Hall and BLM Lands
8. Event Date(s) including Start Time & End Time: March 19, 2026 - March 21, 2026 8 am to 7pm each day
9. Clean up Date(s) including Start Time & End Time: Set up 3/18, clean up 3/22 9 am to noon
10. Approximate Number of Persons attending the event per day: 1000
11. Is the event being held on private property: Portions on private property, including BLM and SITLA.
12. Will Food be served at the event: Yes, by food trucks
13. Will Alcohol be sold or served at the event: Yes, by Anvil Brewing, if yes, please submit Single Event Liquor License application.
14. Will Outdoor Music be part of the event: Yes, if yes, written approval of all neighbors is required.

*A completed application of City Forms shall be submitted to the City at least forty-five (45) calendar days before the event is scheduled to take place, to allow sufficient time to process the application.* I HEREBY DECLARE THAT THE FOREGOING INFORMATION GIVEN ON THIS APPLICATION FOR A SPECIAL EVENT PERMIT IS TRUE AND THAT FALSIFYING ANY INFORMATION CONSTITUTES CAUSE FOR REJECTION OF MY PERMIT.

[Signature]  
Signature Applicant(s)

12/09/2025  
Date

*\*This permit is approved subject to any conditions communicated to the applicant in writing at the time of issuance.*

\_\_\_\_\_  
City Approval

\_\_\_\_\_  
Date

Transaction Details



Santa Clara City  
2603 Santa Clara Drive  
Santa Clara, UT 84765

XBP Confirmation Number: 251280171

▶ Transaction detail for payment to Santa Clara City. Date: 12/09/2025 - 3:00:11 PM MT

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Account #	Item	Quantity	Item Amount
	Special Event Permit	1	\$300.00

Notes: True-Grit Race

**TOTAL: \$300.00**

**Billing Information**

Cimarron [REDACTED]  
17837

Transaction taken by: Admin sherry

Email ▼

# 16<sup>th</sup> Annual



## National Ultra-Endurance Series Opener UT Single Speed Mountain Bike Championship

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**WHEN: March 19-21**

**WHERE: BLM and SITLA Lands South of Santa Clara**

**Days: Thursday -Saturday**

GRO Races is excited to host the 15<sup>th</sup> Annual True Grit Epic. For 2025 we are returning to a one weekend schedule. Registration numbers are already up based the a return to the Thursday - Saturday schedule. This is also the 11<sup>th</sup> year we have hosted the event in Santa Clara – THANK YOU FOR BEING OUR PARTNER!

Salt Fire will return with a beer garden for Friday and Saturday Racers.

**Number of Participants: 1000**

- 1000 Participants Weekend
- Spectators: 300-400
- Number of participants from outside Washington County: 93%

### **SCHEDULE**

**Sunday – Thursday: Move Items to Santa Clara Shed**

**Thursday 3/19**

8:00-12:00 – Set up Park – Tents/Stage , Portable Toilets/Finish Arch/

12:00-6:00- Packet Pick up and Stage Finishers

**Friday 3/20**

9:00 Race Starts, Escort to Navajo Dr

12:00 Expo opens

2:00 -5:00 Beer Garden and Live Music

6:00 - Event Ends

**Saturday 3/21**

8:30-10:30 Race Waves -escorted starts

11:00 Expo Opens

12:00 Beer Garden Opens

2:00-5:00 Live Music

7:00 Event Closes

Sunday 3/16 - Tear Down and Clean up

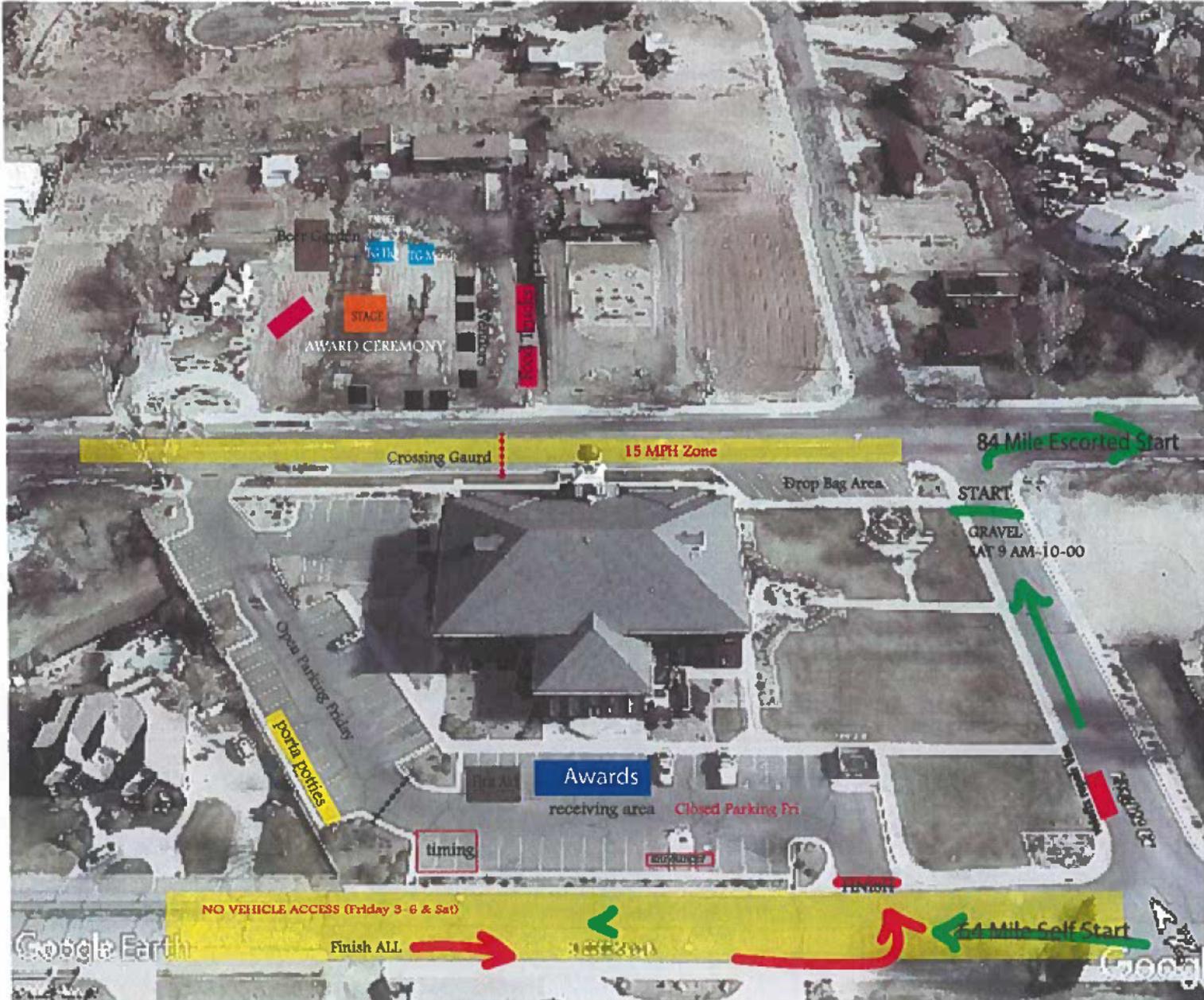
**Camping Thursday - Sunday:** Ball Fields or Canyon View Park

NO CAMPING WILL BE ALLOWED DURING THE WEEK. Camp signs and ribbon will be removed Sun-Thursday between events.

Thursday 4pm - Sunday 10am - RV Spaces - 17, Tent Camping 30



# VENUE PLAN 3/20



## EVENT DATE: MARCH 17-18, 2023

SET-UP : March 17-18

Event Days/Times

March 17-18 7Am -7 pm

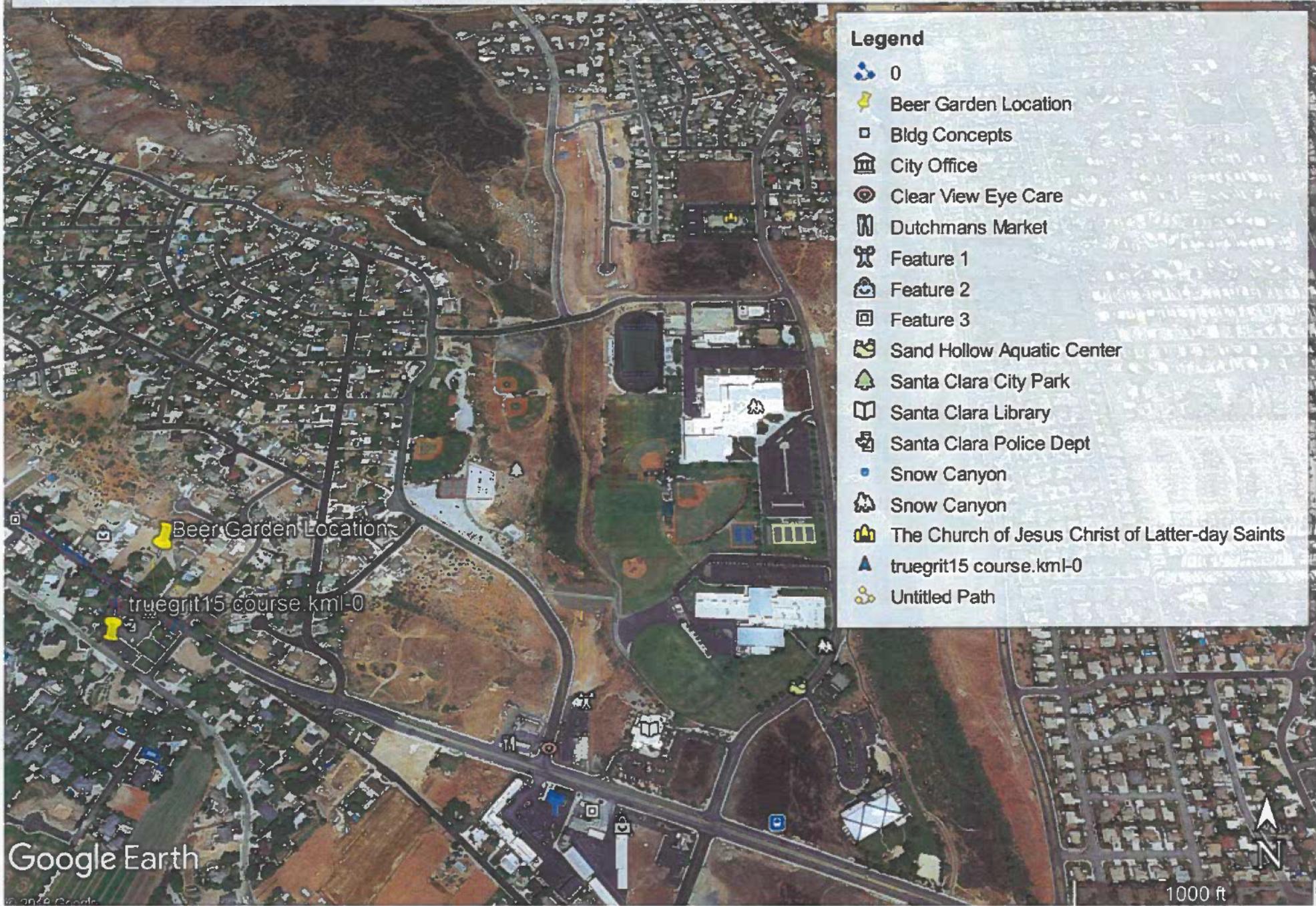
## Facility Rules

- \*NO Firearms allowed at any part of the event
- \*NO Alcohol allowed outside Beer Garden
- \*NO Dogs Allowed
- \*Cross street at Guard only
- \*NO parking on Vinyard behind Venue



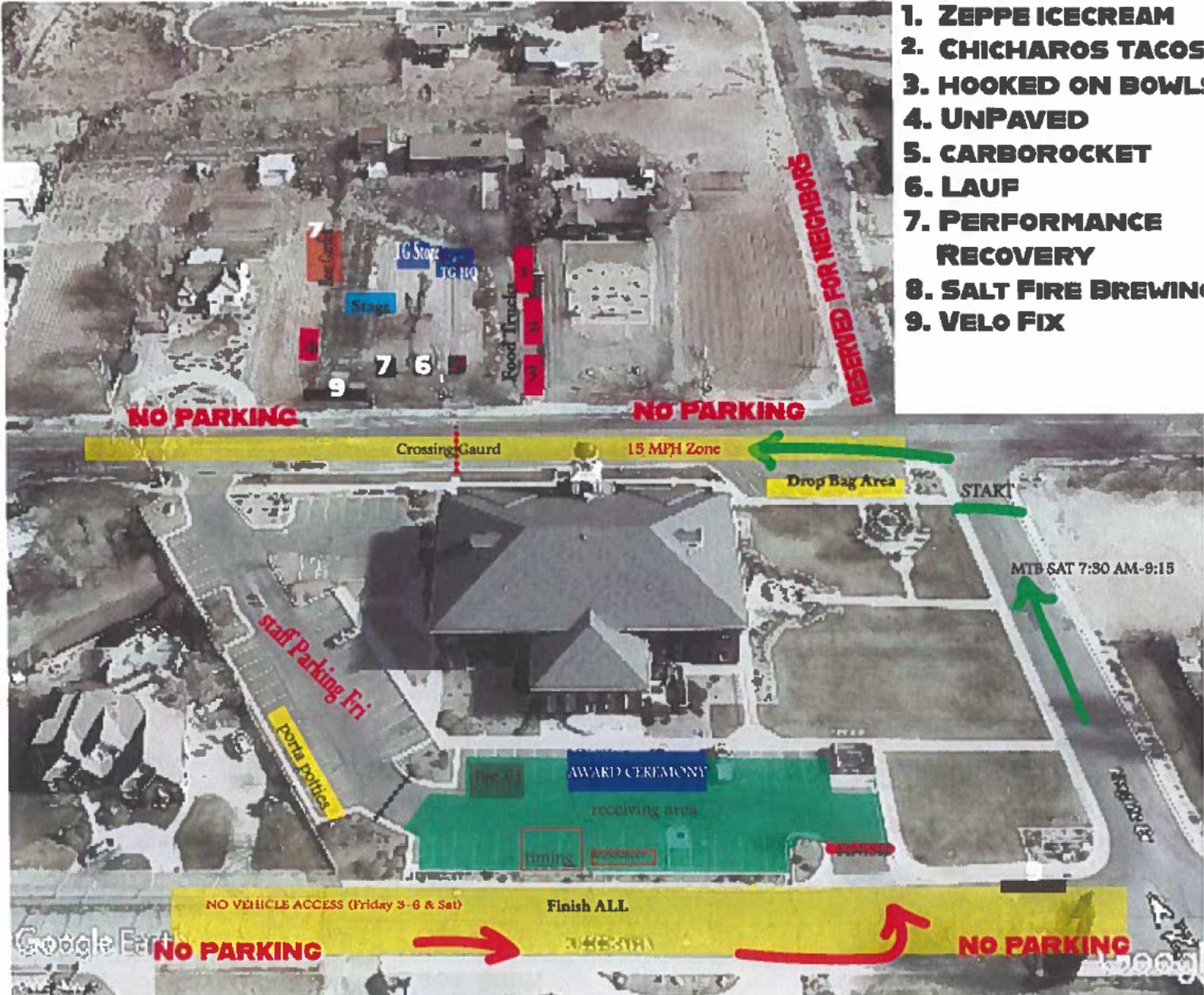
# Proximity Map

The Proposed "Beer Garden is located greater than .5 miles from a school, church, library or Active Park. It is 500 Ft away from Levit Park at Town Hall. A pa





# VENUE PLAN



1. ZEPPE ICECREAM
2. CHICHAROS TACOS
3. HOOKED ON BOWL
4. UNPAVED
5. CARBOROCKET
6. LAUF
7. PERFORMANCE RECOVERY
8. SALT FIRE BREWING
9. VELO FIX

**EVENT DATE: MARCH 21**  
 SET-UP : 9 am -noon 3/10

### Facility Rules

- \*NO Firearms allowed at any part of the event
- \*NO Alcohol allowed outside Beer Garden
- \*NO Dogs Allowed
- \*Cross street at Guard only
- \*NO parking on Vinyard behind Venue



12:00 Expo opens

2:00 -5:00 Beer Garden and Live Music

6:00 – Event Ends

**Saturday 3/21**

8:30-10:30 Race Waves -escorted starts

11:00 Expo Opens

12:00 Beer Garden Opens

2:00-5:00 Live Music

7:00 Event Closes

Sunday 3/16 – Tear Down and Clean up

**Camping Thursday - Sunday:** Ball Fields or Canyon View Park

**NO CAMPING WILL BE ALLOWED DURING THE WEEK.** Camp signs and ribbon will be removed Sun-Thursday between events.

Thursday 4pm - Sunday 10am – RV Spaces – 17, Tent Camping 30

# True Grit Epic Medical Plan 2026

This plan will be updated each year as needed

## TRUE GRIT EPIC GRAVEL BIKE RACE - March 20

### 1. Races, Attendance and Times

Race	Start time	Finish time	Expected attendance	% of course in SCC/Wash CO
84 Mile	8:30 AM	3:30-6:00	75	65%
64 Mile	9:15	1:00-4:30	600	100%

### 2. Medical Personnel and Safety Positions

Location Name	Kilometer Marker	Job	Certification	Times
Start to Stonebridge	0-2.3	Police Escort	Santa Clara PD	9 am -9:10
Stonebridge to Navajo Drive	2.3-7.8	Police Escort	St George PD	9:10-9:20
Gravel Bear Claw - Aid #1 Course Marshal	7.8-19	EMT + Driver Roving medial	EMT or Nurse Private	9:20-12 pm
Aid #1 to - Aid #2 Course Marshal	19-33	EMT + Driver Roving medial	EMT or Nurse Private	10:30-1pm
Gravel Aid #2 -Aid #4 Course marshal	33-89	EMT + Driver Roving medial	EMT or Nurse Private	10:00-5:00 pm
Gravel Aid #4 -Aid #5 Course marshal		EMT + Driver Roving medial	EMT or Nurse Private	10:00-5:00 pm
Gravel Sweep		EMT	EMT Private	9:00 am -5:00 pm

Finish	130/111	Finish Line First Aid	EMT Private	2:30-5:30
Finish	130/111	Finish Line First Aid	EMT Private	2:30-5:30
911 Washington County Search and Rescue				

### 3. Digital Course Maps

84-<https://www.trailforks.com/route/true-grit-gravel-grinder/>

84 -<https://ridewithgps.com/routes/42244960>

64- <https://ridewithgps.com/routes/41857456>

## TRUE GRIT EPIC MOUNTAIN BIKE RACE - March 21

### 4. Races, Attendance, and Times

Race	Start time	Finish time	Expected attendance	% of course in SCC
100 Mile	8:30 AM	3:30-6:00	75	26%
50 Mile	9:15	1:00-4:30	600	30%
15 Mile	10:15	11:45-1:15	75	100%

### 5. Medical Personnel and Safety Positions

Location Name	Kilometer Marker	Job	Certification	Times
Start	0	Ride Escort	Santa Clara PD	8:30-10:30
Gates Lane	2.3	Rasor /Medical	Ivins Fire	8:30-11:00
Gates Lane	2.3	Marshal /Security	Private Staff	8:30- 11:00 and 1:00-5:00

Cove Wash Turn	4.7	Medical/Marsh al	EMT on ATV or Rasor( private)	8:30-11:00
Barrel Fall (Waterfall)	16.2	Medical/Marsh al	EMT or First Responder ( private)	9:00-2:00
Roving /Green Valley/Divario	7-29	Roaming Medical	EMT on ATV or Rasor( private)	9:00-2:00
Green Valley /Divario	20	Medial	Gold Cross Stand By *	9:00-3:00
Green Valley /Divario	20	LEO	BLM *	9:00-3:00
Zen Feed Zone	20	Medical	Nurse	9:00-3:00
Zen - Lower turn	27	Marshal/Medi cal	EMT ( private)	10:00-3:00
Poppy Trailhead	36.9	LEO	St George PD	10:00-3:00
Bartlett Wash CM	33/40.9	LEO/Ranger	BLM	10:00-3:00
Stucki Point ( Water and Support)	46.6	Marshal/Medi cal	EMT or First Responder ( private)	10:00-4:00
CK Pt #2 ( access by truck or ATV)	51.1	Marshal /Medical	EMT or First Responder ( private)	10:15-4:30
Rim Runner Turn	54	Marshal	Volunteer Marshal	10:15-12:30
Cove Wash Trailhead	56	Medical	EMT ( private)	11:00-5:00
Finish Line	70	First Aid Tent	EMT private or Ivins Fire TBD	12:30-5:00
* can be called away in case of other incidents				

## 6. Digital Course Map

<https://ridewithgps.com/routes/42174054>



2603 Santa Clara Drive, Santa Clara, Utah 84765  
Phone: (435) 673-6712 or email [www.santalarautah.gov](http://www.santalarautah.gov)

### APPLICATION FOR A SINGLE EVENT LIQUOR LICENSE

Date: 1/15/2026

Applicant Name: Cimarron [REDACTED]

Business Name: GRO Promotions LLC

Date of Birth: 03/25/1968

SSN: [REDACTED]

Residence Address: \_\_\_\_\_  
Street City State Zip

Applicant Phone: [REDACTED] Business Phone: 970-759-3048 Email: [REDACTED]

Name of Special Event: True Grit Epic Bike Race

Location of Event: \_\_\_\_\_  
Street City State Zip

On the: 20 & 21 day(s) of: March, 2026  
Dates Month Year

During the hours of: noon - 7 pm, pursuant to the provision of Utah Code 32B-9 for

the sale of (Check all that apply): Beer  Heavy Beer  Wine  Flavored Malt Beverages  Liquor

#### REQUIREMENTS:

\$100 Non-Refundable Application Fee.

\$100 Single Event Permit Fee.

Copy of Applicant's Current City Business License.

Copy of Applicant Driver's License.

Character references from three (3) individuals who personally know the applicant (or if business entity, the agent for applicant), and whom the City may contact for an opinion on the moral character of the applicant and applicant's fitness to obtain a permit; and if the applicant has previously held a license in the state of Utah, the references shall have personal knowledge of the applicant's conduct in relation to said prior licensing or permitting.

Evidence of distance to the nearest school, church, public library, public playground or park.

Signed consent stating that permittee will permit any authorized representative of the city or any law enforcement officer the unrestricted right to enter event site.

Applicant must be over 21 years of age.

List any convictions for crimes which could disqualify applicant.

I certify under penalty of law that I have reviewed Chapter 5.08, Alcoholic Beverages, of city code and will comply with all requirements and possess all qualifications for issuance of a Single Event Liquor License and that all information contained in the application is true.



Applicant Signature

Sworn before me this 15 day of January 2026

Commonwealth of Pennsylvania - Notary Seal  
F. Matthew Ostrowsky, Notary Public  
Union County  
My commission expires November 24, 2028  
Commission number 1209747



Notary Public

Lewisburg, Pa.  
Residing at:

November 24 2028  
My Commission Expires

Approval by City Council (if required): \_\_\_\_\_

Approval by City Manager or Designee: \_\_\_\_\_

Santa Clara City  
2603 Santa Clara Drive  
Santa Clara, UT 84765  
(435) 673-6712

XBP Confirmation Number: 301836462

40 column

Transaction detail for payment to Santa Clara City.  
Date: 01/16/2026 - 11:30:31 AM MT



Account #	Item	Quantity	Item Amount
	Special Event Permit	1	\$200.00

Notes: CIMMARON - LIQUOR LICENSE TRU-GRIT

TOTAL: 200.00



Transaction taken by: Admin Morteز

Print | Close      Email      Resend Receipt

Payment Service Provided By [www.xpressbillpay.com](http://www.xpressbillpay.com)

© Xpress Bill Pay 2026

License No. 770

Issued By:

**Santa Clara City**

2603 WEST SANTA CLARA DRIVE  
TELEPHONE: 435-673-6712  
SANTA CLARA, UTAH 84765

# Santa Clara City Business License



Issued To:



Fee Paid: \$150.00

Period Ending: 12/31/2026

State Number: 7295043-0160

Type of Business: EVENTS- BIKE RACES

This certifies that the above named business has paid the required license fee and is hereby authorized to carry on business in the City of Santa Clara, for the period ending stated above.

In witness whereof, I hereunto set my hand and affix the corporate seal of the City of Santa Clara.

Clerk

M. Ortiz

Mayor

Rick R. [Signature]

THIS LICENSE IS NOT TRANSFERABLE - THIS LICENSE SHOULD BE POSTED IN A CONSPICUOUS PLACE

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**Re: Fw: Special Event Permit Application -True Grit Epic 2026**

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From Cimarron [REDACTED]  
Date Thu 1/15/2026 10:58 AM  
To Jim [REDACTED]  
[REDACTED]

 4 attachments (19 MB)

Business Licensing - 9820 Santa Clara.pdf; DI CC; APPLICATION FOR SINGLE EVENT Liquor License\_True Grit Epic 2026 notarized.pdf; 2019 proximity map 2026.jpg;

Jim,

Attached is the notarized Single Event Liquor License Application and Supporting Documents.

- Drivers License
- Current Business License
- I do not have a criminal record
- References

[REDACTED]

I will call later today with the payment. Let me know if I need to mail in the original notarized application.

**Cimarron Chacon**

**President**

GRO Promotions LLC

Utah/Pennsylvania/Iceland

970-759-3048

Event Management, Timing, Trail Consulting

<https://gropromotions.com/>

True Grit Epic,

True Grit Gravel Epic,

The HRing -Iceland

[unPAved Pennsylvania](#)



### SPECIAL EVENT APPLICATION Utah State Tax Commission

This form is for Event Promoters only, email completed event application to [specialevent@utah.gov](mailto:specialevent@utah.gov). If you need a Vendor application form, please request one at [specialevent@utah.gov](mailto:specialevent@utah.gov).

#### INSTRUCTIONS FOR EVENT APPLICATION FORM

- Submit one form per event you are hosting.
  - For seasonal events that last up to 6 months use one form.
  - For reoccurring events use one form per event.
- After your application is approved by the Utah State Tax Commission, a *Sales Event Participation list TC 791* will be emailed to you to start collecting your vendors tax and contact information.
- Please note your vendors will not receive their Temporary Sales Tax License TC-790C until you submit your Sales Special Event Participation List TC-791. See *Promoter FAQ sheet in the back of form for further instructions.*

*\*This form can be used for a one-time sales license request.*

#### PROMOTER INFORMATION (All fields Required)

Organization Name (If applicable): GRO Promotions Phone: [REDACTED]  
 Contact Name: Cimarron [REDACTED] Phone: Same  
 Contact Mailing Address: [REDACTED]  
 Contact Email: [REDACTED]  
 Secondary Contact Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
 Secondary Contact Mailing Address: \_\_\_\_\_  
 Secondary Contact Email: \_\_\_\_\_

Are you collecting admissions? Y  N  Are you selling alcohol? Y  N  Are you selling food? Y  N

If yes was checked or you are selling merchandise, please list your tax account ID below.

Please note taxes will need to be remitted through a TC-790C even if you already have a Sales Tax Account.

<b>Provide your current account information (Only one required)</b>	Check one if EIN was used:
Federal Employer Identification Number: (EIN) _____	LLC <input type="checkbox"/> CPT <input type="checkbox"/> Partnership <input type="checkbox"/>
Vendor Sales Special Event Account ID (SSE) _____	OR
Social Security Number (SSN): _____	OR
Taxpayer Identification Number (ITIN): _____	OR
Utah Sales Tax Account ID (STC) [REDACTED]	

#### EVENT INFORMATION (All fields required)

Name of Event: True Grit Epic

If this event was previously held under a different name or city, please list details below:

Date of Event (start date): March 19, 21 (end date) March 21, 21 Occurrence: Weekly  Monthly  One Time

Location of Event: 2603 Santa Clara Dr City: Santa Clara Zip Code 84765

#### Type of Event:

- Expo  Public Gathering  Walk  Run  Race  Convention  Fair  Boutique  Sporting Event  Festivals  
 Mall Kiosks  Antique Shows  Gun Show  Motivational Conference  Food Show  Art Show  Auctions  
 Swap Meets  Hobby Show  Farmers Market  Concert/s  Seasonal Stand  Door to Door Sales  
 Other \_\_\_\_\_

Applicant Signature:  Date: 1/24/2025

The Utah Taxpayer Bill of Rights (Pub 2) is available on the Tax Commission's website, "tax.utah.gov" or free of charge, upon request. This publication describes your rights and obligations and the Tax Commission's procedures for appeals, refund claims and collections. If you need an accommodation under the Americans with Disabilities Act, contact the Tax Commission at (801) 297-3811 or TDD (801) 297-3819. Please allow three working days for a response.

## HOLD HARMLESS AGREEMENT

The City of Santa Clara (hereinafter known as the City) and the User hereby enter into an agreement as follows with the understanding that information contained herein does constitute a contract within the State of Utah. All parties to the contract further agree to submit to the jurisdiction of the courts in the State Utah any claims arising out of this contract. This agreement will not be binding upon the City until accepted and approved by the City Manager or his authorized designee.

### **The User:**

- (1) Shall hereby release and hold harmless the City from, and agrees to indemnify it against any and all claims, damages, injury, cost of investigation, Worker's Compensation and Attorney's fees arising from, or as a result of use of City owned property, facilities or equipment;
- (2) Shall obtain, at User's own cost and expense, any and all licenses or permits required by law or ordinance;
- (3) Shall take the premises as they are found at the time of occupancy by the User. In the event the User finds it necessary to remove or change the equipment, the changes shall be made by the User at the user's expense and shall be replaced as found. No removals or changes shall be made without prior written approval of the City;
- (4) Shall remove from the premises at the conclusion of the activity all equipment and material owned by the user;
- (5) Shall have all deliveries of needed equipment and materials made only after written approved arrangements with the City are received;
- (6) Shall not reassign this agreement or sublet the premises, or any part thereof, for any purposes other than herein specified, without the written consent of the City;
- (7) Shall not bring on the premises, keep, possess, or allow use of any illegal drugs, alcoholic beverages, controlled substances or gambling devises of any kind;
- (8) Shall not use, store, or permit to be used or stored in or on any part of the City's premises, any substance or thing prohibited by any law or ordinance, or by standard policies of fire insurance companies operating in the State of Utah;
- (9) Shall assume full responsibility and liability for the character, acts, and conduct of all persons admitted to the facilities or property owned by the City;
- (10) Shall provide a certificate of insurance at least 48 hours prior to the activity indicating Evidence of Public Liability Insurance coverage;
- (11) Shall not allow smoking in City owned buildings, facilities, or on City owned property;
- (12) Clean the facility and restore all equipment and furnishings to their original order. The immediate area outside the facility must also be cleaned;
- (13) Shall make available a first aid kit and inform the other persons of its location.

### **The City:**

- (1) Shall furnish light, heat, and water by means of the appliance installed for ordinary purposes. Interruptions, delays or failure in the furnishings of any of the above, caused by anything beyond the control of the City shall not be chargeable to the City;
- (2) Shall not be responsible for any damage, accidents or injury that may occur to the User, his agents, servants, employees, spectators and any or all other participants, and/or property of any cause whatsoever arising out of or resulting from the above;
- (3) Reserves the right, in the exercise of its discretion, to rescind and cancel this agreement at any time when the purpose for which the premises are being used, shall be obnoxious or hostile to the best interest of the City;
- (4) Reserves the right to give City activities a priority for use and alter this agreement by notifying the User not less than 48 hours prior to the activity, any;
- (5) May at its option, attach a rider which outlines the fee schedule and other detailed specifications of this agreement and which becomes a part of this agreement.

I certify that I have read and will abide by the rules and regulations which appear above.

Signature of the Applicant: \_\_\_\_\_

Date: 12/9/2025

\_\_\_\_ Approved    \_\_\_\_ Denied    Fee Paid: \_\_\_\_\_    Permit #: \_\_\_\_\_    Authorized by: \_\_\_\_\_

\*\*\*NOTE TO APPLICANT: Fee paid is non-refundable for maintenance of City Properties\*\*\*

**CITY OF SANTA CLARA  
RESOLUTION NO. 2025-07R**

**A RESOLUTION OF THE CITY OF SANTA CLARA, UTAH APPOINTING A REPRESENTATIVE TO THE SOUTHWEST MOSQUITO ABATEMENT DISTRICT BOARD OF DIRECTORS AND ESTABLISHING AN EFFECTIVE DATE.**

**WHEREAS**, the City Council of Santa Clara City, Utah, wishes to designate a person to serve on the Southwest Mosquito Abatement District Board of Directors; and

**WHEREAS**, all legal requirements pertaining to the designation of said representative have been met; and

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of Santa Clara, Utah that Jarett Waite, a resident of Santa Clara, Utah, shall be and is hereby designated to serve as the Santa Clara representative on the Southwest Mosquito Abatement District Board of Directors.

**Effective Date:** This Resolution shall become effective immediately upon adoption by the City Council, recording and posting in the manner prescribed by law.

**ADOPTED** by a duly constituted quorum of the Santa Clara City Council this 11th day of February 2026.

**IN WITNESS THERETO:**

\_\_\_\_\_  
Jarett Waite, Mayor

**ATTEST:**

\_\_\_\_\_  
Selena Nez, City Recorder

**Mayor**

Jarett Waite

**City Manager**

Brock Jacobsen



**City Council**

Christa Hinton  
David Pond  
Janene Burton  
Mark Hendrickson  
Justin Caplin

# CITY COUNCIL

**Meeting Date:** February 11, 2026

**Agenda Item:** 8

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**Applicant:** Santa Clara City

**Requested by:** Brock Jacobsen

**Subject:** Budget Schedule

**Description:**

Proposed budget schedule for FY 2026-2027

**Recommendation:** Discussion

**Attachments:** N/A

**Cost:** N/A

**Legal Approval:** N/A

**Finance Approval:** N/A

**Budget Approval:** N/A

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**CITY OF SANTA CLARA  
FISCAL YEAR 2026-2027 - BUDGET PREPARATION CALENDAR**

DATE	EVENT DESCRIPTION
February 11	Approval of budget preparation schedule by Mayor & City Council
March 5	City Manager Conducts Budget Workshop with Council & Staff
February & March	City Manager Conducts Budget Reviews with Directors
March 26	Capital Project Budgets, Operating Budgets and Salaries & Benefits requests due
March 1 through March 31	City Manager completes preparation of the Tentative Budget
April 22	Work Meeting to Review and Discuss the Proposed Tentative Budget
May 13	Tentative Budget and Tentative Millage Rate submitted to City Council (10-6-111(1)) Tentative Budget tentatively adopted by City Council (10-6-111(3)) and Public Hearing date set for adoption of Tentative Budget (10-6-113)  Issue notice to Spectrum of Public Hearing (Published 7 days prior to Public Hearing) to consider adoption of Tentative Budget for FY 2026-2027 (10-6-113)
May 27	Public Hearing on Tentative Budget for FY 2026-2027 Issue notice to Spectrum of Public Hearing (Published 7 days prior to Public Hearing) to consider adoption of Tentative Budget for FY 2026-2027 (10-6-113)  Tentative budget made available for public inspection a minimum of 10 days prior to adoption of final budget (10-6-112)  County notified of date, time and place of public hearing for any potential tax levy increase
June 10	Public Hearing on the Final Budget for FY 2026-2027 (10-6-114) If no increase in tax levy, legislative body may adopt Final Budget by Ordinance for FY 2026-2027 (10-6-113-118) Adopt proposed <u>or</u> final tax rate by resolution or ordinance (59-2-912) (10-6-133)

DATE	EVENT DESCRIPTION
June 19	If necessary, due to input received at public hearing, City Council adopts Budget and Tax Rate
June 24	Forward proposed or certified Tax Rate to County Auditor (10-6-134)
Prior to July 10	Final certified copy of budget filed with State Auditor within 30 days after adoption (10-6-118)
	<u>NOTE:</u> If the City decides to increase the tax levy, the City would not adopt the budget in June. In the event of an increase in the tax levy, the following additional steps would be undertaken:
July 22	Last day for County Auditor to notify each owner of real estate within City Limits regarding proposed increase in Tax Levy (59-2-919 (4))
July 27	Issue public notice of Public Hearing for adoption of FY 2026-2027 Tax Levy (59-2-919)
August 12	Mayor and Council hold Public Hearing on proposed augmented tax levy (59-2-919) Mayor and Council adopt Resolution approving augmented tax levy (59-2-919) Mayor and Council adopt Ordinance approving Final Budget
August 15	Forward resolution adopting augmented Tax Levy to County Auditor (59-2-920)