CLEARFIELD CITY COUNCIL
AGENDA AND SUMMARY REPORT
February 5, 2019 – WORK AND SPECIAL SESSIONS

Meetings of the City Council of Clearfield City may be conducted via electronic means pursuant to Utah Code Ann. § 52-4-207 as amended. In such circumstances, contact will be established and maintained via electronic means and the meetings will be conducted pursuant to the Electronic Meetings Policy established by the City Council for electronic meetings.

Executive Conference Room
55 South State Street
Third Floor
Clearfield, Utah

6:00 P.M. CDRA WORK SESSION

Discussion on the Initiation of the Process of Adopting One or More Community Reinvestment Project Area Plans by Designating a Survey Area Known as the Mabey Place Survey Area

*****ADJOURN THE WORK SESSION AND IMMEDIATELY RECONVENE AS THE CDRA IN SPECIAL SESSION *****

City Council Chambers
55 South State Street
Third Floor
Clearfield, Utah

6:00 P.M. CDRA SPECIAL SESSION

1. CONSIDER APPROVAL OF RESOLUTION 2019R-01 INITIATING THE PROCESS OF ADOPTING ONE OR MORE COMMUNITY REINVESTMENT PROJECT AREA PLANS BY DESIGNATING A SURVEY AREA KNOWN AS THE MABEY PLACE SURVEY AREA

   BACKGROUND: The City Council recently approved a budget amendment to contract with Lewis Young Robertson & Burningham (LYRB) to assist in the creation of the Mabey Place Community Reinvestment Area (CRA). The CRA designation will be essential to achieving the vision the City has for the Clearfield downtown. The proposed resolution initiates the process by asking the CDRA Board to designate the Mabey Place Survey Area.

   RECOMMENDATION: Approve Resolution 2019R-01 initiating the process of adopting one or more Community Reinvestment Project Area Plans by designating a survey area known as the Mabey Place Survey Area and authorize the Chair's signature to any necessary documents.

*****ADJOURN AS THE CDRA AND IMMEDIATELY RECONVENE AS THE CITY COUNCIL IN SPECIAL SESSION*****

CITY COUNCIL SPECIAL SESSION

1. CONSIDER APPROVAL OF THE AWARD OF BID FOR THE 250 NORTH CDBG ROADWAY RECONSTRUCTION FROM MAIN STREET (SR126) TO 300 NORTH PROJECT

   BACKGROUND: The City recently received bids from six contractors for the 250 North CDBG Roadway Reconstruction Project. The lowest responsible bidder was Geneva Rock with a bid amount of $844,472.50.

   RECOMMENDATION: Approve the award of bid for the 250 North CDBG Roadway Reconstruction from Main Street (SR126) to 300 North Project to Geneva Rock with a bid amount of $844,472.50; approve contingency and engineering costs of $105,527.50 for a total project cost of $950,000; and authorize the Mayor's signature to any necessary documents.

*****ADJOURN THE SPECIAL SESSION AND IMMEDIATELY RECONVENE IN CITY COUNCIL IN WORK SESSION*****

Executive Conference Room
55 South State Street
Third Floor
Clearfield, Utah

CITY COUNCIL WORK SESSION

Update from the Hill Air Force Base (HAFB) Environmental Directorate

Planning Commission and Parks and Recreation Commission Interviews

Discussion on Appointments to the Planning Commission and Parks and Recreation Commission

Discussion on the Clearfield Station Area Plan

Discussion on the Amended Subdivision Plat for Larsen Commercial Subdivision Lot 2A Second Amendment Located at Approximately 325 West Antelope Drive (TIN: 12-809-0001)

Discussion on the Amended Subdivision Plat for the JNH Subdivision Located at Approximately 360, 340, and 320 West Antelope Drive (TINs: 12-787-0001, 12-787-0002, 12-787-0003)

Discussion on the Amended Subdivision Plat for the Masonic Temple Subdivision Lot 2 Located at Approximately 723 South Depot Street (TINs: 12-066-0113, 12-066-0099, 12-850-0002)

Discussion on the Vacation of an Abandoned Water Line Easement Located at Approximately 1335 East 3000 North and 1303 East 3000 North in Layton (TINs: 09-050-0089, 09-050-0014)

Discussion on the Award of Bid for the Mabey Pond Water Supply Project

Discussion on the Westside Food Pantry

*****ADJOURN AS THE CITY COUNCIL*****

Dated this 30th day of January, 2019.

/s/Nancy R. Dean, City Recorder

The City of Clearfield, in accordance with the 'Americans with Disabilities Act' provides accommodations and auxiliary communicative aids and services for all those citizens needing assistance. Persons requesting these accommodations for City sponsored public meetings, service programs or events should call Nancy Dean at 525-2714, giving her 48-hour notice.

STAFF REPORT

TO: Chairman Bush and CDRA Board Members

FROM: Summer Palmer, Assistant City Manager

MEETING DATE: Feb 5, 2019

SUBJECT: Mabey Place CRA Survey Resolution

RECOMMENDED ACTION

Approve Resolution to create the survey area for the Mabey Place CRA

CORRESPONDING POLICY PRIORITY (IES)

Council has already made a major investment in the area being designated as Mabey Place by purchasing and clearing the CMHP. This is the next step to acquiring the necessary remaining properties to complete the City's vision. We believe the approval of this resolution will help us to ***Improve Clearfield's Image, Livability and Economy*** by promoting a ***high quality economic development*** opportunity in the heart of Clearfield's downtown. This project will be instrumental in changing the image of Clearfield by creating an urban, walkable destination for the region that will drive activity by providing housing, retail, restaurants, gathering spaces and amenities.

DESCRIPTION / BACKGROUND

Last week the City Council approved a budget amendment to contract with Lewis Young Robertson & Burningham (LYRB) to assist in the creation of the Mabey Place CRA. This CRA designation will be essential to achieving the vision we have for Clearfield's downtown as it will not only provide development incentives, but also give the CDRA the power of eminent domain should that become necessary.

This CRA creation will be a bit different than the traditional CRA method we have taken in the past. In order to have the option of eminent domain, the CRA will need to be created through the Taxing Entity Committee (TEC) route. The first step in this process is a determination of blight in the survey area. This resolution, if approved, will designate the survey area that will be used to determine blight. If blight is determined to exist in the survey area, then the CDRA will be granted the power of eminent domain, if the TEC then approves the proposed CRA's Project Rea Plan and Budget.

FINANCAL IMPACT

The blight study, project area plan and budget will be completed by LYRB for the previously amended budgeted amount of $42,550.

ALTERNATIVES

The CDRA Board may decide not to approve the survey area resolution which will inhibit our ability to move forward with the blight study necessary to complete the CRA creation on the TEC track. The board will not have the power of eminent domain to assist in the acquisition of additional properties surrounding the former Clearfield Mobile Home Park which are necessary to complete the vision of the downtown area.

SCHEDULE / TIME CONSTRAINTS

Once this resolution has been approved we will commission the blight study. The next step will be the creation of the CRA plan and budget. Those items will come back to you for your review and approval. I will update you on timeframes once they become available.

LIST OF ATTACHMENTS

- Mabey Place CRA Survey Resolution

CLEARFIELD COMMUNITY DEVELOPMENT AND RENEWAL AGENCY

Resolution 2019R-01

A RESOLUTION INITIATING THE PROCESS OF ADOPTING ONE OR MORE COMMUNITY REINVESTMENT PROJECT AREA PLANS BY DESIGNATING A SURVEY AREA KNOWN AS THE MABEY PLACE SURVEY AREA.

WHEREAS the City of Clearfield, Utah (the "City"), created the Clearfield Community Development and Renewal Agency (the "Agency") pursuant to the provisions of, and the Agency continues to operate under, Title 17C of the Utah Code, known as the Community Reinvestment Agencies Act (the "Act"), for the purposes of conducting community reinvestment activities within the City, as contemplated by the Act; and

WHEREAS the Agency desires to initiate the process of adopting one or more community reinvestment project area plans by adopting this resolution establishing the boundaries of the Mabey Place Survey Area. The boundaries of the Mabey Place Survey Area are depicted on the map attached to this resolution as **Exhibit A**. The Mabey Place Survey Area is located entirely within the Agency's boundaries.

THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE CLEARFIELD COMMUNITY DEVELOPMENT AND RENEWAL AGENCY AS FOLLOWS:

1. The Mabey Place Survey Area requires study to determine whether project area development is feasible within one or more proposed community reinvestment project areas within the Mabey Place Survey Area. Agency staff, consultants and legal counsel are authorized and instructed to conduct such study.

2. If needed, Agency staff, consultants and legal counsel are authorized to conduct a study to determine whether blight exists within any portion of the Mabey Place Survey Area in accordance with Utah Code Ann. § 17C-5-403.

3. Agency staff, consultants and legal counsel are authorized to prepare a proposed community reinvestment project area plan, and accompanying project area budget, for each proposed community reinvestment project area designated by them in the Mabey Place Survey Area, and to conduct any examination, investigation, or negotiation regarding each proposed community reinvestment project area that they consider appropriate, and to take all other actions under the Act which may be appropriate for the successful establishment of any proposed project area(s), including, without limitation, discussions with taxing entities, the preparation for all necessary hearings, the preparation, publication, and/or mailing of statutorily required notices, and the preparation, presentation, and negotiation of any and all interlocal cooperation agreements and related documents.

4. The *above* recitals, and all attached Exhibits, are by this reference made part of this resolution. This resolution takes effect upon adoption.

APPROVED AND ADOPTED this ____ day of January 2019.

_____

Chair

Attest:

_____

Secretary

EXHIBIT A

MAP OF MABEY PLACE SURVEY AREA BOUNDARIES



Clearfield City
we've got it made

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Mark Baird, Deputy Public Works Director

MEETING DATE: January 22, 2019

SUBJECT: Discussion and Consideration on Awarding the Bid for the 250 North CDBG Reconstruction from Main Street (SR-126) to 300 North Project

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RECOMMENDED ACTION

Approve the award of the bid for the 250 North CDBG Reconstruction Project to Geneva Rock for the bid amount of $844,472.50 with contingency and engineering costs of $105,527.50 for a total project cost of $950,000.00; and authorize the Mayor's signature to any necessary documents.

DESCRIPTION / BACKGROUND

The City received bids from six contractors for the 250 North CDBG Roadway, Water, and Sewer Project for work from Main Street to 300 North. The work consists of installing a new 8-inch culinary water line to replace the existing water line which is partially 4-inch and 6-inch lines; two new fire hydrants; and reconnection to one existing hydrant. New water service lines will be installed to several of the properties between the main and the meter. A new 8-inch PVC sewer main line will be installed to replace the existing line. Most curb gutter and sidewalk will be replaced and roadway will be reconstructed.

IMPACT

a. FISCAL

$205,000 has been budgeted from the street fund account 454410 673001 240ST
$270,000 has been budgeted from the water fund account 515110 673001 240W
$240,000 has been budgeted from the sewer fund account 525210 673001 240SW
$125,000 has been budgeted from the storm fund account 535310 673001 240STRM
$131,763 Community Development Block Grant
For a total of $971,763

b. OPERATIONS / SERVICE DELIVERY

Improve water pressure for residents served by the water main, and provide adequate volume for fire protection. Results will reduce maintenance, repair, and cleaning costs for the water and sewer lines on 250 North Street. This will provide better circulation in the

City's water system for that pressure zone and improve the aesthetics of the neighborhood.

ALTERNATIVES

SCHEDULE / TIME CONSTRAINTS

LIST OF ATTACHMENTS

- Engineers Letter of Recommendation
- Bid Results
- Bid Tabulations
- Drawings

CIVIL ENGINEERING CONSULTANTS, PLLC.

5141 South 1500 West
Riverdale City, Utah 84405
801-866-0550

10 January 2019

Clearfield City
55 South State Street
Clearfield, Utah 84015

Attn: Mayor Mark Shepherd and City Council
Proj: **250 North CDBG Reconstruction from Main Street (SR-126) to 300 North**
Subj: Bid Results, Bid Proposal Tabulation & Recommendation

Dear Mark Shepherd and Council Members,

The "Bid Opening" for the above referenced project was conducted yesterday afternoon. The lowest responsible bidder is Geneva Rock Products, Inc. of Ogden, Utah.

Enclosed are the "Bid Results" and "Bid Proposal Tabulation". Geneva Rock Products Inc. bid was reviewed and found to meet the bidding conditions required in the Contract Documents.

Since Geneva Rock Products Inc.'s bid is the low bid for the advertised project, and their bid meets the conditions of the Contract Documents, I herewith recommend award of the above referenced project in the amount of $844,472.50 to Geneva Rock Products Inc.

Should you have any questions or desire additional information concerning the contractor or his bid, please feel free to contact our office at your earliest convenience.

Sincerely,
CEC, Civil Engineering Consultants, PLLC.



R. Todd Freeman, S.E., P.E.
City Engineer

cc: Scott Hodge – Clearfield City Public Works Director
Mark Baird – Clearfield City Deputy Public Works Director
Kamilla Schultz, P.E. – Clearfield City Staff Engineer

BID RESULTS

250 North CDBG Reconstruction
From Main Street (SR-126) to 300 North

OWNER: CLEARFIELD CITY
ENGINEER: CEC, CIVIL ENGINEERING CONSULTANTS, PLLC.

BID DATE: Wednesday, January 9th, 2019
TIME: 2:30 PM

BID LOCATION: Clearfield City Offices
55 South State Street; 3rd Floor
Clearfield, Utah 84015

BIDDERS NAME	ADDENDUM #1 and #2	BID BOND	BID AMOUNT
Geneva Rock Products, Inc.	X	5%	$844,472.50
BH Inc.	X	5%	$848,919.50
Wardell Brothers Construction	x	5%	$862,254.50
Post Asphalt Paving & Construction	X	5%	$930,972.50
Staker Parson Materials & Construction	X	5%	$938,140.50
Advanced Paving and Construction, LLC	X	5%	$975,281.00

BID PROPOSAL TABULATION

PROJECT NAME: 250 North CDBG Reconstruction
from Main Street (SR-126) to 300 North

BID DATE: January 9th, 2019
OWNER: CLEARFIELD CITY
PUBLIC WORKS DIRECTOR: SCOTT HODGE

Bid Item	Description	Quantity	Unit	Advanced Paving and Construction, LLC P.O. Box 12847 Ogden, Utah 84412		BH Inc. 826 South 1500 East Vernal, UT 84078		Geneva Rock Products, Inc. 1250 Stock Road Ogden, Utah 84401	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
Schedule A: Roadway Improvements.									
A1.	Mobilization, SWPPP & traffic control.	1	ls.	$72,000.00	$72,000.00	$94,550.00	$94,550.00	$51,000.00	$51,000.00
A2.	roadbase to sub-base grade (approximately 4,680 square yards).	1	ls.	$30,000.00	$30,000.00	$20,900.00	$20,900.00	$32,000.00	$32,000.00
A3.	Removal and disposal of sidewalk.	2,350	lf.	$4.00	$9,400.00	$3.50	$8,225.00	$2.85	$6,697.50
A4.	Removal and disposal of concrete flatwork.	3,110	sf.	$1.40	$4,354.00	$0.90	$2,799.00	$1.75	$5,442.50
A5.	Removal and disposal of existing curb and gutter.	2,700	lf.	$3.00	$8,100.00	$4.50	$12,150.00	$3.65	$9,855.00
A6.	Furnish and install concrete curb and gutter.	2,700	lf.	$19.50	$52,650.00	$20.50	$55,350.00	$23.00	$62,100.00
A7.	Furnish and install 4-foot wide 4-inch thick sidewalk.	1,925	lf.	$19.00	$36,575.00	$22.50	$43,312.50	$20.50	$39,462.50
A8.	Furnish and install 4-foot wide 6-inch thick sidewalk.	425	lf.	$37.00	$15,725.00	$27.00	$11,475.00	$33.00	$14,025.00
A9.	Furnish and install 4-inch thick concrete flatwork.	1,230	sf.	$5.30	$6,519.00	$5.50	$6,765.00	$7.25	$8,917.50
A10.	Furnish and install 6-inch thick concrete flatwork /sidewalk.	2,100	sf.	$7.00	$14,700.00	$6.75	$14,175.00	$9.00	$18,900.00
A11.	Furnish and install handicap ramp (yellow in color).	2	ea.	$1,240.00	$2,480.00	$1,250.00	$2,500.00	$2,430.00	$4,860.00
A12.	Furnish and install untreated roadbase materials for roadway – 8" thick.	2,550	ton	$20.00	$51,000.00	$23.00	$58,650.00	$22.00	$56,100.00
A13.	Furnish and install flowable fill for trench backfill.	75	cy	$180.00	$13,500.00	$125.00	$9,375.00	$150.00	$11,250.00

Bid Item	Description	Quantity	Unit	Advanced Paving and Construction, LLC P.O. Box 12847 Ogden, Utah 84412		BH Inc. 826 South 1500 East Vernal, UT 84078		Geneva Rock Products, Inc. 1250 Stock Road Ogden, Utah 84401	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
Asphalt Option A									
A14.	Furnish and install bituminous asphalt paving materials – 3" thick (APWA 2017, Class II, PG 58-28, 15% - 30% RAP Content, 75 Gyration).	1,150	ton	$70.00	$80,500.00	$69.00	$79,350.00	$75.00	$86,250.00
Asphalt Option B									
A14.	Furnish and install bituminous asphalt paving materials – 3" thick (APWA 2017, Class II, PG 58-28, 15% - 30% RAP Content, 50 Blow Marshall).	1,150	ton	$67.00	$77,050.00	$66.50	$76,475.00	$70.00	$80,500.00
A15.	Furnish and install PG Grade 6434 bituminous asphalt paving materials.	35	ton	$140.00	$4,900.00	$166.00	$5,810.00	$118.00	$4,130.00
A16.	Adjust manhole ring and cover to finish grade.	4	ea.	$820.00	$3,280.00	$700.00	$2,800.00	$832.00	$3,328.00
A17.	Adjust valve box ring and cover to finish grade.	9	ea.	$560.00	$5,040.00	$500.00	$4,500.00	$952.00	$8,568.00
A18.	Remove existing trees and grind roots at Sta 0+74.26 LT 38.26'.	1	ea.	$1,900.00	$1,900.00	$1,300.00	$1,300.00	$775.00	$775.00
A19.	Remove existing trees and grind roots at Sta 4+49.94 RT 19.12'.	1	ea.	$2,000.00	$2,000.00	$1,100.00	$1,100.00	$775.00	$775.00
A20.	Remove existing trees and grind roots at 4+60.48 LT 5.27'.	1	ea.	$1,475.00	$1,475.00	$800.00	$800.00	$775.00	$775.00
A21.	Remove existing trees and grind roots at Sta 4+91.23 RT 33.09'.	1	ea.	$2,150.00	$2,150.00	$1,400.00	$1,400.00	$775.00	$775.00
A22.	Remove existing trees and grind roots at Sta 5+86.44 LT 34.12'.	1	ea.	$2,000.00	$2,000.00	$1,300.00	$1,300.00	$775.00	$775.00
A23.	Remove existing trees and grind roots at Sta 6+84.28 LT 33.78'.	1	ea.	$2,000.00	$2,000.00	$1,300.00	$1,300.00	$775.00	$775.00

Bid Item	Description	Quantity	Unit	Advanced Paving and Construction, LLC P.O. Box 12847 Ogden, Utah 84412		BH Inc. 826 South 1500 East Vernal, UT 84078		Geneva Rock Products, Inc. 1250 Stock Road Ogden, Utah 84401	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
A24.	Remove existing trees and grind roots at Sta 7+35 LT 21.50' (All three trees).	1	ea.	$565.00	$565.00	$450.00	$450.00	$775.00	$775.00
A25.	Remove existing trees and grind roots at Sta 10+81.98 LT 32.59' (All three trees).	1	ea.	$565.00	$565.00	$450.00	$450.00	$775.00	$775.00
A26.	Remove and replace all landscaping improvements, public/private damaged during construction.	1	ls.	$28,000.00	$28,000.00	$4,250.00	$4,250.00	$41,600.00	$41,600.00
A27.	Sub-grade excavation, disposal and replacement with crushed pit run materials.	750	ton	$30.00	$22,500.00	$36.00	$27,000.00	$33.85	$25,387.50
A28.	**Substantial Completion Date.**	**Date**		31st May 2019		25th May 2019		31st May 2019	
	Subtotal Schedule A, Asphalt Option A:				**$473,878.00**		**$472,036.50**		**$496,073.50**
	Subtotal Schedule A, Asphalt Option B:				**$470,428.00**		**$469,161.50**		**$490,323.50**
Schedule B: Culinary Water Improvements.									
B1.	Remove and salvage valve and fire hydrant.	2	ea.	$1,400.00	$2,800.00	$550.00	$1,100.00	$1,265.00	$2,530.00
B2.	Furnish and install 8-inch diameter C-900 DR-18 pvc culinary waterline.	1,420	lf.	$73.00	$103,660.00	$31.50	$44,730.00	$35.00	$49,700.00
B3.	Furnish and install 8-inch gate valve.	5	ea.	$2,425.00	$12,125.00	$1,625.00	$8,125.00	$1,870.00	$9,350.00
B4.	Furnish and install fire hydrant.	2	ea.	$6,750.00	$13,500.00	$5,700.00	$11,400.00	$4,780.00	$9,560.00
B5.	Reconnect existing fire hydrant at Sta 2+50.	1	ls.	$3,670.00	$3,670.00	$2,850.00	$2,850.00	$1,925.00	$1,925.00
B6.	Construct waterline connection Sta 0+26.55 LT 9.51'.	1	ea.	$4,220.00	$4,220.00	$2,100.00	$2,100.00	$2,680.00	$2,680.00
B7.	Construct waterline connection Sta 10+09.89 RT 10.33'.	1	ea.	$8,250.00	$8,250.00	$4,275.00	$4,275.00	$3,685.00	$3,685.00
B8.	Construct waterline connection Sta 13+97.92 LT 10.62'.	1	ea	$12,350.00	$12,350.00	$6,275.00	$6,275.00	$3,775.00	$3,775.00
B9.	Remove and replace 1 1/2" water service and meter.	1	ea	$5,535.00	$5,535.00	$5,150.00	$5,150.00	$2,650.00	$2,650.00

Bid Item	Description	Quantity	Unit	Advanced Paving and Construction, LLC P.O. Box 12847 Ogden, Utah 84412		BH Inc. 826 South 1500 East Vernal, UT 84078		Geneva Rock Products, Inc. 1250 Stock Road Ogden, Utah 84401	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
B10.	Furnish and install copper water service lateral piping (3/4" diameter).	105	lf.	$65.00	$6,825.00	$25.00	$2,625.00	$25.00	$2,625.00
B11.	Furnish and install copper water service lateral piping (1" diameter).	400	lf.	$67.00	$26,800.00	$26.00	$10,400.00	$22.00	$8,800.00
B12.	Furnish and install water meter yoke (3/4" diameter).	4	ea.	$102.00	$408.00	$76.00	$304.00	$228.00	$912.00
B13.	Furnish and install water meter yoke (1" diameter).	15	ea.	$113.00	$1,695.00	$98.00	$1,470.00	$240.00	$3,600.00
B14.	Furnish and install angle dual check valve (3/4" diameter).	4	ea.	$200.00	$800.00	$150.00	$600.00	$656.00	$2,624.00
B15.	Furnish and install angle dual check valve (1" diameter).	15	ea.	$265.00	$3,975.00	$225.00	$3,375.00	$590.00	$8,850.00
B16.	Furnish and install locking angle meter valve (3/4" diameter).	4	ea.	$300.00	$1,200.00	$155.00	$620.00	$315.00	$1,260.00
B17.	Furnish and install locking angle meter valve (1" diameter).	15	ea.	$230.00	$3,450.00	$200.00	$3,000.00	$378.00	$5,670.00
B18.	Furnish and install water meter expansion nut (3/4" diameter).	4	ea.	$115.00	$460.00	$61.00	$244.00	$201.00	$804.00
B19.	Furnish and install water meter expansion nut (1" diameter).	15	ea.	$130.00	$1,950.00	$77.00	$1,155.00	$250.00	$3,750.00
B20.	Reconnection of the culinary water service lateral to the main line.	19	ea.	$820.00	$15,580.00	$950.00	$18,050.00	$858.00	$16,302.00
B21.	Furnish meter box.	19	ea.	$250.00	$4,750.00	$225.00	$4,275.00	$400.00	$7,600.00
B22.	Furnish 1" diameter clean gravel pipe bedding materials.	950	ton	$20.00	$19,000.00	$22.75	$21,612.50	$18.00	$17,100.00
B23.	Furnish clean import material for trench backfill.	2,050	ton.	$11.00	$22,550.00	$14.75	$30,237.50	$9.75	$19,987.50
	Subtotal Schedule B:				**$275,553.00**		**$183,973.00**		**$185,739.50**

Bid Item	Description	Quantity	Unit	Advanced Paving and Construction, LLC P.O. Box 12847 Ogden, Utah 84412		BH Inc. 826 South 1500 East Vernal, UT 84078		Geneva Rock Products, Inc. 1250 Stock Road Ogden, Utah 84401	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
Schedule C: Sanitary Sewer Improvements									
C1.	Removal and disposal of sanitary sewer manhole.	2	ea.	$800.00	$1,600.00	$775.00	$1,550.00	$975.00	$1,950.00
C2.	Furnish and install 4-foot diameter sanitary sewer manhole.	4	ea.	$4,125.00	$16,500.00	$2,550.00	$10,200.00	$3,678.00	$14,712.00
C3.	Furnish and install 8-inch pvc sanitary sewer pipe.	985	lf	$72.00	$70,920.00	$69.50	$68,457.50	$56.00	$55,160.00
C4.	Locate and trace sewer lateral piping from 36 West /38 West.	1	ls.	$1,920.00	$1,920.00	$1,150.00	$1,150.00	$119.00	$119.00
C5.	Furnish and install 4-inch pvc sanitary sewer lateral pipe.	170	lf.	$78.00	$13,260.00	$35.25	$5,992.50	$31.00	$5,270.00
C6.	Reconnect 4-inch sewer service lateral.	18	ea.	$1,050.00	$18,900.00	$460.00	$8,280.00	$507.00	$9,126.00
C7.	Furnish 1" diameter clean gravel pipe bedding materials.	700	ton	$20.00	$14,000.00	$22.75	$15,925.00	$19.00	$13,300.00
C8.	Furnish clean import material for trench backfill.	2,500	ton	$12.00	$30,000.00	$14.75	$36,875.00	$7.65	$19,125.00
	Subtotal Schedule C:				**$167,100.00**		**$148,430.00**		**$118,762.00**
Schedule D: Storm Water Improvements									
D1.	Remove and dispose of old storm water catch basin box.	2	ea.	$800.00	$1,600.00	$725.00	$1,450.00	$320.00	$640.00
D2.	Remove and dispose existing storm water pipe.	50	lf.	$18.00	$900.00	$21.00	$1,050.00	$15.00	$750.00
D3.	Furnish and install a cast-in-place hooded storm water inlet catch basin box with troughs.	2	ea.	$3,000.00	$6,000.00	$3,100.00	$6,200.00	$2,000.00	$4,000.00
D4.	Furnish and install a cast-in-place combination manhole and hooded storm water inlet catch basin box with troughs.	3	ea.	$4,080.00	$12,240.00	$4,750.00	$14,250.00	$4,220.00	$12,660.00
D5.	Furnish and install 4-foot diameter storm water manhole.	1	ea	$4,000.00	$4,000.00	$2,725.00	$2,725.00	$3,075.00	$3,075.00
D6.	Furnish and install dipstone outlet structure.	1	ea	$4,260.00	$4,260.00	$5,050.00	$5,050.00	$5,000.00	$5,000.00

Bid Item	Description	Quantity	Unit	Advanced Paving and Construction, LLC P.O. Box 12847 Ogden, Utah 84412		BH Inc. 826 South 1500 East Vernal, UT 84078		Geneva Rock Products, Inc. 1250 Stock Road Ogden, Utah 84401	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
D7.	Furnish and install 15-inch diameter rcp storm water pipe.	355	lf.	$80.00	$28,400.00	$31.00	$11,005.00	$55.00	$19,525.00
D8.	Furnish 1" diameter clean gravel pipe bedding materials.	150	ton	$20.00	$3,000.00	$22.75	$3,412.50	$19.00	$2,850.00
D9.	Furnish clean import material for trench backfill.	150	ton	$12.00	$1,800.00	$14.75	$2,212.50	$7.65	$1,147.50
	Subtotal Schedule D:				**$62,200.00**		**$47,355.00**		**$49,647.50**
	TOTAL BID PROPOSAL AMOUNT ASPHALT OPTION A:				**$978,731.00**		**$851,794.50**		**$850,222.50**
	TOTAL BID PROPOSAL AMOUNT ASPHALT OPTION B:				**$975,281.00**		**$848,919.50**		**$844,472.50**
	Surety Company			Fidelity and Deposit Company of Maryland		The Guarantee Company of North America USA		Travelers Casualty & Surety Company of America	
	City, State			Schaumberg, IL		Southfield, Michigan		State of Connecticut	
	Bid Security - Bid Bond Amount			5%		5%		5%	
	Contractor's License Number			8698462-5551		360856-5501		22-239696-5501	

BID PROPOSAL TABULATION

PROJECT NAME: 250 North CDBG Reconstruction
from Main Street (SR-126) to 300 North

BID DATE: January 9th, 2019
OWNER: CLEARFIELD CITY
PUBLIC WORKS DIRECTOR: SCOTT HODGE

Bid Item	Description	Quantity	Unit	Post Asphalt Paving & Construction 1762 West 1350 South Ogden, UT 84404		Staker Parson Materials & Construction 2350 South 1900 W Ogden, UT 84401		Wardell Brothers Construction 477 E 100 N Morgan, UT 84050	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
Schedule A: Roadway Improvements.									
A1.	Mobilization, SWPPP & traffic control.	1	ls.	$55,000.00	$55,000.00	$34,500.00	$34,500.00	$45,500.00	$45,500.00
A2.	roadbase to sub-base grade (approximately 4,680 square yards).	1	ls.	$37,800.00	$37,800.00	$49,000.00	$49,000.00	$25,570.00	$25,570.00
A3.	Removal and disposal of sidewalk.	2,350	lf.	$4.95	$11,632.50	$6.35	$14,922.50	$5.00	$11,750.00
A4.	Removal and disposal of concrete flatwork.	3,110	sf.	$2.50	$7,775.00	$2.40	$7,464.00	$6.00	$18,660.00
A5.	Removal and disposal of existing curb and gutter.	2,700	lf.	$5.00	$13,500.00	$5.75	$15,525.00	$5.00	$13,500.00
A6.	Furnish and install concrete curb and gutter.	2,700	lf.	$20.25	$54,675.00	$20.90	$56,430.00	$18.00	$48,600.00
A7.	Furnish and install 4-foot wide 4-inch thick sidewalk.	1,925	lf.	$21.95	$42,253.75	$24.80	$47,740.00	$18.50	$35,612.50
A8.	Furnish and install 4-foot wide 6-inch thick sidewalk.	425	lf.	$24.00	$10,200.00	$31.80	$13,515.00	$24.00	$10,200.00
A9.	Furnish and install 4-inch thick concrete flatwork.	1,230	sf.	$5.25	$6,457.50	$6.30	$7,749.00	$5.50	$6,765.00
A10.	Furnish and install 6-inch thick concrete flatwork /sidewalk.	2,100	sf.	$7.75	$16,275.00	$7.85	$16,485.00	$6.50	$13,650.00
A11.	Furnish and install handicap ramp (yellow in color).	2	ea.	$1,100.00	$2,200.00	$1,115.00	$2,230.00	$1,100.00	$2,200.00
A12.	Furnish and install untreated roadbase materials for roadway – 8" thick.	2,550	ton	$18.95	$48,322.50	$20.60	$52,530.00	$17.00	$43,350.00
A13.	Furnish and install flowable fill for trench backfill.	75	cy	$168.00	$12,600.00	$168.00	$12,600.00	$185.00	$13,875.00

Bid Item	Description	Quantity	Unit	Post Asphalt Paving & Construction 1762 West 1350 South Ogden, UT 84404		Staker Parson Materials & Construction 2350 South 1900 W Ogden, UT 84401		Wardell Brothers Construction 477 E 100 N Morgan, UT 84050	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
Asphalt Option A									
A14.	Furnish and install bituminous asphalt paving materials – 3" thick (APWA 2017, Class II, PG 58-28, 15% - 30% RAP Content, 75 Gyration).	1,150	ton	$72.25	$83,087.50	$61.50	$70,725.00	$66.00	$75,900.00
Asphalt Option B									
A14.	Furnish and install bituminous asphalt paving materials – 3" thick (APWA 2017, Class II, PG 58-28, 15% - 30% RAP Content, 50 Blow Marshall).	1,150	ton	$61.50	$70,725.00	$59.50	$68,425.00	$62.00	$71,300.00
A15.	Furnish and install PG Grade 6434 bituminous asphalt paving materials.	35	ton	$155.00	$5,425.00	$149.00	$5,215.00	$135.00	$4,725.00
A16.	Adjust manhole ring and cover to finish grade.	4	ea.	$915.00	$3,660.00	$910.00	$3,640.00	$700.00	$2,800.00
A17.	Adjust valve box ring and cover to finish grade.	9	ea.	$605.00	$5,445.00	$600.00	$5,400.00	$750.00	$6,750.00
A18.	Remove existing trees and grind roots at Sta 0+74.26 LT 38.26'.	1	ea.	$450.00	$450.00	$680.00	$680.00	$1,035.00	$1,035.00
A19.	Remove existing trees and grind roots at Sta 4+49.94 RT 19.12'.	1	ea.	$450.00	$450.00	$680.00	$680.00	$1,100.00	$1,100.00
A20.	Remove existing trees and grind roots at 4+60.48 LT 5.27'.	1	ea.	$450.00	$450.00	$680.00	$680.00	$550.00	$550.00
A21.	Remove existing trees and grind roots at Sta 4+91.23 RT 33.09'.	1	ea.	$450.00	$450.00	$680.00	$680.00	$1,100.00	$1,100.00
A22.	Remove existing trees and grind roots at Sta 5+86.44 LT 34.12'.	1	ea.	$450.00	$450.00	$680.00	$680.00	$1,000.00	$1,000.00
A23.	Remove existing trees and grind roots at Sta 6+84.28 LT 33.78'.	1	ea.	$450.00	$450.00	$680.00	$680.00	$800.00	$800.00

Bid Item	Description	Quantity	Unit	Post Asphalt Paving & Construction 1762 West 1350 South Ogden, UT 84404		Staker Parson Materials & Construction 2350 South 1900 W Ogden, UT 84401		Wardell Brothers Construction 477 E 100 N Morgan, UT 84050	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
A24.	Remove existing trees and grind roots at Sta 7+35 LT 21.50' (All three trees).	1	ea.	$450.00	$450.00	$2,050.00	$2,050.00	$600.00	$600.00
A25.	Remove existing trees and grind roots at Sta 10+81.98 LT 32.59' (All three trees).	1	ea.	$450.00	$450.00	$2,050.00	$2,050.00	$750.00	$750.00
A26.	Remove and replace all landscaping improvements, public/private damaged during construction.	1	ls.	$33,125.00	$33,125.00	$13,000.00	$13,000.00	$34,500.00	$34,500.00
A27.	Sub-grade excavation, disposal and replacement with crushed pit run materials.	750	ton	$36.50	$27,375.00	$48.00	$36,000.00	$24.00	$18,000.00
A28.	**Substantial Completion Date.**	**Date**		10th June 2019		15th June 2019		1st June 2019	
	Subtotal Schedule A, Asphalt Option A:				**$480,408.75**		**$472,850.50**		**$438,842.50**
	Subtotal Schedule A, Asphalt Option B:				**$468,046.25**		**$470,550.50**		**$434,242.50**
Schedule B: Culinary Water Improvements.									
B1.	Remove and salvage valve and fire hydrant.	2	ea.	$1,330.00	$2,660.00	$1,330.00	$2,660.00	$1,400.00	$2,800.00
B2.	Furnish and install 8-inch diameter C-900 DR-18 pvc culinary waterline.	1,420	lf.	$67.75	$96,205.00	$67.75	$96,205.00	$34.50	$48,990.00
B3.	Furnish and install 8-inch gate valve.	5	ea.	$2,250.00	$11,250.00	$2,250.00	$11,250.00	$1,340.00	$6,700.00
B4.	Furnish and install fire hydrant.	2	ea.	$6,260.00	$12,520.00	$6,250.00	$12,500.00	$5,030.00	$10,060.00
B5.	Reconnect existing fire hydrant at Sta 2+50.	1	ls.	$3,405.00	$3,405.00	$3,400.00	$3,400.00	$2,725.00	$2,725.00
B6.	Construct waterline connection Sta 0+26.55 LT 9.51'.	1	ea.	$3,925.00	$3,925.00	$3,900.00	$3,900.00	$2,900.00	$2,900.00
B7.	Construct waterline connection Sta 10+09.89 RT 10.33'.	1	ea.	$7,640.00	$7,640.00	$7,640.00	$7,640.00	$9,700.00	$9,700.00
B8.	Construct waterline connection Sta 13+97.92 LT 10.62'.	1	ea	$11,500.00	$11,500.00	$11,450.00	$11,450.00	$11,170.00	$11,170.00
B9.	Remove and replace 1 1/2" water service and meter.	1	ea	$5,130.00	$5,130.00	$5,150.00	$5,150.00	$5,050.00	$5,050.00

Bid Item	Description	Quantity	Unit	Post Asphalt Paving & Construction 1762 West 1350 South Ogden, UT 84404		Staker Parson Materials & Construction 2350 South 1900 W Ogden, UT 84401		Wardell Brothers Construction 477 E 100 N Morgan, UT 84050	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
B10.	Furnish and install copper water service lateral piping (3/4" diameter).	105	lf.	$59.90	$6,289.50	$60.00	$6,300.00	$19.00	$1,995.00
B11.	Furnish and install copper water service lateral piping (1" diameter).	400	lf.	$61.40	$24,560.00	$62.00	$24,800.00	$20.00	$8,000.00
B12.	Furnish and install water meter yoke (3/4" diameter).	4	ea.	$94.50	$378.00	$95.00	$380.00	$150.00	$600.00
B13.	Furnish and install water meter yoke (1" diameter).	15	ea.	$105.00	$1,575.00	$105.00	$1,575.00	$200.00	$3,000.00
B14.	Furnish and install angle dual check valve (3/4" diameter).	4	ea.	$184.00	$736.00	$185.00	$740.00	$125.00	$500.00
B15.	Furnish and install angle dual check valve (1" diameter).	15	ea.	$247.00	$3,705.00	$245.00	$3,675.00	$175.00	$2,625.00
B16.	Furnish and install locking angle meter valve (3/4" diameter).	4	ea.	$178.50	$714.00	$180.00	$720.00	$125.00	$500.00
B17.	Furnish and install locking angle meter valve (1" diameter).	15	ea.	$215.50	$3,232.50	$215.00	$3,225.00	$200.00	$3,000.00
B18.	Furnish and install water meter expansion nut (3/4" diameter).	4	ea.	$105.00	$420.00	$105.00	$420.00	$40.00	$160.00
B19.	Furnish and install water meter expansion nut (1" diameter).	15	ea.	$120.75	$1,811.25	$120.00	$1,800.00	$65.00	$975.00
B20.	Reconnection of the culinary water service lateral to the main line.	19	ea.	$755.00	$14,345.00	$760.00	$14,440.00	$1,150.00	$21,850.00
B21.	Furnish meter box.	19	ea.	$230.00	$4,370.00	$230.00	$4,370.00	$225.00	$4,275.00
B22.	Furnish 1" diameter clean gravel pipe bedding materials.	950	ton	$17.75	$16,862.50	$18.00	$17,100.00	$15.00	$14,250.00
B23.	Furnish clean import material for trench backfill.	2,050	ton.	$10.40	$21,320.00	$11.00	$22,550.00	$18.00	$36,900.00
	Subtotal Schedule B:				**$254,553.75**		**$256,250.00**		**$198,725.00**

Bid Item	Description	Quantity	Unit	Post Asphalt Paving & Construction 1762 West 1350 South Ogden, UT 84404		Staker Parson Materials & Construction 2350 South 1900 W Ogden, UT 84401		Wardell Brothers Construction 477 E 100 N Morgan, UT 84050	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
Schedule C: Sanitary Sewer Improvements									
C1.	Removal and disposal of sanitary sewer manhole.	2	ea.	$741.00	$1,482.00	$740.00	$1,480.00	$1,000.00	$2,000.00
C2.	Furnish and install 4-foot diameter sanitary sewer manhole.	4	ea.	$3,825.00	$15,300.00	$3,820.00	$15,280.00	$3,100.00	$12,400.00
C3.	Furnish and install 8-inch pvc sanitary sewer pipe.	985	lf	$65.55	$64,566.75	$66.00	$65,010.00	$83.00	$81,755.00
C4.	Locate and trace sewer lateral piping from 36 West /38 West.	1	ls.	$1,780.00	$1,780.00	$1,780.00	$1,780.00	$6,700.00	$6,700.00
C5.	Furnish and install 4-inch pvc sanitary sewer lateral pipe.	170	lf.	$72.50	$12,325.00	$73.00	$12,410.00	$55.00	$9,350.00
C6.	Reconnect 4-inch sewer service lateral.	18	ea.	$965.00	$17,370.00	$975.00	$17,550.00	$744.00	$13,392.00
C7.	Furnish 1" diameter clean gravel pipe bedding materials.	700	ton	$17.75	$12,425.00	$18.00	$12,600.00	$15.00	$10,500.00
C8.	Furnish clean import material for trench backfill.	2,500	ton	$10.40	$26,000.00	$11.00	$27,500.00	$18.00	$45,000.00
	Subtotal Schedule C:				**$151,248.75**		**$153,610.00**		**$181,097.00**
Schedule D: Storm Water Improvements									
D1.	Remove and dispose of old storm water catch basin box.	2	ea.	$741.00	$1,482.00	$740.00	$1,480.00	$600.00	$1,200.00
D2.	Remove and dispose existing storm water pipe.	50	lf.	$16.25	$812.50	$16.50	$825.00	$20.00	$1,000.00
D3.	Furnish and install a cast-in-place hooded storm water inlet catch basin box with troughs.	2	ea.	$2,710.00	$5,420.00	$2,700.00	$5,400.00	$2,200.00	$4,400.00
D4.	Furnish and install a cast-in-place combination manhole and hooded storm water inlet catch basin box with troughs.	3	ea.	$3,780.00	$11,340.00	$3,800.00	$11,400.00	$3,750.00	$11,250.00
D5.	Furnish and install 4-foot diameter storm water manhole.	1	ea	$3,665.00	$3,665.00	$3,700.00	$3,700.00	$2,950.00	$2,950.00
D6.	Furnish and install dipstone outlet structure.	1	ea	$3,965.00	$3,965.00	$3,950.00	$3,950.00	$3,980.00	$3,980.00

Bid Item	Description	Quantity	Unit	Post Asphalt Paving & Construction 1762 West 1350 South Ogden, UT 84404		Staker Parson Materials & Construction 2350 South 1900 W Ogden, UT 84401		Wardell Brothers Construction 477 E 100 N Morgan, UT 84050	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
D7.	Furnish and install 15-inch diameter rcp storm water pipe.	355	lf.	$73.85	$26,216.75	$75.00	$26,625.00	$52.00	$18,460.00
D8.	Furnish 1" diameter clean gravel pipe bedding materials.	150	ton	$17.75	$2,662.50	$18.00	$2,700.00	$15.00	$2,250.00
D9.	Furnish clean import material for trench backfill.	150	ton	$10.40	$1,560.00	$11.00	$1,650.00	$18.00	$2,700.00
	Subtotal Schedule D:				**$57,123.75**		**$57,730.00**		**$48,190.00**
	TOTAL BID PROPOSAL AMOUNT ASPHALT OPTION A:				**$943,335.00**		**$940,440.50**		**$866,854.50**
	TOTAL BID PROPOSAL AMOUNT ASPHALT OPTION B:				**$930,972.50**		**$938,140.50**		**$862,254.50**
	Surety Company			The Guarantee Company of North America, USA		Fidelity and Deposit Company of Maryland		The Guarantee Company of North America, USA	
	City, State			Southfield, Michigan		Baltimore, MD		Southfield, Michigan	
	Bid Security - Bid Bond Amount			5%		5%		5%	
	Contractor's License Number			321927-5501		4910822-5501		5521203-5501	

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Spencer W. Brimley, Community Development Director

MEETING DATE: Tuesday, February 5, 2019

SUBJECT: Clearfield Station Area Plan Discussion

RECOMMENDED ACTION

No action is required at this time. Staff is providing the Council with an update on the progress of the Station Area Plan and would like to answer any questions and obtain any additional feedback. The attached document will be supplemented at the time a developer is selected for development of the site.

DESCRIPTION / BACKGROUND

Clearfield City has spent a great deal of time and effort on the anticipated redevelopment of the Clearfield Station Frontrunner station site. Over the years staff has worked with private developers and large manufacturing tenants with the desire to see this site developed into a community gem and asset. The City partnered with UTA for the purpose of planning and setting a mutually agreed upon standard for the site. UTA has recently changed its TOD policy and planning directives to allow for greater participation in the design and overall opportunity associated with its TODs in various communities. This Station Area Plan project has evaluated connectedness and the creation or paths both in an out of the site, as well as created a plan for the development of the remaining approximately 60 acres. Staff has spent time working with UTA and the consultant in open meetings, as well as a design discussion to come up with the concept for the overall site.

The purpose of this Station Area Plan is to fix a shared vision that is informed by examining how the area surrounding a station is presently being used, and how the respective community perceives its future. Station Area Plans are to be informed by an assessment of any and all plans and policies that have been adopted by the a city, an analysis of the existing conditions within the station area, and feedback gathered from community engagement functions (i.e. open houses, surveys, forums, charrettes, etc.). The plan also includes strategic recommendations that describe a course of action for the plan area.

The final plan area is to be defined by the respective local government and may be used for the purposes of analysis, community engagement, and final recommendations.

The purpose of this project has been to create a Station Area Plan that:

1. Identifies where opportunities and constraints occur within a station area,
2. Identifies where affordable housing might be appropriate and in what capacity, describes a preferred vision shared by the community within and around the station area, and
3. Provides strategic recommendations that may be pursued by both UTA and the respective local government.

The City and UTA have facilitated the creation of the Clearfield Connected Station Area Plan and Design Guidelines, which, should a proposed rezoning be approved, will be adopted by ordinance and be a subpart of the Land Use Ordinance (Title 11). The Station Area Plan has sought to create the proper vision, along with goals and objectives to assure the success of the overall site. Staff has included the Vision and 8 goals below:

"Clearfield station will be a thriving, mixed-use, walkable neighborhood that Leverages the commuter rail station to create a complete community with Multiple transportation options that connect it to the Wasatch Front. It will become a regional destination that provides abundant opportunities For employment, living, shopping, recreation, and more, which will all work Together to create a great place."

Each goal is meant to aid in the overall success of the remaining 56 acres.

1. *Create An Exciting Destination*
2. *Create A Complete Community*
3. *Provide Community Assets*
4. *Promote Quality Urban Design*
5. *Maintain Convenient Transit Access*
6. *Generate Transit Ridership*
7. *Connect The Site To The City + Region*
8. *Promote The City's Draft Industrial Heritage*

CORRESPONDING POLICY PRIORITY (IES)

Clearfield City has experienced somewhat of a resurgence over the past few years. Efforts have been made to increase development opportunities, strengthen business relationship as well as an increased measure to improve the image and livability of the City. Staff, with support of the Council, has undertaken plans and projects to facilitate these opportunities. Policy Priority #2 in the Strategic Plan for the City is a desire to improve Clearfield's image, livability and economy. This Station Area Plan is a City initiated and driven project to help facilitate development on one of the largest community assets. This plan, in collaboration with UTA, will set the standard for development at transit sites and provide the context and framework for build out of nearly 60 acres of contiguous land in Clearfield. The following strategies are addressed and/or accomplished by implementation of this Station Area Plan:

- Facilitate the revitalization and renewal of the City.
- Eliminate blight and actively pursue citywide beautification.
- Utilize proven economic development tools to strengthen the local economy.
- Incentivize and promote downtown redevelopment to create a vibrant, attractive, and healthy urban setting.

FISCAL IMPACT

The original budget for Station Area Plan was $80,000, which was split equally between UTA and the City. The project has required additional design of the concept plans as well as meeting with the consultant, UTA and the City. Staff has been working with UTA and the consultant for a longer period of time than was expected in the original contract for services as well. All additional items and time have required a change order and increase to the overall budget for this project in the amount of $12,500. This amount will be handled in the same manner that was originally agreed to with UTA and the City splitting the amount 50/50.

ALTERNATIVES

N/A

SCHEDULE / TIME CONSTRAINTS

Staff is aware of the following dates and potential action to be take:

- Staff will be discussing the Station Area Plan as a part of the rezone of the properties to the MU zoning district at the Planning Commission on February 6, 2019.
- UTA will be discussing the Station Area Plan with their advisory board/committee on February 20, 2019.
- UTA staff will present the Station Area Plan to the UTA board in late February or early March.
- The rezone application for MU zoning on the site will be presented to the Council in a work session and has been noticed for a public hearing on Tuesday, February 26, 2019.

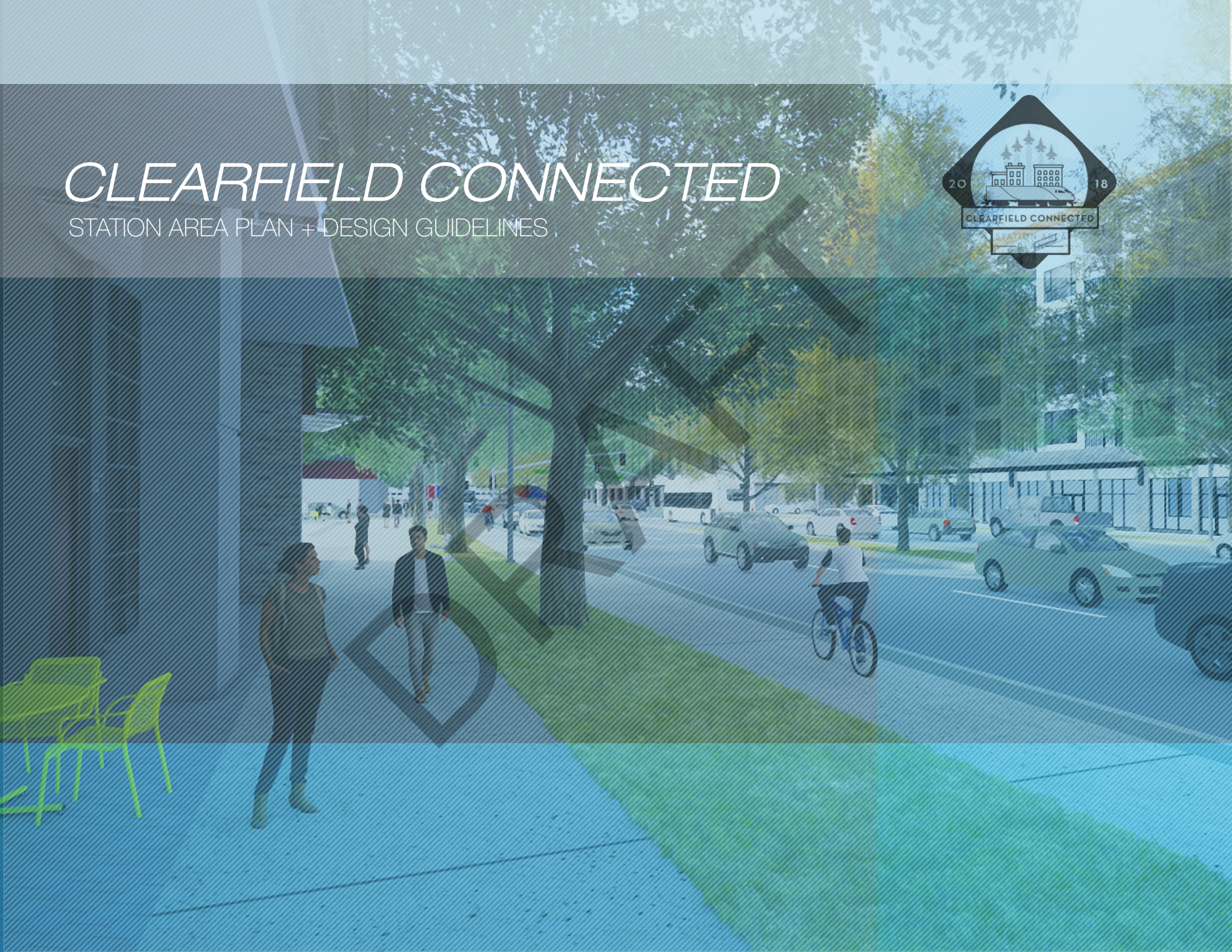
Following required approvals by both UTA and the City, an RFP will be released to interested developers and the selection process for a master developer for the site will commence. The recreation/soccer facility would likely to be under construction this year. Meetings with members of the UTA board and its advisory committee have allowed for reduced time frames. There is a great deal of momentum at this time and staff hopes to capitalize on it by continuing to encourage efficiencies where possible.

LIST OF ATTACHMENTS

Draft Clearfield Station Area Plan

CLEARFIELD CONNECTED

STATION AREA PLAN + DESIGN GUIDELINES



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Clearfield City
we've got it made

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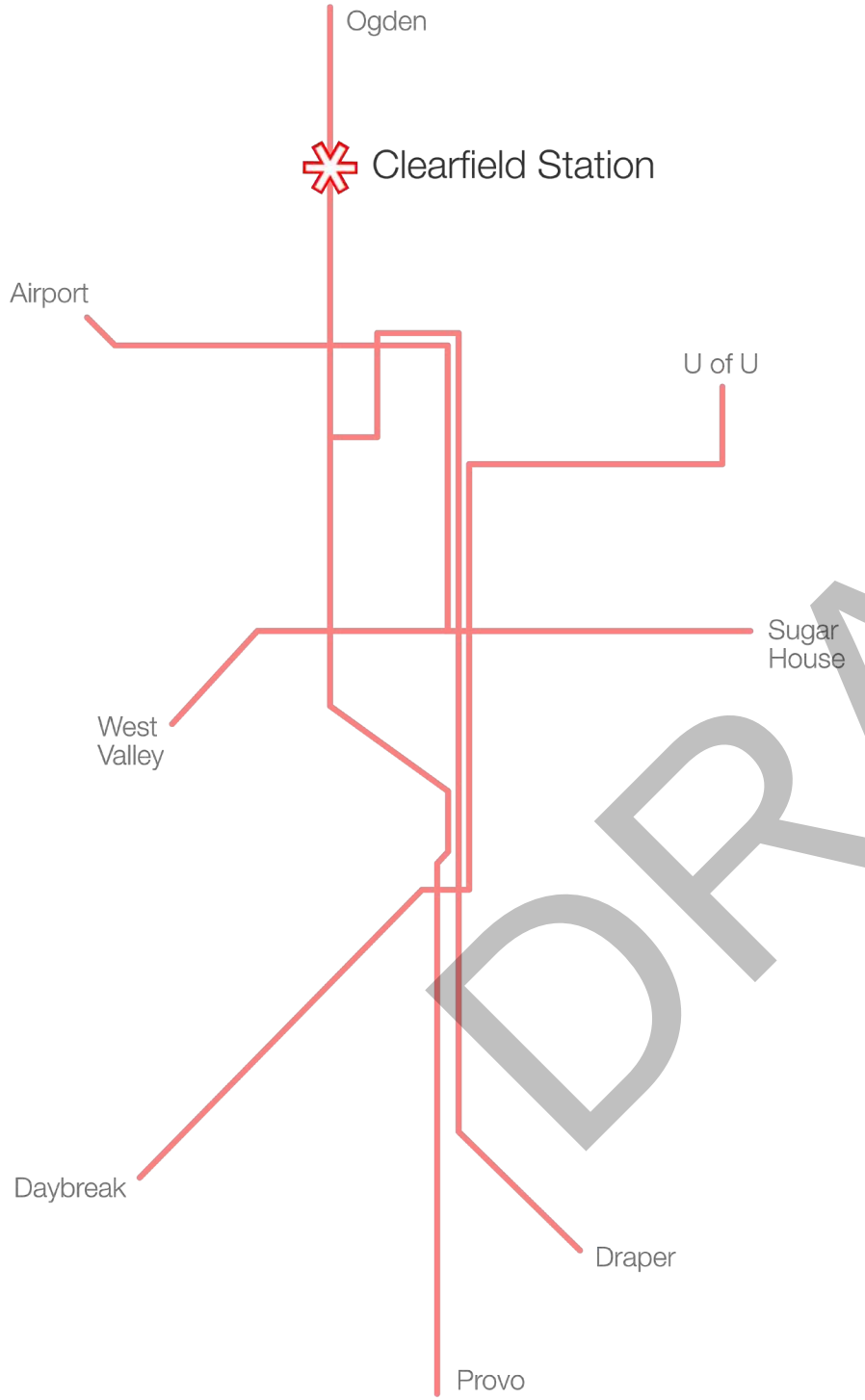


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01 INTRODUCTION

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Introduction

This document contains a Vision, Concept Master Plan and Design Guidelines for development of the Clearfield Station site located in Clearfield, Utah.

The Clearfield Station site is critical to catalyze the vision of Clearfield City, better connect the city with the regional economy, and prepare Clearfield to capture the benefits of coming growth in the area. With approximately 60 acres of vacant land, this site represents a blank slate with the ability to create something great that meets the needs of Clearfield City and its residents, as well as UTA and transit riders.

"Clearfield Connected" is the name given to the planning process for the Clearfield Station Site, which Clearfield City and UTA initiated together to create a vision and plan for the site, as well as a set of design guidelines that will regulate the form and quality of the site.

DOCUMENT OVERVIEW

The purpose of this document is to set forth the vision, goals, urban design principles, and design guidelines that will govern future development of the Clearfield Station site.

This document will provide the regulatory structure that will guide the development of the Clearfield Station site. Graphic depictions and photos used in this report are for illustrative purposes and are only intended to provide examples of specific building elements and spatial character. These are not intended to depict actual buildings or site development unless otherwise specified.

HISTORIC CONTEXT

Clearfield was settled in 1877, and was initially an agricultural community. Things began to change in the 1940's when major defense facilities were constructed within and adjacent to Clearfield.

Construction on Hill Air Force Base began in 1940, and thanks to the U.S. involvement in World War II, it quickly became a significant employer. Today it is still one of Utah's largest employers and employs many Clearfield residents.

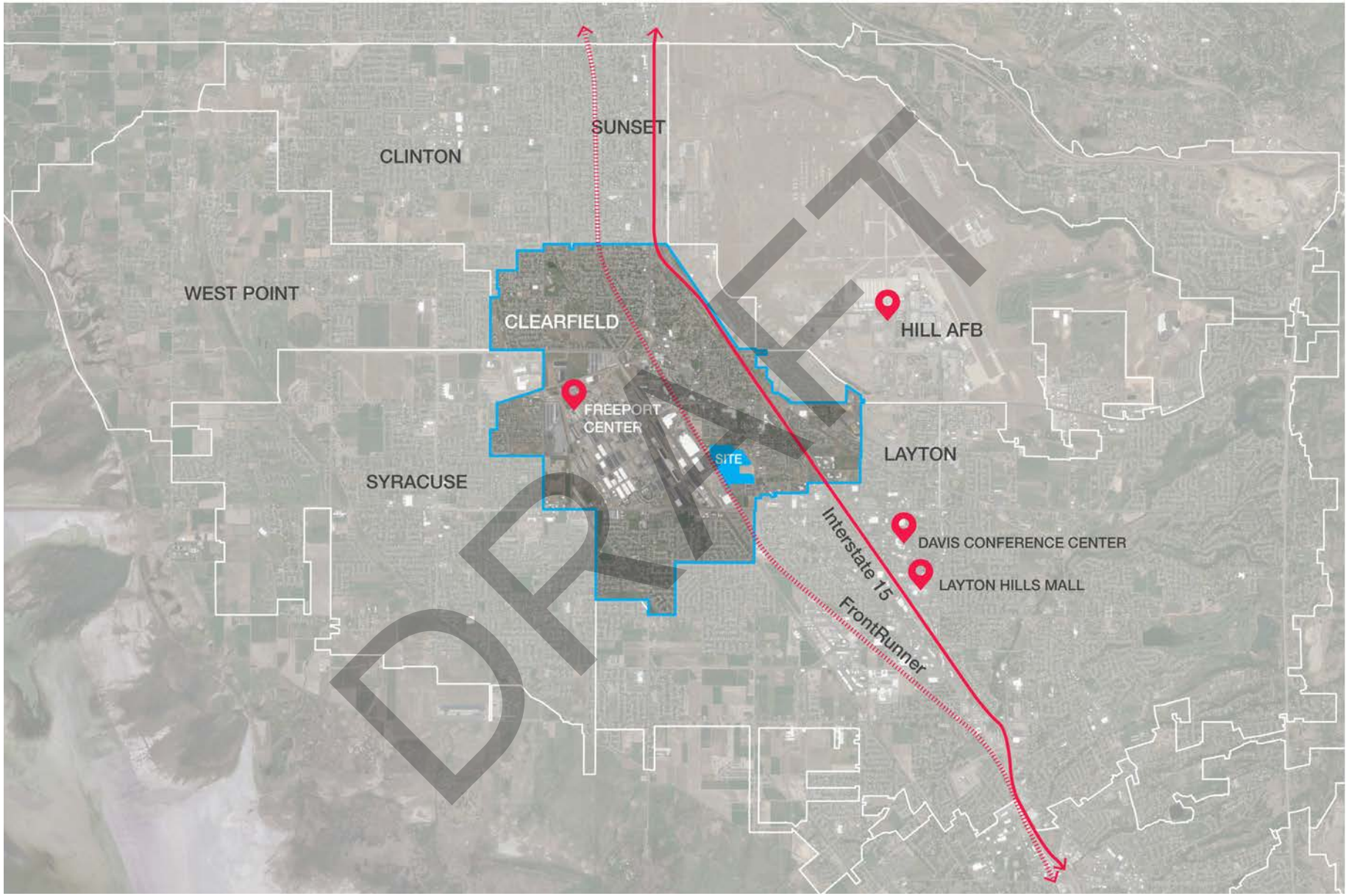
In 1943, the Clearfield Naval Supply Depot was constructed adjacent to the railroad on the west side of the City. This facility also became a major employer, before it was decommissioned in 1962. These facilities became the Freeport Center, and it is now a major manufacturing, warehousing, and distribution center.

The Clearfield Station site is located east of the railroad tracks from the Freeport Center, and has historically been used for light industrial uses, and more recently, as a park and ride lot for the FrontRunner Station.

REGIONAL CONTEXT

The City of Clearfield is located 28 miles north of Salt Lake City in Davis County. It is situated between the Great Salt Lake to the west and the Wasatch Mountains to the east.

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SUNSET
CLINTON
WEST POINT
CLEARFIELD
HILL AFB
FREEPORT CENTER
SITE
LAYTON
SYRACUSE
DAVIS CONFERENCE CENTER
LAYTON HILLS MALL
Interstate 15
FrontRunner

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The Clearfield Station Site

The boundary for the Clearfield Station Area Plan is shown on the opposite page. This represents 60 acres of undeveloped land located in Clearfield, situated between the railroad/ FrontRunner tracks and State Street Currently, the site is used as a park and ride lot for transit riders, but is otherwise vacant. This site represents the largest area of UTA owned vacant land that is adjacent to a FrontRunner or TRAX transit station in the entire UTA system.

The 10 acres of land on the southwest corner of the State Street / 1000 East intersection is currently being developed into 216 apartments, distributed across several buildings.

This plan accounts for this new development by working with its design to tie into the newly created street network, and ensuring compatibility with the multi-familly land use. At buildout, Clearfield Station will be a cohesive neighborhood that includes the existing 10 acre apartment site.

ACCESS + CONNECTIONS

TRANSIT

The site is adjacent to the UTA Frontrunner commuter rail line. The UTA Frontrunner loading platform is located on the west edge of the site. The commuter rail line connects users to cities from Ogden to Provo. This line runs approximately 90 miles along the Wasatch Front, making Clearfield Station a key connection in the region.

VEHICULAR

Access to Interstate 15 is available approximately 1 mile to the northeast of the site at 700 South as well as to the southeast of the site at Antelope Drive. State Street (SR 126), a major north/south arterial through Clearfield, fronts the site to the east. The Salt Lake International airport is approximately 25 miles south of the site and is easily accessible via I-15/Legacy Highway and Interstate 80. Traffic in the area is controlled by a signal located at the intersection of 1000 East and State Street.

PEDESTRIAN & BICYCLE ACCESS

The Denver & Rio Grande Western Rail Trail (D&RGW) is a hiking and biking trail that runs from West Bountiful through Roy. It is both a paved and unpaved flat, 22 mile trail consisting of north and south lanes of travel. The D&RGW Rail Trail is located just west of the site, but currently no access to the trail is provided across the Union Pacific or Frontrunner rail lines.

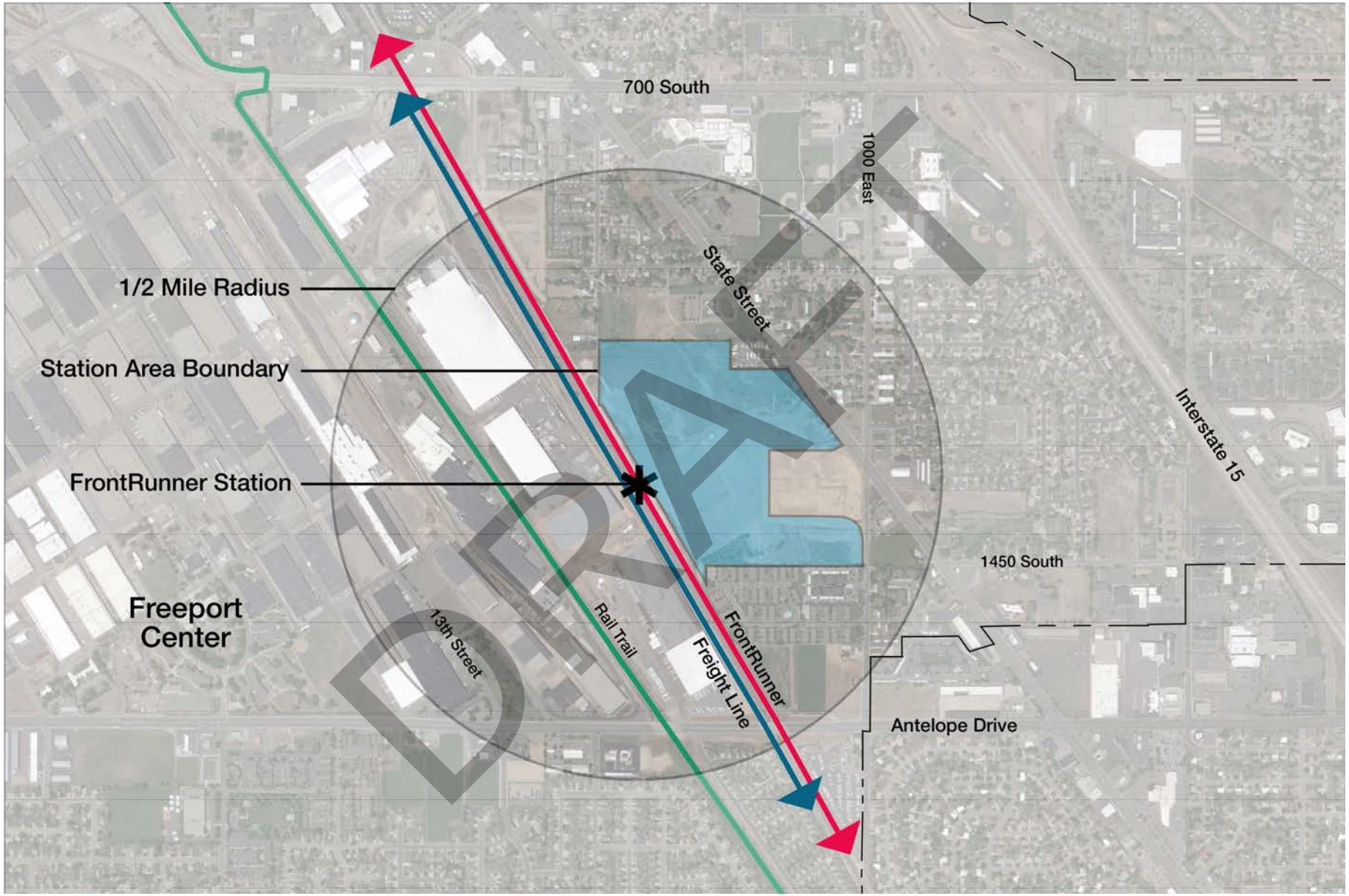
The site is connected to the rest of the City through streets and sidewalks on the east side of the property. However, connections from the rest of the site are currently limited. The multi-family development to the South is currently separated by a fence with no connections into the site. The north boundary of the site currently does not have any connections, though Depot Street is proposed to connect to the site, allowing vehicular, pedestrian, and bicycle connections to the north.

There is very limited access to the property currently from the Freeport Center to the west of the property. This access is limited by an inability to cross railroad freight lines as well as some vertical change. In addition, warehouse space along the track has created a wall of buildings that limit pedestrian access to the FrontRunner Station.





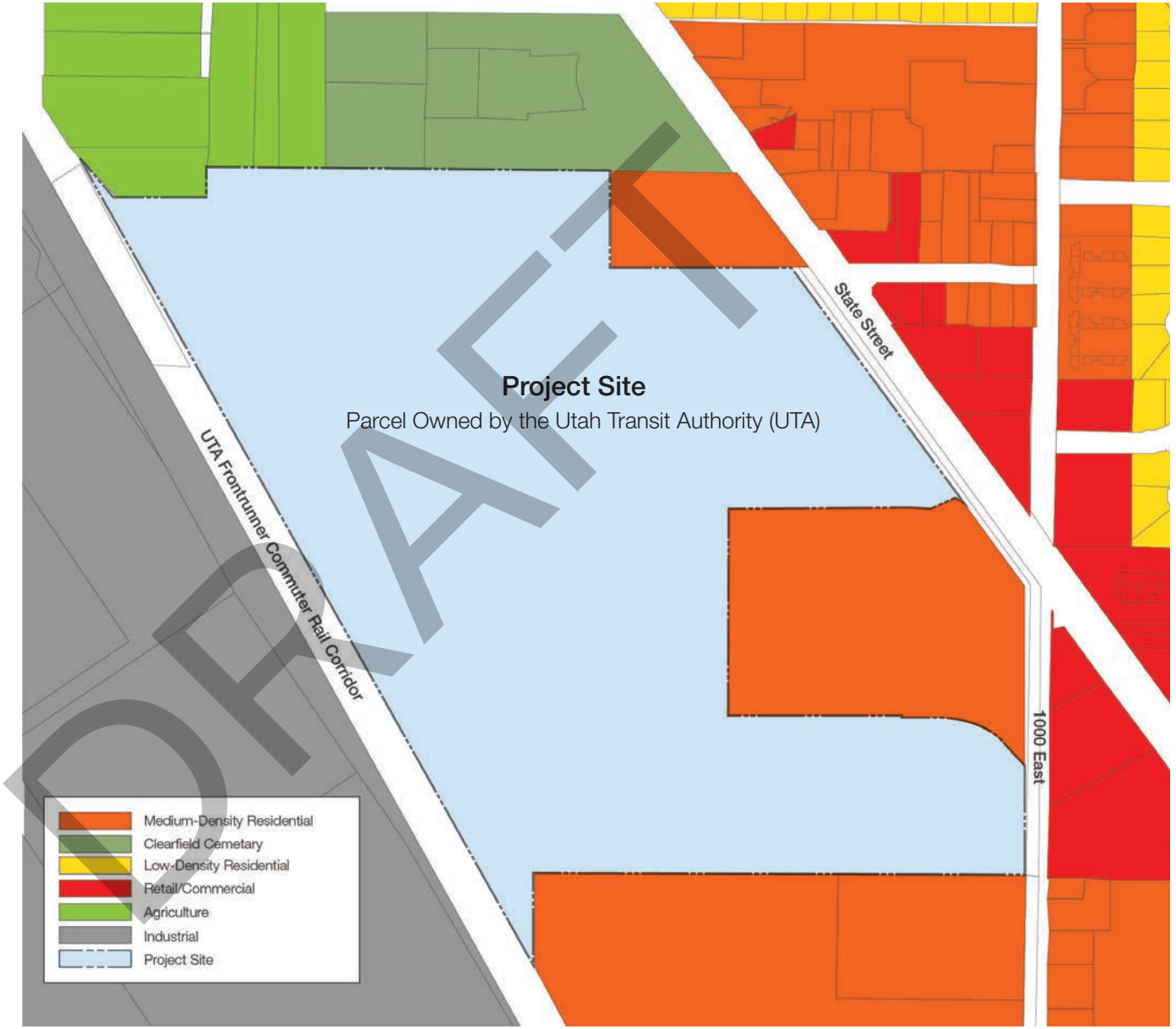
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700 South
1000 East
State Street
1/2 Mile Radius
Station Area Boundary
FrontRunner Station
Interstate 15
1450 South
Freeport Center
13th Street
Rail Trail
FrontRunner Freight Line
Antelope Drive
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Land Use and Ownership

This map shows the Clearfield Station property and the general land-uses that surround the site.

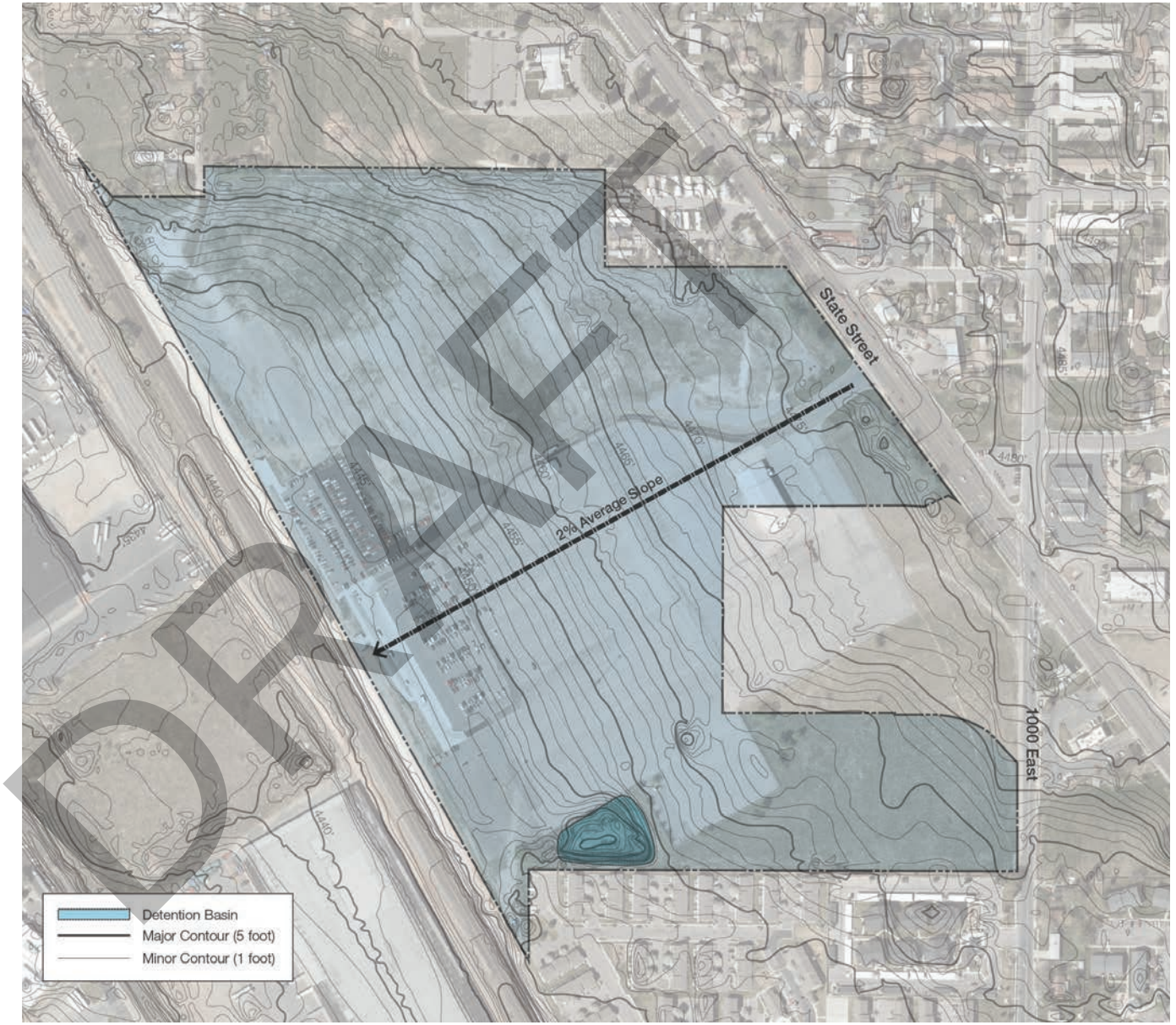
The Clearfield Station property is currently owned by the Utah Transit Authority (UTA). Existing parking lots are legally non-conforming uses with maintenance rights. Current land use surrounding the site is primarily single family and medium density residential housing. East of the site is the State Street commercial corridor. West of the site is the Freeport Center that consists of industrial land used for processing, assembling, manufacturing and warehouse storage.



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Environmental Conditions

Currently there are no negative soil or environmental conditions known on the site. Necessary utilities are located near the site. The site is affected by noise both from jets taking off from Hill Air Force Base as well as the commuter and transport rail lines adjacent to the site. The typical slope across the site is approximately 2% which provides adequate surface drainage. An existing detention basin is located on the south end of the site and provides adequate storage for surface drainage of the site.



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The Need for a Plan.
The Potential for this Site.

Why Here?
Why Now?

The current development market is thriving and this site possesses a unique mix of factors that could come together to make it a highly sought after development opportunity.

The factors outlined here demonstrate some of the most important elements that Clearfield Station offers, as well as the external factors that make conditions prime for quality development.

THE FRONTRUNNER STATION

The FrontRunner Station is an incredible asset for Clearfield, as it connects the City to the entire Wasatch Front. Together with the bus system and other multi-modal choices, it provides residents with the option of commuting and getting around the region without a car.

A LARGE, VACANT SITE

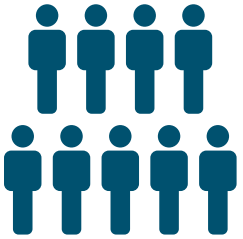
The entire 60 acre site is essentially vacant, and is owned by a single entity (UTA). This creates ideal conditions for development plans to succeed.

POPULATION GROWTH

Utah is one of the fastest growing states in the country, and is expected to grow another 50% by 2040. However, this has led to a lack of housing, and housing costs have significantly increased recently. This has led to a strong demand for more housing, particularly in the form of compact and efficient multi-family developments. There is also a specific desire for multi-family housing in high-quality, mixed-use neighborhoods.







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STRONG ECONOMIC CONDITIONS

Utah currently has one of the strongest economies in the nation, along with being one of the fastest growing states in the nation. There is strong pressure for growth in both housing and employment opportunities.

ECONOMIC INCENTIVES

This site is eligible for significant economic incentives that will help make the high-quality development that this document envisions financially feasible. These programs include funding incentives such as the local RDA/CRA that is currently in place, as well as the federally designated Opportunity Zone incentives that this site is eligible for.

COMMUNITY ASSETS

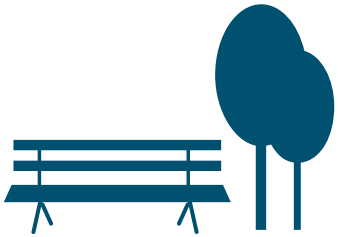
The development of offices and housing on this site will generate the need for amenities that will provide benefits not only for residents and employees of Clearfield Station, but for the City as a whole. These include amenities such as public open space, enhanced street amenities, retail shops and restaurants, and more.

OPPORTUNITY TO CREATE SOMETHING GREAT

All of these elements combine to create an amazing opportunity to create something great in Clearfield and Northern Davis County. A thoughtful, collaborative plan that is based in market realities will encourage interest from the development community, creating a great place that will help put Clearfield on the map.









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Transit Oriented Development (TOD)

WHAT IS TOD?

With its direct connection to a major transit station, the Clearfield Station site is ideally suited for a Transit Oriented Development.

Transit-Oriented Development (TOD) is essentially a development strategy that aims to make the most of the development possibilities near a major transit station. It is defined by Reconnecting America, one of the leading TOD organizations as "*a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood located within a half-mile of high quality public transit.*"

WHAT'S DIFFERENT ABOUT TOD?

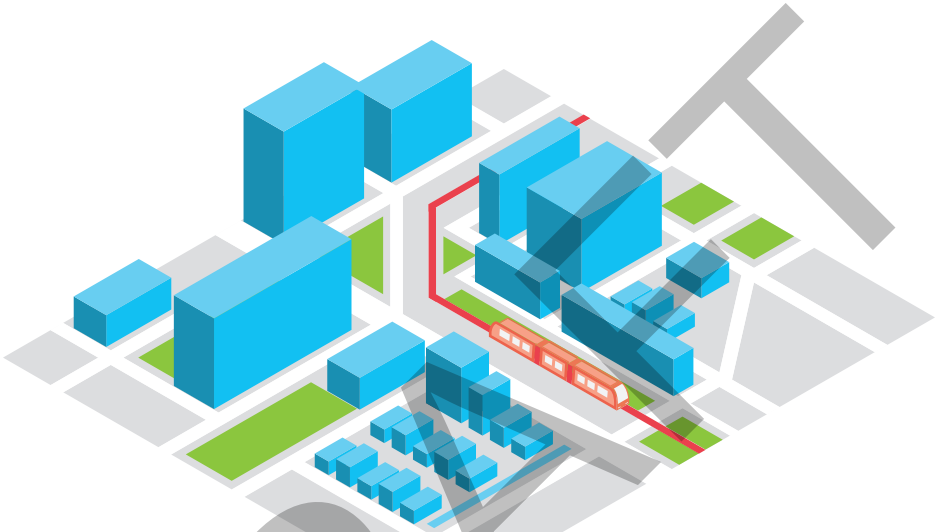
For the past few decades, cities have often segregated uses throughout their boundaries, with single family homes, multifamily homes, offices, retail, civic uses, and more, all separated into their own areas within the larger city.

TOD encourages a mix of uses in one neighborhood, similar to how cities developed before cars became prevalent and allowed us to easily travel long distances in our daily commutes. TOD utilizes the close access to public transportation to promote transit, walking, biking, and other non-automobile uses to create neighborhoods that hearken back to traditional downtowns and villages that create a walkable, unique and close-knit community.



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Elements of Transit Oriented Development (TOD)



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ELEMENTS OF TOD

The major elements of a TOD can be broken down into three categories (which conveniently correspond with the TOD acronym).

- Transportation
- Open Space
- Development

TRANSPORTATION T

The different transportation modes (transit, walking, bicycle, cars, etc.) and the infrastructure and amenities (lanes, parking spots, transit stops, stations, sidewalks, etc.) that allow residents to travel safely, conveniently, and comfortably in whichever mode they choose.

OPEN SPACE O

The public spaces (plazas, patios, parks, sidewalks, etc.) that form the transition between transportation facilities and buildings, also known as 'the spaces between' where the life of the city plays out. Can be public or private property, but should be designed to be accessible, friendly, and fun for all.

DEVELOPMENT D

The built up areas, primarily private parcels, where different human activities occur that support varied housing, employment, shopping, and other uses. In the TOD model, buildings should relate to and activate surrounding open spaces and streets and support transit ridership with adequate density.

UTA Goals for TOD

UTA GOALS

All UTA land near transit stations must be developed in accordance with UTA's adopted *Transit-Oriented Development Design Guidelines*, which "provide direction for joint-development partners on the design elements that UTA expects developers to consider and address in development plans, including connectivity and development form."

Unlike most land owners, UTA has several expectations and goals in developing property beyond making a profit. First and foremost, UTA is a public transit provider and while generating the best return possible is clearly an objective, it is only one of the goals that UTA has in relation to its property development activities.

All development on UTA land near UTA stations will be reviewed by UTA staff to ensure compatibility with these guidelines. The local jurisdictional codes must also be followed when developing plans to ensure they are not in conflict with what is advised in UTA's guidelines.

The Clearfield Connected Plan and its accompanying design guidelines have been created to be in accordance with the following goals and UTA's *Transit-Oriented Development Design Guidelines*.

GOAL 1: INCREASE RIDERSHIP

UTA understands that the real estate market drives development feasibility. In fact, both residential and employment centers, provided that they are designed appropriately, can generate significant increases in ridership. Vertical and horizontal mixed uses are strongly encouraged at UTA sites.

However, some land uses simply do not generate the level of ridership UTA expects for TOD. For example, an employment center that houses one employee per 1,000 square feet or where a majority of workers have shift hours that do not allow them to utilize the transit system to commute are not considered transit supportive. UTA's number one objective is to maximize the public transit investment at their station areas.

GOAL 2: OPTIMIZE DEVELOPABLE LAND AND SUPPORT THE REGIONAL GROWTH VISION

Meeting the challenges of population growth along the Wasatch Front is a critical goal for UTA. Supporting land uses that reduce the negative impact of this growth is at the heart of the UTA TOD program. This includes supporting the 3% strategy developed by Envision Utah, a goal which accommodates 33% of future development on just 3% of available land. It also includes implementing the Wasatch Choice for 2040 Vision, which calls for the development of higher density "centers" and "corridors" across the Wasatch Front served by high capacity transit.

Both of these strategies were developed through tremendous public input and regional coordination and address issues like poor air quality, traffic congestion, auto dependency, and housing equity. They also support regional economic development and improved access to transit through first and last mile strategies.

GOAL 3: GENERATE REVENUE

Like any development partner, UTA expects to see a suitable return when developing property. While UTA receives most of its operating revenue from local option sales tax, joint-development is seen as a new and innovative revenue source to assist with funding future operations.

While meeting these expectations may seem challenging at times, doing so will ensure that UTA continues to fulfills it's responsibility to the public as a world-class transit operator. In turn, a highly effective and efficient transit network will make TOD more desirable.

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Design Guidelines Overview

INTENT

This document contains design guidelines that regulate development at Clearfield Station. The design guidelines sections correspond with the TOD elements outlined on page 15, and are found in the Transportation + Mobility (T), Open Space + Public Realm (O), and Buildings + Architecture (D), sections of this document.

The intent of the Design Guidelines is to establish strong urban design principles and quality development, while also creating a design theme, coherence, and a consistent look and feel throughout Clearfield Station.

These guidelines create a design vocabulary that is unique to Clearfield Station. They promote a sense of aesthetic continuity, ensure high quality development, and help establish a clear and distinct community identity.

DESIGN REVIEW COMMITTEE (DRC)

A Design Review Committee (DRC) will review all development in Clearfield Station to verify each project meets the vision for the Development, and that all applicable design guidelines are followed.

INTENT STATEMENT

The intent statement establishes the over-arching design intent for the category, and helps designers understand the rationale and aspiration used to create the design guidelines. In the event the guidelines and standards are not clear or appropriate, the intent statement shall be referred to, in order to provide additional direction for the designers and the Design Review Committee (DRC).

DESIGN GUIDELINES

The design guidelines provide specific direction that designers should implement on their project. These guidelines provide important direction for designers and developers to ensure consistency across the various projects that will occur in the Development. It will also ensure that all participants in the development of the site will achieve a certain level of quality.

Guidelines use the term “should” or “may” to indicate that this direction should be implemented where possible and practical. Alternatively, design standards outline the essential requirements that designers and developers MUST meet, in order to gain design approval from the DRC. Standards use the term “shall” or “must” to indicate that compliance is required.

In the event that a guideline is not applicable or appropriate, a process has been established to provide flexibility where necessary. The DRC may grant exceptions if the applicant can clearly demonstrate a more appropriate solution that is still consistent with the intent, vision and project goals as outlined in this document.

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02

VISION + PROJECT GOALS

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2018 CLEARFIELD CONNECTED STATION AREA PLAN



VISION

CLEARFIELD STATION

CLEARFIELD STATION WILL BE A THRIVING, MIXED-USE, WALKABLE NEIGHBORHOOD THAT LEVERAGES THE COMMUTER RAIL STATION TO CREATE A COMPLETE COMMUNITY WITH MULTIPLE TRANSPORTATION OPTIONS THAT CONNECT IT TO THE WASATCH FRONT. IT WILL BECOME A REGIONAL DESTINATION THAT PROVIDES ABUNDANT OPPORTUNITIES FOR EMPLOYMENT, LIVING, SHOPPING, RECREATION, AND MORE, WHICH WILL ALL WORK TOGETHER TO CREATE A GREAT PLACE.

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The 8 Goals for this Project Are...



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Project Goals for Clearfield Station

CREATE AN EXCITING DESTINATION

Clearfield Station will provide unique amenities that help create an exciting user experience. It will be a significant employment center and destination for people from surrounding communities and the larger Wasatch Front.

The public realm (streets and open spaces) will be designed in a way that makes the neighborhood walkable and friendly, and will provide unique and exciting experiences for users.

CREATE A COMPLETE COMMUNITY

Clearfield Station will provide a mix of land-uses that will work together to create a complete community. The primary land uses will be office/ commercial and residential. These uses will be supported by retail, restaurants, food markets, public gathering spaces and other neighborhood services, all within walking distance of each other.

PROVIDE COMMUNITY ASSETS

Clearfield Station will become an asset to the larger community, in part by providing a number of community assets such as parks, plazas, recreation facilities, and vibrant, walkable streetscapes. The neighborhood will also reserve land for a school. All development in the neighborhood should promote livability for residents and visitors.

PROMOTE QUALITY URBAN DESIGN

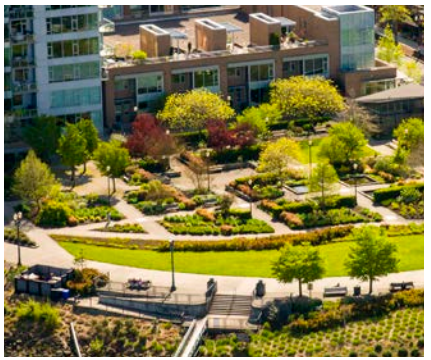
Clearfield Station is designed and planned with sound urban design principles that promote walkable, safe, and livable streets. All development will exhibit quality architecture, landscape architecture, and urban design, which will work in harmony to create a great "place."

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MAINTAIN CONVENIENT TRANSIT ACCESS

Clearfield Station will maintain its role as a convenient and functional park and ride destination for nearby residents. Parking will be provided in close proximity to the station platform to accomodate commuters, and the existing bus access loading/unloading zone will remain to encourage further transit ridership. Convenient automobile and bus access will be provided without jeopardizing safe pedestrian circulation. Improvements to the station area will enhance the user experience for park and ride users by providing a transit plaza with convenient retail options.

GENERATE TRANSIT RIDERSHIP

The land-uses and location of new development will be arranged to maximize the transit ridership by locating the most dense uses closest to the platform, with the least dense uses on the periphery. This also includes developing uses that act as origins and destinations for transit riders.

CONNECT THE SITE TO THE CITY + REGION

Clearfield Station will incorporate multiple transit modes that provide residents, commuters, and visitors with a variety of transportation choices. These include commuter rail, bus and vehicles, as well as creating safe and friendly pedestrian and cycling facilities. Additional streets will be created that connect Clearfield Station to the rest of the City, north of the site.

PROMOTE THE CITY'S INDUSTRIAL HERITAGE

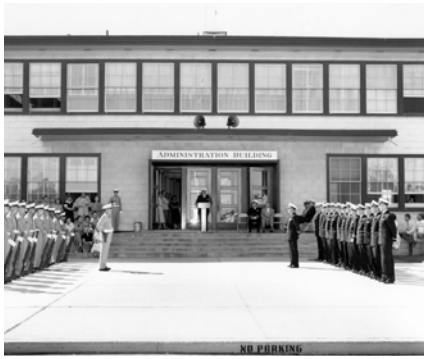
Clearfield Station will promote the City's long history as an industrial jobs center by integrating a contemporary industrial look and feel to the architecture and design of the neighborhood. This industrial character will also be displayed through the spirit of the place, by providing the amenities and experiences needed to support a modern day workforce and help it perform as one of the State's leading employment centers.

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03

MARKET STUDY + ECONOMICS

This section contains excerpts from the Market Study.
For full study see Appendix A: Market Study + Economics.

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2018 CLEARFIELD CONNECTED STATION AREA PLAN

Market Study

WHAT ARE THE MOST FEASIBLE OPTIONS AT CLEARFIELD STATION IN THE NEXT THREE YEARS?

OFFICE

When coupled with the Opportunity Zone and CDA financing, this use type is financially feasible, is in demand in the submarket, and could be built in the near term. Pure office space would result in roughly one employee per 200 square feet, and would greatly add to the retail appeal with the additional daytime population.

Feasibility of office development is dependent on location (See chart on opposite page). Prime office locations are those with highly desirable visibility and exposure, as well as those with near access to the station and main thoroughfares. Secondary office locations may be midblock, or have limited direct visibility from the main roads and/or station.

Office uses in prime locations are feasible, but the spread is more lower in nearby cities. This means UTA and the City may need to provide incentives to attract the type of desired office development.

RETAIL

Limited retail could currently be added near State Street, particularly with the planned increase in nearby rooftops (based on the ongoing residential project). If office is added, as well as additional, medium to high-density residential uses, retail could be supported at key locations within the subject area. Prime retail sites include those along the bus route, in close proximity to the Frontrunner station, and those which offer strong visibility characteristics will be most demanded for retail use.

APARTMENTS / TOWNHOMES

Medium to high-density apartments and townhomes will continue to be in demand as long as labor costs do not push prices to levels that are not supportable in the area. The area is well suited for high-density residential, due to the proximity of transit, and, major transportation corridors.

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Use Type (Location)	Value per Sq.Ft.	Construction Costs Per Sq.Ft.	Spread	Feasible?
Office - Prime	$210.00 sq.ft.	$200.00 sq.ft.	$10 sq.ft.	Yes, but spread is lower than nearby cities
Office - Secondary	$185.00 sq.ft.	$200.00 sq.ft.	- $15 sq.ft.	No, unless notable incentives provided
Retail - Prime	$190.00 sq.ft.	$180.00 sq.ft.	$10 sq.ft.	Yes, for prime sites and smaller uses
Retail - Secondary	$170.00 sq.ft.	$180.00 sq.ft.	- $10 sq.ft.	No, too much concern in retail market about secondary options
Multi-Family	$175.00 sq.ft.	$150.00 sq.ft.	$25 sq.ft.	Yes, investment conditions remain desirable

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Office Development at Clearfield Station

KEY POINTS

- There are limited sites in Davis County that can support large-scale office development.
  - Only Clearfield is positioned around a FrontRunner Station.
  - Clearfield Station is part of an Opportunity Zone. This federal designation provides significant tax advantages over most other properties in Davis County and surrounding areas.
- Other, smaller sites along I-15 and other areas of Davis County have desirable visibility characteristics, as well as notable median incomes and retail support options.
  - For Clearfield to be competitive, incentives should be considered via tax increment financing (an CDA already exists).
  - Clearfield should adequately promote its Opportunity Zone to attract strong office development.
  - UTA's participation in joint development is critical to any office success and viability. UTA's participation can notably reduce the initial risk for a developer by "providing" the land. This alleviates initial capital requirements, and thereby decreases the required yield. For the Clearfield site to be competitive with other developments, it may need this UTA "participation" to be feasible.





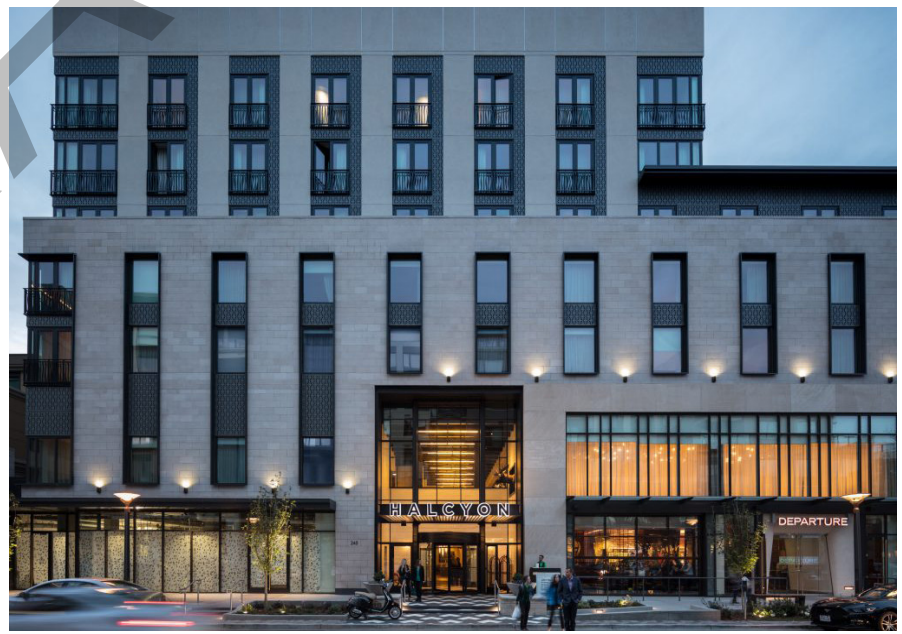
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Multi-Family Development at Clearfield Station

KEY POINTS

- Multi-family remains in high-demand due to solid market fundamentals
  - Returns on multi-family housing are superior to other use types. Limited, perceived risk results in higher values and greater spreads between value and costs
- Population forecasts show strong increases for Davis County over the next 20 to 30 years. According to the Governor's Office of Management and Budget, Clearfield is forecast to add approximately 4,750 residents between 2020 and 2060, representing a 16 percent change in growth during that period. This is relatively nominal for Davis County, and suggests that additional residential growth in Clearfield should be focused in order to attract the best possible results. The following page highlights why consideration should be given for some higher density uses at Clearfield Station.
- Housing affordability is a growing issue. Considering the characteristics of the Clearfield Station site, here are the benefits of providing higher-density options:
  - Limited impact on immediate neighborhoods
  - Access to a major transportation connector
  - Significant vacant land and an opportunity for planning that will address traffic and road issues
  - Proximity to I-15 that lessens traffic on circulator and neighborhood streets in Clearfield
  - Ability to provide obtainable housing in an area that should have higher property values with office and retail options
- Affordable housing may be possible with some funding from the already established CDA. This economic development tool requires ten percent of increment to be dedicated to affordable housing, often times helping to bridge the feasibility gap.





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Retail Development at Clearfield Station

KEY POINTS

- Retail conditions in Davis County in 2018 saw record number of store closings, but also historically high numbers of store openings. Net absorption of retail space, however, was negative, as larger stores closed and smaller, more experiential stores, opened. While more space was vacated than leased, this does not necessarily suggest a weak market, but that consumer habits are changing and retail space is largely overbuilt in some areas.
- Currently, the following retail uses in Davis County are doing well, meaning they are expanding, seeing improving sales numbers, and are generally considered healthy market segment types.
  - Grocery stores
  - Automobile services
  - Eateries
  - Experience stores
- The following retail uses have generally fared poorly in Davis County in 2018:
  - Clothing stores
  - Toy stores
  - Jewelry stores
  - Department stores
- Overall, anything competing with online shopping has had to adjust approaches, resulting in stores attempting to provide more services and experiences that can not be replicated online.

HOW IS RETAIL CHANGING IN TODAY'S MARKET?

Retailers are adapting to changing market conditions. The following list outlines some of these adjustments. These are not necessarily encouraged at Clearfield Station, but rather show the general trends currently happening in retail.

- **Concept stores** are increasing in number. These specialized stores create opportunities for customers to have experiences that are not replicated online. The goal is to have products and services come into the hands or lives of consumers in a very interactive and tangible way.
- **Distribution stores** are growing due to delivery needs. These include stores which allow for drop-off deliveries from online services, ultimately resulting in quicker shipping times and reduced costs.
- **Eateries** are adapting to Uber Eats and other delivery services. This is leading to reduced table space and a greater need for pick-up capacities.
- **Grocery Stores** are looking at models that have less "showroom" space and more warehousing/storage area. This allows for cheaper costs and focuses on a growing need to fill pick-up and delivery orders.

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RETAILERS WANT THE FOLLOWING

A few of the most siginificant factors that draw retail include:

- Strong traffic counts – multiple points of vehicular access.
- Growing population counts and healthy median incomes in 0.5, 1.0, 3.0-mile radii.
- Daytime populations – typically requires an office presence or strong entertainment draw.
- Near access to major transportation corridors and transit improvements (those which are heavily utilized).
- Destination locations – customer draws (parks, stadiums, multiple eateries, recreation and entertainment options, etc.).

Clearfield Station provides some of these factors. However, Clearfield does have low median incomes compared to surrounding cities. Also, daytime population near the station is limited, despite the proximity to the Freeport Center, as jobs per square foot are low in that submarket. Clearfield could improve with increasing density of population, more daytime population through offices, and increased volume on transit.





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Economic Incentives

HOW COULD POTENTIAL USES BECOME MORE FEASIBLE AT CLEARFIELD STATION?

- **Opportunity Zone** – This area falls in a designated Opportunity Zone. This is a major investment incentive that creates a superior advantage to most other Front Runner Stations.
  - Significantly increases investment appeal and makes office and retail more financially feasible (investors will accept lower capitalization rates (creating higher values) due to the tax advantages).
- **Funding Incentives** – The area is part of an existing CDA. Available funding incentives should be readily marketed to attract uses the city desires.
  - Additionally, the city and UTA should consider the formation of a Transportation Reinvestment Zone (TRZ), a newly adopted economic development tool that focuses on tax increment financing for transportation specific improvements. This funding option, while very similar to an RDA/CRA, does not require a ten percent allotment to affordable housing. It also allows for the land owner and city to have greater corroboration regarding what can be built.
- **Increase Daytime Population** – an increase in daytime population will benefit retailers. This can be accomplished by the following:
  - Entertainment draw/attraction
  - Strong office population
- **Motivated UTA Ownership** – UTA wants to see uses consistent with the regional growth vision that will promote ridership (office) and positively benefit neighboring properties. UTA has expressed its desire to be a joint venture partner in any development. The Clearfield Station site will be ranked and compared to competing sites based on its potential to achieve UTA's TOD objectives. Current restrictions result in a very limited number of projects in which UTA can participate.





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What are the *Financial* Impacts to Clearfield of Different Uses?

Use Type	Property Tax	Sales Tax (Point of Sale)	Total Property Taxes and Sales Tax
Office - Prime - 10,000 sq.ft	$3,665	N/A	$3,665
Office - Secondary - 10,000 sq.ft	$3,230	N/A	$3,230
Retail - Prime - 10,000 sq.ft	$3,315	$17,500	$20,815
Retail - Secondary - 10,000 sq.ft	$2,965	$11,250	$14,215
Multi-Family - 10,000 sq.ft	$1,680	N/A	$1,680

NOTE:

Also noted is that multi-family uses will incur a population distribution from State sales tax. Currently, roughly $98.50 is distributed to the city per every resident. If 500 units are added to the Clearfield Station, and roughly 2.5 residents per unit, a total of approximately $123,000 per year would be generated for multi-family (in addition to property taxes).

What are the *Additional* Impacts to Clearfield of Different Uses?

Use Type	Parking	Employment Change	Population Change
Office - 10,000 sq.ft	45 Spaces	45 Employees	N/A
Retail - 10,000 sq.ft	30 Spaces	20 Employees	N/A
Multi-Family - 10,000 sq.ft	15 Spaces	N/A	25 Residents

NOTE:

The table above highlights the parking, employment, and population impacts from the various use types. City officials should prudently address the cost of providing services to these uses, thereby assessing the overall, total fiscal and neighborhood impact of each use.

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04

FRAMEWORK + CONCEPT PLAN

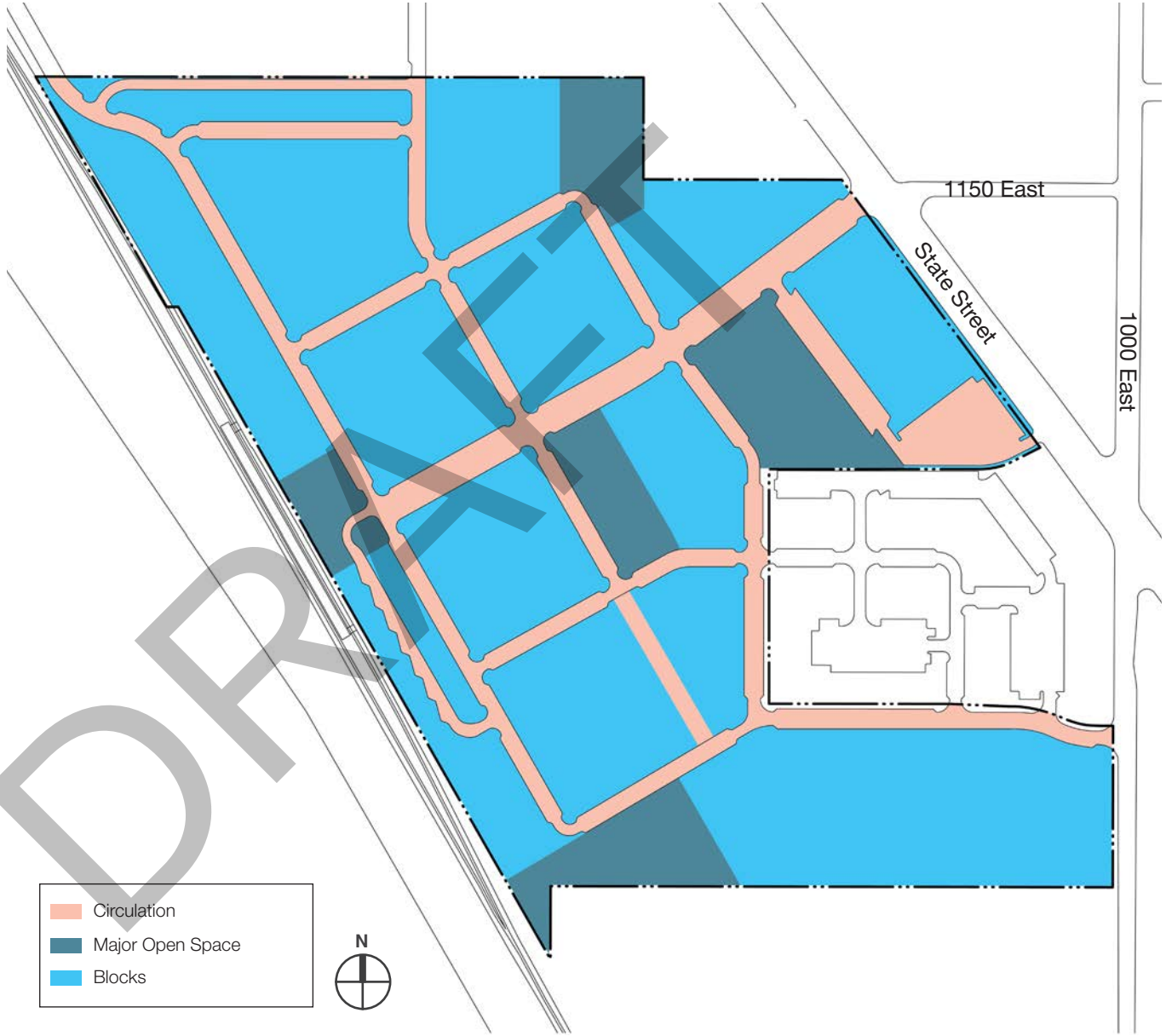
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2018 CLEARFIELD CONNECTED STATION AREA PLAN

Framework Plan

The framework plan for Clearfield Station shows the basic elements of the plan, including circulation, block pattern, and open space. The physical arrangement of these elements create the urban form of the site and play an important role in establishing the framework that supports the vision for the neighborhood.

The framework plan establishes the structure of the site and demonstrates the fundamental elements that should be followed, including a connected street network, appropriately sized blocks, and an integrated open space system.



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Districts

Five districts have been established, each of which will have a unique character that is based on its land use.

DISTRICT CHARACTER

Neighborhood Core District:
This district is the heart of the neighborhood and will be the most dense and active district. It will contain a significant office/daytime uses, residential uses, as well as the neighborhood's main open space.

Recreation District:
This district will contain the major recreation amenities in the neighborhood, as well as a mixed-use retail component.

Residential District:
This district will primarily contain residential uses and supporting open spaces.

Transit District:
This district will contain the Transit Station and other transit supportive uses such as parking structures and a transit plaza.

Education/Civic District:
This district will be reserved for an education or civic use, such as a school.



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Land-Use

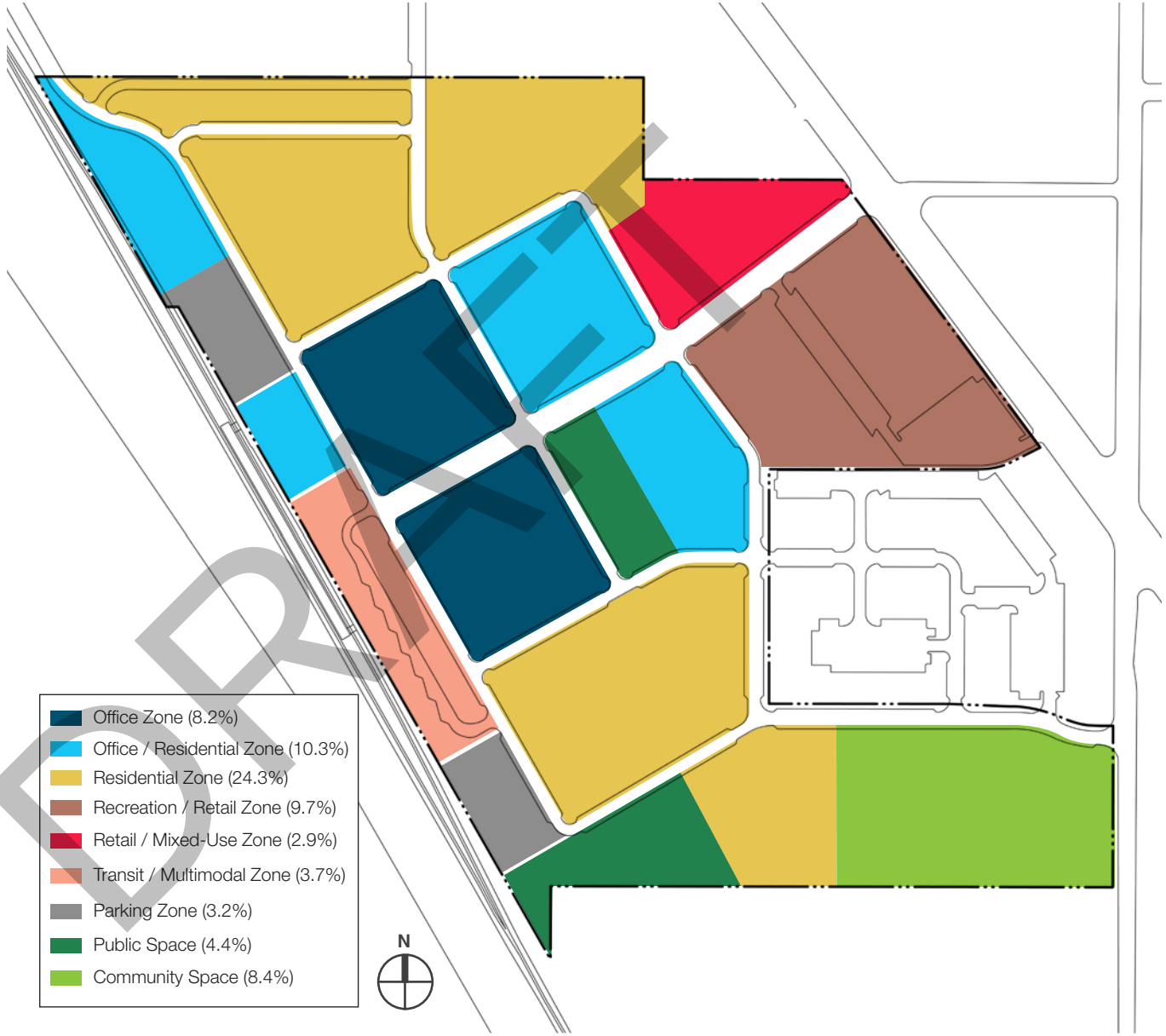
Clearfield Station will be a mixed-use neighborhood. It will contain a variety of land-uses within the overall site (horizontal mixed-use), and will also encourage a mix of uses within individual buildings as well (vertical mixed-use).

This Land-Use diagram takes the District Framework and refines it further by defining the intended land-uses for each block/parcel on the site. These designations help arrange specific uses in conjunction with the transportation and open space elements to create a cohesive and optimized neighborhood.

The land-uses shown are arranged to have the highest intensity uses near the center of the site adjacent to the platform. These uses are also assumed to generate high transit ridership.

The legend to the right contains a percentage showing the percentage of land area that is allocated to each use. The remaining 24.9% of land area is allocated to streets.

Pages 39-40 provide an overview of the nine different zones. Subsequent sections of this document contain further detailed design guidelines for development on the site.



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OFFICE ZONE

The office zone accommodates office buildings in the heart of the neighborhood, directly adjacent to the commuter rail platform. The central location of this use will help establish the identity of the neighborhood as not just a residential community, but a complete community centered around an employment hub.

OFFICE / RESIDENTIAL ZONE

The office/residential zone is a flexible zone that will allow development to respond to future market conditions. This zone will accommodate multi-family housing, office, or a mix of these uses. The central location of this zone requires some active ground floor commercial uses in prominent areas.

RESIDENTIAL ZONE

The residential zone provides locations for mid-rise residential buildings on the outer portions of the site, but within convenient walking distance to the commuter rail platform.

RECREATION / RETAIL ZONE

The recreation zone provides recreation amenities for the neighborhood, as well as the surrounding community. This use is located on the highly visible intersection of State Street and the main boulevard in the neighborhood. Recreational uses should be mixed with retail shops and other public amenities to act as a gateway and encourage people to enter and experience the site.

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RETAIL / MIXED USE ZONE

The retail/mixed use zone provides a retail element at the neighborhood's main intersection with State Street. This highly visible location will provide retail services for both the Clearfield Station site, as well as vehicular traffic from State Street. Housing and/or office uses are encouraged over the retail ground floor.

TRANSIT / MULTIMODAL ZONE

The transit/multimodal zone provides transit users with a central, comfortable, safe, and convenient area that accommodates all modes of transit. A transit plaza will provide civic space, as well as amenities that enhance the overall transit user experience. This includes small buildings and kiosks for food and beverage, bike rentals, ticket stations, and other amenities geared toward transit riders.

PARKING ZONE

The parking zone provides locations within 1,000 feet of the commuter rail platform to ensure an appropriate amount of parking near the platform is available for park-and-ride transit users. Parking in this area can also act as shared parking for employees and visitors in the neighborhood.

PUBLIC SPACE

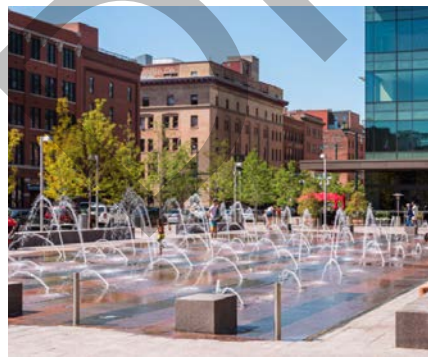
The public space zone contains the neighborhood's significant public open spaces, including recreational and functional open spaces. The plan shows the existing drainage basin, as well as a central location for a village square.

COMMUNITY SPACE

The community space zone provides an opportunity for a school or other community use to be located within the Clearfield Station site, which will become an amenity to the neighborhood, as well as the surrounding community.

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Concept Master Plan

The Concept Master Plan presents an example approach for how the site could develop to meet the vision and principles established for the project.

The building sizes, shapes and uses shown here are flexible and are only intended to demonstrate the vision intended for the development. The layout and arrangement of the buildings is also flexible.



Concept Renderings

The concept renderings shown have been developed to demonstrate the general character and feeling of the Clearfield Station neighborhood. They are meant to show the general intent, not specific design solutions.

The image on this page shows a view from the main boulevard looking toward the FrontRunner Station.

The image on the following page shows the village square and boulevard.



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05

BUILDINGS + ARCHITECTURE

FRAMEWORK + DESIGN GUIDELINES

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Site Layout Guidelines + Principles

INTENT

Strong urban design principles are demonstrated by thoughtfully choreographing buildings, landscape, open space and streets.

The layout and arrangement of buildings and parking on a site will have the most significant and positive impact in creating a walkable development.

The appropriate arrangement of these elements reinforce the quality and functionality of the building facades, streets, and open spaces and how all of these elements work together to create a more livable environment.

This graphic uses the concept master plan to demonstrate the general urban design principles that the plan exhibits.

PRIMARY STREETS + FACADES

Primary streets area identified to establish a consistent streetwall with active ground floor uses. These will become the most important and walkable streets in the neighborhood. Buildings along primary streets should address the street with a primary facade and entrance.

Retail, residential, and/or other active uses are encouraged where a building faces a primary street.

SECONDARY STREETS + FACADES

All non-primary streets are considered secondary streets. Buildings along secondary streets should still address the street, where feasible, with windows/transparency and high quality building materials. However, this treament is not as essential as on primary streets. Retail, residential and/or other active uses are encouraged. Blank walls should be limited.

PARKING

Parking areas should be located in the rear and to the sides of buildings, and should not face the Primary streets.

Buildings should wrap and screen parking areas from the street where possible and/or applicable.

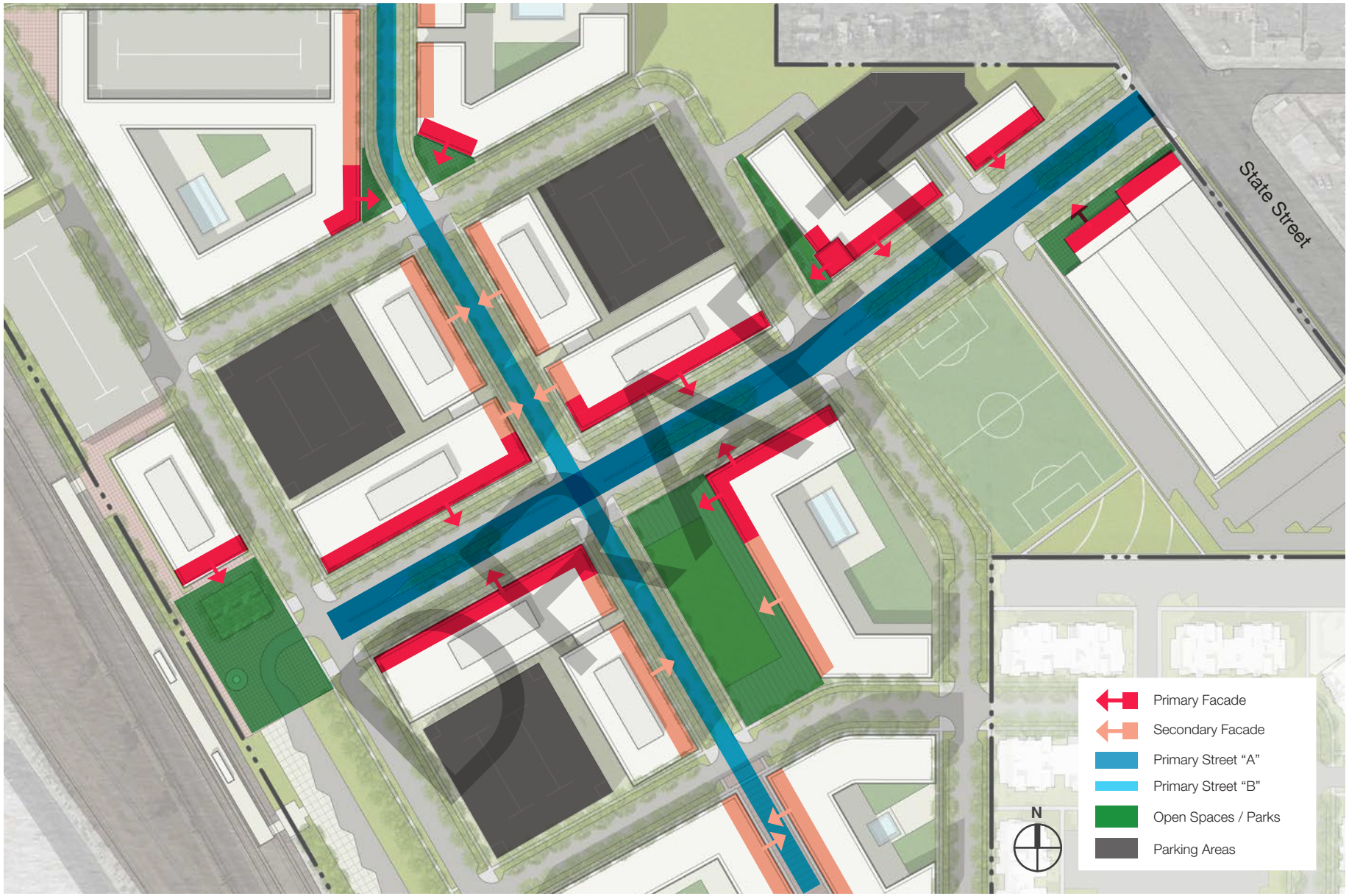
OPEN SPACE

Open spaces should be located throughout the neighborhood in various sizes and provide various user experiences.

Open spaces should be located in prominent areas.

Open space design and programming should respond to the surrounding uses and buildings.

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State Street
Primary Facade
Secondary Facade
Primary Street “A”
Primary Street “B”
Open Spaces / Parks
Parking Areas
N

Architectural Style

INTENT

To establish a specific "look and feel" throughout the study area to unify the area and create a design theme that is appropriate for the Clearfield Station Site.

DESIGN THEME - "CONTEMPORARY INDUSTRIAL"

The design theme for Clearfield Station will be a contemporary industrial style that is modern, yet is rooted in the industrial character that surrounds the site. This industrial character helps to create a brand for the site and provides a common theme that ties the neighborhood together.

While the industrial character plays an important role on the site, there are no historic buildings on or directly adjacent to the site that new development needs to respond to. Therefore, this presents an opportunity to create a new and unique, industrial inspired architectural style.

The design guidelines section will provide detailed design guidelines that should be followed to achieve a consistent and coherent architectural style as outlined above.

HISTORICAL PRECEDENTS

There are no historic buildings on currently existing on the site, and therefore, historic precedents should be considered from around Northern Utah. Precedents should be based on traditional industrial architecture from the early to mid 20th Century that are/were found in Northern Utah.

The images to the right display images found in Clearfield, as well as nearby cities such as Ogden, Layton, and Kaysville. These are just a few examples of existing and former buildings from the area that should provide inspiration for architects and designers.

PRECEDENT IMAGES

1. Administration building at the Clearfield Naval Supply Depot (now Freeport Center)
2. Layton Sugar Company
3. American Can Company (Ogden)
4. DaVinci Academy (Ogden)
5. Pillsbury Company (Ogden)
6. Warehouse (Ogden)
7. Kaysville Flour Mill
8. American Can Company (Ogden)





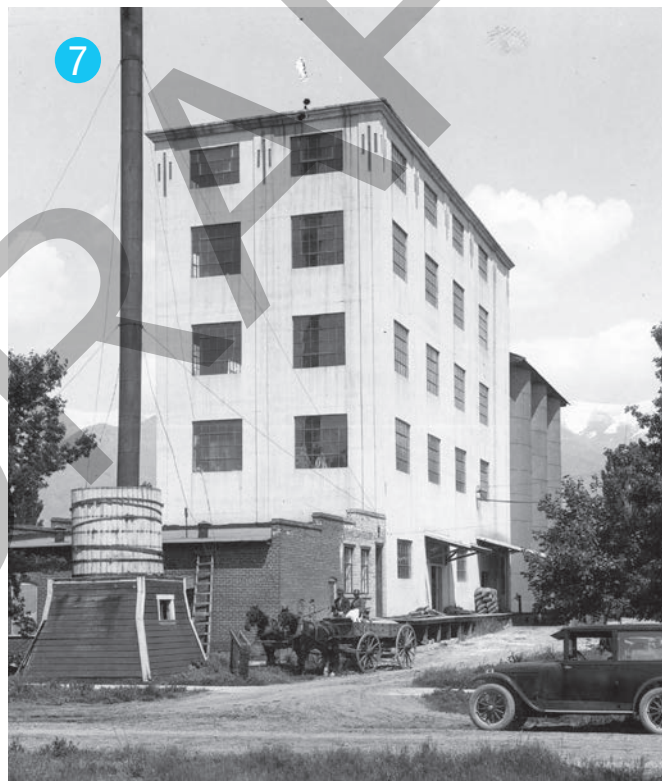
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Architectural Style

CONTEMPORARY PRECEDENTS

The images on the following page demonstrate images found throughout the country that achieve the goal of creating a contemporary, modern building that is also rooted in historic industrial architecture. They reflect the character and level of detailing envisioned for the Clearfield Station site.

These examples show a range of examples, from more abstract interpretations, to more traditional recreations. These images should be used for reference and inspiration for new development on the Clearfield Station site.

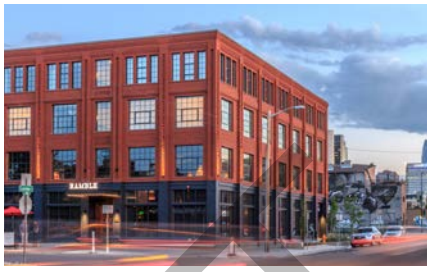
Elements often associated with industrial architecture include, but are not limited to:

- Large volumes that house large-scale industrial activities such as a mill, factory, foundry, refinery or power plant.
- Predominantly brick and steel buildings.
- Specialized building elements and apparatus such as tall chimney stacks, exposed materials circulation apparatus, hoists and chutes.
- Exposed structural elements.
- High interior spaces with exposed brick, steel and timber.
- Divided light windows.



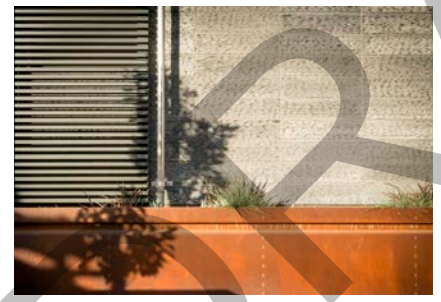


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Materials + Colors

INTENT

To ensure a consistent application of complementary and high quality materials throughout the neighborhood that will reinforce the unique identity and a sense of place.

DESIGN GUIDELINES

- Building materials should reinforce the industrial theme by using brick, steel, timber, and concrete.
- Building materials should be durable, high quality, and authentic materials that have a long life, age well, and reflect a high level of craftsmanship.
- Building materials should add texture, depth, and visual interest to the building's facade.
- Materials should turn corners and incorporate thoughtful transitions between facades, spaces, uses, and structures.
- Materials should generally be limited to one or two predominant materials and one or two accent materials in order to keep buildings visually coherent and uncluttered.
- EIFS stucco and corrugated steel should be limited to no greater than 30% of the building's facade.

COLOR

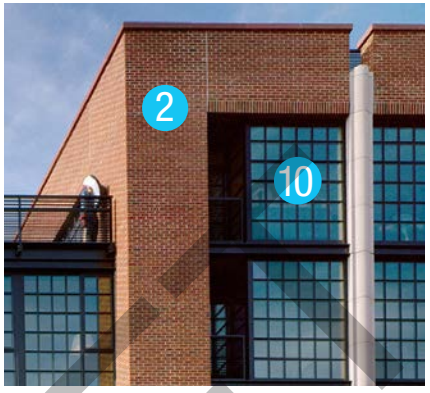
Industrial buildings typically are defined by dark, heavy colors, such as red brick, black steel and dark concrete.

While those colors and materials are appropriate, lighter colors are highly encouraged in order to give the district a more fresh, contemporary look. Pops of color are also encouraged to accent and bring a feeling of excitement and uniqueness to the neighborhood.

1. Pop of Color as an Accent

ACCEPTABLE MATERIALS

2. Brick
3. Tumbled Brick
4. Black Steel
5. Colored Pre-Finished Metal Panels
6. Corrugated or Corten Steel
7. Stone
8. Wood / Timber
9. Curtain Walls Glazing System
10. Industrial Sash / Divided Light Windows
11. EIFS Stucco
12. Concrete











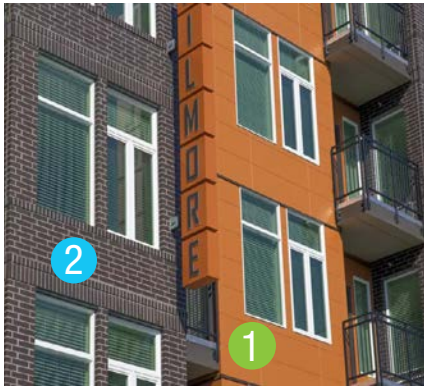


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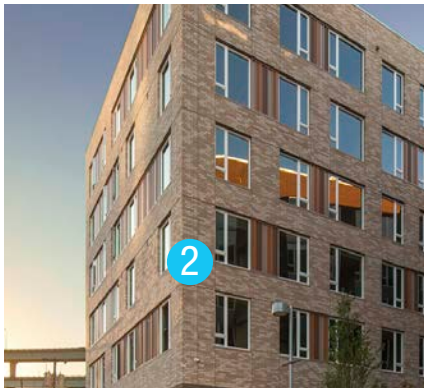

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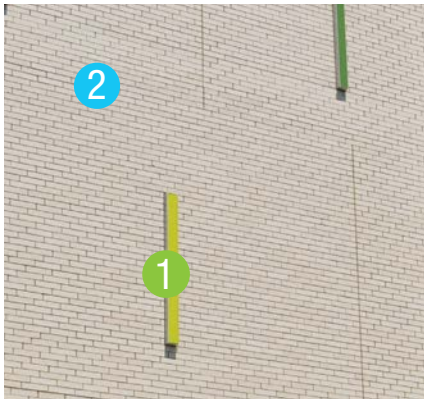

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2

Architectural Massing

INTENT

To facilitate building shapes that fit comfortably within their surroundings, are friendly and unobtrusive to pedestrians, achieve an attractive urban form, and are visually interesting.

The guidelines on pages 56-67 regulate specific elements of architectural massing. This section provides an overview.

DESIGN GUIDELINES

- The most dense uses and tallest building heights should be located in the neighborhood core district (see district framework on page 37).
- Buildings should be designed to a human scale, with particular attention on the ground floor
- Floorplates should generally be less than 30,000 sf per building, with no minimum floor plate size.
- Buildings should create a consistent streetwall on both sides of the street to create “enclosure.”
- Gaps in the streetwall should be limited as much as possible

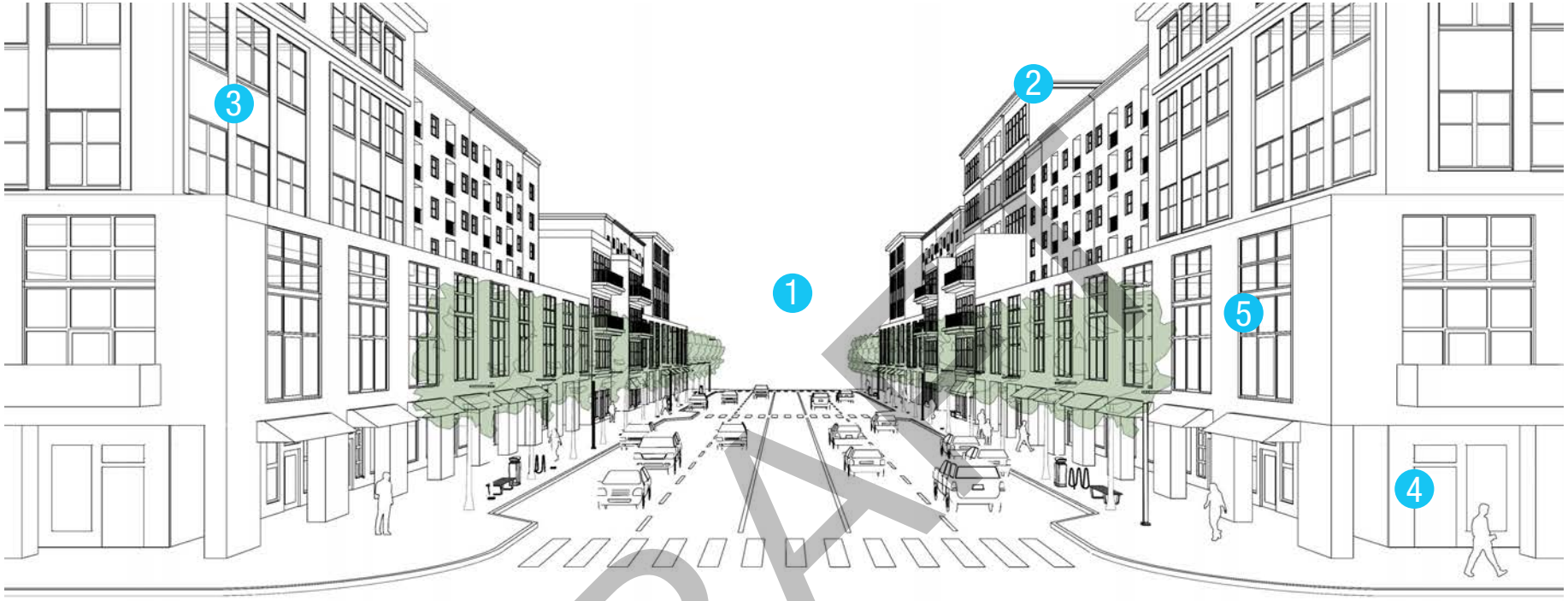
PRECEDENTS

1. Building has clearly defined top, middle, and base.
2. Multiple buildings combine to create a good, pedestrian-scaled streetwall. The buildings also demonstrate a clearly defined top, middle, and base.





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ARCHITECTURAL MASSING

Architectural massing is key in creating an inviting pedestrian environment. Care should be taken to understand the form of buildings and their impact on the public realm.

This graphic demonstrates how careful architectural massing creates an interesting and pedestrian friendly urban environment.

1. A consistent streetwall on both sides of street, as well as vertical elements such as trees, create a sense of enclosure.
2. A variety in building height, scale and bulk creates a dynamic and visually interesting experience.
3. Buildings include stepbacks on upper stories in the building facade to ensure pedestrian scale and increase sunlight and air on the street.
4. The ground floor of buildings address the street and have a high level of transparency.
5. Windows, podium decks and balconies overlook the street.

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Facade Articulation

INTENT

To purposefully articulate building facades in order to make the various building functions legible through the massing of the buildings, as well as to reduce the building's apparent mass.

HORIZONTAL ARTICULATION

The first 20 feet of height of building faces should have a rhythm of modules that serve to break down the scale of the building face. A module is defined as a portion of the facade that is differentiated from the adjacent facade by a change in the line of the face of the building, and/or a substantial change in material color or fenestration. Characteristics between modules should relate to one another to achieve a unified composition.

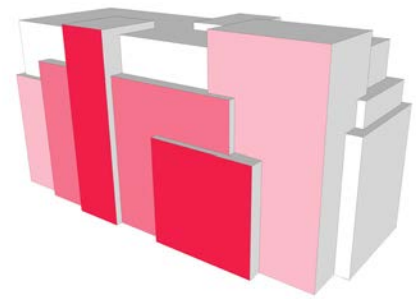
DESIGN GUIDELINES

Modules should generally be no longer than 40 feet.

Building facades should avoid being long, monotonous, and repetitive.

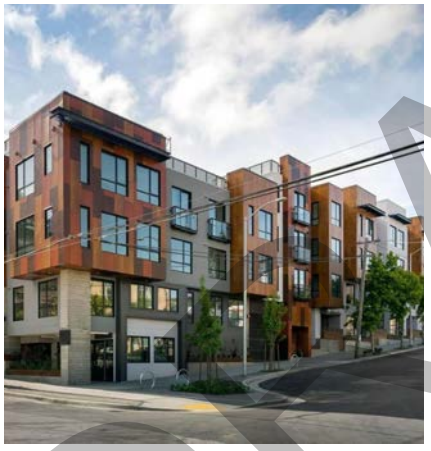
Articulation should be used to create interest and help establish a strong sense of design and identity.

Massing, building details, and entries should be proportionately scaled.



Vertical planes are articulated through massing and add interest to the building









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VERTICAL ARTICULATION

The three segments of the building - the base, middle and top - should be articulated by such elements as cornices, string courses, stepbacks, recesses and projections, changes in floor height, and changes in color and material.

DESIGN GUIDELINES

Base Section

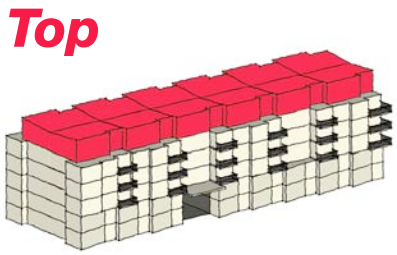
- Should relate directly with the street.
- Should “ground” the building.

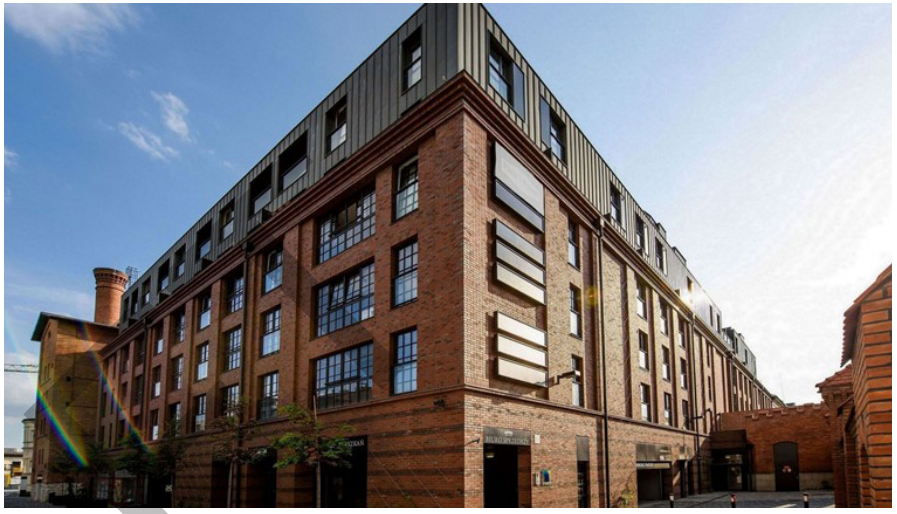
Middle Section

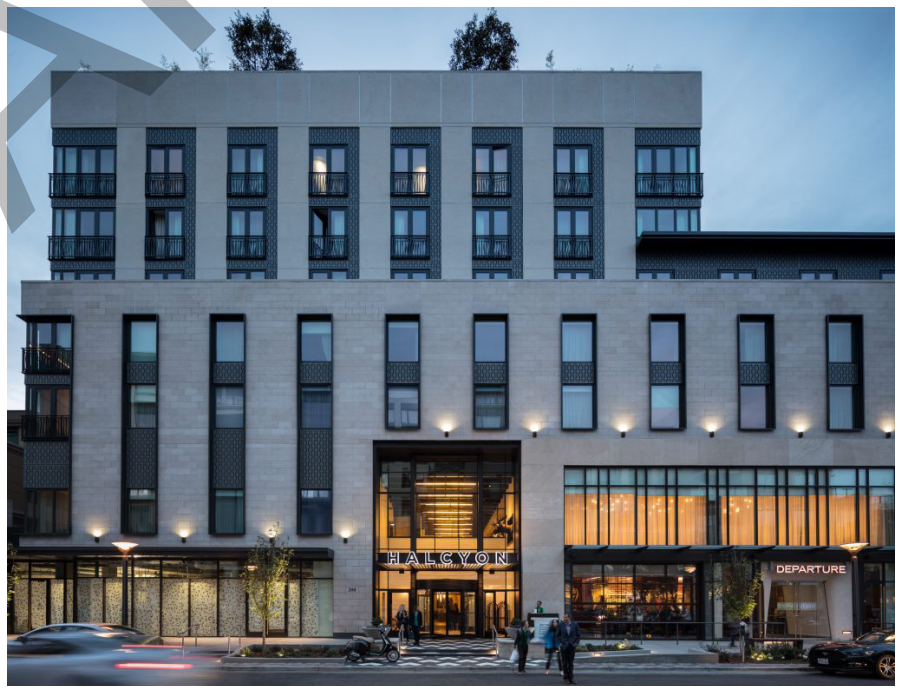
- Should define the principle building facade.
- Should differentiate from the base and top sections through the use of massing, materials, and/or color.

Top Section

- Should define the roof line.
- Stepbacks are encouraged for penthouse units or to otherwise break up the mass and define the building top.
- Incorporate green roofs and other usable roof space where possible.







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Setbacks

INTENT

To ensure all buildings consider their relationship with the public right-of-way with the appropriate setback distance for each unique use, and to create a human-scaled, defined streetwall.

DEFINITION

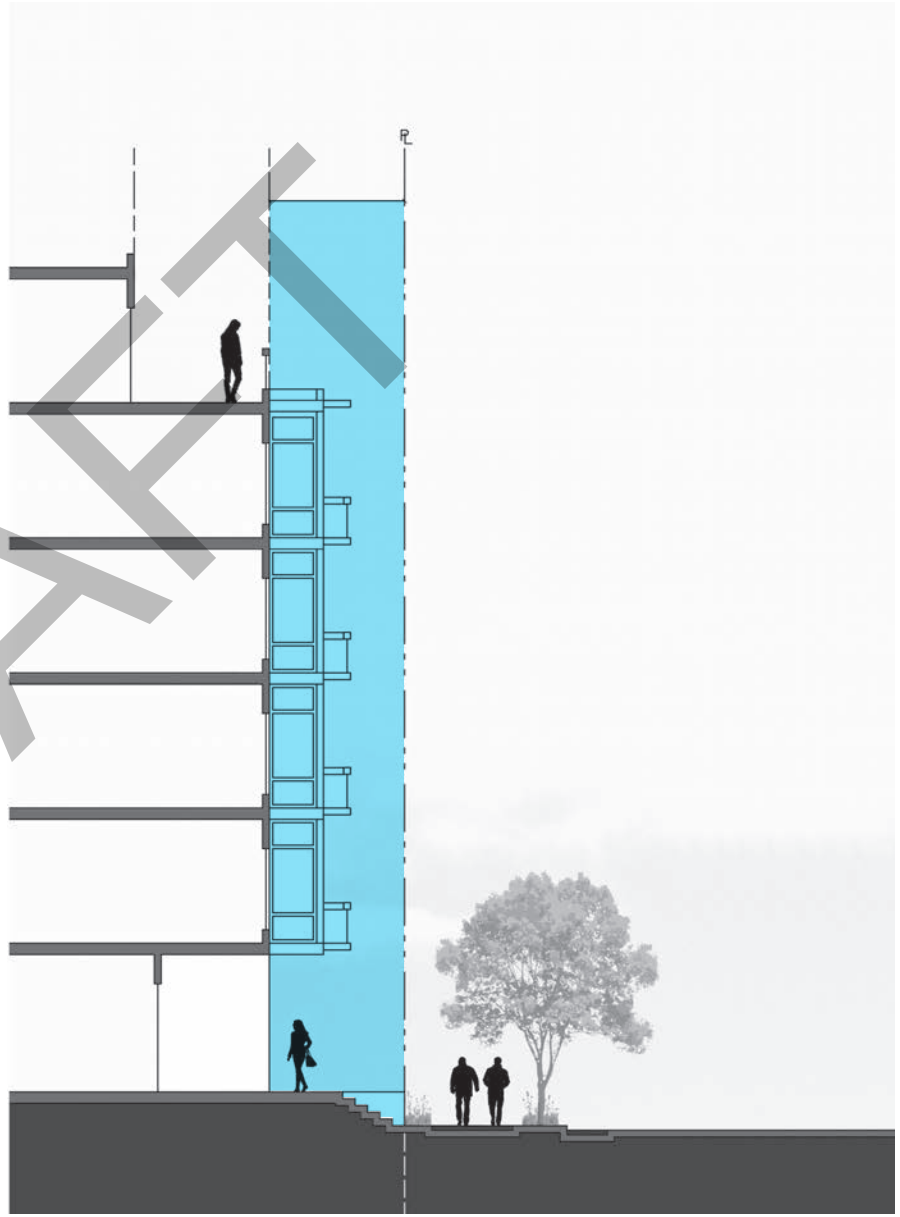
The setback refers to the space between the building facade and the public right-of-way line.

DESIGN GUIDELINES

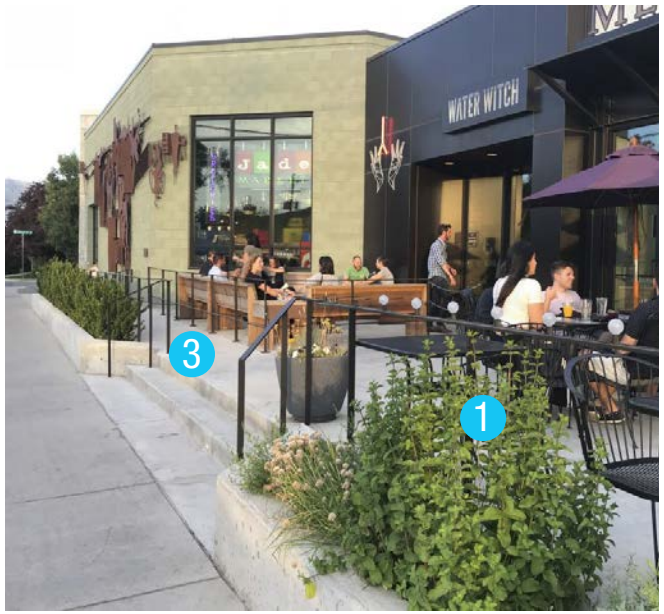
- Maximum setback distance is 15 feet.
- There is no minimum setback distance.
- Generally, setbacks should be no more than 5 feet.
- Setbacks, when used, should enhance the ground level environment and pedestrian experience. Examples include:
  - To create a space for outdoor dining in front of retail/restaurant spaces.
  - To provide landscape and/or a patio/stoop in front of ground level residential entrances.
  - To enhance the architectural character of the building facade at street level.
  - Entrance courts for office or residential building lobbies.
  - To add interest and bring nature into the streetscape through planters and landscape. In-ground planters are only alllowed in front of ground-floor residential units.
  - Setback may be raised above sidewalk level to create feeling of semi-private space.
- See pages 62 - 65 for ground floor - base activation design guidelines.

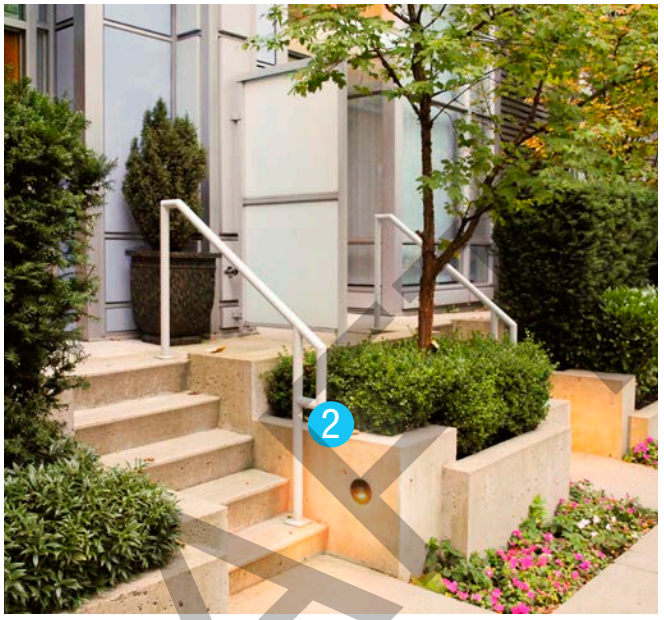
PRECEDENTS

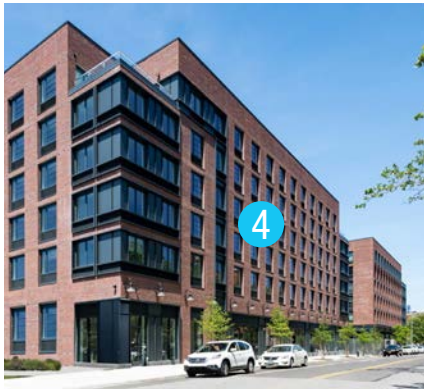
1. Setback is used for outdoor dining.
2. Setback along ground floor residential units contains stoops and landscape.
3. Setback is raised to create sense of semi-private space.
4. A strongly defined streetwall is created, despite having some setbacks in the building face and at the ground floor.



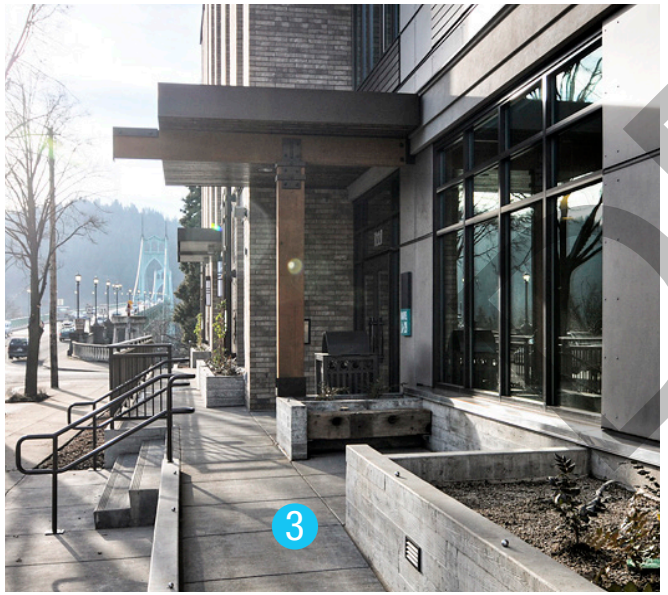
DRAFT


WATER WITCH
3
1


2


4


Sally's
Dog & Cat Shop
4


3


VERN
1


4

Projections

INTENT

To encourage facade articulation through habitable and non-habitable projections.

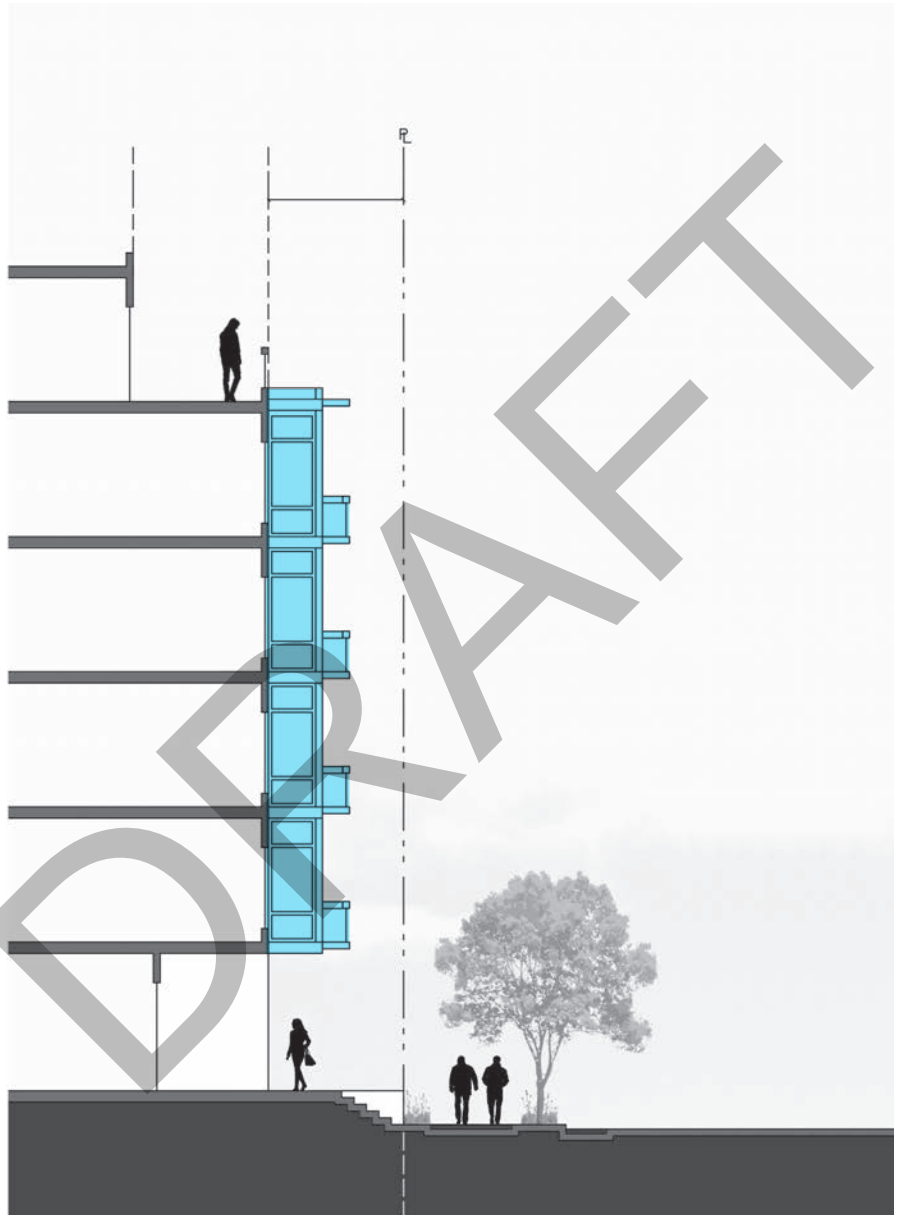
DEFINITION

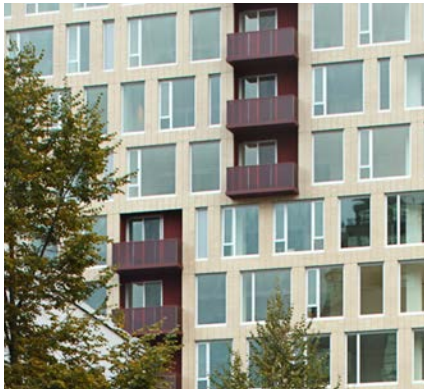
Habitable projection - a portion of the building enclosed by walls and a roof, such as a bay window, corner element, or other extended bay.

Non-Habitable projection - spaces utilized by residents but not enclosed by walls and a roof, such as balconies.

DESIGN GUIDELINES

- Projections are encouraged to add visual interest to the facade, as well as to add usable balconies as residential amenities.
- Balconies should be at least 3 feet deep.
- Projections should not extend more than 6 feet into setback or common space.
- Projections should not extend more than 3 feet into public right-of-way.
- Decorative elements such as belt courses, cornices, sills and eaves are also encouraged.









Stepback

INTENT

To encourage facade articulation and the creation of usable outdoor space by stepping back the upper floor(s) of a building.

DEFINITION

Stepback is the portion of the building

DESIGN GUIDELINES

- Stepbacks are encouraged to help break down the mass of the building by creating a defined “top,” as well as to add usable green space as residential amenities.
- Roof space created by stepbacks should be designed as usable outdoor space.









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Ground Floor - Base Activation

INTENT

To ensure the important interaction between the ground floor of a building and the sidewalk is carefully designed to enhance the pedestrian experience and the overall vitality of the neighborhood.

OVERVIEW

One of the most important aspects of a walkable urban neighborhood is the street level interaction between the building and the street. For a streetscape to facilitate active public life, it is essential buildings address the street on the ground floor.

This page contains general ground floor design guidelines, while the following pages contain specific guidelines for residential and commercial uses.

DESIGN GUIDELINES

- The base of the building should be designed to foster positive activity by orienting and integrating courts, lobbies, entries, and large windows to face streets, public parks, and open spaces to provide more opportunity for interaction and safety.
- Avoid or minimize expansive blank walls at the ground floor.
- Include operable windows, roll up doors, and other features to activate and animate a building.
- Maximize transparency of ground floor commercial facades with windows and doors with visibility into active uses, such as retail spaces, lobbies, etc.
- Highlight entrances to commercial buildings through integrated signage, changes in materials and colors, and/or through changes to the buildings massing.
- Ground Floor heights should be at least 14 feet tall.
- Active uses should have a depth of at least 25 feet from the street frontage.

PRIMARY STREETS

The primary streets, as defined in the Street Hierarchy Section on page 91, are the most important streets where active ground floor uses should address the street. “Primary Street A” (the boulevard) is designed to be the primary retail and walking street in the neighborhood.

“Primary Street B” should also have active uses fronting the street. Retail is encouraged, if it is supported by the market. However, it is anticipated that this street will more likely be lined with active uses such as residential units, lobby spaces, meeting spaces, etc.

Active uses are encouraged on all other streets in the neighborhood to the extent feasible.

ACTIVE USES

Active uses are defined as any use that provides some level of interaction with the public realm. This could include uses such as residential, retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/ brewpubs, bar establishments, art galleries, theaters, performing art facilities and more. Uses must also be allowed by City Ordinance.

PARKING STRUCTURES

No parking structures are allowed to face “Primary Street A” and any parking structure facing “Primary Street B” should have an active ground floor use.

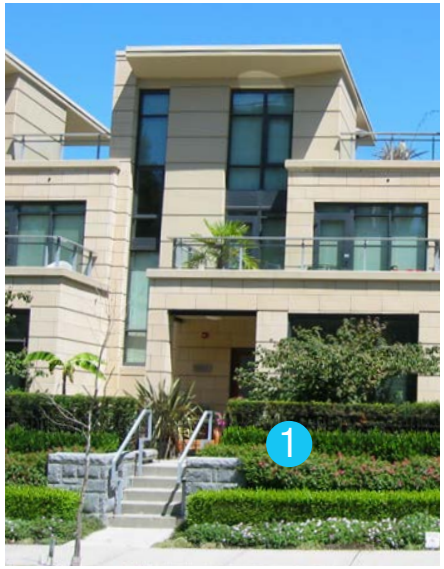
SCREENING METHODS FOR BLANK WALLS

Where blank walls occur, creative methods should be used to create interest on the streetscape. This could include solutions such as murals, green walls (plants growing on walls), faux windows, and more.

PRECEDENTS

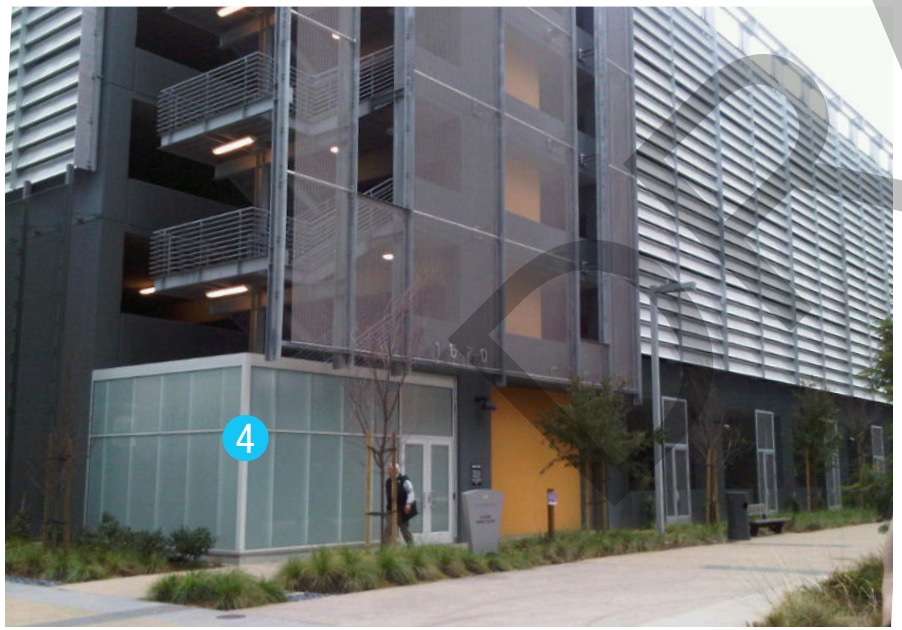
1. Entrances at street level combined with high quality landscape buffer activates the street.
2. Storefront with high transparency on ground floor, along with outdoor dining, activates the street.
3. Roll up doors on ground level blend the indoor/outdoor space and activate the street.
4. Faux windows and landscape add visual interest to create feeling of activity on a facade without an active use.
5. Planters along blank street wall add interest to an otherwise blank wall.
6. Colorful glass adds interest and life to an otherwise blank wall.

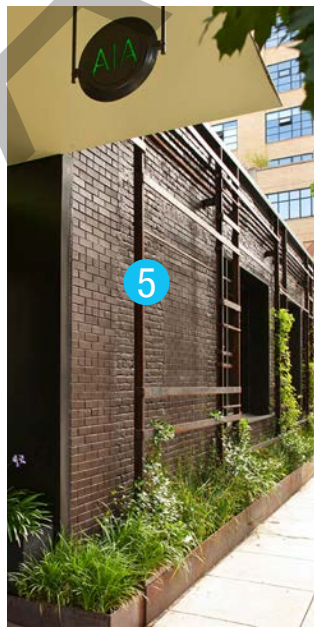
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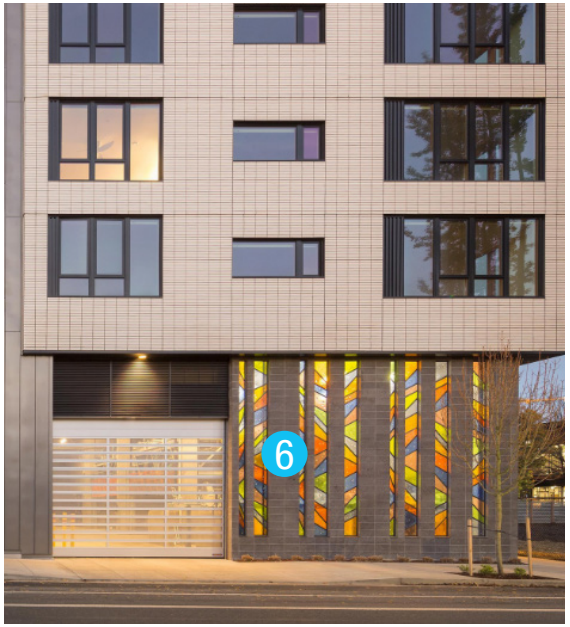

1


BURGERS
2


CHARLES SMITH WINES
CHARLES SMITH WINES
OFFICE
3


4


AIA
5


6

Ground Floor Residential

INTENT

Residential buildings without retail or other active uses on the ground floor should activate the ground floor by putting residential units with individual entries that address the street on the ground floor.

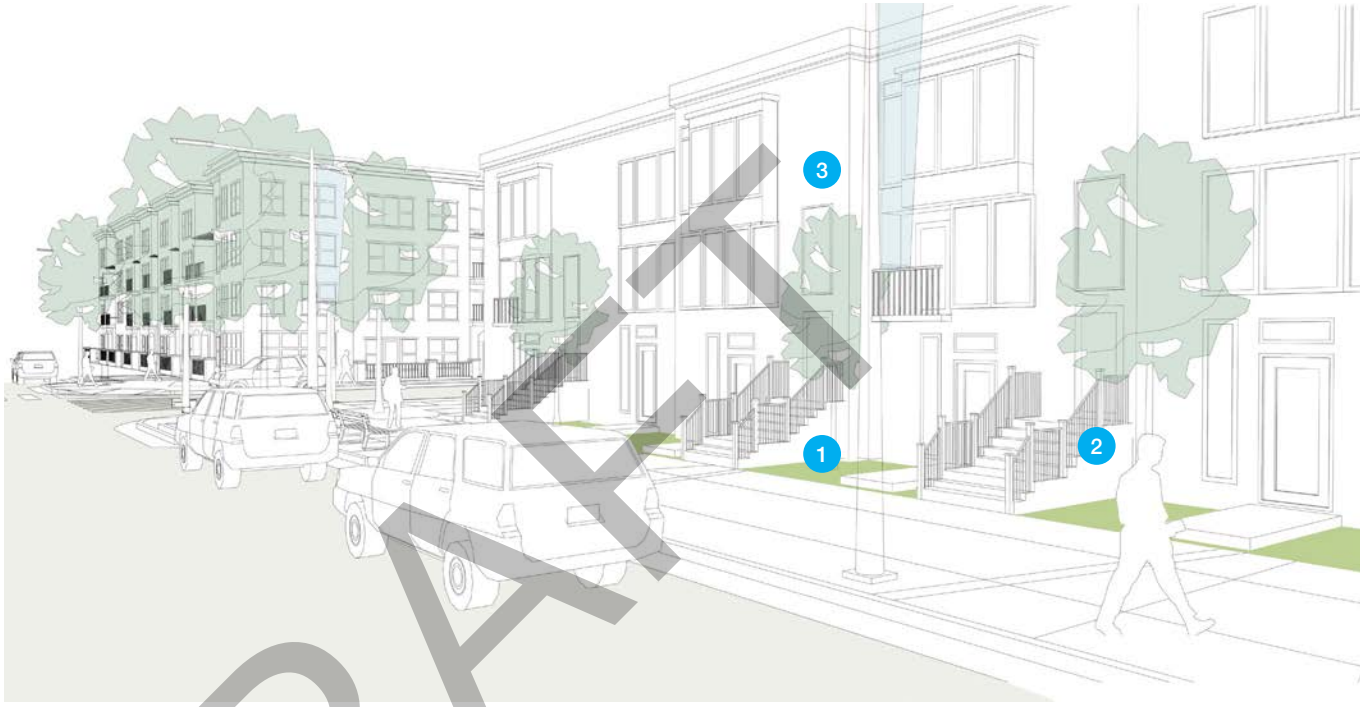
GROUND FLOOR DESIGN ELEMENTS

1 *LANDSCAPED SETBACK*

Buildings with residential units on the ground floor should provide a setback, typically 10' or less, to provide space for entry steps/stoops and landscape in order to provide adequate space for the public/ private transition. The landscape/ plants should also be used to screen views from the street into residences (also see diagram on bottom right of this page).

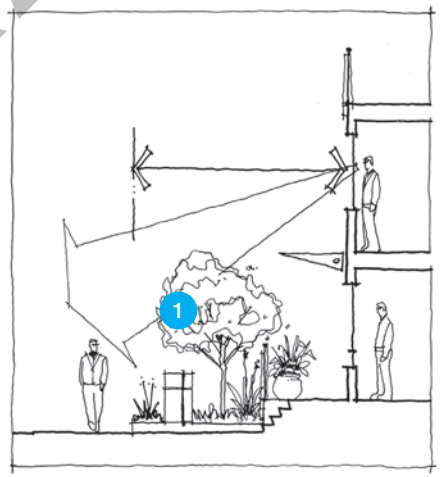
2 *RESIDENTIAL ENTRY*

Residential units on the ground level should generally be located at least three feet above grade, so that the unit's habitable space is above the eye level of pedestrians for increased privacy.



3 *FACADE MODULATION*

Buildings are vertically modulated at regular intervals of no greater than 30 feet to express individual ground floor residential units





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Ground Floor Commercial

INTENT

Commercial buildings should activate the ground floor through using retail or other active uses on the ground floor.

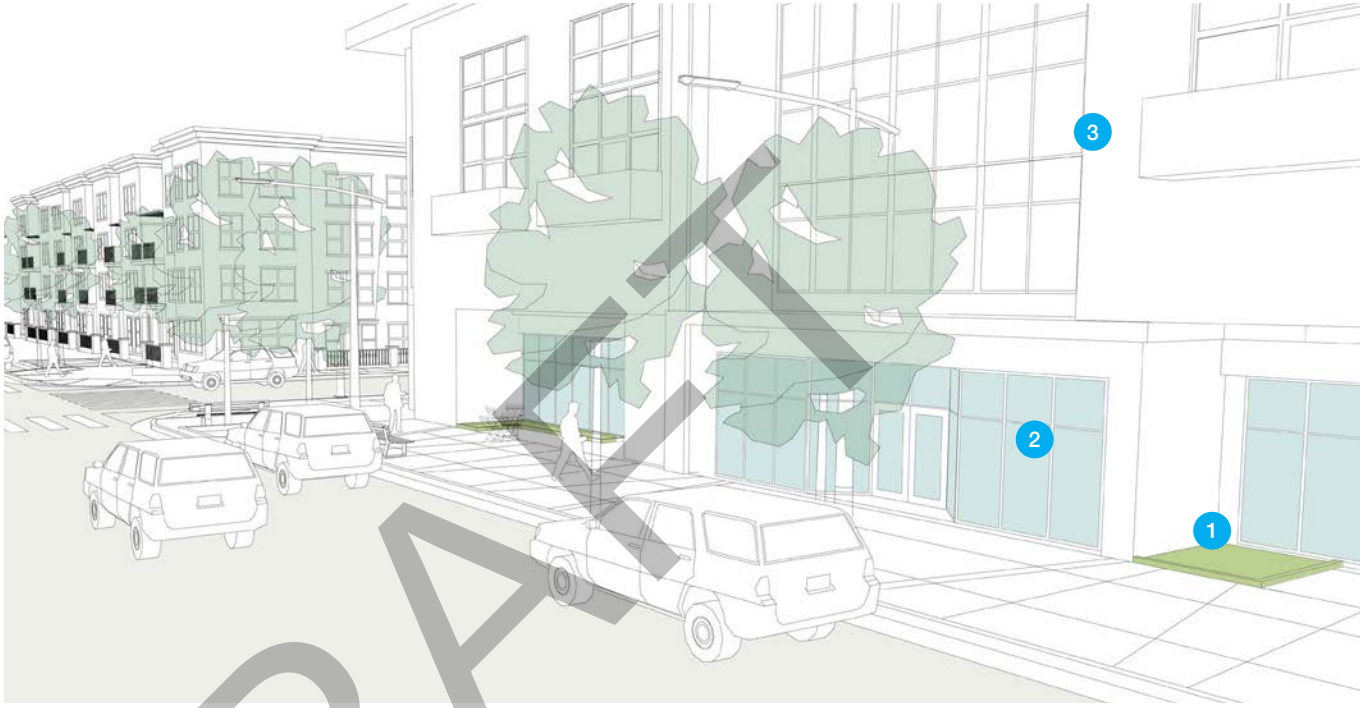
GROUND FLOOR DESIGN ELEMENTS

1 *SETBACKS + LANDSCAPE*

Commercial buildings should not have a consistent setback, but should have articulation zones as specified. Where setbacks do occur, landscape is encouraged to soften the streetscape, add visual interest, and increase the opportunities for experiences with nature in an urban environment. Outdoor Dining or other functional uses that enhance the ground floor use are also encouraged

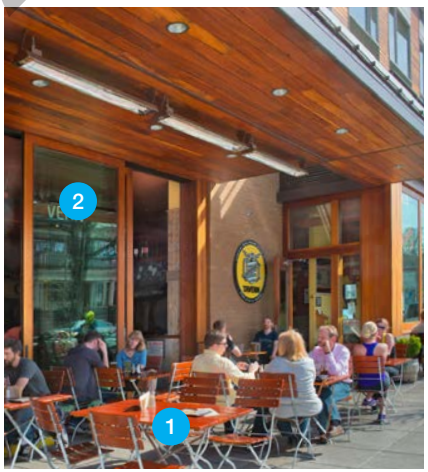
2 *TRANSPARENCY*

The ground floor of commercial buildings should be primarily composed of transparent materials in order to reveal activity of the building, as well as to add interest and security to the pedestrians.



3 *FACADE MODULATION*

Buildings are vertically modulated at intervals that align with the specific ground floor use, generally no greater than 80 feet. For retail uses, intervals should generally be no greater than 50 feet.





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Roofs

INTENT

To emphasize the architectural style and to minimize visual impacts.

DESIGN GUIDELINES

- Roofs should be flat or appear flat from street level.
- Building heights and roof lines should modulate to create a visually appealing skyline and add interest to the skyline.
- Mechanical equipment on roofs should be screened from the street view.
- Green roofs are encouraged
- Usable roof terraces are encouraged
- Roof should use high albedo, non-reflective materials to minimize heat island effect







Corners

INTENT

To emphasize important intersections and corners by including special architectural features on buildings that are located in these key locations.

DESIGN GUIDELINES

- Incorporate special design details and architectural treatments that reinforce the corner's importance as a public realm element
- Corners in key locations should be emphasized by utilizing a combination of these measures:
  - A change in the building's massing and/or height
  - A contrasting facade finish
  - Transparency
- Designers/Architects are encouraged to find creative and artful solutions.







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Entrances

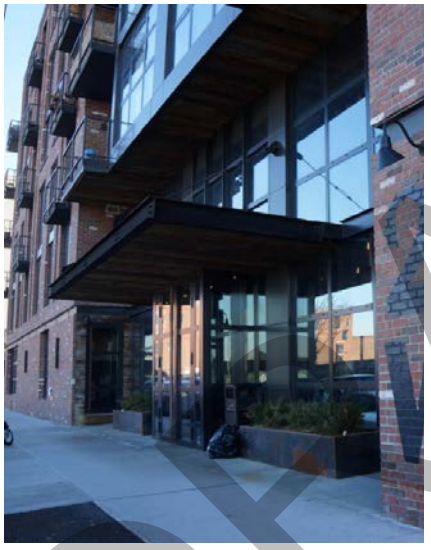
INTENT

To emphasize the relationship between buildings and their adjacent streets by prominently featuring major entrances.

DESIGN GUIDELINES

- The main entrance to the building should provide the most important interaction between the pedestrian and building and should be emphasized through design.
- Buildings that front primary streets (as defined on page 91) should have a main entrance facing that street. A building may have an additional main entrance that faces the main parking area or drop-off zone, if applicable.
- Use lighting to highlight entrances.
- Provide canopies, awnings, or other overhead elements to protect users from weather conditions.
- The use of continuous “docks” within the build-to line is permitted to provide a semi-private space for outdoor dining or other uses that activate the streetscape. This mimics the re-purposing of loading docks that is often done on historic industrial buildings.







Fenestration

INTENT

To create a pedestrian friendly and engaging relationship between buildings and streets.

DESIGN GUIDELINES

- The ground floor of commercial buildings should have a high percentage of transparent materials where buildings front streets.
- Buildings maximize windows on upper floors that overlook streets or open spaces to increase “eyes on the street,” which discourages undesirable public behavior.
- Windows should be strategically used next to entrances and open spaces to create prominent indoor/outdoor relationships.
- Industrial sash windows are strongly encouraged to promote the industrial character.
- Mullions and frames are encouraged to project beyond the plane of the glass in windows to create strong shadow lines.







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Building Signage

INTENT

To identify the commercial or non-commercial uses within the building with signage that promotes wayfinding, adds interest that fits with the architectural character of the building, and enhances the pedestrian experience.

DESIGN GUIDELINES

- All signs should be scaled appropriately to the size of the building.
- Signs shall be constructed of high quality and durable materials that are consistent with and complement the building materials.
- Building identification signage should be placed on facades that face the primary street(s).
- Signs should be artful and creative and wok with a building's architecture to add interest.

RESTRICTIONS

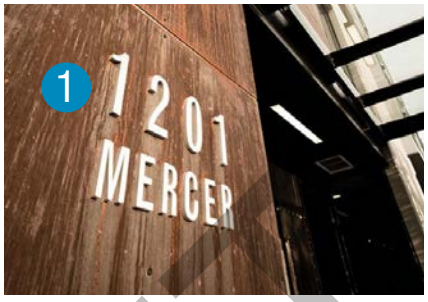
Internally illuminated box signs with more than 30% of the internal area illuminated are not permitted.

Animated, blinking, or flashing signs are not permitted.

ACCEPTABLE SIGN TYPES

The following sign types are acceptable for attached building signs:

1. **Wall signs** - Wall signs include signs that are attached to the face of a building wall. They should be mounted on the wall facing the public realm.
2. **Window Signs** - Window signs are painted, placed, or affixed in or on the interior of a window, and intended to be viewed from the outside. Window signs should not obscure views into store or business.
3. **Projecting Signs + Hanging Signs** - Projecting signs are attached to the building face and project out perpendicular to the building. Hanging signs are similar to projecting signs, except that they are suspended from a marquee or other overhead canopy.
4. **Awning Signs** - Awning signs are signs that are mounted, printed on, painted on, or otherwise attached to an awning or canopy above a business door or window.
5. **Mural** - Sign that is painted onto a wall that is visible to the public realm.













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Building Lighting

INTENT

To integrate lighting on buildings into the architectural design to creatively illuminate pedestrian areas and highlight building elements.

DESIGN GUIDELINES

- Pedestrian areas should have adequate illumination for safety.
- Lighting should be sensitive to residential development limiting glare, minimizing spill light, and minimizing light on upper stories of residential buildings.
- Retail buildings should integrate lighting with retail signage, storefront windows, and other building elements to enhance visibility and visual interest.
- Use creative lighting solutions to illuminate outdoor areas and add interest and life to outdoor spaces.

PRECEDENTS

1. Ground floor transparency allows internal lighting to illuminate the street and creates a “glow.”
2. Lights on building exterior highlight the ground floor retail space and illuminate the street.
3. Light illuminates steps to promote pedestrian safety.
4. Lights used on canopy and sign add visual interest, as well as highlight the building entrance.
5. Overhead lights used to help create an interesting and exciting “place.”









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OPEN SPACE + PUBLIC REALM

FRAMEWORK + DESIGN GUIDELINES

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2018 CLEARFIELD CONNECTED STATION AREA PLAN

Open Space Network

OVERVIEW

In order to create a livable urban neighborhood, a high-quality, comprehensive open space network is essential. Clearfield Station will provide a variety of open space types to ensure there are spaces that will meet the needs of the various residents and visitors of the neighborhood. Open spaces will be developed in a variety of sizes and scales. Most will be public, while some will be private, and they will all provide a unique and specific experience that complement one another.

INTENT

To create a comprehensive open space network that provides a number of unique, yet complementary open spaces throughout the neighborhood.

OPEN SPACE TYPES

The open spaces shown in the Concept Master Plan on the following page are conceptual, but the intent for each open space type shown is discussed on pages 74-81. The site currently contains a large drainage basin in the southwest corner that will remain. Also, the plan calls for a school site, which will include an open space element as part of its program. The following open space types are outlined in this document and should be incorporated into the development:

- Village Square
- Transit Plaza
- Pocket Park/Plaza
- Private Courtyard/ Rooftop Deck
- Park
- Paseo
- Enhanced Streetscape
- Recreation

DESIGN GUIDELINES

- The open space network should provide a variety of open space types that complement one another.
- The open spaces should be integrated into the urban form of the neighborhood.
- Buildings should frame open spaces in a deliberate manner, rather than open spaces just being developed in the “left over” spaces.
- The design and programming of each open space should reflect the latest trends in open space design to provide an experience and aesthetic that fits the wants and needs of the current day.
- Streets should be considered part of the open space network and should be designed in a pedestrian friendly manner that promotes comfort, safety, and provides places to stop and linger.
- Green infrastructure systems and ideas should be incorporated into the open space system.
- Buildings and respective land-uses should work together with adjacent open space to provide uses that complement each other.

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1150 East
State Street
1000 East
Village Square
Transit Plaza
Pocket Park/Plaza
Private Courtyard / Rooftop Deck
Park
Paseo
Enhanced Streetscape
Recreation
Existing Drainage Basin
Educational / Civic Space
N

Village Square

INTENT

To provide a central open space of approximately 1 acre that is located in a highly visible area in the heart of the neighborhood. It should also become the primary gathering place for civic and social purposes, and should function as the living room for the neighborhood. This should become an iconic regional destination.

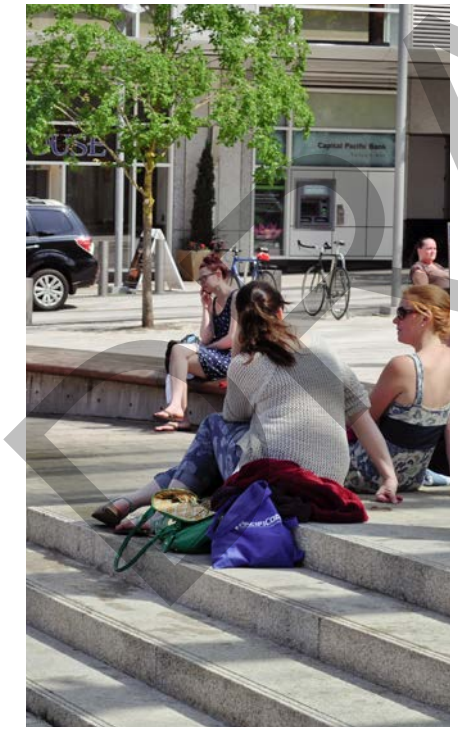
DESIGN GUIDELINES

The ***Village Square*** open space type should include:

- A strong image and identity that helps define the image of Clearfield Station.
- Framed by buildings with active ground floor uses that promote activity on the square.
- Iconic landscape features
- Flexible open gathering space for events
- Public art









Transit Plaza

INTENT

To provide an open space adjacent to the commuter rail platform and bus loading zone that is specifically designed to enhance the experience of using public transportation by providing amenities that are geared toward transit users.

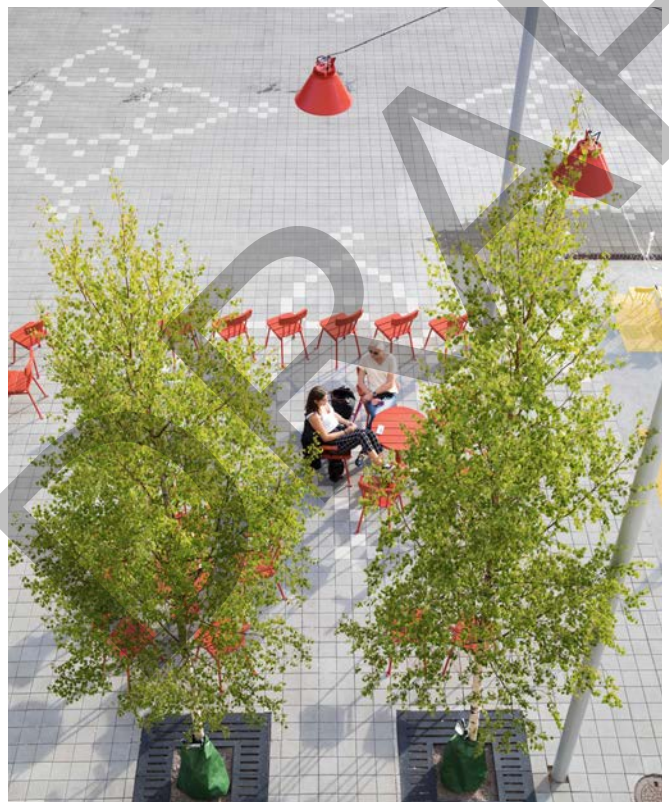
DESIGN GUIDELINES

The *Transit Plaza* open space type should include:

- Cafe, restaurant, or other convenient food options
- Public art
- Seating
- Shade
- Landscape features that reinforce the industrial theme for the neighborhood.









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Park

INTENT

To provide a public park space that is geared specifically toward residents in the neighborhood and functions like the backyard of the neighborhood where residents can relax and play in an informal environment.

FEATURES + ELEMENTS

The ***Park*** open space type should include:

- Children's playground and other play elements
- All ages play elements such as ping pong, tennis, bocce, etc.
- Flexible lawn areas for informal active and passive recreation
- Pathway loops for exercise









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Pocket Park / Plaza

INTENT

To provide a series of smaller parks and plazas that are typically located on small, irregular parcels, and are dispersed throughout the neighborhood. These spaces can serve as extensions of both the streetscape and the building.

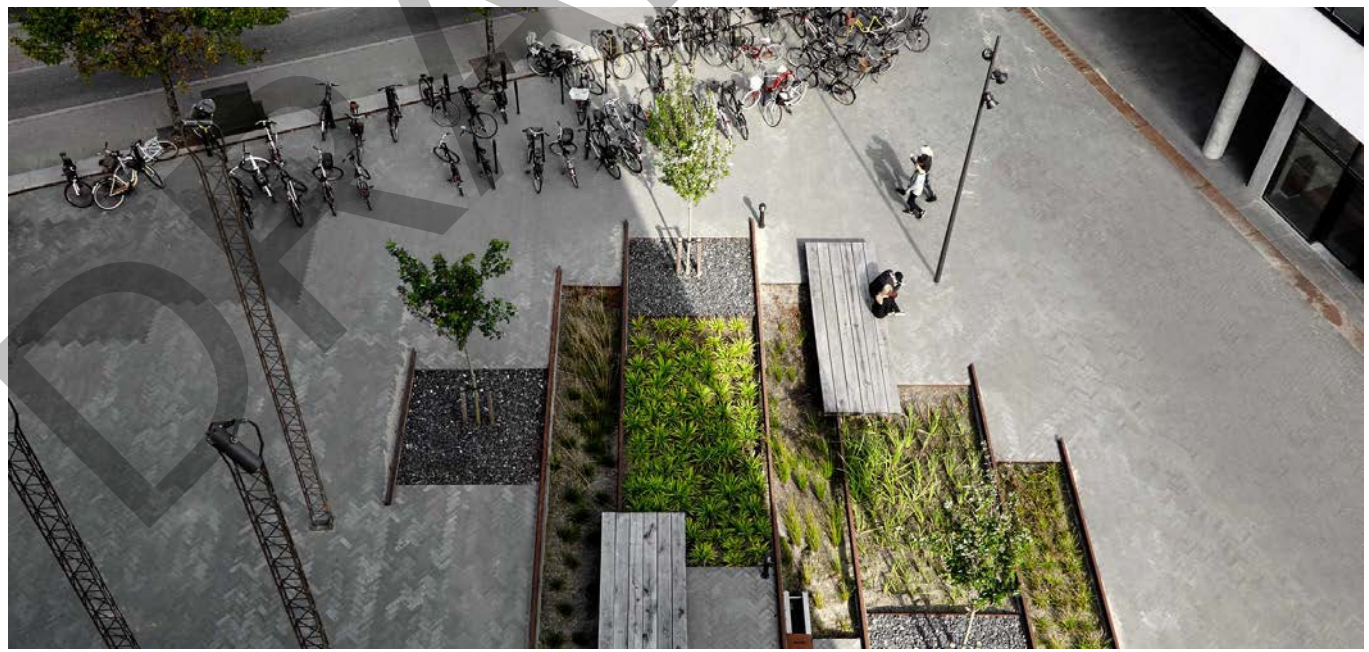
FEATURES + ELEMENTS

The ***Pocket Park/Plaza*** open space type should include:

- Seating
- Interesting landscape design elements such as paving, planting, or other features
- Landscape features that reinforce the industrial theme for the neighborhood
- Outdoor dining seating (if applicable)
- Green space/planting to soften the urban environment







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Paseo

INTENT

To provide pedestrian passageways and connections through buildings, while also providing open space amenities for both passerby's and adjacent residents.

FEATURES + ELEMENTS

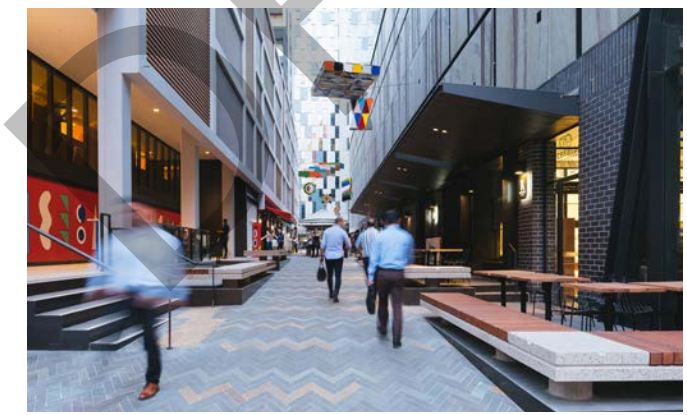
The ***Paseo*** open space type should include:

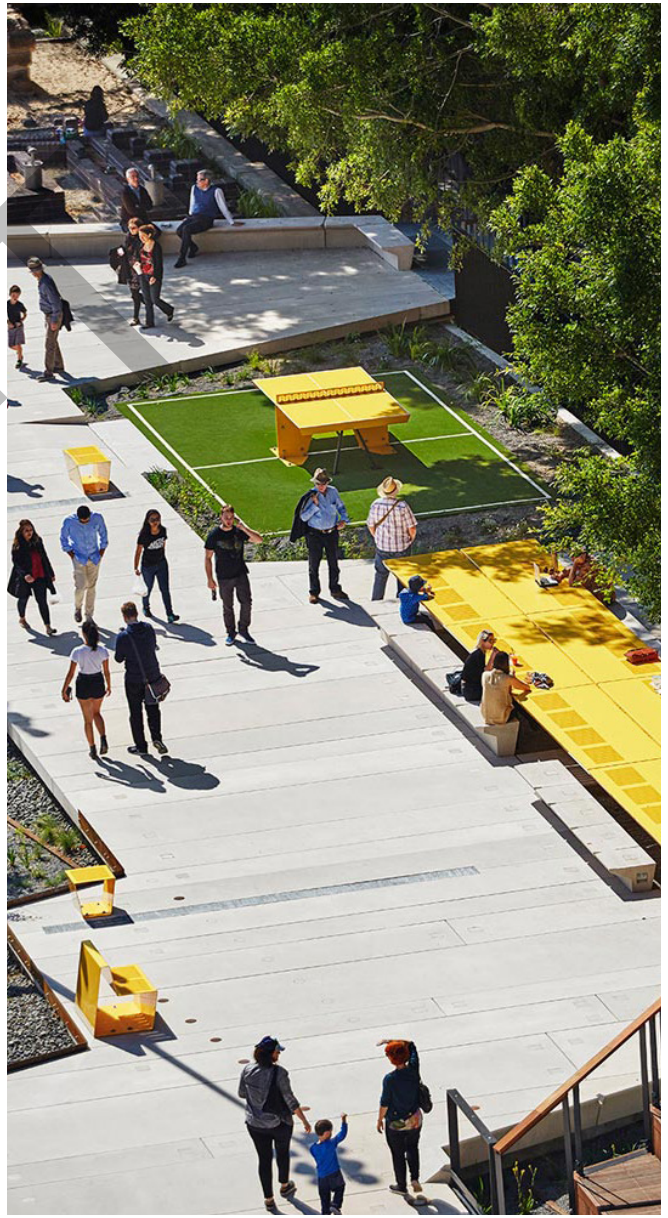
- Pathways for pedestrian connections
- Green space and trees
- Seating
- Small recreational activities
- Dedicated space for dogs and/or other pets

Paseo's provide important pedestrian connections, and are therefore also considered part of the transportation network. See Paseo street type guidelines on pages 108-109 for more detail.









Enhanced Streetscape

INTENT

To provide streets that are first and foremost designed to create a friendly pedestrian experience, in part by providing the appropriate pedestrian amenities.

FEATURES + ELEMENTS

The ***Enhanced Streetscape*** open space type should include:

- Seating
- Outdoor dining seating (where applicable)
- Landscape plantings
- Unique/Interesting paving
- Pedestrian lighting
- Public art integrated into functional streetscapes
- Street furniture such as trash/ recycling receptacles, bollards, and more

See streetscape guidelines on pages 98-99 for more detail.











Private Courtyard / Rooftop Deck

INTENT

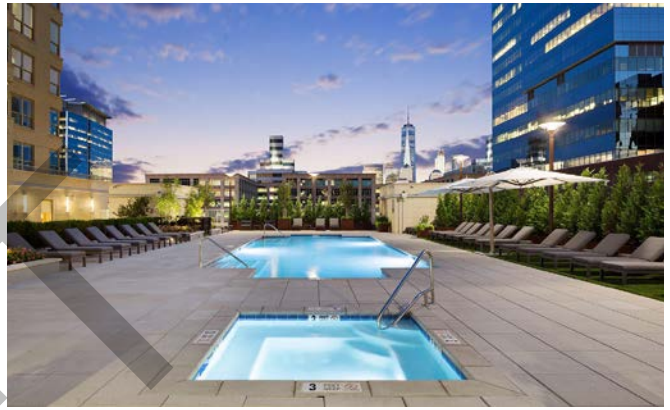
To provide private open spaces for residents and/or employees of a building.

FEATURES + ELEMENTS

The ***Private Courtyard / Rooftop Deck*** open space type should include:

- Lounge and relaxation spaces
- Pools and hot tubs
- Outdoor cooking facilities
- Fire places
- Green space and trees
- Seating
- Small recreational activities
- Small private event gathering spaces









Recreation

INTENT

To provide recreation facilities that offer formal recreational opportunities for residents and visitors.

FEATURES + ELEMENTS

The ***Recreation*** open space type should include:

- Sports fields
- Seating for spectators





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Landscape Design Theme

INTENT

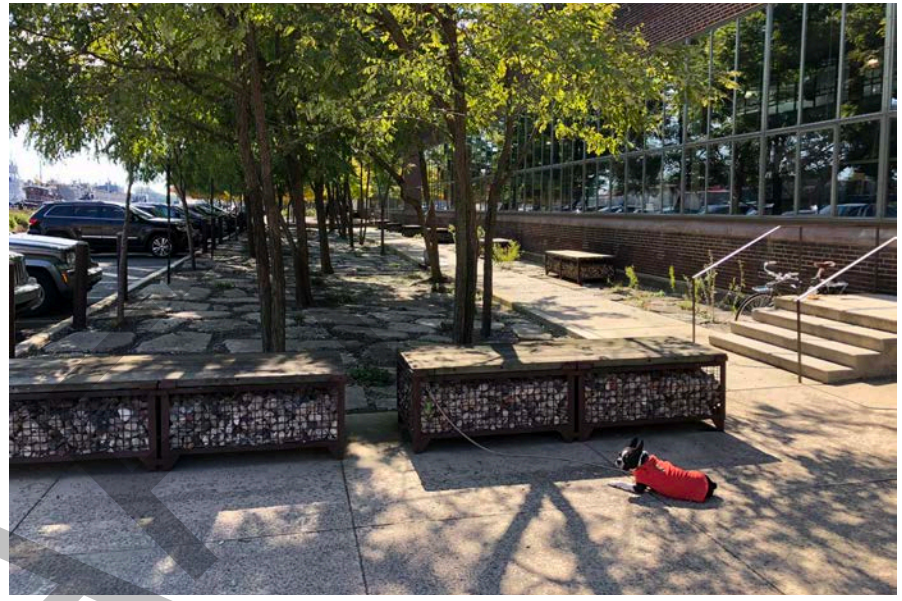
To establish a specific “look and feel” throughout the study area to unify the area by developing a landscape “language” that will help brand the neighborhood with a unique aesthetic that also works with the architectural design.

DESIGN THEME - “CONTEMPORARY INDUSTRIAL”

The landscape design theme for Clearfield Station will mirror the architectural design theme with a contemporary industrial style that is modern, yet is rooted in the industrial character that surrounds the site. This industrial character helps to create a brand for the site and provides a common theme that ties the neighborhood together.

LAWN AREAS

Lawn areas should be used strategically in areas that will become functional gathering places. Lawn areas should be minimized in other areas, and replaced with more water efficient landscape planting.



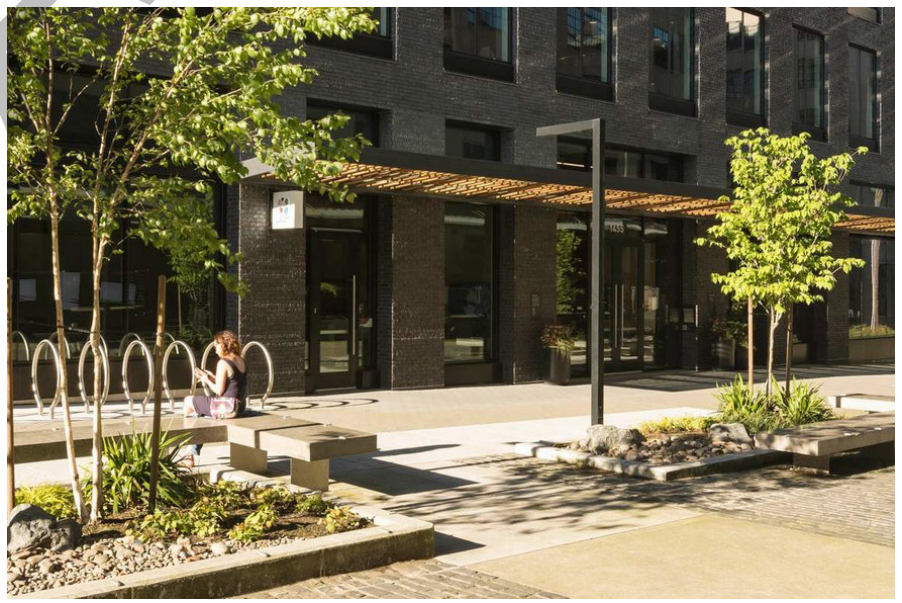


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SURLY



Materials + Colors

INTENT

To ensure a consistent application of complementary and high quality materials throughout the neighborhood that will reinforce the unique identity and a sense of place.

DESIGN GUIDELINES

- Landscape materials should reinforce the industrial theme by using concrete, steel, timber, brick and stone. See materials images for specific application of these materials.
- Utilize historic industrial remnants from the adjacent railroad, industrial area, and/or the historic navy depot, by integrating them into the landscape, if available.
- Materials are encouraged to have a weathered, industrial feeling. This could be done in various ways, such as using rough cut stone or concrete, or by using tumbled stone or brick. The weathered look should help create a feeling of “authenticity”

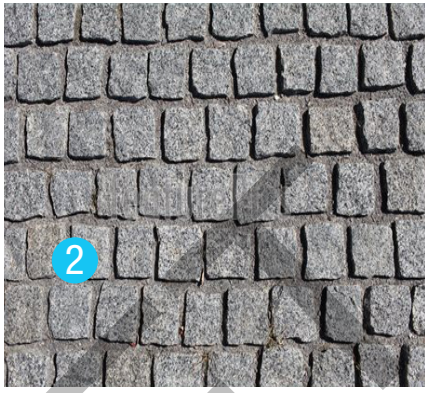
COLOR

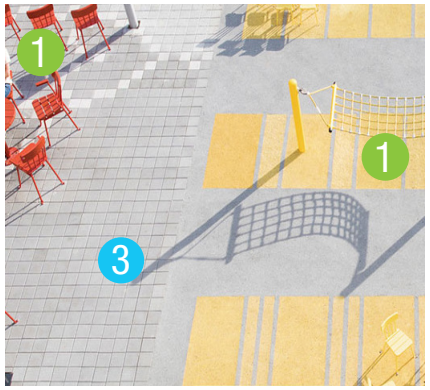
The most prominent color associated with industrial areas is gray, with reds and blacks also playing a large role. These colors should remain as a base for landscape material colors, but should also be supplemented with more modern and interesting colors. Specifically, brighter colors should be strategically added in minimal, but visually prominent ways, to contrast the muted gray tones.

1 Pop of Color as an Accent

ACCEPTABLE MATERIALS

2 Stone Pavers
3 Concrete Pavers
4 Broken Industrial Concrete
5 Abstract Industrial Broken Concrete
6 Decomposed Granite / Crusher Fines
7 Rough Cut Stone
8 Wood / Timber
9 Industrial Remnants (New + Old)
10 Steel / Railroad Track
11 Asphalt Pavers
12 Concrete / Board Form Concrete







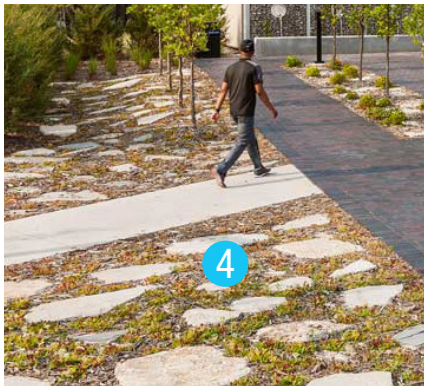


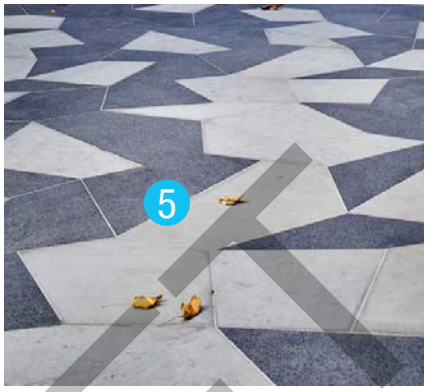




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Planting

INTENT

To reinforce the unique look and feel of Clearfield Station by utilizing planting in a way that is complementary to the contemporary industrial theme.

DESIGN GUIDELINES

- Planting areas should generally have an organic feel.
- Planting in groups to create attractive massings is encouraged.
- Lawn areas should be used strategically in areas that will become functional gathering places. Lawn areas should be minimized in other areas, and replaced with more water efficient landscape planting.
- Use perennials, bulbs, and wildflowers to add color to the landscape.
- Choose plants that minimize long-term maintenance costs.

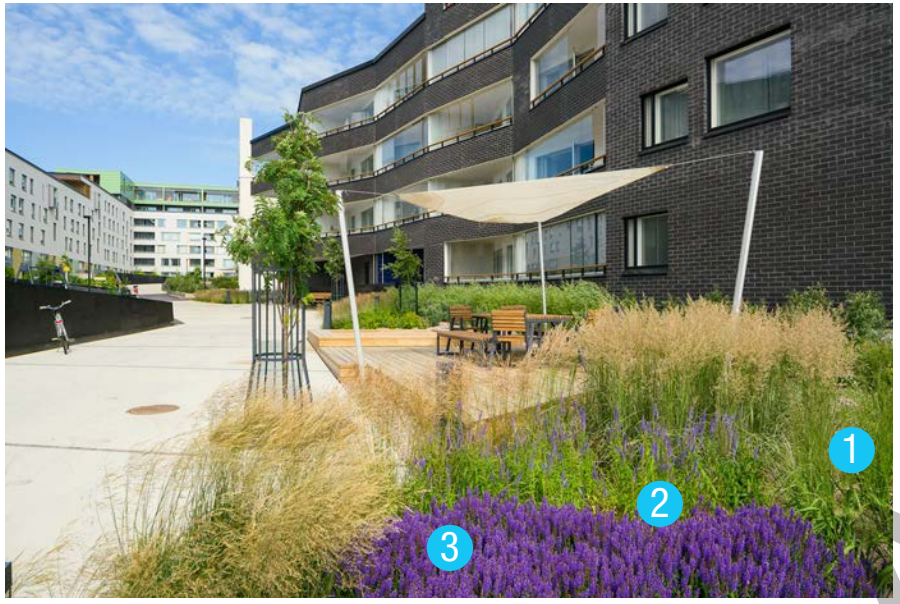
PRECEDENT

1. Organic Planting
2. Groups of Plants create organized massing
3. Wildflowers and perennials add color to the landscape.
4. Lawn area appropriately sized for gathering space.
5. Trees provide shade

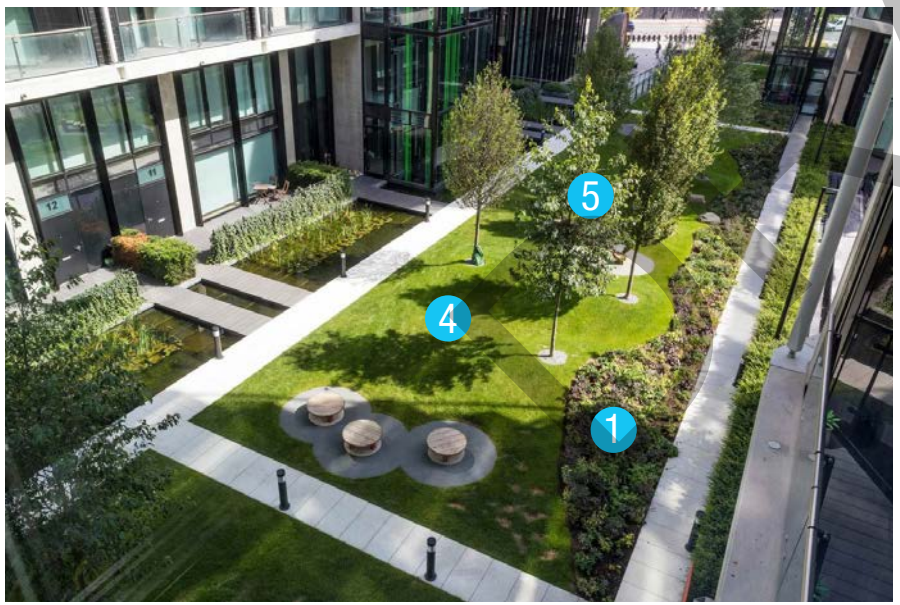


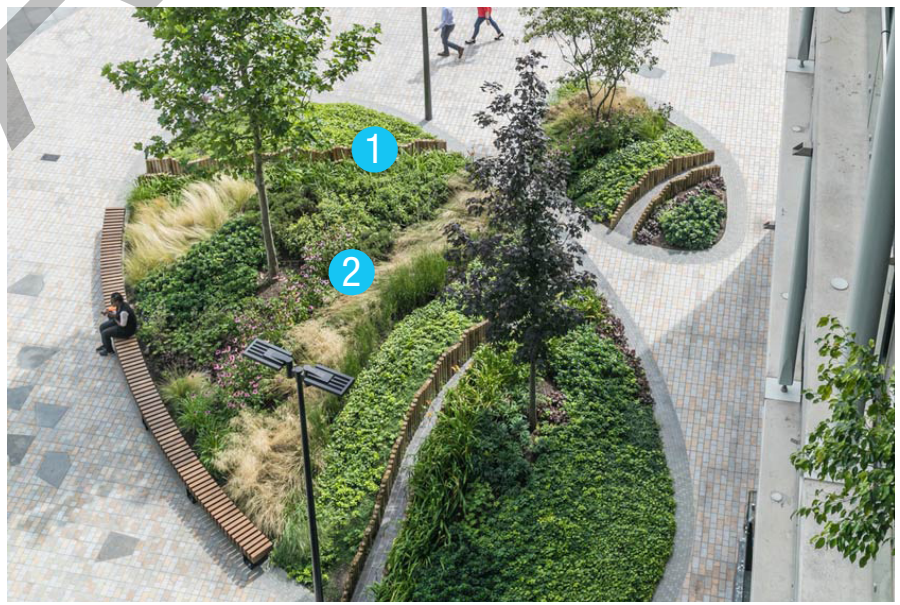


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07

TRANSPORTATION + MOBILITY

FRAMEWORK + DESIGN GUIDELINES

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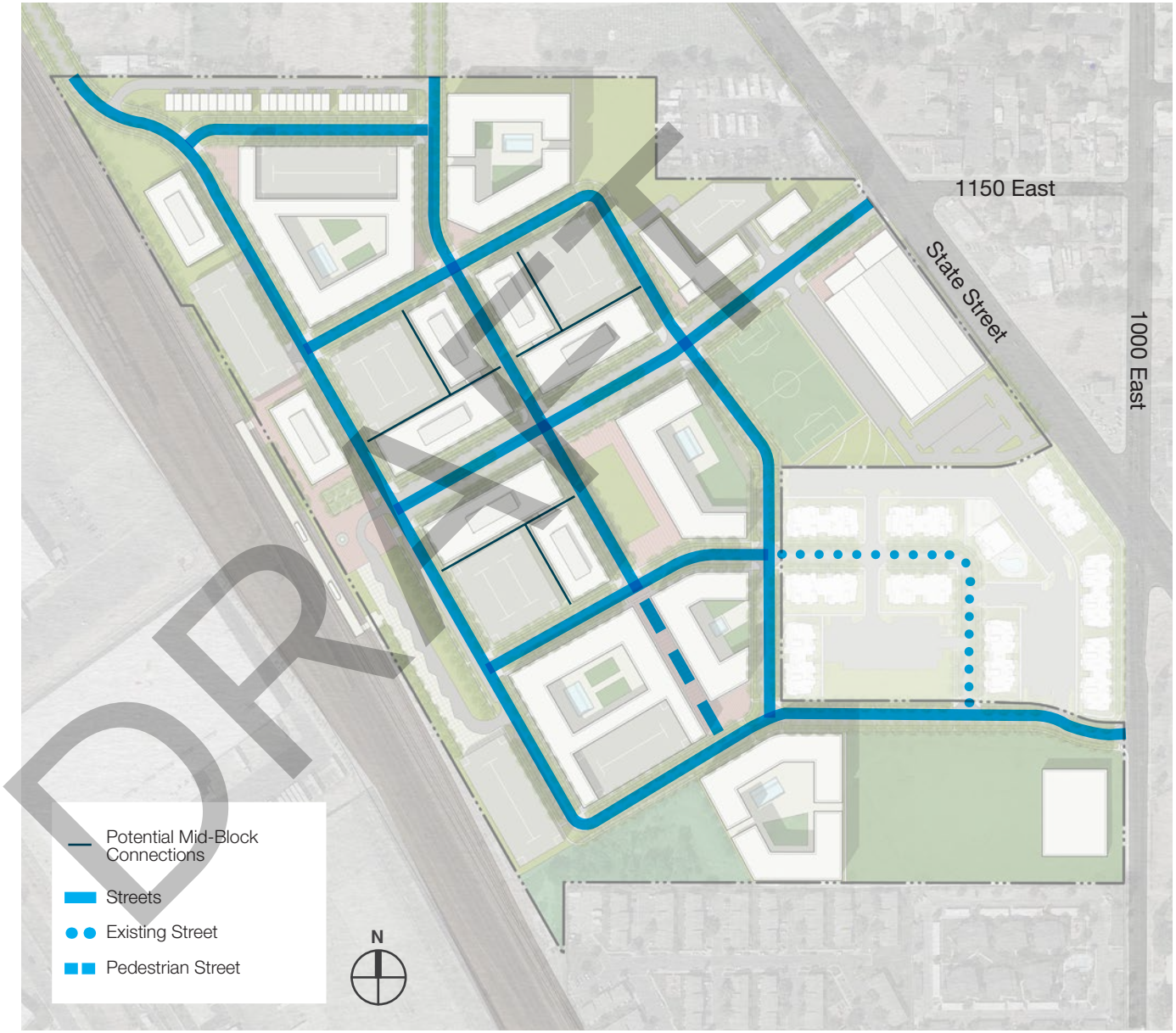
2018 CLEARFIELD CONNECTED STATION AREA PLAN

Streets + Blocks

The street layout of Clearfield Station will provide the foundation for the urban form of the area, which will help define the character and performance of the neighborhood. Once established, the street pattern will remain in place as the long-term structure and framework for the area, even as buildings and land-uses may change and evolve over time.

This layout incorporates the following:

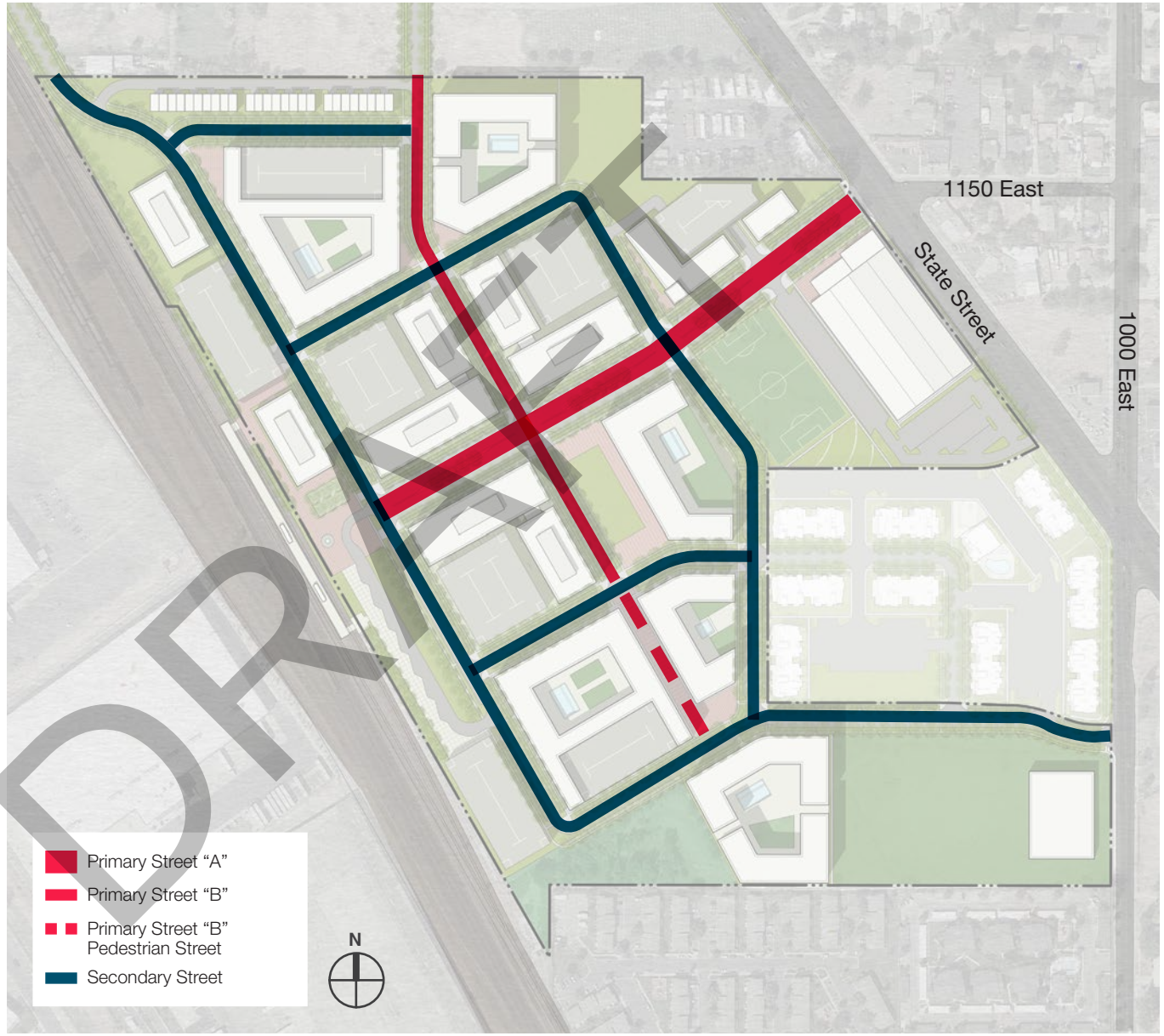
- New streets connect into the existing street pattern to increase connectivity into the site.
- Blocks are between 300' and 350' which is consistent with block sizes in successful, walkable downtowns throughout the country.
- The block size provides a good balance of ensuring good connectivity throughout the site, as well as providing a large enough block that it will allow for a variety of development options.
- Mid-block connections are encouraged to be designed into the site layout of each block, if feasible, to further increase connectivity.



Street Hierarchy

A hierarchy of streets has been established in order to define the most prominent and important streets in the neighborhood. It helps to define the various roles that different streets will play in regards to traffic volumes, modal choices, and pedestrian experience.

The street hierarchy specifically relates to the ground floor treatment of buildings, which is covered in Section 05 Buildings + Architecture of this document.



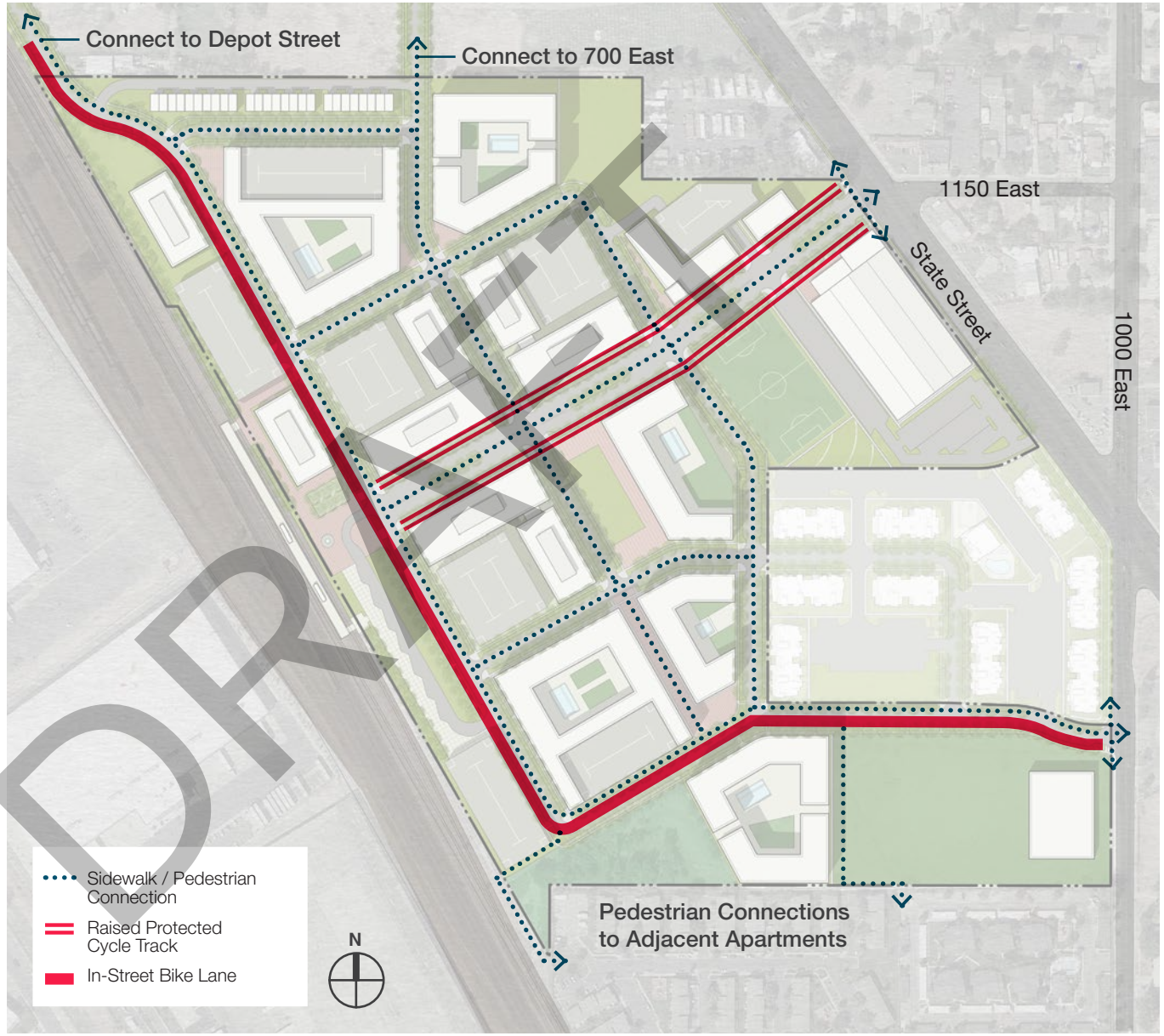
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Active Transportation

Active transportation is defined as modes of travel that require physical effort. In Clearfield Station, this is specifically manifested as pedestrian and bicycle transportation.

Active transportation is an essential component of a transit-oriented development, as strong pedestrian and bicycle facilities allow transit users to connect from the train/bus to their destination with relative comfort and safety.

Quality active transportation facilities are also important for encouraging healthy lifestyles and reducing vehicle travel and congestion.



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PEDESTRIAN FACILITIES

Clearfield Station will specifically focus on providing pedestrian friendly streets throughout the neighborhood. See street design guidelines on page 102-109.

Special attention should be paid to ensuring highly visible and safe street crossings. Crosswalks should be located at all intersections within the site to enhance pedestrian connectivity.

Bulb-outs (or curb extensions) should also be used throughout the neighborhood to calm vehicular traffic and shorten pedestrian crossings. Street trees should also be used to increase pedestrian comfort and calm traffic.

CYCLING FACILITIES

Cycling facilities are provided on the major streets that connect to existing streets outside of the site. A protected cycle track will be provided on the boulevard that connects State Street to the transit station. An in-street bike lane will run along Depot Street, through the site, and connecting to 1000 East. All other streets in the neighborhood will be designed to allow for a safe mix of cyclists and vehicles in vehicular travel lanes.

PRECEDENTS

1. Sidewalk with many elements that add to a comfortable, safe, and interesting pedestrian experience including street trees, planters, brick pavers, ground floor transparency, pedestrian lighting, bike parking, seating, and outdoor dining.
2. Bulb-out helps to calm vehicular traffic and shortens pedestrian crossing lengths.
3. Highly visible crosswalk with median refuge and signage.
4. In-street bike lane with a painted buffer to increase safety.
5. Raised Cycle track separates bikes (and other users, such as scooters, skateboarders, etc.) from vehicular traffic lanes. It also separates these users from the pedestrian sidewalk space.











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Transit

The commuter rail is the central feature of the Clearfield Station site, and the plan for the site is arranged to maximize its use as a method for transporting people to and from the site, which reduces the need for vehicular trips.

The commuter rail platform and entrances will remain as existing. The bus loading zone will mostly remain as existing, but will be expanded to the north to line up better with the new boulevard that connects State Street to the transit station.

Bus traffic will be largely be routed along the boulevard, with an option to exit at 1000 East if applicable.

A kiss and ride area will be established, as shown, to provide transit users from outside the neighborhood with convenient access in close proximity to the commuter rail platform.

Transit facilities shall conform to UTA's design standards.



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Vehicular Transportation

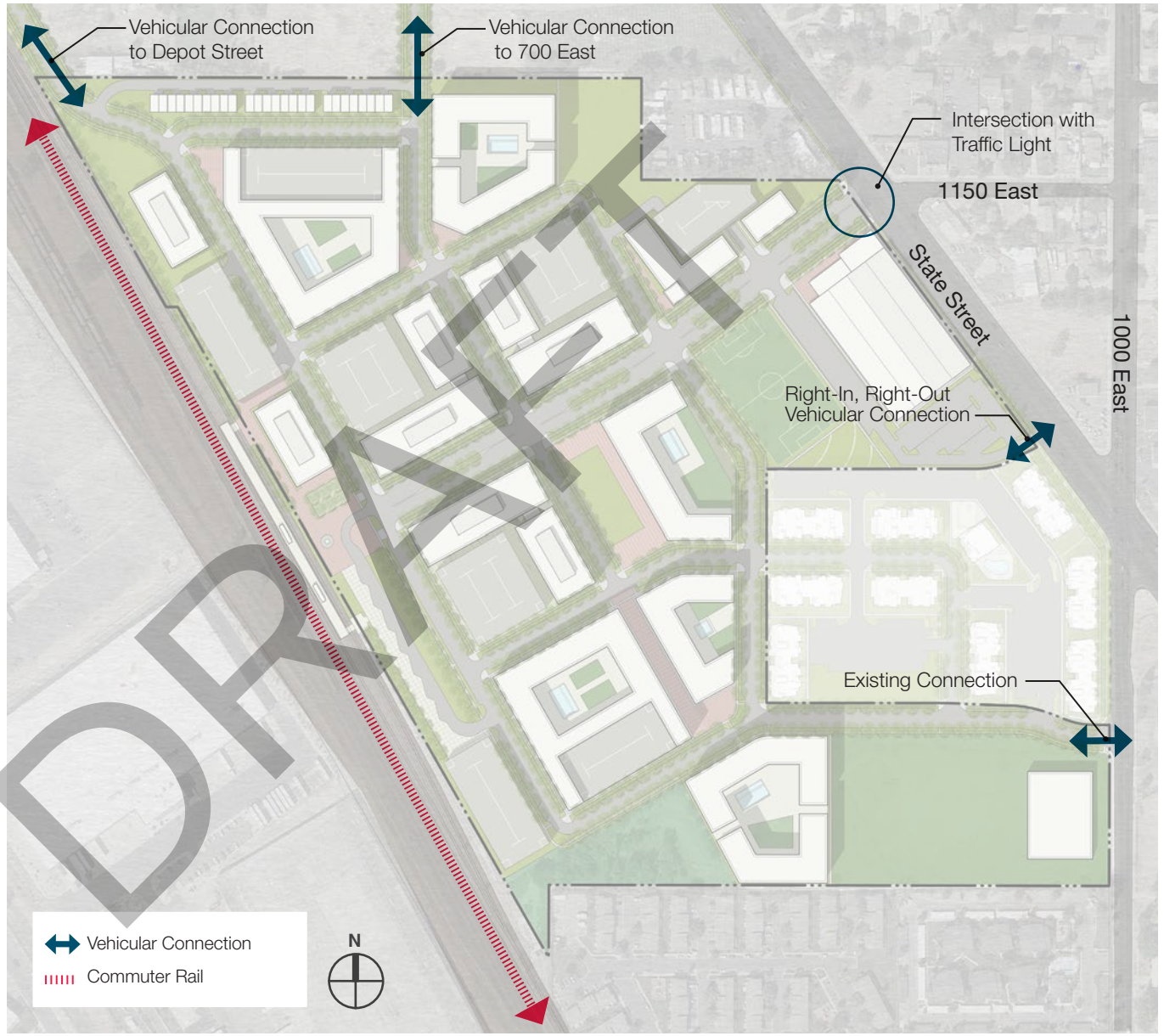
Clearfield Station is intended to be a multi-modal transportation system, with priority given to pedestrians and cyclists. However, vehicular transportation will still be a fundamental element that must be carefully planned to minimize traffic issues. The increase in development, as outlined in this plan, will have significant impacts on traffic, and traffic mitigation efforts must be carefully considered.

New streets should connect into existing streets to increase connections and to disperse traffic flows in and out of the site as much as possible. A connection to Depot Street should be prioritized. A connection to 700 East is also encouraged.

The existing intersection should be relocated to align with 1150 East, at the site's furthest point north on State Street.

This new intersection will likely need a traffic light eventually, and therefore, increasing the distrance between the new and existing light at 1000 East is important.

See the Traffic Analysis Section on pages 96-97, as well as in *10 Appendix B: Traffic Analysis* for more information.



Traffic Analysis

A traffic impact analysis for the Clearfield Station Area Plan was done to identify the traffic impacts that the proposed land use scenario for the station will have in the surrounding intersections. For full Traffic Analysis Report, see Appendix B: Traffic Analysis, which is a seperate document.

Trip generation for the project was computed using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017, and Fehr & Peers' mixed-use development (MXD) methodology via MainStreet, a Fehr & Peers web application that captures the traffic benefits of developments by looking at interactions among the mixture of land uses and patron usage of alternative modes (i.e. transit, bicycling, and/or walking). The MXD trip generation methodology accurately captures the trip-reducing benefits of mixed-use development projects and is used throughout the United States to help developers, agencies, and the public to quantify these trip reductions.

The net external vehicle trips expected to be generated by the Clearfield Station TOD and the percent reductions due to trips that start and end within the development and trips that are done by transit, biking, or waking are shown in Table 1.

The Clearfield Station Area TOD will generate significant traffic to the surrounding intersections and mitigations will be needed to accommodate for the new traffic. This analysis focused on the analysis of four intersections close to the Clearfield Station Area:

- State Street/2000 North
- State Street/1000 East
- State Street/UTA Park-and-Ride Driveway
- State Street/700 South

The operating performance of these intersections is described by the Level of Service (LOS). LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. See Appendix B: Traffic Analysis for descriptions of each LOS designation.

Using the traffic modeling software Synchro and the HCM 2010 delay thresholds introduced above, the existing and existing plus project AM and PM peak hour LOS were computed for each study intersection. The preliminary results of this analysis are reported in Table 2.

Table 1: MXD Trip Generation and Reduction Estimates

Time Period	Project Gross Trips	Net External Vehicle Trips	Vehicle Trip Reduction
Daily	21,375	18,469	13.5%
AM Peak Hour	1,733	1,399	19.3%
PM Peak Hour	2,256	1,736	23.1%

Table 2: Level of Service Summary

Intersection			Existing	Existing Plus Project	Existing Plus Project Mitigated
ID	Location	Period	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]	LOS & Sec/Veh[1]
1	Main Street / 2000 North	AM	C / 23	C / 30	C / 29
		PM	D / 43	E / 57	D / 44
2	State Street / 1000 East	AM	C / 24	C / 32	C / 29
		PM	E / 59	E / 75	E / 57
3	State Street / UTA Park-and-Ride Driveway	AM	B / 12	F / 88	F / 88
		PM	C / 18	F / <300	F / <300
4	State Street / 700 South	AM	D[2] / 55	D[2] / 55	D / 45
		PM	F / 87	F / 137	E / 55

1. Overall intersection LOS and average delay (seconds/vehicle) for the signalized intersections and worst movement LOS and average delay for the unsignalized intersections.
2. The threshold for LOS E is 55 sec/veh

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ANALYSIS RESULTS

All intersections in the existing conditions operate at acceptable levels during the AM peak hour (LOS D or better); however, the State Street / 1000 East and State Street / 700 South intersections operate at a LOS E and LOS F, respectively, during the PM peak hour. With the addition of the proposed land use scenario for the Clearfield Station Area, the development access onto State Street fails during the AM peak hour, and all intersections operate at a LOS E or F during the PM peak hour. The existing plus project scenario was also mitigated, i.e., the signals were optimized to provide better results. This scenario shows significant improvements for all signalized intersection included in this study, especially State Street / 1000 East and State Street / 700 South intersection during the PM peak hour. Therefore, it is recommended that the signals are optimized when the Clearfield Station Area is developed.

MITIGATION STRATEGIES

Other potential mitigations to alleviate the impact of the development on the surrounding area are:

- **Signalize the development access onto State Street.** State Street is a road under the jurisdiction of the Utah Department of Transportation (UDOT) and as such, UDOT access management guidelines must be followed. According to the UDOT Access Category Identification Map, State Street requires a signal spacing of 2,640 feet. The proposed access would not meet the signal spacing since it is approximately 930 feet from the nearest signal. In order to signalize the development access unto State Street, the developers will need to negotiate a variance with UDOT.
- **Distribute internal traffic to all development accesses.** The main access to the development will be through State Street. However, three other accesses are proposed for this development: a south access onto 1000 East, and two north accesses, one onto 700 South and one onto 1000 South (a neighborhood street). Encouraging the use of all development accesses could alleviate the high traffic impact on State Street. However, a signalized access onto State Street might still be needed.
- **Signalize a secondary major access onto 1000 East.** 1000 East is a local road owned by Clearfield City. Adding a secondary major access onto this road will alleviate the traffic using access onto State Street.
- **Follow TOD best practices on parking supply.** Research conducted by the Utah Transit Authority and the University of Utah's Metropolitan Research Center indicates that mixed-use developments at transit stations generally require significantly less parking than similar developments that lack good transit access. The Utah Transit Authority also released Transit Oriented Development guidelines in 2014 that provide standards for parking, although these guidelines provide a greater level of parking than the University of Utah research suggests to be necessary.
- **Establish a Transportation Demand Management (TDM) coordinator.** Having a TDM coordinator for the site would help employees and residents find other means of transportation to/from the TOD beyond driving alone. Examples for TDM measures are incentivizing the use of transit, biking, and walking; having various office hours within the development; etc.

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Streetscape

INTENT

To create a cohesive, functional, and safe network of streets and walkways that support a variety of travel modes and connects, attracts, and activates the neighborhood.

DEFINITION

The streetscape is defined in this document as the part of the street between the curb and the building.

DESIGN GUIDELINES

- The streetscape should be considered an important part of the neighborhood open space system, and should provide safe, comfortable travel, as well as provide interesting places that are desirable to spend time.
- Streets should be designed as outdoor rooms with attractive places to sit, stop, gather, and play.
- Streets should provide opportunities for neighbors and visitors to meet one another and create a vibrant community-oriented neighborhood experience.
- Paving materials and patterns should provide interest and excitement, while also being durable, functional, and easy to maintain.
- Changes in paving should be used to differentiate between streetscape zones.
- Curb radii should be minimized on street corners to slow vehicles making turning movements and maximize pedestrian safety.
- Bulb outs should be used at all intersections and mid-block street crossings to calm traffic and minimize the length of pedestrian crossings.
- Green infrastructure may be incorporated into the streetscape in the street zone with stormwater retention systems or other innovative green systems.

BUILDING ZONE

The building zone is the space between the travel zone and the building facade. This zone can be used to display merchandise, enhance entryways, or provide outdoor seating and dining. It should generally be thought of as an extension of the building into the public realm. This space will typically need to require some space from a building setback to provide enough usable space.

TRAVEL ZONE

The travel zone is reserved for unobstructed pedestrian travel. It is located between the building zone and the street zone. This space must remain at least five feet wide.

STREET ZONE

The street zone is the space between the travel zone and the street. This area can be landscape or hardscape, and is where trees and street furniture should be located.

STREET TREES

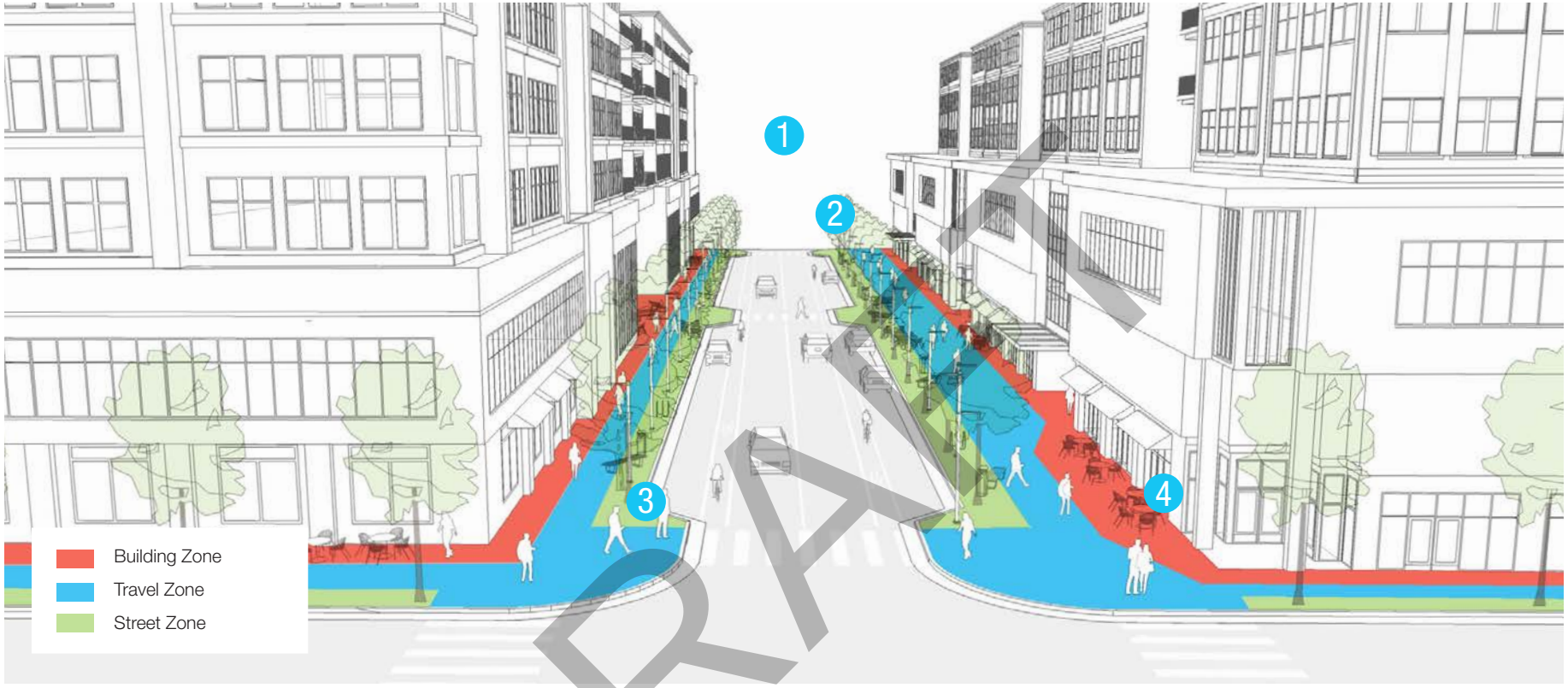
Street trees are required in regular intervals on all streets in the neighborhood. They should at least be located 30 feet apart.

STREET FURNITURE

Street furniture should be provided as part of the general streetscape design for all streets in the neighborhood. The following list includes street furniture that should be included within the Clearfield Station site. However, not all streets will require all street furniture elements.

- Street Lighting
- Pedestrian Lighting
- Seating / Benches
- Trash / Recycling Receptacles
- Bike Racks
- Wayfinding Signage
- Raised Planters
- Bollards

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GENERAL STREETSCAPE ELEMENTS

Streetscape design is key in creating an inviting pedestrian environment and a walkable neighborhood.

This graphic demonstrates how the three streetscape zones are broken down, and the simple fundamentals behind effective street design.

1. A consistent streetwall on both sides of street, as well as vertical elements such as trees, create a sense of enclosure.
2. A consistent row of trees provides a sense of enclosure, protects pedestrians from vehicles, provides shade, and brings nature into the urban environment.
3. Street furniture such as lighting, seating, trash receptacles, and bike racks are included in the street zone as pedestrian amenities.
4. Seating and outdoor dining is provided in the building zone as an extension of the indoor dining area.

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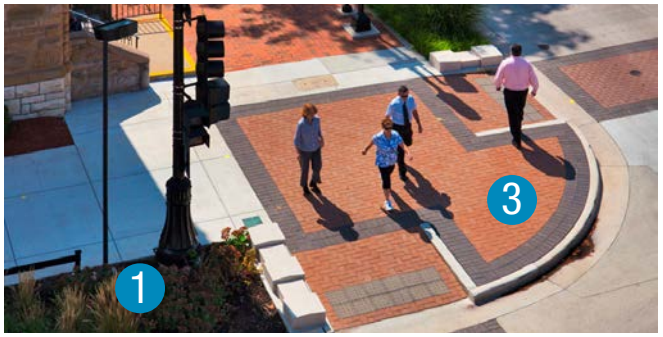
STREETSCAPE PRECEDENTS

1. Street zone contains trees, plantings and street furniture.
2. Building zone contains pedestrian amenities such as outdoor dining.
3. Interesting paving pattern brings excitement and refinement to the street
4. Bioretention strip is built in to the street zone of the streetscape to filter stormwater.
5. Seating is designed into interesting streetscape planters.













Street Types

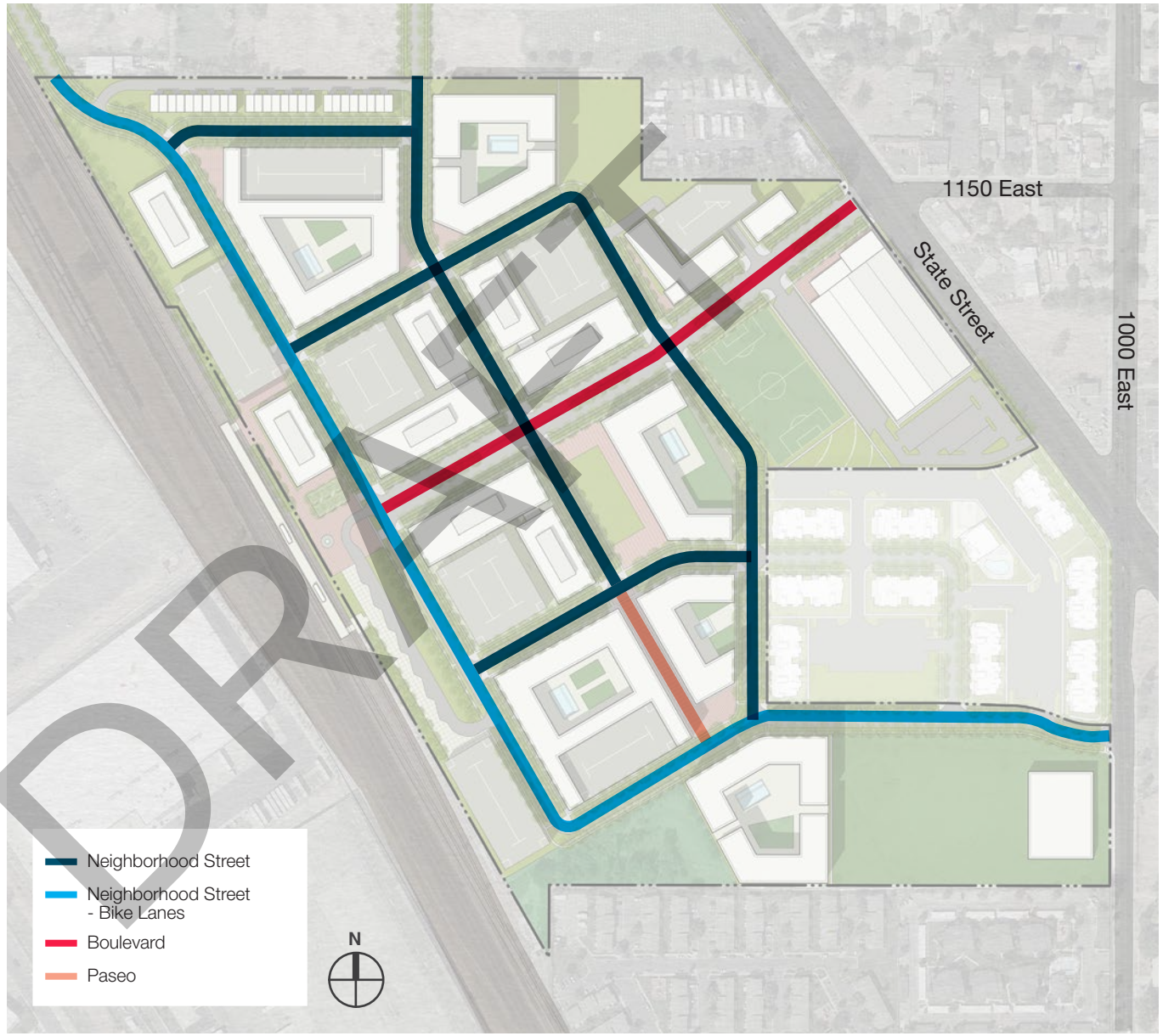
Four street types have been established for the Clearfield Station site.

The *Neighborhood Street* is the default street design, and the most common street in the neighborhood.

The *Neighborhood Street - Bike Lanes* street type is identical to the "Neighborhood Street," but has dedicated in-street bike lanes.

The *Paseo* street type is a pedestrian only street that breaks up a large block with a pedestrian connection, while also providing an inviting space for adjacent residents.

The *Boulevard* street type is established as the primary street in the neighborhood, which connects State Street to the transit station.



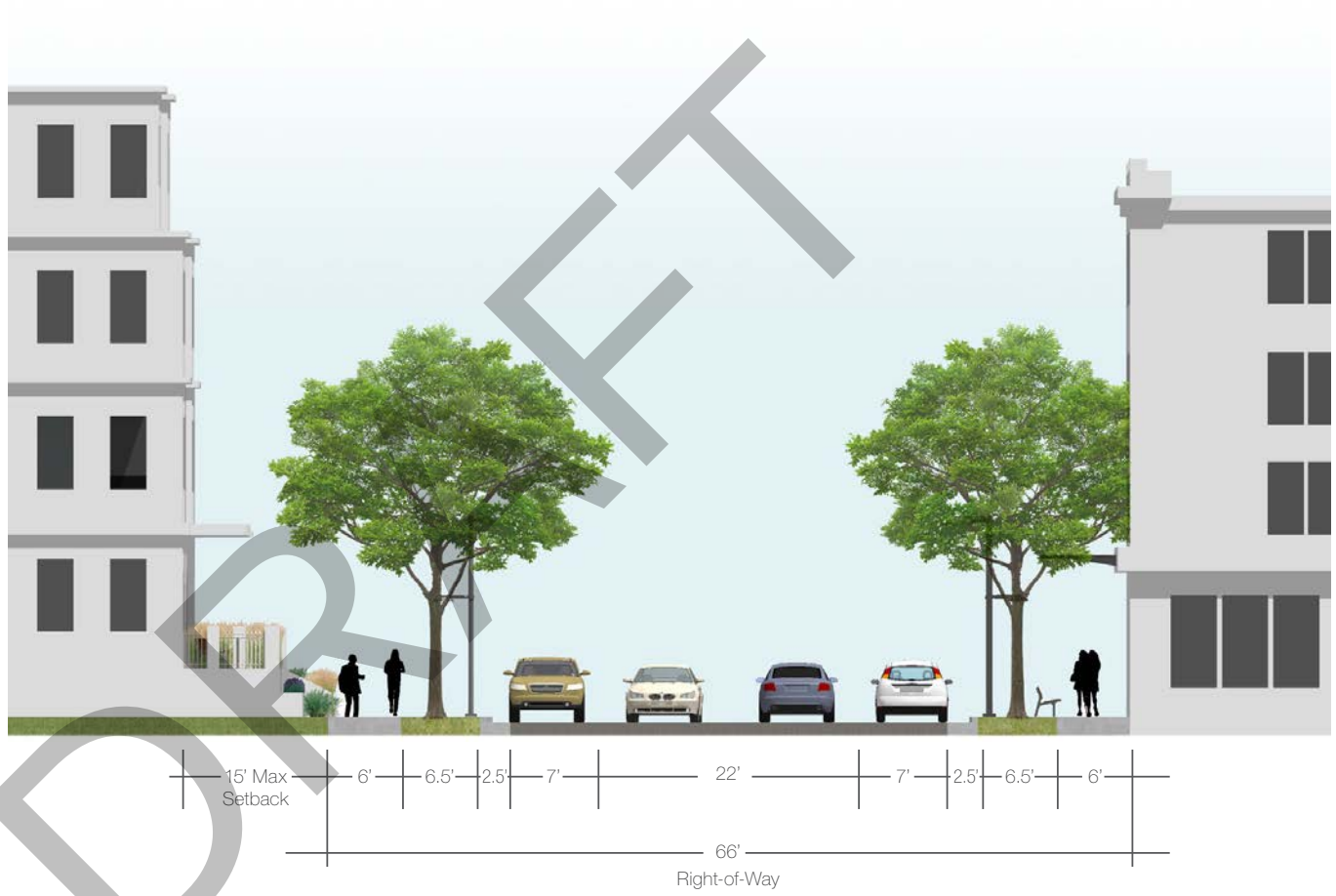
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Neighborhood Street Type

The ***Neighborhood Street*** type is the default street type that will be used at Clearfield Station and will make up the majority of streets in the neighborhood. It is intended to provide access for neighborhoods and function as a livable outdoor space. The design and layout of the street is a simple, time-tested solution that creates safe, walkable, and livable streets.

The neighborhood street type includes on-street parallel parking, street trees, plantings, lighting, benches, and sidewalks.

This street section is designed for a slow speed, which allows bicycles to safely and comfortably share the vehicular lanes.



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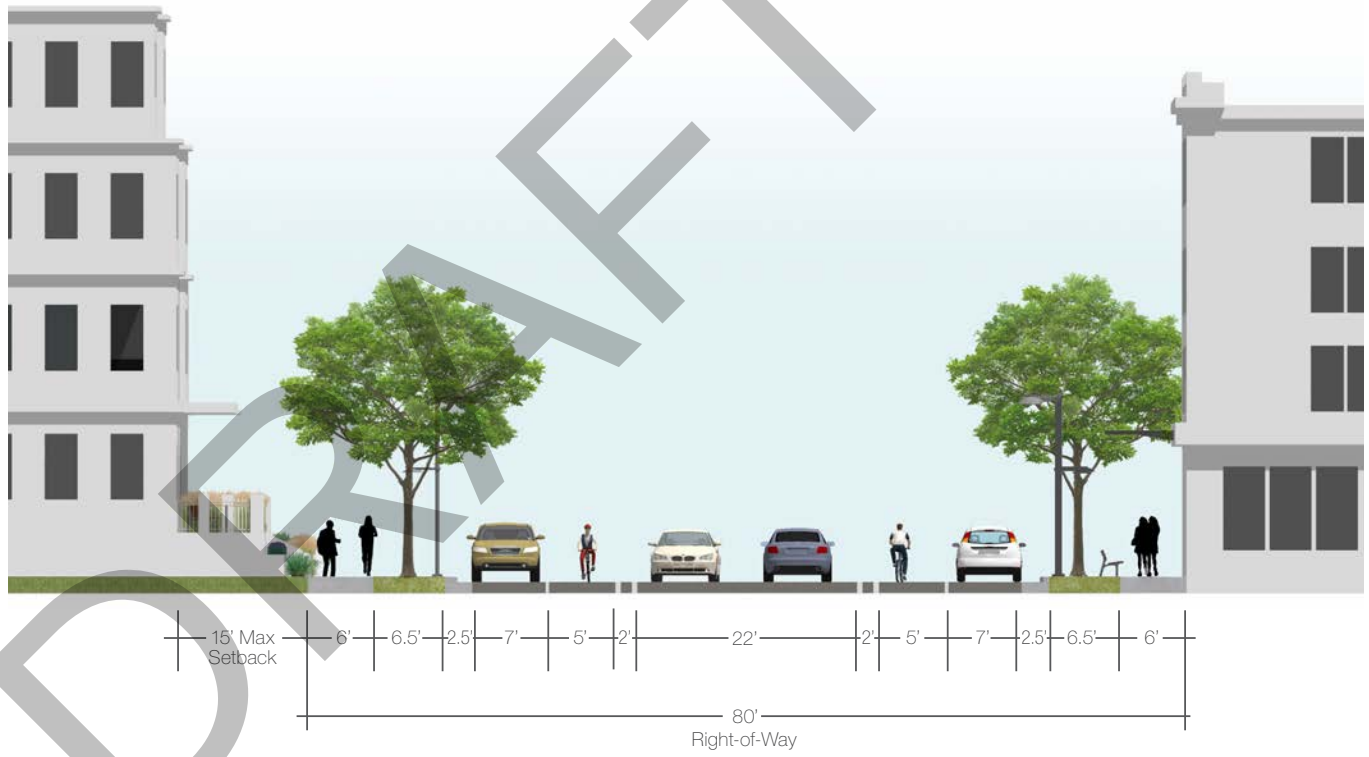


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Neighborhood Street - Bike Lanes Street Type

The ***Neighborhood Street - Bike Lanes*** street type is identical to the ***Neighborhood Street*** type, with the exception of adding on-street dedicated bike lanes.

The buffered bike lanes on these streets will provide safe and convenient access for bicycles on the streets that connect Clearfield Station to the rest of the City.



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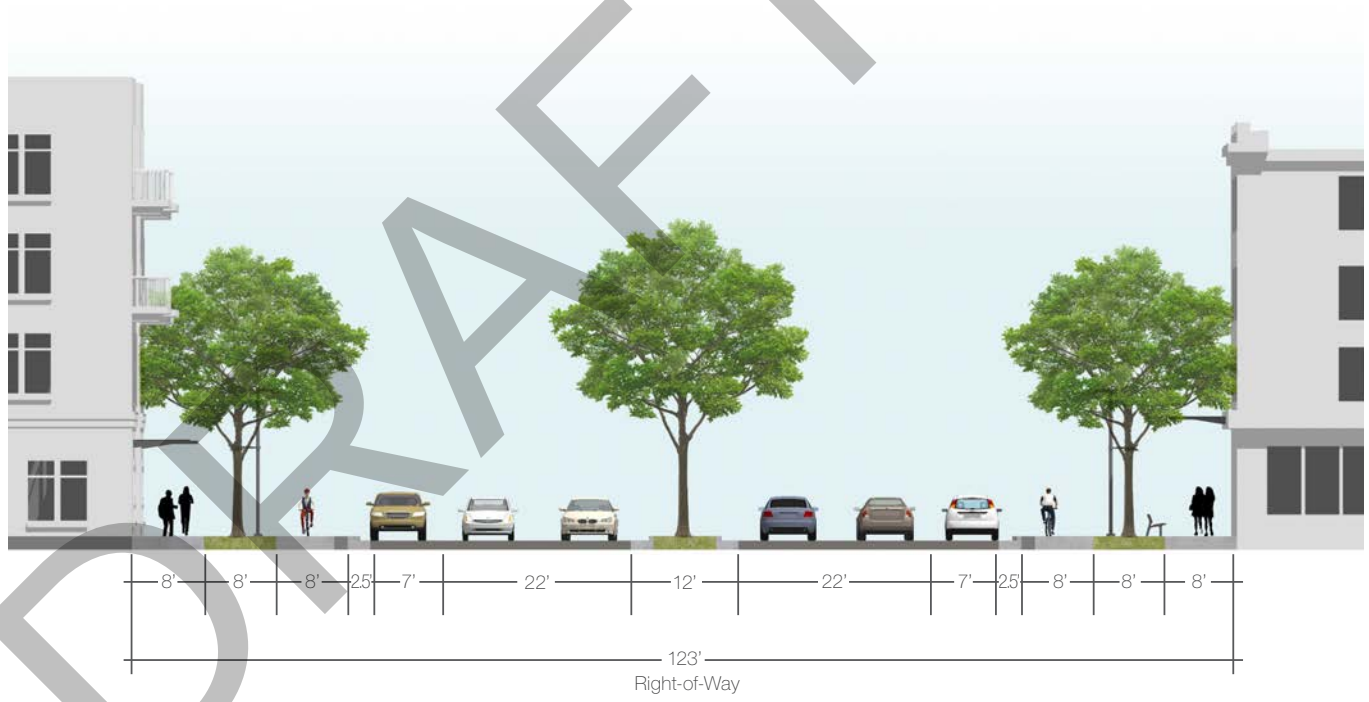

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Boulevard Street Type

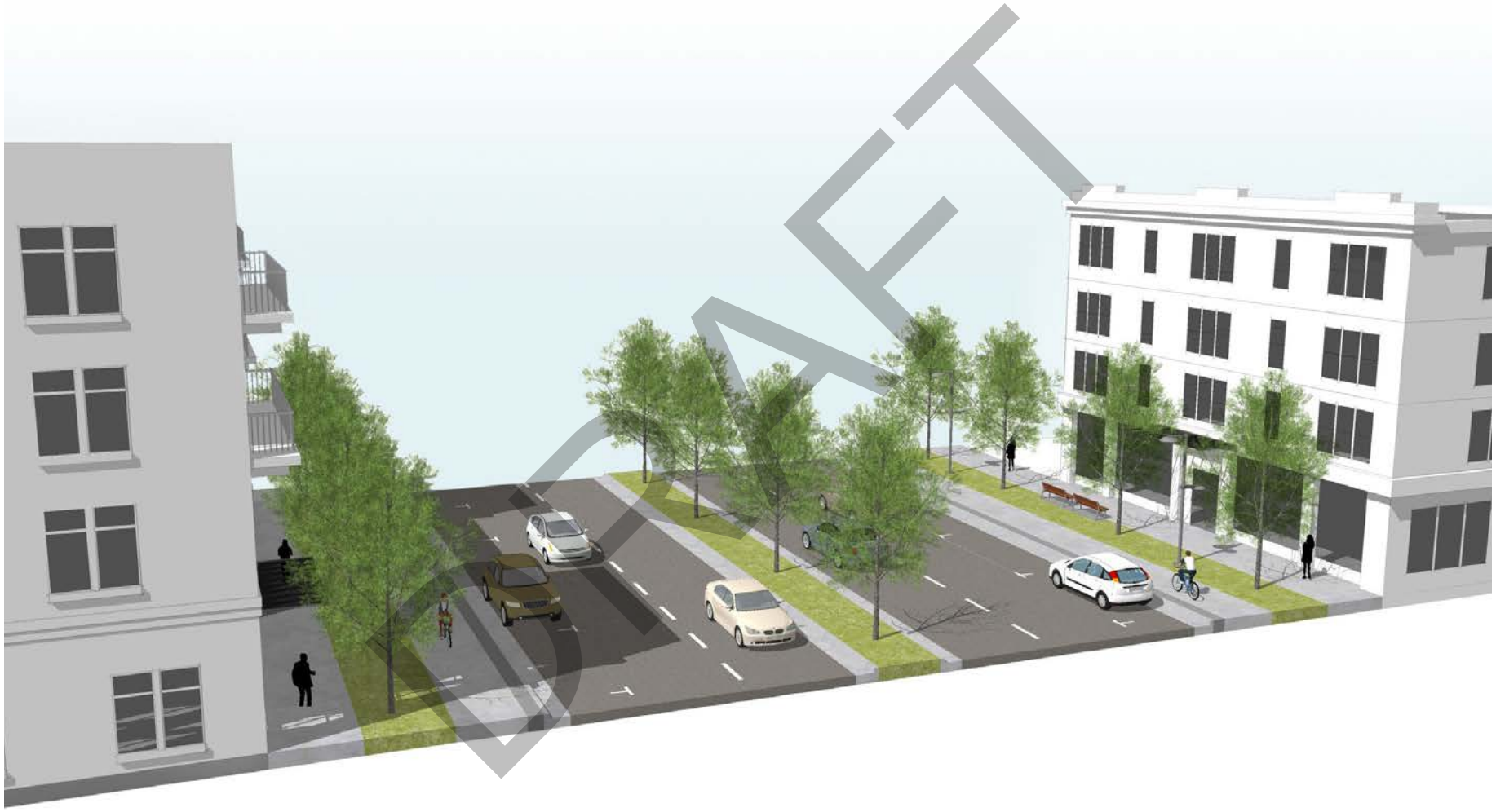
The ***Boulevard*** street type is intended to be the primary street in Clearfield Station, connecting State Street to the Transit Station.

The Boulevard should be designed to have a grand, iconic appearance, as it is the main entrance to the neighborhood and the heart of Clearfield Station. It should be designed to be functional, safe, and convenient for multiple modes of travel, including vehicles, bus, bicycles, and pedestrians.

The Boulevard street type includes on-street parallel parking, street trees, plantings, a planted median, sidewalks, lighting, benches, and other street furniture.



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Paseo Street Type

The ***Paseo*** street type is intended to allow public pedestrian access through a large block.

The right-of-way should be developed with a passageway of at least 10 feet and provide a strong, obvious pedestrian connection.

Paseos should also be treated as an outdoor amenity space for adjacent residents. See the ***Paseo*** open space type on page 78 for more detail.

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Parking

OVERVIEW

A comprehensive strategy to deal with parking is one of the most important aspects of creating a successful, walkable, TOD environment. Nearly all parking at Clearfield Station is intended to eventually be provided in structures or on-street, with the possible exception of parcels near State Street/1000 E that are used for recreation and/or education facilities. Townhouse uses will also be individually parked.

The traffic analysis that was completed as part of this study recommended the number of parking stalls provided to be in the 2,000 - 3,000 range. See Appendix B: Traffic Analysis for more info.

INTENT

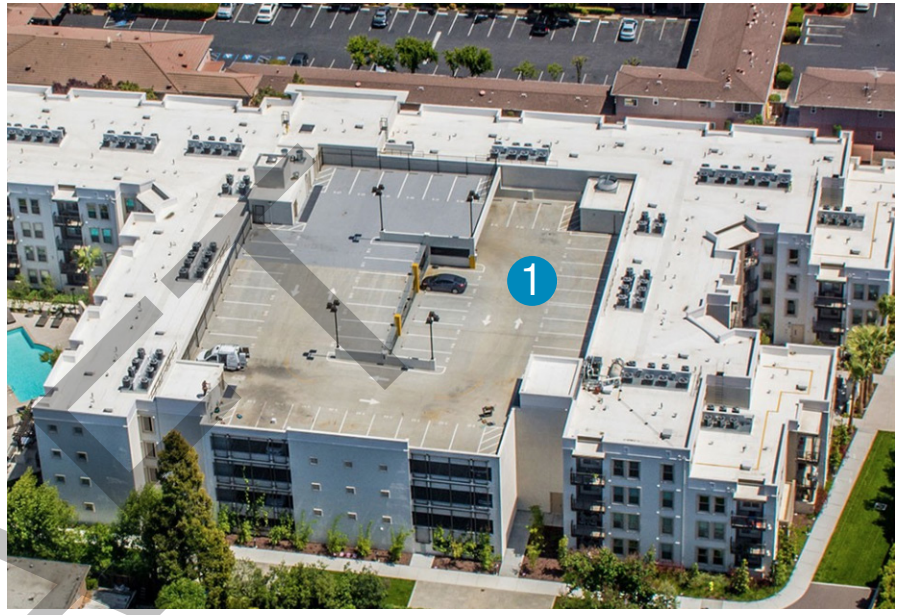
To arrange parking in a way that promotes walkability, while still providing convenient and accessible parking.

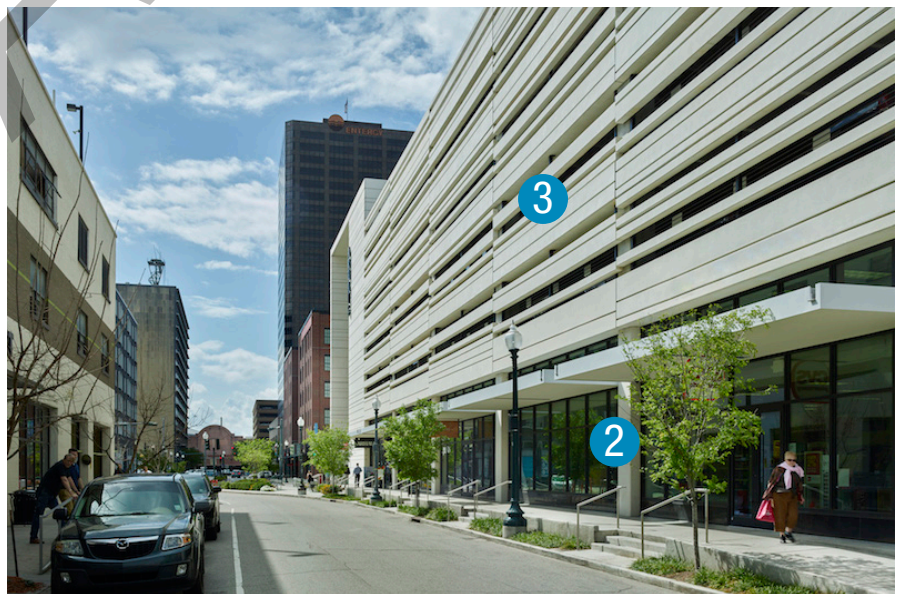
DESIGN GUIDELINES

- Dedicated parking structures will provide parking for park and ride purposes.
- Adequate bike parking should be provided for each building in the neighborhood.
- Parking structures are not allowed on “Primary Street A” as defined on page 91.
- Parking structures facing “Primary Street B,” as defined on page 91, should have active uses on the ground floor.
- All streets in the district should include on-street parking, as defined for each street type on pages 102-107.
- Shared parking strategies are encouraged.

PARKING STRUCTURE PRECEDENTS

1. Parking Structure is wrapped by buildings to hide the parking structure from the street and public open spaces.
2. Retail uses on the ground level of parking structure activates the street.
3. Decorative facade treatment of parking structure adds visual interest to the street.





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CONCEPT PLAN PARKING

The concept plan is drawn with a number of parking configurations and strategies that could be used to provide parking on the Clearfield Station site. Some of these include, but are not limited to:

Underground Parking Structure:
Parking structure is located under the building.

Freestanding Parking Structure:
Parking Structure is above ground and not connected to any other building.

Wrapped Parking Structure:
Parking structure is "wrapped" by the building so that the structure is not visible from the street.

Podium Parking Structure:
Parking structure is contained within the building footprint, above grade.




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STRATEGIC RECOMMENDATIONS

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2018 CLEARFIELD CONNECTED STATION AREA PLAN

Implementing the Plan

For the vision and objectives laid out in this plan to be realized, it will likely be the result of a long-term process, where residents, City staff, UTA staff, and elected officials have championed the vision and ensured the development of the site that they want to see. This plan presents the vision and illustrative plan for Clearfield Station, but for the type of development this plan envisions to be built, more steps will need to be completed.

The strategic recommendations outline the next steps for Clearfield Station. They are intended to provide the action items that the City, UTA, or other stakeholders must complete in order to have the site ready for implementation. Not all steps must be completed before development on the site can begin, but each step will need to eventually be completed to ensure the site reaches its potential as outlined in this plan.

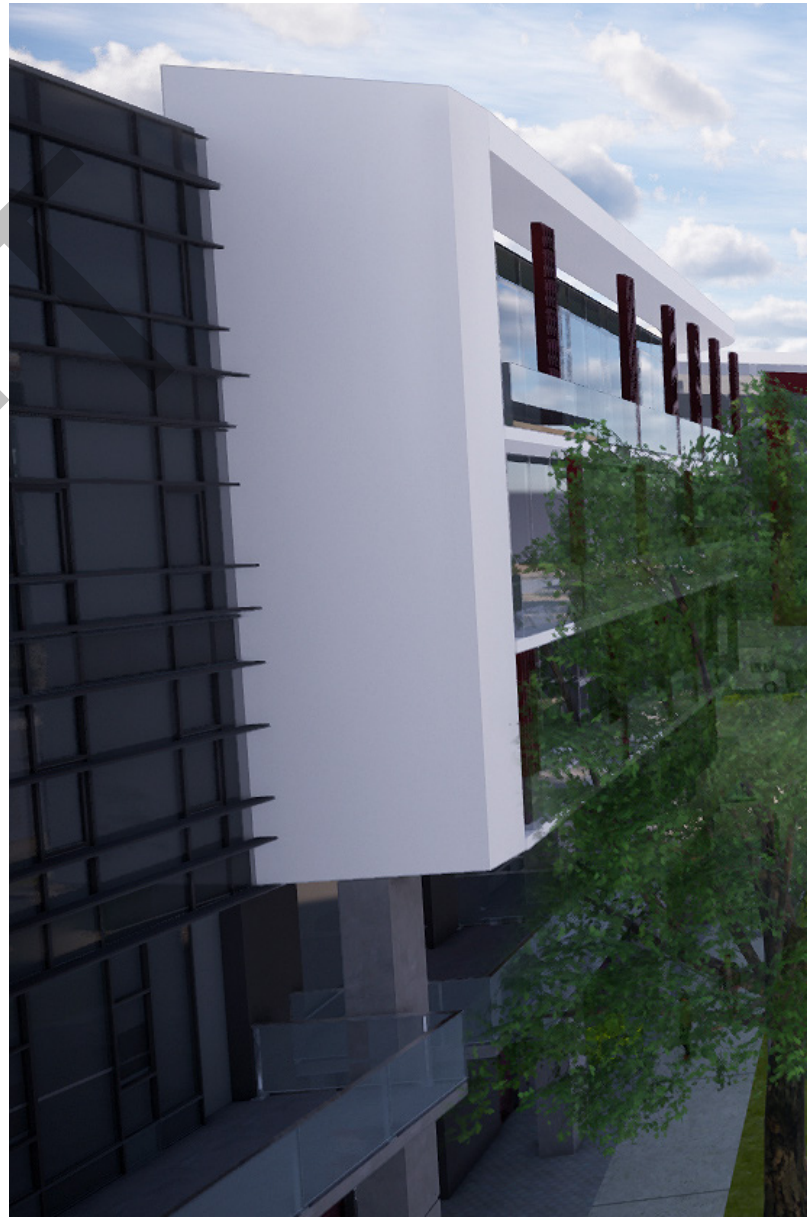
The strategic recommendations are broken down into four categories:

- Policy Updates + Plan Amendments
- Economic Development
- Transportation
- Physical Improvements

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RENDERING

The image on the following page is a conceptual rendering showing the potential for this site at full buildout.





Policy Updates + Plan Amendments

☐ Ensure Consistency Between the Clearfield Station Area Plan and All Planning and Regulating Documents

- The Clearfield General Plan has been recently updated to support the Creating Downtown Clearfield Plan (2016). This plan supports the development of a TOD on the Clearfield Station site. However, if any inconsistencies are found, these documents should be amended to align with the Clearfield Station Area Plan Vision.
- The Master Street Plan and Master Trail Plan should be updated to be consistent with the Clearfield Station Area Plan + Design Guidelines.

☐ Rezone Site

- The zoning code for the Clearfield Station Site should be consistent with the Clearfield Station Area Plan + Design Guidelines.

☐ Update City Transportation Policies to Include/Allow the Street and Transportation Related Design Guidelines as Outlined in this Plan.

☐ Develop a Brand for the Site

- Create a unique brand that will help create visibility for the site and help it become more attractive to developers, future residents, and employers/employees.

Economic Development

☐ Consider Formation of a Transportation Reinvestment Zone (TRZ)

- This program allows for transportation type improvements with tax increment financing, but most importantly for Clearfield, it would remove the need of setting aside ten percent of the increment for affordable housing. A TRZ would also give UTA a greater say in what happens to the site.

☐ Reevaluate Retail Buying Power

- As new residential product is introduced into the area, the City should consistently reevaluate the retail buying power potential. That actual, or even planned growth, can be translated into specific buying power in terms of real dollars. That information needs to be used in attracting new retailers to the overall site.

☐ Reevaluate Fiscal Impacts of Use Types

- The City should regularly reevaluate the fiscal impacts of use types to reconsider their municipal cost models and make changes as market conditions affect different real estate Sectors.

☐ Solicit Development Partners and Commercial Tenants

- UTA and the City should actively solicit development partners and commercial tenants who share the vision for the Clearfield Station Site.

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Transportation

- ☐ Request a Transportation Impact Study (TIS) for the final development plan
  - A TIS should be completed when the land use, land use intensity, and developer are ready to build the development
- ☐ Develop a Refined Site Plan
  - Develop a site plan describing the physical location of buildings, accesses, and parking within the development. This plan should reflect the finalized design of the development for approval by Clearfield City, UTA, and UDOT once a developer is ready to develop the land.
- ☐ Complete an Operational Analysis and Circulation Plan
  - Due to the high-density development of the Clearfield Station Area, an internal operational analysis should be completed to determine the type of traffic control needed within the development (two-way stop control, four-way stop control, free, etc.).
- ☐ Obtain a variance with UDOT to build a signal at the development access and State Street
  - If from the TIS a signal is needed at the development access and State Street, a variance should be negotiated with UDOT since their Access Management guidelines do not allow a signal at this location.
- ☐ Develop Parking Strategy
  - Develop a strategy for parking on the Clearfield Station site that takes into account opportunities for shared parking, phasing, and other innovative strategies to provide parking for employees, residents, and visitors.

Physical Improvements

- ☐ Allocate Tax Increment to Construct Parking Structures Near Station Platform to Provide Park & Ride parking for Transit Users.
- ☐ Realign the main intersection on State Street to the location shown in the concept plan.
- ☐ Construct the boulevard street that connects the main intersection on State Street to the transit station.
- ☐ Extend Depot Street into site and connect to the boulevard street.
- ☐ Extend trails and make pedestrian connections into site from surrounding areas.

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09

Appendix A

MARKET STUDY + ECONOMICS

ZIONS PUBLIC FINANCE, INC.

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2018 CLEARFIELD CONNECTED STATION AREA PLAN

Overall Clearfield

KEY MARKET CHARACTERISTICS

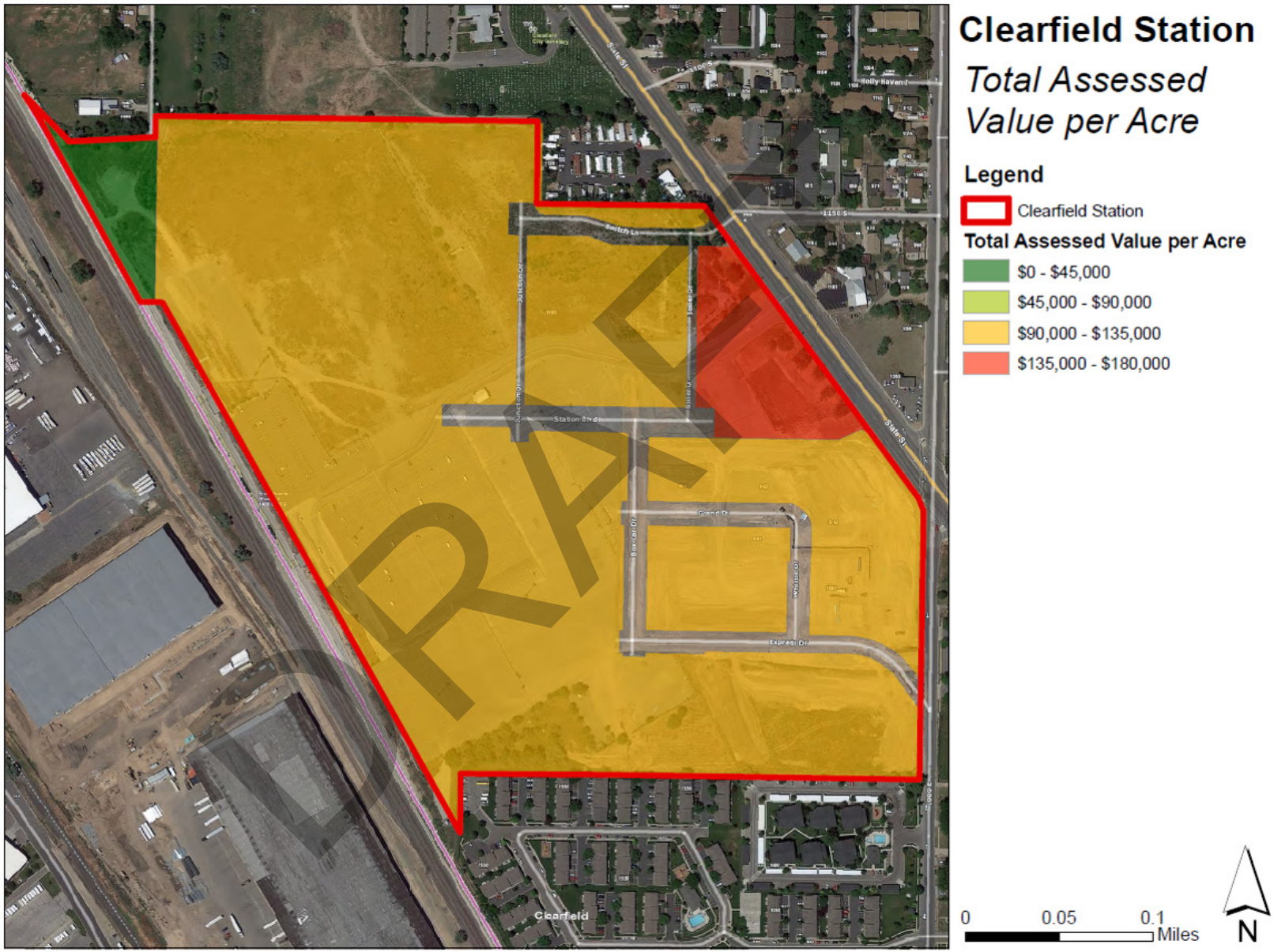
- Sales leakage is notable, with Clearfield only capturing approximately 40 percent of what residents spend. Major benefactor of Clearfield leakage is Layton.
- Median incomes for Clearfield are roughly 35 percent lower than the countywide average, and well below nearby Syracuse and Layton. Consequently, retail buying power is limited.
- Retail is overbuilt in certain areas, and Class B/C space that is vacant will most likely be repurposed. Current returns are insufficient to stimulate much retail use in aged centers that don't have Class A locations.
- Office is experiencing healthy demand in the region, and Clearfield offers few places that can accommodate larger users that need Class A/B space.
- Demand is moderate for flex office and warehousing/distribution/manufacturing space, with users noting that upgraded space is needed in comparison to the Freeport Center.

Clearfield Station

KEY MARKET CHARACTERISTICS

- Clearfield Station represents one of a limited few sites in Davis County with 50+ acres that can support multiple uses in an urban/suburban environment.
- Financial feasibility is greatly improved with the property's designation as an Opportunity Zone. Previously, office and notable retail would not be financially feasible. With the additional tax savings from the Opportunity Zone, those uses at Clearfield Station are now more competitive with other sites in Davis County.
- The inclusion of tax increment financing (an RDA/CRA is in place) additionally aids in making retail and office more feasible.
- Slight premiums are being achieved for properties that are located next to a major transit stop, with Clearfield Station anticipated to see some demand from office users who want proximity to Front Runner and bus options.

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Clearfield Station
Total Assessed Value per Acre
Legend
Clearfield Station
Total Assessed Value per Acre
$0 - $45,000
$45,000 - $90,000
$90,000 - $135,000
$135,000 - $180,000
0
0.05
0.1
Miles
N
DRAFT
Clearfield
Station Blvd
Grand Dr
Express Dr
Box Elder Dr
Juniper Dr
Juniper Cir
Switch Ln
Holly Haven Ln
1150 S
Main St

Market Study

WHAT ARE THE MOST FEASIBLE OPTIONS AT CLEARFIELD STATION IN THE NEXT THREE YEARS?

OFFICE

When coupled with the Opportunity Zone and CDA financing, this use type is financially feasible, is in demand in the submarket, and could be built in the near term. Pure office space would result in roughly one employee per 200 square feet, and would greatly add to the retail appeal with the additional daytime population.

Feasibility of office development is dependent on location (See chart on opposite page). Prime office locations are those with the most desirable visibility and exposure characteristics, as well as those with near access to the station and main thoroughfares. Secondary office locations may be midblock, have limited direct visibility from the main roads and/or station.

Office uses in prime locations are feasible, but the spread is more lower in nearby cities. This means UTA and the City may need to provide incentives to attract the type of desired office development.

RETAIL

Limited retail could currently be added near State Street, particularly with the planned increase in nearby rooftops (based on the ongoing residential project). If office is added, as well as additional, medium to high-density residential uses, retail could be supported at key locations within the subject area. Sites along the bus route, in close proximity to the Frontrunner station, and those which offer strong visibility characteristics will be most demanded for retail use.

APARTMENTS / TOWNHOMES

Medium to high-density apartments and townhomes will continue to be in demand as long as labor costs do not push prices to levels that are not supportable in the area. The area is well suited for high-density residential, due to the proximity of transit, and, major transportation corridors.

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Use Type (Location)	Value per Sq.Ft.	Construction Costs Per Sq.Ft.	Spread	Feasible?
Office - Prime	$210.00 sq.ft.	$200.00 sq.ft.	$10 sq.ft.	Yes, but spread is lower than nearby cities
Office - Secondary	$185.00 sq.ft.	$200.00 sq.ft.	- $15 sq.ft.	No, unless notable incentives provided
Retail - Prime	$190.00 sq.ft.	$180.00 sq.ft.	$10 sq.ft.	Yes, for prime sites and smaller uses
Retail - Secondary	$170.00 sq.ft.	$180.00 sq.ft.	- $10 sq.ft.	No, too much concern in retail market about secondary options
Multi-Family	$175.00 sq.ft.	$150.00 sq.ft.	$25 sq.ft.	Yes, investment conditions remain desirable

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Economic Incentives

HOW COULD POTENTIAL USES BECOME MORE FEASIBLE AT CLEARFIELD STATION?

- **Opportunity Zone** – This area falls in a designated Opportunity Zone. This is a major investment incentive that creates a superior advantage to most other Front Runner Stations.
  - Significantly increases investment appeal and makes office and retail more financially feasible (investors will accept lower capitalization rates (creating higher values) due to the tax advantages).
- **Funding Incentives** – The area is part of an existing CDA. Available funding incentives should be readily marketed to attract uses the city desires.
  - Additionally, the city and UTA should consider the formation of a Transportation Reinvestment Zone (TRZ), a newly adopted economic development tool that focuses on tax increment financing for transportation specific improvements. This funding option, while very similar to an RDA/CRA, does not require a ten percent allotment to affordable housing. It also allows for the land owner and city to have greater corroboration regarding what can be built.
- **Increase Daytime Population** – an increase in daytime population will benefit retailers. This can be accomplished by the following:
  - Entertainment draw/attraction
  - Strong office population
- **Motivated UTA Ownership** – UTA wants to see uses consistent with the regional growth vision that will promote ridership (office) and positively benefit neighboring properties. UTA has expressed its desire to be a joint venture partner in any development. The Clearfield Station site will be ranked and compared to competing sites based on its potential to achieve UTA's TOD objectives. Current restrictions result in a very limited number of projects in which UTA can participate.





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What are the *Financial* Impacts to Clearfield of Different Uses?

Use Type	Property Tax	Sales Tax (Point of Sale)	Total Property Taxes and Sales Tax
Office - Prime - 10,000 sq.ft	$3,665	N/A	$3,665
Office - Secondary - 10,000 sq.ft	$3,230	N/A	$3,230
Retail - Prime - 10,000 sq.ft	$3,315	$17,500	$20,815
Retail - Secondary - 10,000 sq.ft	$2,965	$11,250	$14,215
Multi-Family - 10,000 sq.ft	$1,680	N/A	$1,680

NOTE:

Also noted is that multi-family uses will incur a population distribution from State sales tax. Currently, roughly $98.50 is distributed to the city per every resident. If 500 units are added to the Clearfield Station, and roughly 2.5 residents per unit, a total of approximately $123,000 per year would be generated for multi-family (in addition to property taxes).

What are the *Additional* Impacts to Clearfield of Different Uses?

Use Type	Parking	Employment Change	Population Change
Office - 10,000 sq.ft	45 Spaces	45 Employees	N/A
Retail - 10,000 sq.ft	30 Spaces	20 Employees	N/A
Multi-Family - 10,000 sq.ft	15 Spaces	N/A	25 Residents

NOTE:

The table above highlights the parking, employment, and population impacts from the various use types. City officials should prudently address the cost of providing services to these uses, thereby assessing the overall, total fiscal and neighborhood impact of each use.

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Office Development at Clearfield Station

KEY POINTS

- There are limited sites in Davis County that can support large-scale office development.
  - Only Clearfield is positioned around a Front Runner Station.
  - Clearfield Station is part of an Opportunity Zone. This federal designation provides significant tax advantages over most other properties in Davis County and surrounding areas.
- Other, smaller sites along I-15 and other areas of Davis County have desirable visibility characteristics, as well as notable median incomes and retail support options.
  - For Clearfield to be competitive, incentives should be considered via tax increment financing (an CDA already exists).
  - Clearfield should adequately promote its Opportunity Zone to attract strong office development.
  - UTA's participation in joint development is critical to any office success and viability. UTA's participation can notably reduce the initial risk for a developer by "providing" the land. This alleviates initial capital requirements, and thereby decreases the required yield. For the Clearfield site to be competitive with other developments, it may need this UTA "participation" to be feasible.





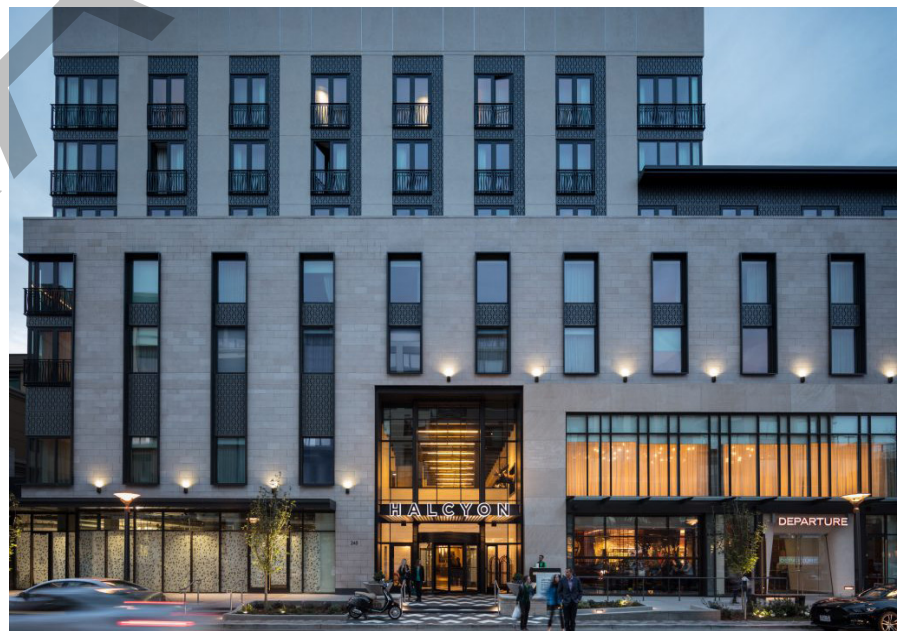
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Multi-Family Development at Clearfield Station

KEY POINTS

- Multi-family remains in high-demand due to solid market fundamentals
  - Returns on multi-family housing are superior to other use types. Limited, perceived risk results in higher values and greater spreads between value and costs
- Population forecasts show strong increases for Davis County over the next 20 to 30 years. According to the Governor's Office of Management and Budget, Clearfield is forecast to add approximately 4,750 residents between 2020 and 2060, representing a 16 percent change in growth during that period. This is relatively nominal for Davis County, and suggests that additional residential growth in Clearfield should be focused in order to attract the best possible results. The following page highlights why consideration should be given for some higher density uses at Clearfield Station.
- Housing affordability is a growing issue. Considering the characteristics of the Clearfield Station site, here are the benefits of providing higher-density options:
  - Limited impact on immediate neighborhoods
  - Access to a major transportation connector
  - Significant vacant land and an opportunity for planning that will address traffic and road issues
  - Proximity to I-15 that lessens traffic on circulator and neighborhood streets in Clearfield
  - Ability to provide obtainable housing in an area that should have higher property values with office and retail options
- Affordable housing may be possible with some funding from the already established CDA. This economic development tool requires ten percent of increment to be dedicated to affordable housing, often times helping to bridge the feasibility gap.





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Retail Development at Clearfield Station

KEY POINTS

- Retail conditions in Davis County in 2018 saw record number of store closings, but also historically high numbers of store openings. Net absorption of retail space, however, was negative, as larger stores closed and smaller, more experiential stores, opened. While more space was vacated than leased, this does not necessarily suggest a weak market, but that consumer habits are changing and retail space is largely overbuilt in some areas.
- Currently, the following retail uses in Davis County are doing well, meaning they are expanding, seeing improving sales numbers, and are generally considered healthy market segment types.
  - Grocery stores
  - Automobile services
  - Eateries
  - Experience stores
- The following retail uses have generally fared poorly in Davis County in 2018:
  - Clothing stores
  - Toy stores
  - Jewelry stores
  - Department stores
- Overall, anything competing with online shopping has had to adjust approaches, resulting in stores attempting to provide more services and experiences that can not be replicated online.

HOW IS RETAIL CHANGING IN TODAY'S MARKET?

Retailers are adapting to changing market conditions. The following list outlines some of these adjustments. These are not necessarily encouraged at Clearfield Station, but rather show the general trends currently happening in retail.

- **Concept stores** are increasing in number. These specialized stores create opportunities for customers to have experiences that are not replicated online. The goal is to have products and services come into the hands or lives of consumers in a very interactive and tangible way.
- **Distribution stores** are growing due to delivery needs. These include stores which allow for drop-off deliveries from online services, ultimately resulting in quicker shipping times and reduced costs.
- **Eateries** are adapting to Uber Eats and other delivery services. This is leading to reduced table space and a greater need for pick-up capacities.
- **Grocery Stores** are looking at models that have less "showroom" space and more warehousing/storage area. This allows for cheaper costs and focuses on a growing need to fill pick-up and delivery orders.

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RETAILERS WANT THE FOLLOWING

A few of the most siginificant factors that draw retail include:

- Strong traffic counts – multiple points of vehicular access.
- Growing population counts and healthy median incomes in 0.5, 1.0, 3.0-mile radii.
- Daytime populations – typically requires an office presence or strong entertainment draw.
- Near access to major transportation corridors and transit improvements (those which are heavily utilized).
- Destination locations – customer draws (parks, stadiums, multiple eateries, recreation and entertainment options, etc.).

Clearfield Station provides some of these factors. However, Clearfield does have low median incomes compared to surrounding cities. Also, daytime population near the station is limited, despite the proximity to the Freeport Center, as jobs per square foot are low in that submarket. Clearfield could improve with increasing density of population, more daytime population through offices, and increased volume on transit.





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Retail Development Trends

WHAT ARE THE DEMOGRAPHIC REQUIREMENTS FOR SOME TOP RETAILERS IN THE AREA?

- **Olive Garden** – 125,000 population in 15-minute drive time. Average 8,000 square feet, 1.0-2.5 acres, parking at more than 10.0 per thousand
- **Family Dollar** – median incomes below $60,000 in 1-mile radius, desire grocery-anchored centers, average 8,500 square feet, parking in excess of 3.5 per thousand
- **Costco** – suburb locations with minimum of 75,000 population within five miles. Will look at growing demographics within a 20-mile radius, near access to a major arterial required. Average store sizes of 145,000 square feet, parking typically required at 6.0 per thousand
- **Whole Foods** – minimum population of 200,000 within a 20-minute drive time, higher percentage of college-educated residents than most areas, median incomes above average, visibility characteristics are emphasized. Average store sizes of 25,000 to 50,000 square feet, parking at 5.5 to 6.0 per thousand
- **Jamba Juice** – population more than 45,000 within 2.0 miles – daytime employment greater than 15,000 within 2.0 miles – average age less than 38 within 2.0 miles. Average 1,200 square feet, parking in excess of 5.5 per thousand, end cap, pad, or corner
- **Cabela's** – population minimum of 250,000 in 30-mile radius, minimum 75,000 daily traffic. Minimum of 5.0 acres, parking of 6.0 spaces per thousand

What are the Differences in Sales Tax Dollars to Clearfield from Varying Retailers?

Tenant	Avg. Sales Per Sq.Ft.
Costco	$5.25
Walgreen's	$3.80
Outback Steakhouse	$2.70
Olive Garden	$2.70
Black Bear Diner	$2.40
Chili's	$2.10
Denny's	$1.65
Wendy's	$1.40
Papa John's	$1.00
Burger King	$0.70
Shopko	$0.40

This table shows a significant difference in generated sales tax per square foot from the various retailers. For Clearfield, it is important to note the impact of these retailers.

If RDA/CDA funds are being used to incentivize development, the city should consider performance agreements that stipulate a base value for generated sales tax dollars. This will aid in getting the development that the city and residents want, and will create greater sales tax revenues to Clearfield.

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What are the Differences in Sales Tax Dollars to Clearfield from Varying Retailers?

Tenant	Avg. Sales Per Sq.Ft.	Avg. Store Size (sq.ft.)	Fiscal Impact to Clearfield *
Olive Garden	$540	8,000	$21,600
Denny's	$330	4,200	$6,930
Shopko	$80	96,000	$38,400
Costco	$1,050	145,000	$761,250
Burger King	$140	3,200	$2,240
Wendy's	$280	3,200	$4,480
Walgreen's	$760	14,100	$53,580
Black Bear Diner	$480	5,300	$12,720
Outback Steakhouse	$540	6,200	$16,740
Chili's	$420	5,200	$10,920
Papa John's	$200	1,300	$1,300

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*** NOTE:**

Sales tax revenue only. Does not include property or other taxes.

Opportunity Zones

CLEARFIELD STATION IS WITHIN A DESIGNATED OPPORTUNITY ZONE, ONE OF 46 APPROVED CENSUS TRACTS AREA IN UTAH. THIS PRESENTS A SIGNIFICANT FINANCIAL BENEFIT FOR THE PROPERTY.

DEFINITION

An economically distressed area where new investments, under select conditions, may be eligible for preferential tax treatment through an established opportunity fund – U.S. Treasur**y**

PURPOSE + INTENT

An economic development tool – to spur economic growth and job creation in distressed communities by providing tax benefits to investors - U.S. Treasury

GENERAL TAX PROVISIONS

- **Temporary deferral** of capital gains taxes until 2026 by allowing investors to put and keep unrealized gains in an opportunity fund
- A **ten percent reduction** on deferred taxes on capital gains if the opportunity fund is held for five years, and another five percent reduction if held for seven years
- A **complete tax exemption** on capital gains on investments made through the opportunity fund as long as the investor holds the investment for ten years

U.S. DEPARTMENT OF THE TREASURY
COMMUNITY DEVELOPMENT FINANCIAL INSTITUTIONS FUND

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Opportunity Zone - Example

OPTION 1 - OPPORTUNITY ZONE

- $20,000,000 roll of capital gains into an opportunity fund
- Capital gains tax is not required until year 7 following rollover
  - Capital gains following 15% opportunity zone adjustment = $3,400,000
- New investment is sold in ten years
  - New value = $40,000,000
  - New capital gains taxes = $0
- Total capital gains = $3,400,000

OPTION 2 - NON-OPPORTUNITY ZONE

- $20,000,000 roll of capital gains into a NON opportunity zone area
  - Immediate capital gains tax = $4,000,000
- New investment is sold in ten years
  - New value = $40,000,000
  - New capital gains taxes = $4,000,000
- Total capital gains = $8,000,000

Difference = $4,600,000

Does not include the gains from debt on the property!

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CLEARFIELD CONNECTED

STATION AREA PLAN + DESIGN GUIDELINES

10 Appendix B

TRAFFIC ANALYSIS

FEHR PEERS



2018 CLEARFIELD CONNECTED STATION AREA PLAN

FEHR PEERS

Clearfield Station Master Plan

MEMORANDUM

Date: January 25, 2019

To: Lance Tyrrell, IBI

From: Natalia Brown, EIT, Fehr & Peers
Maria Vyas, AICP, Fehr & Peers

Subject: Clearfield Station Master Plan

UT18-2099

EXECUTIVE SUMMARY

The purpose of this study is to evaluate traffic conditions and impacts of the proposed land use scenario, and recommend internal roadway sizes and parking rates for the Clearfield Station located in Clearfield, UT. This study analyzes the traffic operations and impacts for existing 2018 conditions (background and plus project) for the AM and PM peak hour.

This study analyzes the traffic operations at the following study intersections:

- State Street / 700 South
- State Street / UTA Park-and-Ride Driveway
- State Street / 1000 East
- Main Street / 2000 North

The proposed land use scenario for the Clearfield Station includes the following land uses:

- 1500 apartment/condo units
- 26 townhomes
- 808,000 sf of multi-story offices
- 72,075 sf of recreation facilities
- 5,452 sf of recreation facilities office/classroom space
- 60,000 sf of retail
- 30,000 sf of Charter School

The 2018 background traffic volumes (existing conditions) for the intersections included in this study were obtained by applying a growth factor (based on the Annual Average Daily Traffic on

State Street) to the traffic counts used in the 2012 Clearfield Station Traffic Impact Study done by Horrocks Engineers. To the 2018 background traffic volumes, traffic generated by the proposed development was added (existing plus project conditions). The traffic generated by the development was estimated using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*, 2017, and Fehr & Peers' mixed-use development (MXD) methodology via MainStreet. The results of existing plus project conditions were compared to the results of the existing conditions to determine any mitigation measures if the impacts are detrimental for the operations of the roadway system. Since the background traffic volumes were obtained from a previous study, the signals were optimized to better match the traffic volumes used in this study. These scenarios with optimized signals are called "mitigated". **Table ES1** shows a summary of the Level of Service (LOS) results from this study.

TABLE ES1 - LOS RESULTS SUMMARY

Intersection			Existing	Existing Mitigated	Existing Plus Project	Existing Plus Project Mitigated
ID	**Location**	**Period**	**LOS & Sec/Veh[1]**	**LOS & Sec/Veh[1]**	**LOS & Sec/Veh[1]**	**LOS & Sec/Veh[1]**
1	State Street / 700 South	AM	D[2] / 55	C / 34	D[2] / 53	D / 45
		PM	F / 87	D / 48	F / 139	E[2] / 55
2	State Street / UTA Park-and-Ride Driveway	AM	B / 12	B / 12	F / 88	F / 88
		PM	C / 18	C / 18	F / >300	F / >300
3	State Street / 1000 East	AM	C / 24	C / 29	C / 32	C / 29
		PM	E / 59	D / 39	E / 75	E[2] / 57
4	Main Street / 2000 North	AM	C / 23	C / 22	C / 29	C / 29
		PM	D / 43	D / 39	E[2] / 57	D / 51

1. Overall intersection LOS and average delay (seconds/vehicle) for the signalized intersections and worst movement LOS and average delay for the unsignalized intersections.
2. The threshold between LOS D and LOS E is 55 sec/veh

As shown in **Table ES1**, all intersections perform at an acceptable LOS (LOS D or better) during the existing conditions after the signals are optimized. With the addition of the traffic generated by the proposed land use scenario, two intersections operate at a LOS E; however, they are very close to the threshold of operating at an acceptable LOS. The stop-controlled access to the development from State Street operates at LOS F when the project trips are added.

In order to mitigate the impacts of this land use scenario, the following recommendations are made:

- Signalize the development access onto State Street, or add a High-T signalized intersection, if a signal is warranted
- Distribute internal traffic to all development accesses
- Signalize a secondary major access onto 1000 East, if a signal is warranted
- Follow TOD best practices on parking supply
- Establish a Transportation Demand Management (TDM) coordinator

It is also recommended that the size of the internal roadways is one lane per direction and that the number of parking stalls is in the 2,000-3,000 range.

INTRODUCTION

The purpose of this study is to evaluate traffic conditions and impacts of the proposed land use scenario provided, recommend internal roadway widths for the station development, and provide recommended parking rates for the Clearfield Station located in Clearfield, UT. **Figure 1** shows the project location map. This memorandum will discuss:

- The existing conditions in the study area
- Intersection conditions with additional traffic from the Clearfield Station land use
- Evaluation of mitigation measures to address the increase in traffic generated
- Recommended sizing of internal roadways
- Recommended parking rates for the station

STUDY AREA

This study analyzes the traffic operations at the following study intersections:

- State Street / 700 South
- State Street / UTA Park-and-Ride Driveway
- State Street / 1000 East
- Main Street / 2000 North



CLEARFIELD STATION MASTER PLAN

Figure: 1

Project Location

ANALYSIS METHODOLOGY

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. **Table 1** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 2010 (HCM 2010) methodology was used in this study. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For intersections without traffic signals, the level of service is reported based on the approach with the worst delay.

TABLE 1 - LEVEL OF SERVICE DESCRIPTIONS

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst approach LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *2010 Highway Capacity Manual*.

EXISTING 2018 CONDITIONS

PURPOSE

The purpose of the existing 2018 conditions analysis is to study the intersections during the peak travel periods of the day under existing traffic and geometric conditions. Through this analysis, existing traffic operational deficiencies can be identified.

TRAFFIC VOLUMES

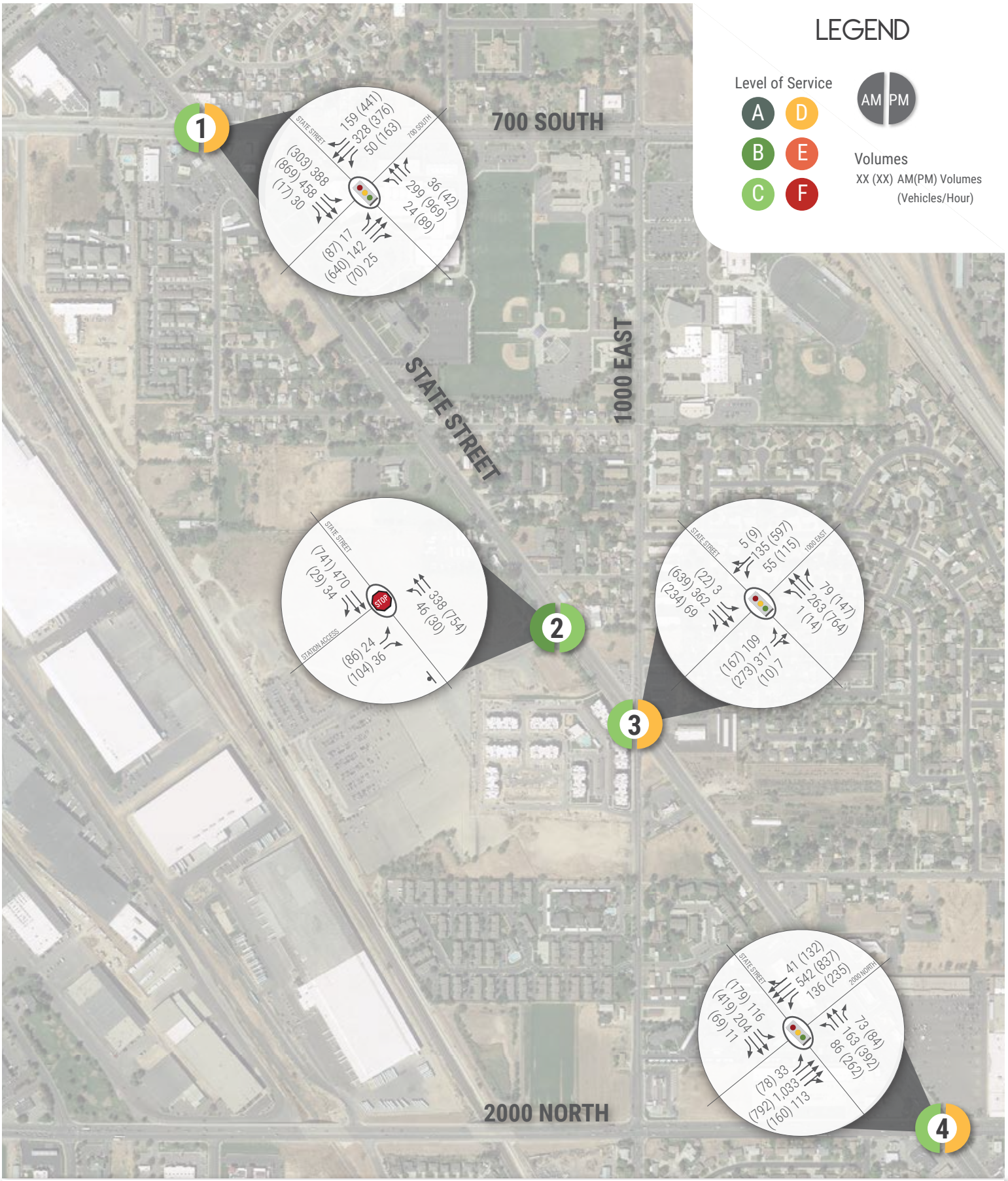
Traffic counts were not collected for this study, however, traffic counts from a previous Traffic Impact Study (TIS) were used as a starting point. Horrocks Engineers completed a TIS for the Clearfield Station in 2012 and reported 2012 existing traffic volumes. Traffic volumes for 2018 were obtained by developing a growth factor from the Annual Average Daily Traffic (AADT) of State Street and applying it to the 2012 traffic volumes reported in the 2012 Clearfield Station TIS. The State Street roadway segment in the analysis has two AADT segments, which were averaged to obtain one single AADT value. The 2012 and 2016 averaged AADT values used for this study were 15,550 and 17,000, respectively, that yielded a growth factor of 1.15. This growth factor was applied to the 2012 existing counts available in the Horrocks Engineers TIS to obtain 2018 volumes. **Figure 2** shows the traffic volumes used in this study.

LEVEL OF SERVICE ANALYSIS

Using the traffic modeling software Synchro and the HCM 2010 delay thresholds introduced above, the existing AM and PM peak hour LOS were computed for each study intersection (see appendix for detailed LOS reports). The results of this analysis are reported in **Table 2**.

As shown in **Table 2**, all intersections operate at acceptable LOS (LOS D or better) during the AM peak hour; however, during the PM peak hour, State Street / 1000 East operates at a LOS E and State Street / 700 South operates at a LOS F. The LOS E for State Street / 1000 East is caused primarily by the high volume of southbound through and right turning vehicles not having enough green time under the current signal timings to clear the intersection. The LOS F for State Street / 700 S is caused primarily by the high northbound and southbound through and left volumes.

The current signal timing plans might not accurately reflect the volumes used in this study since the traffic volumes are based on a 2012 study and not actual 2018 traffic counts. To better estimate the existing traffic conditions with the volumes estimated in this study, it is recommended to optimize (adjust) the signal timings based on the traffic volumes used in the model. The results of this analysis are reported in **Table 3**. With these recommendations, all intersections operate within acceptable LOS in both AM and PM peak hours.



CLEARFIELD STATION MASTER PLAN

Figure: 2

Existing Mitigated Conditions Level of Service

TABLE 2 - EXISTING LEVEL OF SERVICE SUMMARY

Intersection			Existing	Existing Mitigated
ID	**Location**	**Period**	**LOS & Sec/Veh[1]**	**LOS & Sec/Veh[1]**
1	State Street / 700 South	AM	D[2] / 55	C / 34
		PM	F / 87	D / 48
2	State Street / UTA Park-and-Ride Driveway	AM	B / 12	B / 12
		PM	C / 18	C / 18
3	State Street / 1000 East	AM	C / 24	C / 29
		PM	E / 59	D / 39
4	Main Street / 2000 North	AM	C / 23	C / 22
		PM	D / 43	D / 39

3. Overall intersection LOS and average delay (seconds/vehicle) for the signalized intersections and worst movement LOS and average delay for the unsignalized intersections.
4. The threshold between LOS D and LOS E is 55 sec/veh

PROJECT CONDITIONS

PURPOSE

The project conditions analysis explains the type and intensity of the Clearfield Station Transit Oriented Development (TOD) in the study area. This analysis provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction.

PROPOSED DEVELOPMENT

The development will have the following land uses:

- 1500 apartment/condo units
- 26 townhomes
- 808,000 sf of multi-story offices
- 72,075 sf of recreation facilities
- 5,452 sf of recreation facilities office/classroom space
- 60,000 sf of retail
- 30,000 sf of Charter School

TRIP GENERATION

Trip generation for the project was computed using trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition*, 2017, and Fehr & Peers' mixed-use development (MXD) methodology via MainStreet, a Fehr & Peers web application that captures the traffic benefits of developments by looking at interactions among the mixture of land uses and patron usage of alternative modes (i.e. transit, bicycling, and/or walking).

The MXD trip generation methodology accurately captures the trip-reducing benefits of mixed-use development projects and is used throughout the United States to help developers, agencies, and the public to quantify these trip reductions. The MXD trip generation model is promoted by the United States Environmental Protection Agency (EPA) and has been adopted by the San Diego Association of Governments (SANDAG), American Society of Civil Engineers (ASCE), American Planning Association (APA), and many others as a recommended resource for trip generation of smart-growth developments. The MXD model uses ITE trip generation rates and applies additional variables to those trip generation rates. Some of the additional variables include:

- Employment
- (Population + Employment) per square mile
- Land area
- Total jobs / population diversity
- Retail jobs / population diversity
- Employment within a mile
- Employment within a 30-minute trip by transit
- Average household size
- Vehicles owned per capita

The ITE Land Use used for this mixed-use development were:

- Apartment, condo, and townhome units: Multifamily Housing Low Rise – ITE Code 220
- Multi-story office: General Office Building – ITE Code 710
- Retail: Shopping Center – ITE Code 820
- Charter School: Charter Elementary Office Building – ITE Code 537

For the recreation facility, an indoor soccer facility was used to estimate the number of trips generated. It was assumed that the facilities will be used by team players, coaches, and technical staff, a total of 35 people. For the purpose of this study, it was assumed that this facility will generate 35 in-bound vehicles trips during the AM peak hour, and 35 out-bound vehicle trips during the PM peak hour.

The net external vehicle trips expected to be generated by the Clearfield Station TOD and the percent reductions due to trips that start and end within the development and trips that are done by transit, biking, or waking (vehicle trip reduction) are shown in **Table 3**.

TABLE 3 - CLEARFIELD STATION MXD TRIP GENERATION AND REDUCTION ESTIMATES

Time Period	Project Gross Trips	Net External Vehicle Trips	Vehicle Trip Reduction
Daily	21,375	18,469	13.5%
AM Peak Hour	1,733	1,399	19.3%
PM Peak Hour	2,256	1,736	23.1%

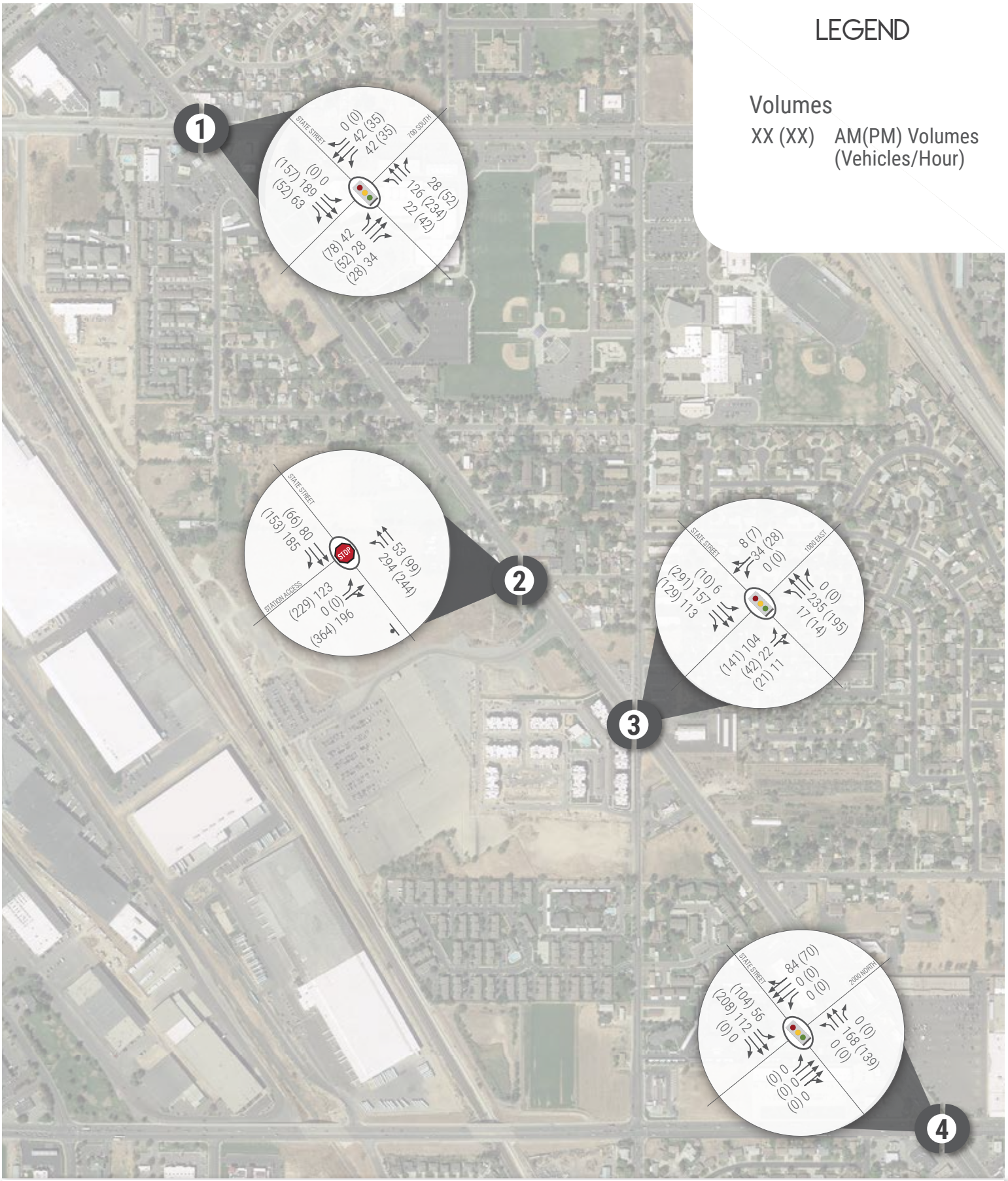
Source: Fehr & Peers, 2019.

TRIP DISTRIBUTION AND ASSIGNMENT

Project traffic was assigned to the roadway network based on trip distribution included in the Clearfield Station TIS by Horrocks Engineers. The project-generated trips were distributed to and from these directions, in the corresponding percentages:

- 30% north (using State Street)
- 10% west (using 700 South)
- 10% east (using 700 South)
- 5% north (using 1000 East)
- 5% south (using 1000 East)
- 20% south (using State Street)
- 10% west (using 2000 North)
- 10% east (using 2000 North)

These trip distribution assumptions were used to distribute project generated traffic to the study area intersections for existing plus project conditions, as shown in **Figure 3**.



CLEARFIELD STATION MASTER PLAN

Figure: 3

Project Trips

EXISTING 2018 PLUS PROJECT CONDITIONS

PURPOSE

The purpose of the existing plus project analysis is to evaluate the impact of the development on the study intersections and roadways. In order to analyze this impact, the peak hour background traffic volumes were combined with volumes generated by the proposed project at its peak hour. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the proposed project.

TRAFFIC VOLUMES

In order to evaluate the impacts of the proposed expansion of the development, project-generated traffic was added to the existing 2018 AM and PM peak hour volumes to yield "existing 2018 plus project" weekday peak hour traffic volumes at the study intersections. The resulting traffic volumes are displayed in **Figure 4**.

LEVEL OF SERVICE ANALYSIS

Using the traffic modeling software Synchro and the HCM 2010 delay thresholds introduced earlier, the existing plus project AM and PM peak hour LOS were computed for each study intersection (see appendix for detailed LOS reports). The results of this analysis are reported in **Figure 4** and **Table 4**.

As shown in **Table 4**, during the AM peak hour, all signalized intersections operate at an acceptable LOS; however, during the PM peak hour, all intersections operate at a LOS E or LOS F. The primary access to the site, via a stop-controlled intersection on State Street, operates at a LOS F in both AM and PM peak hours. The proposed land use scenario for the Clearfield Station will generate a high number of new trips during the peak hours of the day, which deteriorates the LOS of the roadway system. The stop-controlled site access operates at a LOS F due to the high volume of left-turning vehicles waiting for a gap to enter or exit the site through the access.

The results of the signalized intersection reflect the current signal timings; however, it is recommended to optimize the signal timings, similar to the existing mitigated conditions. **Table 4** shows the results of the existing plus project mitigated results. With this recommendation, most signalized intersections operate within acceptable LOS in both AM and PM peak hours. Although the State Street / 700 South and State Street / 1000 East intersections operate at a LOS E during the PM peak hour, they are both close to the LOS D-E threshold (i.e., the LOS of a signalized

intersection goes from LOS D to LOS E at a delay of 55 sec/veh, and both intersections have a delay close to 55 sec/veh).

TABLE 4 - EXISTING LEVEL OF SERVICE SUMMARY

Intersection			Existing Plus Project	Existing Plus Project Mitigated
ID	**Location**	**Period**	**LOS & Sec/Veh[1]**	**LOS & Sec/Veh[1]**
1	State Street / 700 South	AM	D[2] / 53	D / 45
		PM	F / 139	E[2] / 55
2	State Street / UTA Park-and-Ride Driveway	AM	F / 88	F / 88
		PM	F / >300	F / >300
3	State Street / 1000 East	AM	C / 32	C / 29
		PM	E / 75	E[2] / 57
4	Main Street / 2000 North	AM	C / 29	C / 29
		PM	E[2] / 57	D / 51

1. Overall intersection LOS and average delay (seconds/vehicle) for the signalized intersections and worst movement LOS and average delay for the unsignalized intersections.
2. The threshold between LOS D and LOS E is 55 sec/veh

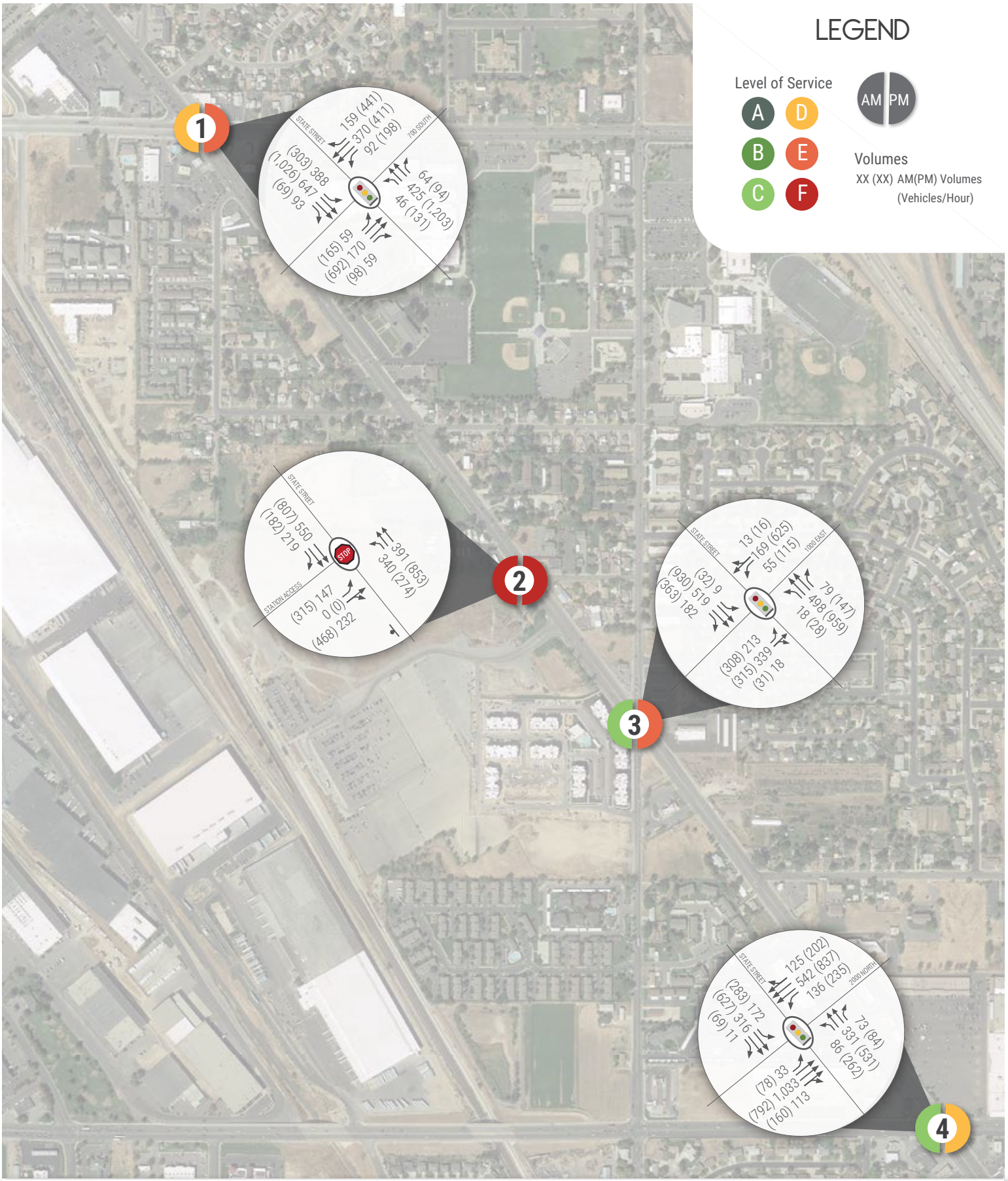
MITIGATION

The proposed land use scenario for the Clearfield Station will add a significant number of new trips to the surrounding roadway system. The major concern moving forward is the performance of the stop-control site access onto State Street since the results of this analysis show that it will perform at a LOS F. Potential mitigations to alleviate the impact of the development on the area are:

- **Signalize the development access unto State Street if warranted**. State Street is a road under the jurisdiction of the Utah Department of Transportation (UDOT) and as such, UDOT access management guidelines must be followed. According to the UDOT Access Category Identification Map, State Street requires a signal spacing of 2,640 feet. The proposed access would not meet the signal spacing since it is approximately 930 feet from the nearest signal. In order to signalize the development access unto State Street, the developers will need to negotiate a variance with UDOT. A signal warrant analysis should be performed to determine if a signal is needed.
- **Add a High-T signalized intersection**. High-T intersections have one free-flowing movement while the other movements are controlled by a signal. The major issue of

adding a signal at the site access onto State Street is its close proximity to the State Street / 1000 East intersection because queues could spill back to that intersection, which could cause operational and safety issues. If a High-T intersection is used instead of a standard signalized intersection, the northbound movement will be the free-flowing movement (they will not need to stop at the signal) so queues do not spill back to the State Street / 1000 East intersection.

- **Distribute internal traffic to all development accesses**. The main access to the development will be through State Street. However, three other accesses are proposed for this development: a south access onto 1000 East, and two north accesses, one onto 700 South and one onto 1000 South (a neighborhood street). Encouraging the use of all development accesses could alleviate the high traffic impact on State Street. However, a signalized access onto State Street might still be needed.
- **Signalize a secondary major access onto 1000 East if warranted**. Adding a secondary major access onto 1000 East, a local road, will alleviate the traffic using the access onto State Street. A signal warrant analysis should be performed to determine if a signal is needed.
- **Follow TOD best practices on parking supply**. Research conducted by the Utah Transit Authority (UTA) and the University of Utah's Metropolitan Research Center indicates that mixed-use developments at transit stations generally require significantly less parking than similar developments that lack good transit access. UTA also released Transit Oriented Development guidelines in 2014 that provide standards for parking, although these guidelines provide a greater level of parking than the University of Utah research suggests to be necessary. A shared parking study could help identify more opportunities to reduce parking supply, thereby creating more space for real estate development.
- **Establish a Transportation Demand Management (TDM) coordinator**. Having a TDM coordinator for the site would help employees and residents find other means of transportation to/from the TOD beyond driving alone. Examples for TDM measures are incentivizing the use of transit, biking, and walking; having various office hours within the development; etc.



CLEARFIELD STATION MASTER PLAN

Figure: 4

Existing Plus Project Mitigated Level of Service

RECOMMENDED INTERNAL ROADWAY SIZING

A high level analysis was performed to determine the internal roadway size of the development. The size of the internal roadways was based on the volumes using the main access to the development and the Florida Department of Transportation (FDOT) Quality/Level of Service Handbook. The FDOT guidelines include roadway sizes based on peak hour volumes using the road. Based on these guidelines, the proposed land uses, and the estimated volumes in the analysis, it is recommended to have two-lane roadways within the development. It is important to note that the PM peak hour volumes using the main internal road is close to the two-lane roadway volume threshold, and therefore, if more vehicles than those assumed in this analysis use the road, a four-lane roadway might be needed. **Figure 5** show a two-lane roadway cross section for the development.



Figure 5. Two-lane internal roadway cross section.

It is also recommended to complete an operational analysis inside the development to determine the type of intersection (two-way stop control, four-way stop control, free, etc.) and lane configuration at the internal intersections.

RECOMMENDED PARKING RATES

Standard parking requirements often oversupply parking to TODs because they do not account for the additional transit use that is likely to occur, and a mix of land uses within the site also decreases the need for vehicle parking. UTA has developed its own set of TOD parking guidelines in acknowledgment of this phenomenon, and the parking requirements outlined in Clearfield's zoning ordinance account for this trend as well. Furthermore, research conducted by Reid Ewing, of the University of Utah's Metropolitan Research Center, indicates that observed parking demand at

transit-oriented developments can be anywhere from 19% to 46% of the rates recommended by the ITE Parking Generation Manual (the industry standard for parking rates).

Table 5 compares what total parking supply might look like under the application of various standards. Note that the "TOD Reduced" column represents 46% of the ITE Parking Generation Manual rates, to reflect the conservative end of TOD parking demand observed in Dr. Ewing's research.

TABLE 5 - EXISTING LEVEL OF SERVICE SUMMARY

Clearfield Zoning Ordinance	UTA TOD Guidelines ("Station Community")	ITE Parking Generation	TOD Reduced
5,204	5,916	4,504	2,091

Clearfield City and UTA should carefully consider implementing a reduced level of parking supply at the Clearfield FrontRunner station. Future phases of project development should address specific allocations of parking to individual land uses, the potential for shared parking among complementary land uses, and the amount of parking required for park-and-ride use by FrontRunner passengers. However, the research led by Dr. Ewing at the University of Utah clearly indicates that many TOD's are overparked, consuming valuable land for unused parking that could be put to better and higher uses.

FEHR PEERS

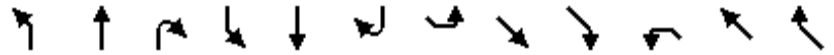
APPENDIX

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	33	1033	113	136	542	41	116	204	11	86	163	73
Future Volume (veh/h)	33	1033	113	136	542	41	116	204	11	86	163	73
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	36	1123	113	148	589	40	126	222	0	93	177	1
Adj No. of Lanes	1	3	0	1	3	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	534	2664	268	344	2868	193	240	353	158	212	295	132
Arrive On Green	0.03	0.57	0.57	0.05	0.59	0.59	0.03	0.03	0.00	0.06	0.08	0.08
Sat Flow, veh/h	1774	4697	472	1774	4867	328	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	36	810	426	148	409	220	126	222	0	93	177	1
Grp Sat Flow(s),veh/h/ln	1774	1695	1779	1774	1695	1805	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.0	16.3	16.3	4.2	6.8	6.8	7.7	7.4	0.0	5.7	5.8	0.1
Cycle Q Clear(g_c), s	1.0	16.3	16.3	4.2	6.8	6.8	7.7	7.4	0.0	5.7	5.8	0.1
Prop In Lane	1.00		0.27	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	534	1923	1009	344	1998	1063	240	353	158	212	295	132
V/C Ratio(X)	0.07	0.42	0.42	0.43	0.20	0.21	0.53	0.63	0.00	0.44	0.60	0.01
Avail Cap(c_a), veh/h	586	1923	1009	357	1998	1063	240	1056	472	241	1056	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	14.8	14.8	11.2	11.5	11.5	48.2	55.8	0.0	46.5	53.1	50.4
Incr Delay (d2), s/veh	0.0	0.7	1.3	0.6	0.2	0.4	1.0	0.7	0.0	0.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.8	8.4	2.0	3.2	3.6	3.8	3.7	0.0	2.8	2.9	0.0
LnGrp Delay(d),s/veh	10.1	15.5	16.1	11.8	11.7	12.0	49.3	56.5	0.0	47.0	53.8	50.5
LnGrp LOS	B	B	B	B	B	B	D	E		D	D	D
Approach Vol, veh/h		1272			777			348			271	
Approach Delay, s/veh		15.5			11.8			53.9			51.5	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	17.2	12.1	75.7	13.0	19.2	9.5	78.3
Change Period (Y+Rc), s	* 5.7	* 7.2	6.0	7.6	* 5.7	* 7.2	6.0	7.6
Max Green Setting (Gmax), s	* 9.3	* 36	7.0	41.4	* 9.3	* 36	7.0	41.4
Max Q Clear Time (g_c+I1), s	9.7	7.8	6.2	18.3	7.7	9.4	3.0	8.8
Green Ext Time (p_c), s	0.0	1.1	0.0	5.3	0.0	1.1	0.0	5.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Notes



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	109	317	7	55	135	5	3	362	69	1	263	79
Future Volume (veh/h)	109	317	7	55	135	5	3	362	69	1	263	79
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	118	345	0	60	147	0	3	393	41	1	286	47
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	469	0	144	252	0	713	2218	992	611	2218	992
Arrive On Green	0.05	0.25	0.00	0.14	0.14	0.00	0.63	0.63	0.63	1.00	1.00	1.00
Sat Flow, veh/h	1774	1863	0	1031	1863	0	1043	3539	1583	951	3539	1583
Grp Volume(v), veh/h	118	345	0	60	147	0	3	393	41	1	286	47
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1031	1863	0	1043	1770	1583	951	1770	1583
Q Serve(g_s), s	5.9	20.4	0.0	6.8	8.9	0.0	0.1	5.6	1.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	20.4	0.0	13.2	8.9	0.0	0.1	5.6	1.2	5.6	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	223	469	0	144	252	0	713	2218	992	611	2218	992
V/C Ratio(X)	0.53	0.74	0.00	0.42	0.58	0.00	0.00	0.18	0.04	0.00	0.13	0.05
Avail Cap(c_a), veh/h	223	837	0	348	619	0	713	2218	992	611	2218	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	42.9	41.2	0.0	53.7	48.7	0.0	8.4	9.4	8.6	0.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.8	0.0	0.7	0.8	0.0	0.0	0.2	0.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	10.6	0.0	2.0	4.6	0.0	0.0	2.8	0.5	0.0	0.0	0.0
LnGrp Delay(d),s/veh	44.2	42.1	0.0	54.4	49.5	0.0	8.4	9.6	8.7	0.2	0.1	0.1
LnGrp LOS	D	D		D	D		A	A	A	A	A	A
Approach Vol, veh/h		463			207			437			334	
Approach Delay, s/veh		42.6			50.9			9.5			0.1	
Approach LOS		D			D			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		81.7		38.3		81.7	14.0	24.3
Change Period (Y+Rc), s		6.5		* 8.1		6.5	* 8.1	* 8.1
Max Green Setting (Gmax), s		51.5		* 54		51.5	* 5.9	* 40
Max Q Clear Time (g_c+I1), s		7.6		22.4		7.6	7.9	15.2
Green Ext Time (p_c), s		1.4		1.0		1.4	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	1.1

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	24	36	470	34	46	338
Future Vol, veh/h	24	36	470	34	46	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	220	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	39	511	37	50	367

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	795	255	0	0	511	0
Stage 1	511	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	325	744	-	-	1050	-
Stage 1	567	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	310	744	-	-	1050	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	NB	SE	NW
HCM Control Delay, s	11.7	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	SET	SER
Capacity (veh/h)	425	744	1050	-	-	-
HCM Lane V/C Ratio	0.061	0.053	0.048	-	-	-
HCM Control Delay (s)	14	10.1	8.6	-	-	-
HCM Lane LOS	B	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	17	142	25	50	328	159	388	458	30	24	299	36
Future Volume (veh/h)	17	142	25	50	328	159	388	458	30	24	299	36
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	18	154	27	54	357	173	422	498	0	26	325	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	503	1799	805	704	1855	830	358	868	388	210	423	189
Arrive On Green	0.02	0.51	0.51	0.03	0.52	0.52	0.15	0.25	0.00	0.02	0.12	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	18	154	27	54	357	173	422	498	0	26	325	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	0.6	2.7	1.0	1.7	6.4	7.0	18.0	14.8	0.0	1.5	10.7	0.0
Cycle Q Clear(g_c), s	0.6	2.7	1.0	1.7	6.4	7.0	18.0	14.8	0.0	1.5	10.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	503	1799	805	704	1855	830	358	868	388	210	423	189
V/C Ratio(X)	0.04	0.09	0.03	0.08	0.19	0.21	1.18	0.57	0.00	0.12	0.77	0.00
Avail Cap(c_a), veh/h	573	1799	805	746	1855	830	358	1077	482	315	841	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.6	15.2	14.8	13.0	15.1	15.2	41.0	39.8	0.0	44.7	51.2	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.2	0.6	105.6	0.2	0.0	0.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.3	0.5	0.8	3.2	3.2	13.5	7.3	0.0	0.7	5.3	0.0
LnGrp Delay(d),s/veh	13.7	15.3	14.8	13.0	15.3	15.8	146.6	40.0	0.0	44.8	52.3	0.0
LnGrp LOS	B	B	B	B	B	B	F	D		D	D	
Approach Vol, veh/h		199			584			920			351	
Approach Delay, s/veh		15.1			15.3			88.9			51.8	
Approach LOS		B			B			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	20.8	9.2	67.0	7.9	35.9	7.3	68.9
Change Period (Y+Rc), s	5.0	6.5	5.0	6.0	5.0	6.5	5.0	6.0
Max Green Setting (Gmax), s	18.0	28.5	7.0	44.0	10.0	36.5	7.0	44.0
Max Q Clear Time (g_c+I1), s	20.0	12.7	3.7	4.7	3.5	16.8	2.6	9.0
Green Ext Time (p_c), s	0.0	1.7	0.0	1.0	0.0	1.7	0.0	1.0

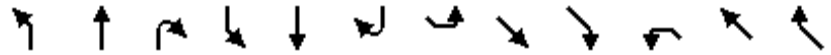
Intersection Summary	
HCM 2010 Ctrl Delay	54.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	33	1033	113	136	542	41	116	204	11	86	163	73
Future Volume (veh/h)	33	1033	113	136	542	41	116	204	11	86	163	73
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	36	1123	113	148	589	40	126	222	0	93	177	1
Adj No. of Lanes	1	3	0	1	3	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	559	2799	281	358	3000	202	188	302	135	176	317	142
Arrive On Green	0.03	0.60	0.60	0.05	0.62	0.62	0.09	0.17	0.00	0.05	0.09	0.09
Sat Flow, veh/h	1774	4697	472	1774	4867	328	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	36	810	426	148	409	220	126	222	0	93	177	1
Grp Sat Flow(s),veh/h/ln	1774	1695	1779	1774	1695	1805	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	0.9	15.2	15.2	3.9	6.3	6.4	5.3	7.1	0.0	5.8	5.8	0.1
Cycle Q Clear(g_c), s	0.9	15.2	15.2	3.9	6.3	6.4	5.3	7.1	0.0	5.8	5.8	0.1
Prop In Lane	1.00		0.27	1.00		0.18	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	559	2020	1060	358	2090	1112	188	302	135	176	317	142
V/C Ratio(X)	0.06	0.40	0.40	0.41	0.20	0.20	0.67	0.73	0.00	0.53	0.56	0.01
Avail Cap(c_a), veh/h	581	2020	1060	433	2090	1112	188	1018	455	176	1032	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	12.9	12.9	9.7	10.0	10.1	48.8	48.5	0.0	47.8	52.4	49.8
Incr Delay (d2), s/veh	0.0	0.6	1.1	0.6	0.2	0.4	7.1	1.3	0.0	1.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.3	7.8	1.9	3.0	3.3	1.9	3.5	0.0	2.9	2.9	0.0
LnGrp Delay(d),s/veh	8.7	13.5	14.0	10.2	10.3	10.5	55.9	49.8	0.0	49.3	52.9	49.8
LnGrp LOS	A	B	B	B	B	B	E	D		D	D	D
Approach Vol, veh/h		1272			777			348			271	
Approach Delay, s/veh		13.5			10.3			52.0			51.7	
Approach LOS		B			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	17.9	11.9	79.1	11.5	17.4	9.5	81.6
Change Period (Y+Rc), s	* 5.7	* 7.2	6.0	7.6	* 5.7	* 7.2	6.0	7.6
Max Green Setting (Gmax), s	* 5.3	* 35	11.0	42.2	* 5.8	* 35	5.0	48.2
Max Q Clear Time (g_c+I1), s	7.3	7.8	5.9	17.2	7.8	9.1	2.9	8.4
Green Ext Time (p_c), s	0.0	1.1	0.1	5.4	0.0	1.1	0.0	5.6

Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Notes



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	109	317	7	55	135	5	3	362	69	1	263	79
Future Volume (veh/h)	109	317	7	55	135	5	3	362	69	1	263	79
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	118	345	0	60	147	0	3	393	41	1	286	47
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	469	0	144	209	0	645	2217	992	611	2217	992
Arrive On Green	0.07	0.25	0.00	0.11	0.11	0.00	0.63	0.63	0.63	0.21	0.21	0.21
Sat Flow, veh/h	1774	1863	0	1031	1863	0	1043	3539	1583	951	3539	1583
Grp Volume(v), veh/h	118	345	0	60	147	0	3	393	41	1	286	47
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1031	1863	0	1043	1770	1583	951	1770	1583
Q Serve(g_s), s	6.8	20.4	0.0	6.8	9.1	0.0	0.2	5.6	1.2	0.1	7.9	2.9
Cycle Q Clear(g_c), s	6.8	20.4	0.0	10.4	9.1	0.0	8.1	5.6	1.2	5.7	7.9	2.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	233	469	0	144	209	0	645	2217	992	611	2217	992
V/C Ratio(X)	0.51	0.74	0.00	0.42	0.70	0.00	0.00	0.18	0.04	0.00	0.13	0.05
Avail Cap(c_a), veh/h	310	1085	0	441	744	0	645	2217	992	611	2217	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	41.6	41.2	0.0	53.7	51.4	0.0	11.6	9.4	8.6	22.3	20.9	18.9
Incr Delay (d2), s/veh	0.6	0.8	0.0	0.7	1.6	0.0	0.0	0.2	0.1	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	10.6	0.0	2.0	4.8	0.0	0.0	2.8	0.5	0.0	3.9	1.3
LnGrp Delay(d),s/veh	42.2	42.1	0.0	54.4	53.0	0.0	11.6	9.6	8.7	22.3	21.0	19.0
LnGrp LOS	D	D		D	D		B	A	A	C	C	B
Approach Vol, veh/h		463			207			437			334	
Approach Delay, s/veh		42.1			53.4			9.5			20.7	
Approach LOS		D			D			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		81.7		38.3		81.7	16.8	21.5
Change Period (Y+Rc), s		6.5		* 8.1		6.5	* 8.1	* 8.1
Max Green Setting (Gmax), s		35.5		* 70		35.5	* 14	* 48
Max Q Clear Time (g_c+I1), s		9.9		22.4		10.1	8.8	12.4
Green Ext Time (p_c), s		1.4		1.0		1.4	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	28.9
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	1.1

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	24	36	470	34	46	338
Future Vol, veh/h	24	36	470	34	46	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	220	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	39	511	37	50	367

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	795	255	0	0	511	0
Stage 1	511	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	325	744	-	-	1050	-
Stage 1	567	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	310	744	-	-	1050	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	NB	SE	NW
HCM Control Delay, s	11.7	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	NWL	NWT	SET	SER
Capacity (veh/h)	425	744	1050	-	-	-
HCM Lane V/C Ratio	0.061	0.053	0.048	-	-	-
HCM Control Delay (s)	14	10.1	8.6	-	-	-
HCM Lane LOS	B	B	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0.2	0.1	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	17	142	25	50	328	159	388	458	30	24	299	36
Future Volume (veh/h)	17	142	25	50	328	159	388	458	30	24	299	36
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	18	154	27	54	357	173	422	498	0	26	325	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	435	1552	694	616	1608	719	482	1115	499	210	422	189
Arrive On Green	0.02	0.44	0.44	0.03	0.45	0.45	0.22	0.32	0.00	0.02	0.12	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	18	154	27	54	357	173	422	498	0	26	325	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	0.7	3.1	1.2	2.0	7.3	8.0	24.1	13.5	0.0	1.5	10.7	0.0
Cycle Q Clear(g_c), s	0.7	3.1	1.2	2.0	7.3	8.0	24.1	13.5	0.0	1.5	10.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	435	1552	694	616	1608	719	482	1115	499	210	422	189
V/C Ratio(X)	0.04	0.10	0.04	0.09	0.22	0.24	0.88	0.45	0.00	0.12	0.77	0.00
Avail Cap(c_a), veh/h	476	1552	694	629	1608	719	535	1548	693	241	811	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.0	19.8	19.3	17.2	19.9	20.1	33.6	32.7	0.0	44.7	51.2	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.3	0.8	13.0	0.1	0.0	0.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.5	0.5	1.0	3.6	3.6	13.5	6.6	0.0	0.7	5.3	0.0
LnGrp Delay(d),s/veh	18.0	19.9	19.4	17.2	20.2	20.8	46.6	32.9	0.0	44.8	52.4	0.0
LnGrp LOS	B	B	B	B	C	C	D	C		D	D	
Approach Vol, veh/h		199			584			920			351	
Approach Delay, s/veh		19.7			20.1			39.2			51.8	
Approach LOS		B			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.4	20.8	9.2	58.6	7.9	44.3	7.3	60.5
Change Period (Y+Rc), s	5.0	6.5	5.0	6.0	5.0	6.5	5.0	6.0
Max Green Setting (Gmax), s	30.0	27.5	5.0	35.0	5.0	52.5	5.0	35.0
Max Q Clear Time (g_c+I1), s	26.1	12.7	4.0	5.1	3.5	15.5	2.7	10.0
Green Ext Time (p_c), s	0.3	1.6	0.0	1.0	0.0	1.8	0.0	1.0

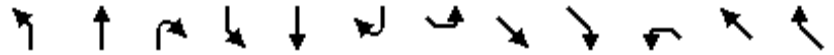
Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	78	792	160	235	837	132	179	419	69	262	392	84
Future Volume (veh/h)	78	792	160	235	837	132	179	419	69	262	392	84
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	85	861	145	255	910	125	195	455	7	285	426	13
Adj No. of Lanes	1	3	0	1	3	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	1959	328	395	2252	308	221	580	259	232	698	312
Arrive On Green	0.04	0.45	0.45	0.09	0.50	0.50	0.01	0.05	0.05	0.08	0.20	0.20
Sat Flow, veh/h	1774	4388	735	1774	4524	619	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	85	664	342	255	681	354	195	455	7	285	426	13
Grp Sat Flow(s),veh/h/ln	1774	1695	1733	1774	1695	1753	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.1	16.2	16.3	9.0	15.2	15.2	5.3	15.2	0.5	9.3	13.2	0.8
Cycle Q Clear(g_c), s	3.1	16.2	16.3	9.0	15.2	15.2	5.3	15.2	0.5	9.3	13.2	0.8
Prop In Lane	1.00		0.42	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	1513	774	395	1687	873	221	580	259	232	698	312
V/C Ratio(X)	0.26	0.44	0.44	0.64	0.40	0.41	0.88	0.78	0.03	1.23	0.61	0.04
Avail Cap(c_a), veh/h	379	1513	774	396	1687	873	221	938	420	232	1056	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	22.9	22.9	16.5	18.9	19.0	50.0	54.7	47.7	45.1	44.0	39.0
Incr Delay (d2), s/veh	0.1	0.9	1.8	3.3	0.7	1.4	24.0	0.7	0.0	135.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.8	8.2	4.7	7.3	7.7	5.3	7.5	0.2	8.7	6.5	0.3
LnGrp Delay(d),s/veh	17.2	23.8	24.7	19.7	19.7	20.4	74.0	55.3	47.7	180.6	44.3	39.0
LnGrp LOS	B	C	C	B	B	C	E	E	D	F	D	D
Approach Vol, veh/h		1091			1290			657			724	
Approach Delay, s/veh		23.6			19.9			60.8			97.9	
Approach LOS		C			B			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	30.9	17.0	61.2	15.0	26.9	10.8	67.3
Change Period (Y+Rc), s	* 5.7	* 7.2	6.0	7.6	* 5.7	* 7.2	6.0	7.6
Max Green Setting (Gmax), s	* 5.3	* 36	11.0	41.4	* 9.3	* 32	8.0	44.4
Max Q Clear Time (g_c+I1), s	7.3	15.2	11.0	18.3	11.3	17.2	5.1	17.2
Green Ext Time (p_c), s	0.0	2.6	0.0	6.1	0.0	2.4	0.0	6.2

Intersection Summary	
HCM 2010 Ctrl Delay	43.1
HCM 2010 LOS	D

Notes



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	167	273	10	115	597	9	22	639	234	14	764	147
Future Volume (veh/h)	167	273	10	115	597	9	22	639	234	14	764	147
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	182	297	0	125	649	0	24	695	56	15	830	35
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	786	0	347	495	0	326	1616	723	289	1616	723
Arrive On Green	0.09	0.42	0.00	0.27	0.27	0.00	0.46	0.46	0.46	0.91	0.91	0.91
Sat Flow, veh/h	1774	1863	0	1078	1863	0	637	3539	1583	709	3539	1583
Grp Volume(v), veh/h	182	297	0	125	649	0	24	695	56	15	830	35
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1078	1863	0	637	1770	1583	709	1770	1583
Q Serve(g_s), s	8.6	13.2	0.0	11.6	31.9	0.0	2.7	15.9	2.4	0.9	4.6	0.2
Cycle Q Clear(g_c), s	8.6	13.2	0.0	11.6	31.9	0.0	7.3	15.9	2.4	16.9	4.6	0.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	786	0	347	495	0	326	1616	723	289	1616	723
V/C Ratio(X)	0.84	0.38	0.00	0.36	1.31	0.00	0.07	0.43	0.08	0.05	0.51	0.05
Avail Cap(c_a), veh/h	236	806	0	347	495	0	326	1616	723	289	1616	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	31.2	23.9	0.0	36.6	44.0	0.0	21.1	22.1	18.4	6.5	3.0	2.8
Incr Delay (d2), s/veh	19.7	0.1	0.0	0.2	153.7	0.0	0.4	0.8	0.2	0.3	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	6.8	0.0	3.5	37.5	0.0	0.5	8.0	1.1	0.2	2.3	0.1
LnGrp Delay(d),s/veh	50.9	24.0	0.0	36.8	197.8	0.0	21.5	22.9	18.6	6.8	4.0	3.0
LnGrp LOS	D	C		D	F		C	C	B	A	A	A
Approach Vol, veh/h		479			774			775			880	
Approach Delay, s/veh		34.2			171.8			22.5			4.0	
Approach LOS		C			F			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		61.3		58.7		61.3	18.7	40.0
Change Period (Y+Rc), s		6.5		* 8.1		6.5	* 8.1	* 8.1
Max Green Setting (Gmax), s		53.5		* 52		53.5	* 12	* 32
Max Q Clear Time (g_c+I1), s		18.9		15.2		17.9	10.6	33.9
Green Ext Time (p_c), s		3.9		2.1		3.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	58.6
HCM 2010 LOS	E

Notes

Intersection	
Int Delay, s/veh	2.1

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	741	29	30	754	86	104
Future Vol, veh/h	741	29	30	754	86	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	220	100	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	805	32	33	820	93	113

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	805	0	1280	403
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	475	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	815	-	158	597
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	815	-	152	597
Mov Cap-2 Maneuver	-	-	-	-	281	-
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	568	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	281	597	815	-	-	-
HCM Lane V/C Ratio	0.333	0.189	0.04	-	-	-
HCM Control Delay (s)	24.1	12.4	9.6	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	1.4	0.7	0.1	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	87	640	70	163	376	441	303	869	17	89	969	42
Future Volume (veh/h)	87	640	70	163	376	441	303	869	17	89	969	42
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	95	696	13	177	409	107	329	945	0	97	1053	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	602	1187	531	263	482	216	282	1086	486	191	841	376
Arrive On Green	0.31	0.34	0.34	0.11	0.14	0.14	0.13	0.31	0.00	0.06	0.24	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	95	696	13	177	409	107	329	945	0	97	1053	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	0.4	19.5	0.7	11.8	13.5	5.6	15.0	30.3	0.0	4.9	28.5	0.0
Cycle Q Clear(g_c), s	0.4	19.5	0.7	11.8	13.5	5.6	15.0	30.3	0.0	4.9	28.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	602	1187	531	263	482	216	282	1086	486	191	841	376
V/C Ratio(X)	0.16	0.59	0.02	0.67	0.85	0.50	1.17	0.87	0.00	0.51	1.25	0.00
Avail Cap(c_a), veh/h	602	1187	531	282	1386	620	282	1086	486	314	841	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	33.0	26.7	52.1	50.6	26.9	35.0	39.3	0.0	34.1	45.8	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.1	4.3	16.8	7.9	106.9	7.5	0.0	0.8	123.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	9.9	0.3	6.0	7.8	2.9	17.7	16.0	0.0	2.4	28.3	0.0
LnGrp Delay(d),s/veh	29.0	35.1	26.8	56.5	67.4	34.9	141.9	46.8	0.0	34.9	169.3	0.0
LnGrp LOS	C	D	C	E	E	C	F	D		C	F	
Approach Vol, veh/h		804			693			1274			1150	
Approach Delay, s/veh		34.3			59.6			71.4			157.9	
Approach LOS		C			E			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	35.0	18.8	46.2	11.7	43.3	42.7	22.3
Change Period (Y+Rc), s	5.0	6.5	5.0	6.0	5.0	6.5	6.0	* 6
Max Green Setting (Gmax), s	15.0	28.5	15.0	39.0	15.0	28.5	7.0	* 47
Max Q Clear Time (g_c+I1), s	17.0	30.5	13.8	21.5	6.9	32.3	2.4	15.5
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.1	0.0	0.9	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	87.1
HCM 2010 LOS	F

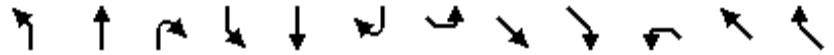
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	78	792	160	235	837	132	179	419	69	262	392	84
Future Volume (veh/h)	78	792	160	235	837	132	179	419	69	262	392	84
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	85	861	145	255	910	125	195	455	7	285	426	13
Adj No. of Lanes	1	3	0	1	3	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	1925	322	376	2179	298	242	577	258	260	736	329
Arrive On Green	0.04	0.44	0.44	0.08	0.48	0.48	0.02	0.05	0.05	0.09	0.21	0.21
Sat Flow, veh/h	1774	4388	735	1774	4524	619	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	85	664	342	255	681	354	195	455	7	285	426	13
Grp Sat Flow(s),veh/h/ln	1774	1695	1733	1774	1695	1753	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.1	16.4	16.6	9.4	15.6	15.7	5.9	15.2	0.5	11.3	13.0	0.8
Cycle Q Clear(g_c), s	3.1	16.4	16.6	9.4	15.6	15.7	5.9	15.2	0.5	11.3	13.0	0.8
Prop In Lane	1.00		0.42	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	1487	760	376	1633	844	242	577	258	260	736	329
V/C Ratio(X)	0.26	0.45	0.45	0.68	0.42	0.42	0.81	0.79	0.03	1.09	0.58	0.04
Avail Cap(c_a), veh/h	339	1487	760	376	1633	844	242	885	396	260	1044	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	23.5	23.6	17.8	20.2	20.2	48.3	54.7	47.8	42.5	42.8	37.9
Incr Delay (d2), s/veh	0.2	1.0	1.9	4.5	0.8	1.5	14.1	1.0	0.0	83.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.9	8.3	5.1	7.5	7.9	4.5	7.6	0.2	9.1	6.4	0.3
LnGrp Delay(d),s/veh	17.8	24.5	25.5	22.3	21.0	21.7	62.5	55.7	47.8	125.8	43.0	38.0
LnGrp LOS	B	C	C	C	C	C	E	E	D	F	D	D
Approach Vol, veh/h		1091			1290			657			724	
Approach Delay, s/veh		24.3			21.4			57.6			75.5	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	32.2	16.0	60.2	17.0	26.8	10.8	65.4
Change Period (Y+Rc), s	* 5.7	* 7.2	6.0	7.6	* 5.7	* 7.2	6.0	7.6
Max Green Setting (Gmax), s	* 5.9	* 35	10.0	42.2	* 11	* 30	6.0	46.2
Max Q Clear Time (g_c+I1), s	7.9	15.0	11.4	18.6	13.3	17.2	5.1	17.7
Green Ext Time (p_c), s	0.0	2.6	0.0	6.1	0.0	2.3	0.0	6.3

Intersection Summary	
HCM 2010 Ctrl Delay	39.0
HCM 2010 LOS	D

Notes



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	167	273	10	115	597	9	22	639	234	14	764	147
Future Volume (veh/h)	167	273	10	115	597	9	22	639	234	14	764	147
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	182	297	0	125	649	0	24	695	56	15	830	35
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	955	0	456	684	0	159	1294	579	209	1294	579
Arrive On Green	0.08	0.51	0.00	0.37	0.37	0.00	0.37	0.37	0.37	0.24	0.24	0.24
Sat Flow, veh/h	1774	1863	0	1078	1863	0	637	3539	1583	709	3539	1583
Grp Volume(v), veh/h	182	297	0	125	649	0	24	695	56	15	830	35
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1078	1863	0	637	1770	1583	709	1770	1583
Q Serve(g_s), s	7.4	11.1	0.0	10.0	40.6	0.0	4.0	18.6	2.8	2.2	25.2	2.0
Cycle Q Clear(g_c), s	7.4	11.1	0.0	10.0	40.6	0.0	29.2	18.6	2.8	20.8	25.2	2.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	955	0	456	684	0	159	1294	579	209	1294	579
V/C Ratio(X)	0.82	0.31	0.00	0.27	0.95	0.00	0.15	0.54	0.10	0.07	0.64	0.06
Avail Cap(c_a), veh/h	264	1076	0	499	759	0	159	1294	579	209	1294	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	28.0	17.0	0.0	27.2	36.9	0.0	44.5	30.0	25.0	44.7	38.3	29.5
Incr Delay (d2), s/veh	13.9	0.1	0.0	0.1	19.5	0.0	2.0	1.6	0.3	0.6	2.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	5.7	0.0	3.0	24.6	0.0	0.8	9.4	1.3	0.5	12.7	0.9
LnGrp Delay(d),s/veh	41.9	17.0	0.0	27.3	56.4	0.0	46.5	31.6	25.4	45.3	40.3	29.7
LnGrp LOS	D	B		C	E		D	C	C	D	D	C
Approach Vol, veh/h		479			774			775			880	
Approach Delay, s/veh		26.5			51.7			31.7			40.0	
Approach LOS		C			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		50.4		69.6		50.4	17.5	52.1
Change Period (Y+Rc), s		6.5		* 8.1		6.5	* 8.1	* 8.1
Max Green Setting (Gmax), s		36.1		* 69		36.1	* 12	* 49
Max Q Clear Time (g_c+I1), s		27.2		13.1		31.2	9.4	42.6
Green Ext Time (p_c), s		2.9		2.1		2.1	0.0	1.4

Intersection Summary		
HCM 2010 Ctrl Delay		38.6
HCM 2010 LOS		D

Notes

Intersection	
Int Delay, s/veh	2.1

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	741	29	30	754	86	104
Future Vol, veh/h	741	29	30	754	86	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	220	100	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	805	32	33	820	93	113

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	805	0	1280	403
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	475	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	815	-	158	597
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	592	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	815	-	152	597
Mov Cap-2 Maneuver	-	-	-	-	281	-
Stage 1	-	-	-	-	400	-
Stage 2	-	-	-	-	568	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	17.7
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	281	597	815	-	-	-
HCM Lane V/C Ratio	0.333	0.189	0.04	-	-	-
HCM Control Delay (s)	24.1	12.4	9.6	-	-	-
HCM Lane LOS	C	B	A	-	-	-
HCM 95th %tile Q(veh)	1.4	0.7	0.1	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	87	640	70	163	376	441	303	869	17	89	969	42
Future Volume (veh/h)	87	640	70	163	376	441	303	869	17	89	969	42
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	95	696	13	177	409	107	329	945	0	97	1053	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	404	927	414	193	481	215	354	1507	674	277	1130	506
Arrive On Green	0.19	0.26	0.26	0.08	0.14	0.14	0.16	0.43	0.00	0.05	0.32	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	95	696	13	177	409	107	329	945	0	97	1053	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.0	21.7	0.7	9.0	13.5	5.4	16.7	25.1	0.0	4.4	34.6	0.0
Cycle Q Clear(g_c), s	1.0	21.7	0.7	9.0	13.5	5.4	16.7	25.1	0.0	4.4	34.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	404	927	414	193	481	215	354	1507	674	277	1130	506
V/C Ratio(X)	0.24	0.75	0.03	0.92	0.85	0.50	0.93	0.63	0.00	0.35	0.93	0.00
Avail Cap(c_a), veh/h	404	927	414	193	973	435	372	1578	706	277	1165	521
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.2	40.7	33.0	53.4	50.6	24.4	33.5	27.0	0.0	26.0	39.6	0.0
Incr Delay (d2), s/veh	0.1	5.6	0.1	41.4	16.9	8.0	28.0	0.5	0.0	0.3	12.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	11.4	0.3	3.7	7.8	2.8	13.4	12.3	0.0	2.2	18.8	0.0
LnGrp Delay(d),s/veh	39.3	46.3	33.1	94.7	67.6	32.4	61.5	27.5	0.0	26.3	52.3	0.0
LnGrp LOS	D	D	C	F	E	C	E	C		C	D	
Approach Vol, veh/h		804			693			1274			1150	
Approach Delay, s/veh		45.3			69.1			36.3			50.1	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.8	44.8	14.0	37.4	11.0	57.6	29.1	22.3
Change Period (Y+Rc), s	5.0	6.5	5.0	6.0	5.0	6.5	6.0	* 6
Max Green Setting (Gmax), s	20.0	39.5	9.0	29.0	6.0	53.5	5.0	* 33
Max Q Clear Time (g_c+I1), s	18.7	36.6	11.0	23.7	6.4	27.1	3.0	15.5
Green Ext Time (p_c), s	0.1	1.7	0.0	1.0	0.0	5.4	0.5	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	48.0
HCM 2010 LOS	D

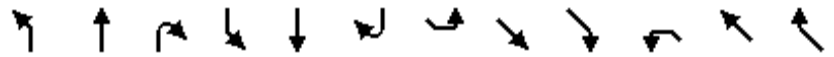
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	33	1033	113	136	542	125	172	316	11	86	331	73
Future Volume (veh/h)	33	1033	113	136	542	125	172	316	11	86	331	73
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	36	1123	112	148	589	110	187	343	1	93	360	5
Adj No. of Lanes	1	3	0	1	3	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	459	2418	241	321	2335	429	231	533	238	222	467	209
Arrive On Green	0.03	0.51	0.51	0.06	0.54	0.54	0.03	0.05	0.05	0.06	0.13	0.13
Sat Flow, veh/h	1774	4702	469	1774	4319	794	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	36	810	425	148	460	239	187	343	1	93	360	5
Grp Sat Flow(s),veh/h/ln	1774	1695	1780	1774	1695	1723	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.1	18.3	18.3	4.7	8.7	8.9	9.3	11.4	0.1	5.4	11.8	0.3
Cycle Q Clear(g_c), s	1.1	18.3	18.3	4.7	8.7	8.9	9.3	11.4	0.1	5.4	11.8	0.3
Prop In Lane	1.00		0.26	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	459	1744	916	321	1833	931	231	533	238	222	467	209
V/C Ratio(X)	0.08	0.46	0.46	0.46	0.25	0.26	0.81	0.64	0.00	0.42	0.77	0.02
Avail Cap(c_a), veh/h	511	1744	916	326	1833	931	231	1056	472	255	1056	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	18.6	18.6	14.2	14.6	14.7	46.8	53.9	48.5	41.9	50.3	45.4
Incr Delay (d2), s/veh	0.0	0.9	1.7	0.8	0.3	0.7	16.9	0.5	0.0	0.5	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	8.8	9.4	2.3	4.1	4.4	2.7	5.6	0.0	2.7	5.8	0.1
LnGrp Delay(d),s/veh	12.9	19.5	20.3	15.0	15.0	15.4	63.7	54.3	48.5	42.3	51.4	45.4
LnGrp LOS	B	B	C	B	B	B	E	D	D	D	D	D
Approach Vol, veh/h		1271			847			531			458	
Approach Delay, s/veh		19.6			15.1			57.6			49.5	
Approach LOS		B			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	23.0	12.7	69.3	12.8	25.3	9.5	72.5
Change Period (Y+Rc), s	* 5.7	* 7.2	6.0	7.6	* 5.7	* 7.2	6.0	7.6
Max Green Setting (Gmax), s	* 9.3	* 36	7.0	41.4	* 9.3	* 36	7.0	41.4
Max Q Clear Time (g_c+I1), s	11.3	13.8	6.7	20.3	7.4	13.4	3.1	10.9
Green Ext Time (p_c), s	0.0	2.0	0.0	5.6	0.0	2.0	0.0	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	29.3
HCM 2010 LOS	C

Notes



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	213	339	18	55	169	13	9	519	182	18	498	79
Future Volume (veh/h)	213	339	18	55	169	13	9	519	182	18	498	79
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	232	368	0	60	184	0	10	564	90	20	541	39
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	213	493	0	145	276	0	570	2171	971	479	2171	971
Arrive On Green	0.05	0.26	0.00	0.15	0.15	0.00	0.61	0.61	0.61	1.00	1.00	1.00
Sat Flow, veh/h	1774	1863	0	1010	1863	0	831	3539	1583	776	3539	1583
Grp Volume(v), veh/h	232	368	0	60	184	0	10	564	90	20	541	39
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1010	1863	0	831	1770	1583	776	1770	1583
Q Serve(g_s), s	5.9	21.7	0.0	6.9	11.2	0.0	0.6	8.8	2.8	0.4	0.0	0.0
Cycle Q Clear(g_c), s	5.9	21.7	0.0	14.7	11.2	0.0	0.6	8.8	2.8	9.2	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	493	0	145	276	0	570	2171	971	479	2171	971
V/C Ratio(X)	1.09	0.75	0.00	0.41	0.67	0.00	0.02	0.26	0.09	0.04	0.25	0.04
Avail Cap(c_a), veh/h	213	837	0	331	619	0	570	2171	971	479	2171	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	49.7	40.4	0.0	53.5	48.3	0.0	9.1	10.7	9.5	0.5	0.0	0.0
Incr Delay (d2), s/veh	87.9	0.9	0.0	0.7	1.0	0.0	0.1	0.3	0.2	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	11.3	0.0	2.0	5.9	0.0	0.1	4.4	1.3	0.1	0.1	0.0
LnGrp Delay(d),s/veh	137.6	41.3	0.0	54.2	49.3	0.0	9.1	11.0	9.7	0.7	0.2	0.1
LnGrp LOS	F	D		D	D		A	B	A	A	A	A
Approach Vol, veh/h		600			244			664			600	
Approach Delay, s/veh		78.5			50.5			10.8			0.2	
Approach LOS		E			D			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		80.1		39.9		80.1	14.0	25.9
Change Period (Y+Rc), s		6.5		* 8.1		6.5	* 8.1	* 8.1
Max Green Setting (Gmax), s		51.5		* 54		51.5	* 5.9	* 40
Max Q Clear Time (g_c+I1), s		11.2		23.7		10.8	7.9	16.7
Green Ext Time (p_c), s		2.6		1.1		2.6	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	19.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	147	0	232	0	0	0	0	550	219	340	391	0
Future Vol, veh/h	147	0	232	0	0	0	0	550	219	340	391	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	220	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	160	0	252	0	0	0	0	598	238	370	425	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1550	1762	299	1463	1762	213	-	0	0	598	0	0
Stage 1	598	598	-	1164	1164	-	-	-	-	-	-	-
Stage 2	952	1164	-	299	598	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 77	83	697	90	83	792	0	-	-	975	-	0
Stage 1	456	489	-	207	267	-	0	-	-	-	-	0
Stage 2	279	267	-	685	489	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 54	52	697	40	52	792	-	-	-	975	-	-
Mov Cap-2 Maneuver	~ 133	130	-	58	86	-	-	-	-	-	-	-
Stage 1	456	489	-	207	166	-	-	-	-	-	-	-
Stage 2	173	166	-	437	489	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	88.2	0	0	5.1
HCM LOS	F	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	WBLn1	WBLn2	SET	SER
Capacity (veh/h)	975	-	133	697	-	-	-	-
HCM Lane V/C Ratio	0.379	-	1.201	0.362	-	-	-	-
HCM Control Delay (s)	10.9	-	206.6	13.1	0	0	-	-
HCM Lane LOS	B	-	F	B	A	A	-	-
HCM 95th %tile Q(veh)	1.8	-	9.6	1.7	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	59	170	59	92	370	159	388	647	93	46	425	64
Future Volume (veh/h)	59	170	59	92	370	159	388	647	93	46	425	64
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	64	185	16	100	402	48	422	703	0	50	462	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	496	1614	722	641	1643	735	359	983	440	193	571	256
Arrive On Green	0.04	0.46	0.46	0.04	0.46	0.46	0.15	0.28	0.00	0.03	0.16	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	64	185	16	100	402	48	422	703	0	50	462	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.3	3.6	0.7	3.6	8.2	2.0	18.0	21.5	0.0	2.8	15.1	0.0
Cycle Q Clear(g_c), s	2.3	3.6	0.7	3.6	8.2	2.0	18.0	21.5	0.0	2.8	15.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	496	1614	722	641	1643	735	359	983	440	193	571	256
V/C Ratio(X)	0.13	0.11	0.02	0.16	0.24	0.07	1.18	0.72	0.00	0.26	0.81	0.00
Avail Cap(c_a), veh/h	534	1614	722	665	1643	735	359	1077	482	281	841	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.2	18.7	17.9	15.9	19.4	17.8	37.3	39.1	0.0	40.2	48.5	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.0	0.4	0.2	104.4	1.6	0.0	0.3	2.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.8	0.3	1.8	4.1	0.9	13.5	10.7	0.0	1.4	7.6	0.0
LnGrp Delay(d),s/veh	16.3	18.9	18.0	15.9	19.8	17.9	141.6	40.7	0.0	40.5	50.7	0.0
LnGrp LOS	B	B	B	B	B	B	F	D		D	D	
Approach Vol, veh/h		265			550			1125			512	
Approach Delay, s/veh		18.2			18.9			78.6			49.7	
Approach LOS		B			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	25.9	10.4	60.7	9.1	39.8	9.4	61.7
Change Period (Y+Rc), s	5.0	6.5	5.0	6.0	5.0	6.5	5.0	6.0
Max Green Setting (Gmax), s	18.0	28.5	7.0	44.0	10.0	36.5	7.0	44.0
Max Q Clear Time (g_c+I1), s	20.0	17.1	5.6	5.6	4.8	23.5	4.3	10.2
Green Ext Time (p_c), s	0.0	2.3	0.0	1.1	0.0	2.4	0.0	1.1

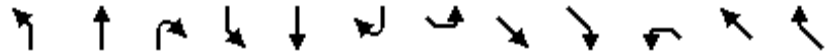
Intersection Summary	
HCM 2010 Ctrl Delay	52.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	33	1033	113	136	542	125	172	316	11	86	331	73
Future Volume (veh/h)	33	1033	113	136	542	125	172	316	11	86	331	73
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	36	1123	112	148	589	110	187	343	1	93	360	5
Adj No. of Lanes	1	3	0	1	3	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	473	2502	249	330	2408	442	202	508	227	202	466	209
Arrive On Green	0.03	0.53	0.53	0.05	0.56	0.56	0.08	0.19	0.19	0.05	0.13	0.13
Sat Flow, veh/h	1774	4702	469	1774	4319	794	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	36	810	425	148	460	239	187	343	1	93	360	5
Grp Sat Flow(s),veh/h/ln	1774	1695	1780	1774	1695	1723	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.1	17.6	17.6	4.5	8.3	8.5	7.3	10.8	0.1	5.4	11.8	0.3
Cycle Q Clear(g_c), s	1.1	17.6	17.6	4.5	8.3	8.5	7.3	10.8	0.1	5.4	11.8	0.3
Prop In Lane	1.00		0.26	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	473	1804	947	330	1890	960	202	508	227	202	466	209
V/C Ratio(X)	0.08	0.45	0.45	0.45	0.24	0.25	0.93	0.68	0.00	0.46	0.77	0.02
Avail Cap(c_a), veh/h	496	1804	947	366	1890	960	202	1074	480	202	1032	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	17.3	17.3	13.1	13.6	13.6	47.5	46.0	41.6	42.9	50.3	45.4
Incr Delay (d2), s/veh	0.0	0.8	1.5	0.7	0.3	0.6	41.3	0.6	0.0	0.6	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.4	9.0	2.2	4.0	4.2	4.9	5.3	0.0	2.7	5.8	0.1
LnGrp Delay(d),s/veh	11.9	18.1	18.8	13.8	13.9	14.3	88.9	46.5	41.6	43.5	51.4	45.4
LnGrp LOS	B	B	B	B	B	B	F	D	D	D	D	D
Approach Vol, veh/h		1271			847			531			458	
Approach Delay, s/veh		18.1			14.0			61.4			49.7	
Approach LOS		B			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	23.0	12.5	71.5	11.6	24.4	9.5	74.5
Change Period (Y+Rc), s	* 5.7	* 7.2	6.0	7.6	* 5.7	* 7.2	6.0	7.6
Max Green Setting (Gmax), s	* 7.3	* 35	9.0	42.2	* 5.9	* 36	5.0	46.2
Max Q Clear Time (g_c+I1), s	9.3	13.8	6.5	19.6	7.4	12.8	3.1	10.5
Green Ext Time (p_c), s	0.0	2.0	0.1	5.6	0.0	2.0	0.0	6.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Notes



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	213	339	18	55	169	13	9	519	182	18	498	79
Future Volume (veh/h)	213	339	18	55	169	13	9	519	182	18	498	79
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	232	368	0	60	184	0	10	564	90	20	541	39
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	317	591	0	184	228	0	417	1987	889	431	1987	889
Arrive On Green	0.13	0.32	0.00	0.12	0.12	0.00	0.56	0.56	0.56	0.19	0.19	0.19
Sat Flow, veh/h	1774	1863	0	1010	1863	0	831	3539	1583	776	3539	1583
Grp Volume(v), veh/h	232	368	0	60	184	0	10	564	90	20	541	39
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1010	1863	0	831	1770	1583	776	1770	1583
Q Serve(g_s), s	13.2	20.2	0.0	6.7	11.5	0.0	0.8	10.0	3.2	2.6	15.7	2.4
Cycle Q Clear(g_c), s	13.2	20.2	0.0	6.7	11.5	0.0	16.6	10.0	3.2	12.6	15.7	2.4
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	591	0	184	228	0	417	1987	889	431	1987	889
V/C Ratio(X)	0.73	0.62	0.00	0.33	0.81	0.00	0.02	0.28	0.10	0.05	0.27	0.04
Avail Cap(c_a), veh/h	341	1054	0	421	666	0	417	1987	889	431	1987	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	38.1	34.9	0.0	49.1	51.3	0.0	19.7	13.7	12.2	30.8	27.9	22.4
Incr Delay (d2), s/veh	6.1	0.4	0.0	0.4	2.6	0.0	0.1	0.4	0.2	0.1	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	10.4	0.0	1.9	6.1	0.0	0.2	5.0	1.4	0.6	7.8	1.1
LnGrp Delay(d),s/veh	44.2	35.3	0.0	49.5	53.9	0.0	19.8	14.1	12.5	31.0	28.1	22.5
LnGrp LOS	D	D		D	D		B	B	B	C	C	C
Approach Vol, veh/h		600			244			664			600	
Approach Delay, s/veh		38.7			52.8			14.0			27.8	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		73.9		46.1		73.9	23.4	22.8
Change Period (Y+Rc), s		6.5		* 8.1		6.5	* 8.1	* 8.1
Max Green Setting (Gmax), s		37.5		* 68		37.5	* 17	* 43
Max Q Clear Time (g_c+I1), s		17.7		22.2		18.6	15.2	13.5
Green Ext Time (p_c), s		2.5		1.1		2.5	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	29.4
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	19.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	147	0	232	0	0	0	0	550	219	340	391	0
Future Vol, veh/h	147	0	232	0	0	0	0	550	219	340	391	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	220	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	160	0	252	0	0	0	0	598	238	370	425	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1550	1762	299	1463	1762	213	-	0	0	598	0	0
Stage 1	598	598	-	1164	1164	-	-	-	-	-	-	-
Stage 2	952	1164	-	299	598	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 77	83	697	90	83	792	0	-	-	975	-	0
Stage 1	456	489	-	207	267	-	0	-	-	-	-	0
Stage 2	279	267	-	685	489	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 54	52	697	40	52	792	-	-	-	975	-	-
Mov Cap-2 Maneuver	~ 133	130	-	58	86	-	-	-	-	-	-	-
Stage 1	456	489	-	207	166	-	-	-	-	-	-	-
Stage 2	173	166	-	437	489	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	88.2	0	0	5.1
HCM LOS	F	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	WBLn1	WBLn2	SET	SER
Capacity (veh/h)	975	-	133	697	-	-	-	-
HCM Lane V/C Ratio	0.379	-	1.201	0.362	-	-	-	-
HCM Control Delay (s)	10.9	-	206.6	13.1	0	0	-	-
HCM Lane LOS	B	-	F	B	A	A	-	-
HCM 95th %tile Q(veh)	1.8	-	9.6	1.7	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	59	170	59	92	370	159	388	647	93	46	425	64
Future Volume (veh/h)	59	170	59	92	370	159	388	647	93	46	425	64
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	64	185	16	100	402	48	422	703	0	50	462	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	617	442	198	710	474	212	467	1196	535	239	570	255
Arrive On Green	0.31	0.13	0.13	0.32	0.13	0.13	0.21	0.34	0.00	0.03	0.16	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	64	185	16	100	402	48	422	703	0	50	462	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	0.0	5.8	0.9	0.0	13.3	2.1	22.9	19.7	0.0	2.8	15.1	0.0
Cycle Q Clear(g_c), s	0.0	5.8	0.9	0.0	13.3	2.1	22.9	19.7	0.0	2.8	15.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	617	442	198	710	474	212	467	1196	535	239	570	255
V/C Ratio(X)	0.10	0.42	0.08	0.14	0.85	0.23	0.90	0.59	0.00	0.21	0.81	0.00
Avail Cap(c_a), veh/h	617	973	435	710	973	435	565	1607	719	253	811	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.7	48.5	34.1	24.2	50.8	19.7	31.2	32.8	0.0	40.0	48.6	0.0
Incr Delay (d2), s/veh	0.0	2.9	0.8	0.0	17.1	2.5	14.6	0.2	0.0	0.2	2.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.0	0.4	2.2	7.7	1.1	13.0	9.6	0.0	1.4	7.6	0.0
LnGrp Delay(d),s/veh	28.7	51.4	34.9	24.2	67.8	22.1	45.7	33.0	0.0	40.2	51.3	0.0
LnGrp LOS	C	D	C	C	E	C	D	C		D	D	
Approach Vol, veh/h		265			550			1125			512	
Approach Delay, s/veh		44.9			55.9			37.8			50.2	
Approach LOS		D			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.3	25.8	42.9	21.0	9.1	47.1	41.8	22.1
Change Period (Y+Rc), s	5.0	6.5	5.0	6.0	5.0	6.5	5.0	6.0
Max Green Setting (Gmax), s	32.0	27.5	5.0	33.0	5.0	54.5	5.0	33.0
Max Q Clear Time (g_c+I1), s	24.9	17.1	2.0	7.8	4.8	21.7	2.0	15.3
Green Ext Time (p_c), s	0.4	2.2	0.1	0.3	0.0	2.6	0.0	0.7

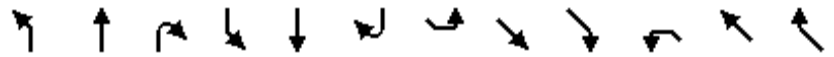
Intersection Summary	
HCM 2010 Ctrl Delay	45.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	78	792	160	235	837	202	283	627	69	262	531	84
Future Volume (veh/h)	78	792	160	235	837	202	283	627	69	262	531	84
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	85	861	145	255	910	202	308	682	7	285	577	13
Adj No. of Lanes	1	3	0	1	3	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	1675	281	351	1793	396	235	808	362	226	926	414
Arrive On Green	0.04	0.38	0.38	0.09	0.43	0.43	0.01	0.08	0.08	0.08	0.26	0.26
Sat Flow, veh/h	1774	4388	735	1774	4169	922	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	85	664	342	255	739	373	308	682	7	285	577	13
Grp Sat Flow(s),veh/h/ln	1774	1695	1733	1774	1695	1700	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.5	18.1	18.2	10.3	19.1	19.2	5.3	22.8	0.5	9.3	17.3	0.7
Cycle Q Clear(g_c), s	3.5	18.1	18.2	10.3	19.1	19.2	5.3	22.8	0.5	9.3	17.3	0.7
Prop In Lane	1.00		0.42	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	273	1294	661	351	1459	731	235	808	362	226	926	414
V/C Ratio(X)	0.31	0.51	0.52	0.73	0.51	0.51	1.31	0.84	0.02	1.26	0.62	0.03
Avail Cap(c_a), veh/h	315	1294	661	351	1459	731	235	938	420	226	1056	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.52	0.52	0.52	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	28.5	28.6	21.4	24.9	24.9	48.0	53.4	43.0	40.0	39.1	33.0
Incr Delay (d2), s/veh	0.2	1.5	2.9	7.0	1.3	2.5	154.0	3.0	0.0	147.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	8.7	9.3	5.7	9.2	9.5	15.3	11.5	0.2	12.2	8.5	0.3
LnGrp Delay(d),s/veh	22.0	30.0	31.5	28.4	26.2	27.5	202.0	56.3	43.0	187.8	39.6	33.0
LnGrp LOS	C	C	C	C	C	C	F	E	D	F	D	C
Approach Vol, veh/h		1091			1367			997			875	
Approach Delay, s/veh		29.8			26.9			101.3			87.8	
Approach LOS		C			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	38.6	17.0	53.4	15.0	34.6	11.2	59.2
Change Period (Y+Rc), s	* 5.7	* 7.2	6.0	7.6	* 5.7	* 7.2	6.0	7.6
Max Green Setting (Gmax), s	* 5.3	* 36	11.0	41.4	* 9.3	* 32	8.0	44.4
Max Q Clear Time (g_c+I1), s	7.3	19.3	12.3	20.2	11.3	24.8	5.5	21.2
Green Ext Time (p_c), s	0.0	3.8	0.0	6.3	0.0	2.6	0.0	6.5

Intersection Summary	
HCM 2010 Ctrl Delay	57.1
HCM 2010 LOS	E

Notes



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	308	315	31	115	625	16	32	930	363	28	959	147
Future Volume (veh/h)	308	315	31	115	625	16	32	930	363	28	959	147
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	335	342	0	125	679	0	35	1011	197	30	1042	35
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	806	0	335	495	0	252	1578	706	163	1578	706
Arrive On Green	0.10	0.43	0.00	0.27	0.27	0.00	0.45	0.45	0.45	0.89	0.89	0.89
Sat Flow, veh/h	1774	1863	0	1034	1863	0	522	3539	1583	461	3539	1583
Grp Volume(v), veh/h	335	342	0	125	679	0	35	1011	197	30	1042	35
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1034	1863	0	522	1770	1583	461	1770	1583
Q Serve(g_s), s	11.9	15.3	0.0	12.1	31.9	0.0	5.5	26.6	9.4	5.0	9.3	0.3
Cycle Q Clear(g_c), s	11.9	15.3	0.0	12.1	31.9	0.0	14.8	26.6	9.4	31.5	9.3	0.3
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	806	0	335	495	0	252	1578	706	163	1578	706
V/C Ratio(X)	1.42	0.42	0.00	0.37	1.37	0.00	0.14	0.64	0.28	0.18	0.66	0.05
Avail Cap(c_a), veh/h	236	806	0	335	495	0	252	1578	706	163	1578	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	33.7	23.7	0.0	36.8	44.0	0.0	25.7	25.8	21.0	13.7	4.1	3.6
Incr Delay (d2), s/veh	212.0	0.1	0.0	0.3	179.5	0.0	1.1	2.0	1.0	1.9	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.7	7.9	0.0	3.5	41.1	0.0	0.9	13.4	4.3	0.7	4.4	0.1
LnGrp Delay(d),s/veh	245.6	23.8	0.0	37.0	223.6	0.0	26.8	27.8	22.0	15.6	5.8	3.7
LnGrp LOS	F	C		D	F		C	C	C	B	A	A
Approach Vol, veh/h		677			804			1243			1107	
Approach Delay, s/veh		133.6			194.6			26.9			6.0	
Approach LOS		F			F			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		60.0		60.0		60.0	20.0	40.0
Change Period (Y+Rc), s		6.5		* 8.1		6.5	* 8.1	* 8.1
Max Green Setting (Gmax), s		53.5		* 52		53.5	* 12	* 32
Max Q Clear Time (g_c+I1), s		33.5		17.3		28.6	13.9	33.9
Green Ext Time (p_c), s		6.0		2.3		6.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	74.9
HCM 2010 LOS	E

Notes

Intersection	
Int Delay, s/veh	133.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	315	0	468	0	0	0	0	807	182	274	853	0
Future Vol, veh/h	315	0	468	0	0	0	0	807	182	274	853	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	220	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	342	0	509	0	0	0	0	877	198	298	927	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1936	2400	439	1962	2400	464	-	0	0	877	0	0
Stage 1	877	877	-	1523	1523	-	-	-	-	-	-	-
Stage 2	1059	1523	-	439	877	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 40	33	566	38	33	545	0	-	-	766	-	0
Stage 1	~ 310	364	-	124	179	-	0	-	-	-	-	0
Stage 2	~ 240	179	-	567	364	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 28	20	566	3	20	545	-	-	-	766	-	-
Mov Cap-2 Maneuver	~ 102	83	-	222	46	-	-	-	-	-	-	-
Stage 1	~ 310	364	-	124	109	-	-	-	-	-	-	-
Stage 2	~ 147	109	-	57	364	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	$ 488.6	0	0	3.1
HCM LOS	F	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	WBLn1	WBLn2	SET	SER
Capacity (veh/h)	766	-	102	566	-	-	-	-
HCM Lane V/C Ratio	0.389	-	3.357	0.899	-	-	-	-
HCM Control Delay (s)	12.7	$	1148.9	44.2	0	0	-	-
HCM Lane LOS	B	-	F	E	A	A	-	-
HCM 95th %tile Q(veh)	1.9	-	33.8	10.7	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	165	692	98	198	411	441	303	1026	69	131	1203	94
Future Volume (veh/h)	165	692	98	198	411	441	303	1026	69	131	1203	94
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	179	752	44	215	447	107	329	1115	0	142	1308	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	582	1150	515	282	521	233	282	1013	453	195	841	376
Arrive On Green	0.29	0.32	0.32	0.13	0.15	0.15	0.13	0.29	0.00	0.08	0.24	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	179	752	44	215	447	107	329	1115	0	142	1308	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.0	21.9	2.3	14.5	14.8	5.5	15.0	34.3	0.0	7.2	28.5	0.0
Cycle Q Clear(g_c), s	5.0	21.9	2.3	14.5	14.8	5.5	15.0	34.3	0.0	7.2	28.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	582	1150	515	282	521	233	282	1013	453	195	841	376
V/C Ratio(X)	0.31	0.65	0.09	0.76	0.86	0.46	1.17	1.10	0.00	0.73	1.56	0.00
Avail Cap(c_a), veh/h	582	1150	515	282	1386	620	282	1013	453	282	841	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.8	34.7	28.1	52.2	49.9	26.0	35.0	42.8	0.0	34.1	45.8	0.0
Incr Delay (d2), s/veh	0.1	2.9	0.3	10.6	16.5	6.4	106.9	60.1	0.0	2.1	256.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	11.1	1.1	7.9	8.5	2.8	17.7	25.2	0.0	3.6	43.8	0.0
LnGrp Delay(d),s/veh	30.9	37.6	28.4	62.7	66.5	32.4	141.9	102.9	0.0	36.2	301.8	0.0
LnGrp LOS	C	D	C	E	E	C	F	F		D	F	
Approach Vol, veh/h		975			769			1444			1450	
Approach Delay, s/veh		36.0			60.7			111.8			275.8	
Approach LOS		D			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	35.0	20.0	45.0	14.2	40.8	41.3	23.7
Change Period (Y+Rc), s	5.0	6.5	5.0	6.0	5.0	6.5	6.0	* 6
Max Green Setting (Gmax), s	15.0	28.5	15.0	39.0	15.0	28.5	7.0	* 47
Max Q Clear Time (g_c+I1), s	17.0	30.5	16.5	23.9	9.2	36.3	7.0	16.8
Green Ext Time (p_c), s	0.0	0.0	0.0	1.7	0.1	0.0	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	138.7
HCM 2010 LOS	F

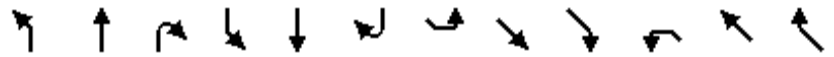
Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	78	792	160	235	837	202	283	627	69	262	531	84
Future Volume (veh/h)	78	792	160	235	837	202	283	627	69	262	531	84
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	85	861	145	255	910	202	308	682	7	285	577	13
Adj No. of Lanes	1	3	0	1	3	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	996	167	425	1607	355	302	810	362	286	896	401
Arrive On Green	0.05	0.23	0.23	0.20	0.39	0.39	0.03	0.08	0.08	0.11	0.25	0.25
Sat Flow, veh/h	1774	4388	735	1774	4169	922	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	85	664	342	255	739	373	308	682	7	285	577	13
Grp Sat Flow(s),veh/h/ln	1774	1695	1733	1774	1695	1700	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.9	22.6	22.8	10.5	20.6	20.7	10.4	22.8	0.5	13.3	17.5	0.4
Cycle Q Clear(g_c), s	4.9	22.6	22.8	10.5	20.6	20.7	10.4	22.8	0.5	13.3	17.5	0.4
Prop In Lane	1.00		0.42	1.00		0.54	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	770	394	425	1307	655	302	810	362	286	896	401
V/C Ratio(X)	0.55	0.86	0.87	0.60	0.57	0.57	1.02	0.84	0.02	1.00	0.64	0.03
Avail Cap(c_a), veh/h	163	1133	579	425	1307	655	302	947	424	286	1032	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.31	0.31	0.31	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	44.6	44.7	41.2	29.0	29.0	43.2	53.3	43.0	36.2	40.0	10.9
Incr Delay (d2), s/veh	1.6	12.3	22.0	2.1	1.8	3.6	33.8	1.7	0.0	52.6	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	11.9	13.3	7.8	10.0	10.4	7.7	11.4	0.2	7.1	8.6	0.2
LnGrp Delay(d),s/veh	43.8	56.8	66.7	43.2	30.7	32.6	77.1	55.1	43.0	88.8	40.7	10.9
LnGrp LOS	D	E	E	D	C	C	F	E	D	F	D	B
Approach Vol, veh/h		1091			1367			997			875	
Approach Delay, s/veh		58.9			33.6			61.8			55.9	
Approach LOS		E			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	37.6	31.5	34.8	19.0	34.7	12.5	53.9
Change Period (Y+Rc), s	* 5.7	* 7.2	7.6	* 7.6	* 5.7	* 7.2	6.0	7.6
Max Green Setting (Gmax), s	* 10	* 35	8.0	* 40	* 13	* 32	7.0	41.1
Max Q Clear Time (g_c+I1), s	12.4	19.5	12.5	24.8	15.3	24.8	6.9	22.7
Green Ext Time (p_c), s	0.0	3.7	0.0	2.5	0.0	2.6	0.0	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	51.0
HCM 2010 LOS	D

Notes



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	308	315	31	115	625	16	32	930	363	28	959	147
Future Volume (veh/h)	308	315	31	115	625	16	32	930	363	28	959	147
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	335	342	0	125	679	0	35	1011	197	30	1042	35
Adj No. of Lanes	1	1	0	1	1	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	331	1083	0	337	674	0	63	1050	470	67	1050	470
Arrive On Green	0.15	0.58	0.00	0.36	0.36	0.00	0.30	0.30	0.30	0.59	0.59	0.59
Sat Flow, veh/h	1774	1863	0	1034	1863	0	522	3539	1583	461	3539	1583
Grp Volume(v), veh/h	335	342	0	125	679	0	35	1011	197	30	1042	35
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1034	1863	0	522	1770	1583	461	1770	1583
Q Serve(g_s), s	18.3	11.3	0.0	12.1	43.4	0.0	0.7	33.8	12.0	1.8	34.9	1.1
Cycle Q Clear(g_c), s	18.3	11.3	0.0	23.4	43.4	0.0	35.6	33.8	12.0	35.6	34.9	1.1
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	1083	0	337	674	0	63	1050	470	67	1050	470
V/C Ratio(X)	1.01	0.32	0.00	0.37	1.01	0.00	0.56	0.96	0.42	0.45	0.99	0.07
Avail Cap(c_a), veh/h	331	1083	0	337	674	0	63	1050	470	67	1050	470
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	49.2	12.9	0.0	36.6	38.3	0.0	60.0	41.5	33.9	42.0	24.3	17.4
Incr Delay (d2), s/veh	53.0	0.1	0.0	0.3	36.6	0.0	31.1	20.2	2.7	14.5	21.6	0.2
Initial Q Delay(d3),s/veh	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	5.8	0.0	3.5	29.1	0.0	1.7	19.4	5.6	1.3	19.6	0.5
LnGrp Delay(d),s/veh	102.2	12.9	0.0	36.9	74.9	0.0	91.1	61.7	36.6	56.4	45.9	17.6
LnGrp LOS	F	B		D	F		F	E	D	E	D	B
Approach Vol, veh/h		677			804			1243			1107	
Approach Delay, s/veh		57.1			69.0			58.6			45.2	
Approach LOS		E			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6	7	8
Phs Duration (G+Y+Rc), s		42.1		77.9		42.1	26.4	51.5
Change Period (Y+Rc), s		6.5		* 8.1		6.5	* 8.1	* 8.1
Max Green Setting (Gmax), s		35.6		* 70		35.6	* 18	* 43
Max Q Clear Time (g_c+I1), s		37.6		13.3		37.6	20.3	45.4
Green Ext Time (p_c), s		0.0		0.6		0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	56.7
HCM 2010 LOS	E

Notes

Intersection	
Int Delay, s/veh	133.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	315	0	468	0	0	0	0	807	182	274	853	0
Future Vol, veh/h	315	0	468	0	0	0	0	807	182	274	853	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	220	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	342	0	509	0	0	0	0	877	198	298	927	0

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1936	2400	439	1962	2400	464	-	0	0	877	0	0
Stage 1	877	877	-	1523	1523	-	-	-	-	-	-	-
Stage 2	1059	1523	-	439	877	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	-	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	-	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 40	33	566	38	33	545	0	-	-	766	-	0
Stage 1	~ 310	364	-	124	179	-	0	-	-	-	-	0
Stage 2	~ 240	179	-	567	364	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 28	20	566	3	20	545	-	-	-	766	-	-
Mov Cap-2 Maneuver	~ 102	83	-	222	46	-	-	-	-	-	-	-
Stage 1	~ 310	364	-	124	109	-	-	-	-	-	-	-
Stage 2	~ 147	109	-	57	364	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	$ 488.6	0	0	3.1
HCM LOS	F	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	WBLn1	WBLn2	SET	SER
Capacity (veh/h)	766	-	102	566	-	-	-	-
HCM Lane V/C Ratio	0.389	-	3.357	0.899	-	-	-	-
HCM Control Delay (s)	12.7	$	1148.9	44.2	0	0	-	-
HCM Lane LOS	B	-	F	E	A	A	-	-
HCM 95th %tile Q(veh)	1.9	-	33.8	10.7	-	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	165	692	98	198	411	441	303	1026	69	131	1203	94
Future Volume (veh/h)	165	692	98	198	411	441	303	1026	69	131	1203	94
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	179	752	44	215	447	107	329	1115	0	142	1308	0
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	826	369	211	944	422	297	1553	695	267	1312	587
Arrive On Green	0.04	0.23	0.23	0.08	0.27	0.27	0.13	0.44	0.00	0.07	0.37	0.00
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	179	752	44	215	447	107	329	1115	0	142	1308	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.0	24.8	2.6	9.0	12.7	6.4	16.0	31.0	0.0	5.9	44.3	0.0
Cycle Q Clear(g_c), s	5.0	24.8	2.6	9.0	12.7	6.4	16.0	31.0	0.0	5.9	44.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	826	369	211	944	422	297	1553	695	267	1312	587
V/C Ratio(X)	0.66	0.91	0.12	1.02	0.47	0.25	1.11	0.72	0.00	0.53	1.00	0.00
Avail Cap(c_a), veh/h	271	826	369	211	944	422	297	1553	695	284	1312	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.5	44.8	36.3	38.7	36.9	34.6	38.6	27.6	0.0	23.8	37.7	0.0
Incr Delay (d2), s/veh	4.8	15.9	0.7	66.9	1.7	1.4	83.8	1.4	0.0	0.6	24.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	13.9	1.2	3.9	6.4	3.0	16.8	15.3	0.0	2.9	26.0	0.0
LnGrp Delay(d),s/veh	45.3	60.7	36.9	105.8	38.6	36.0	122.4	29.0	0.0	24.4	61.6	0.0
LnGrp LOS	D	E	D	F	D	D	F	C		C	E	
Approach Vol, veh/h		975			769			1444			1450	
Approach Delay, s/veh		56.8			57.0			50.3			58.0	
Approach LOS		E			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	51.0	14.0	34.0	12.8	59.2	10.0	38.0
Change Period (Y+Rc), s	5.0	6.5	5.0	6.0	5.0	6.5	5.0	6.0
Max Green Setting (Gmax), s	16.0	44.5	9.0	28.0	9.0	51.5	5.0	32.0
Max Q Clear Time (g_c+I1), s	18.0	46.3	11.0	26.8	7.9	33.0	7.0	14.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.5	0.0	6.6	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	55.2
HCM 2010 LOS	E

CLEARFIELD STATION AREA PLAN

UPDATE AND DISCUSSION





THE PROCESS

Project begins - August of 2018

Public outreach meetings

Discussion for vision and design

Design Charette with Council

Market Study for Site completed

Concept Master Plan Completed

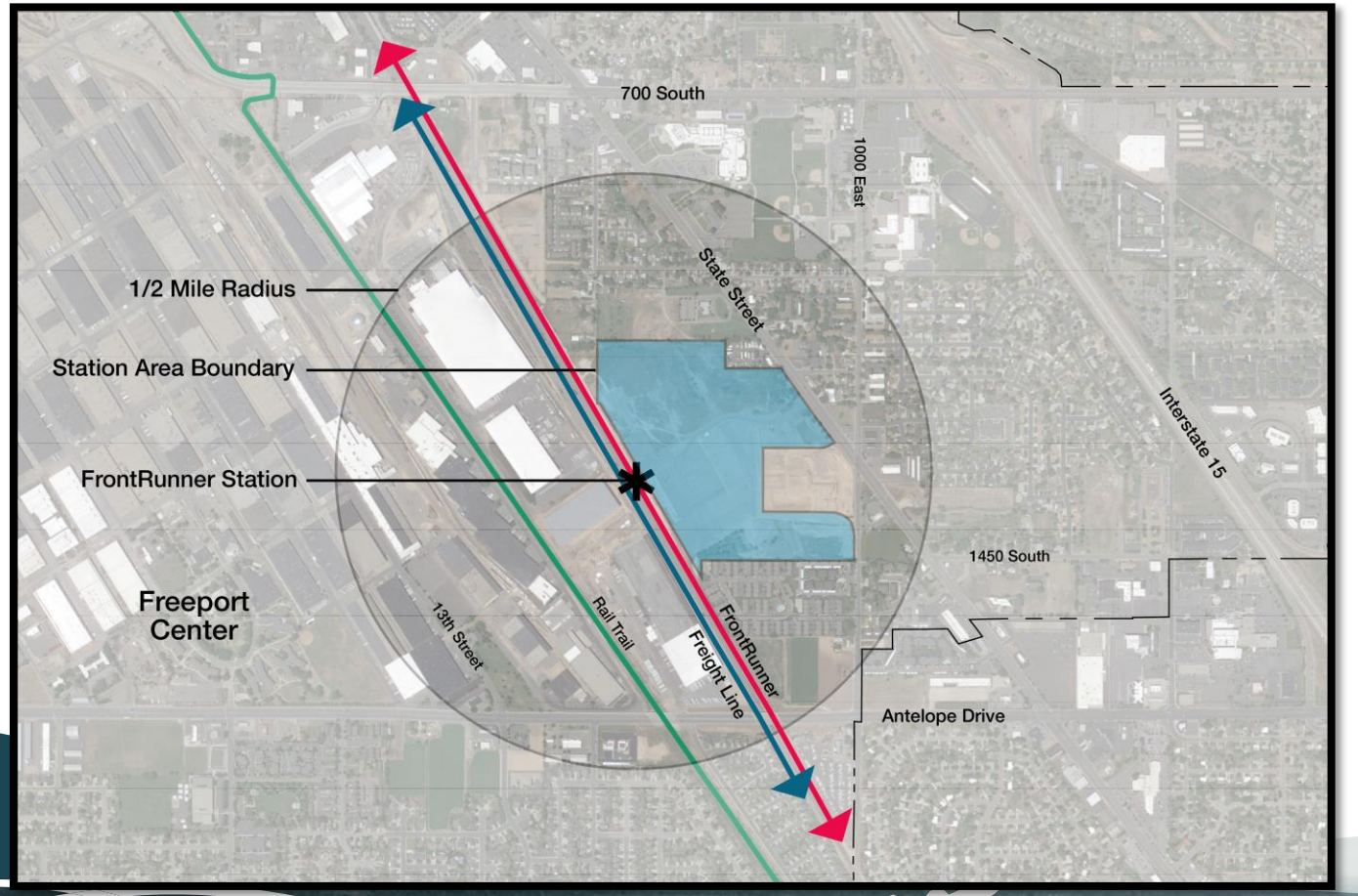
Design Guidelines

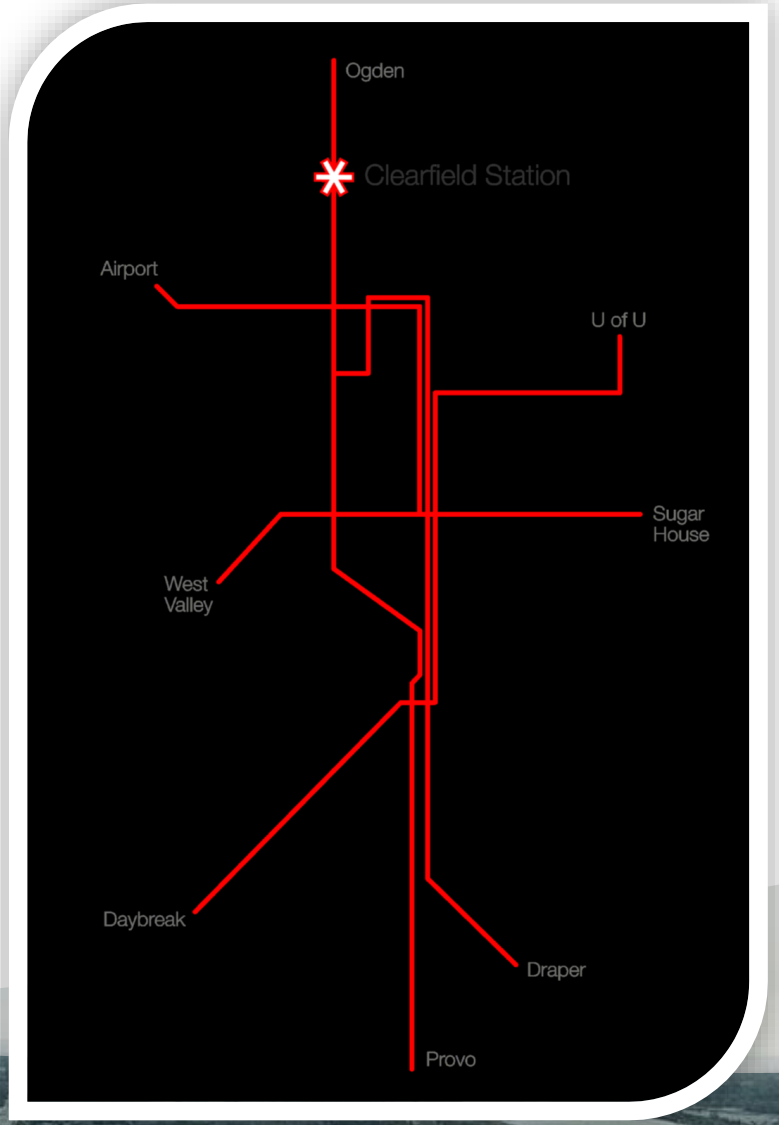
Project Completion – Feb-March 2019

WHAT'S IN THE STATION AREA PLAN?

- *1 – Introduction*
- *2 – Vision and Project Goals*
- *3 – Market Study and Economics*
- *4 – Framework and Concept Plan*
- *5 – Buildings and Architecture*
- *6 – Open Space and Public Realm*
- *7 – Transportation and Mobility*
- *8 – Strategic Recommendations*
- *9 – Appendix A – Market Study*
- *10 – Appendix B – Traffic Analysis*

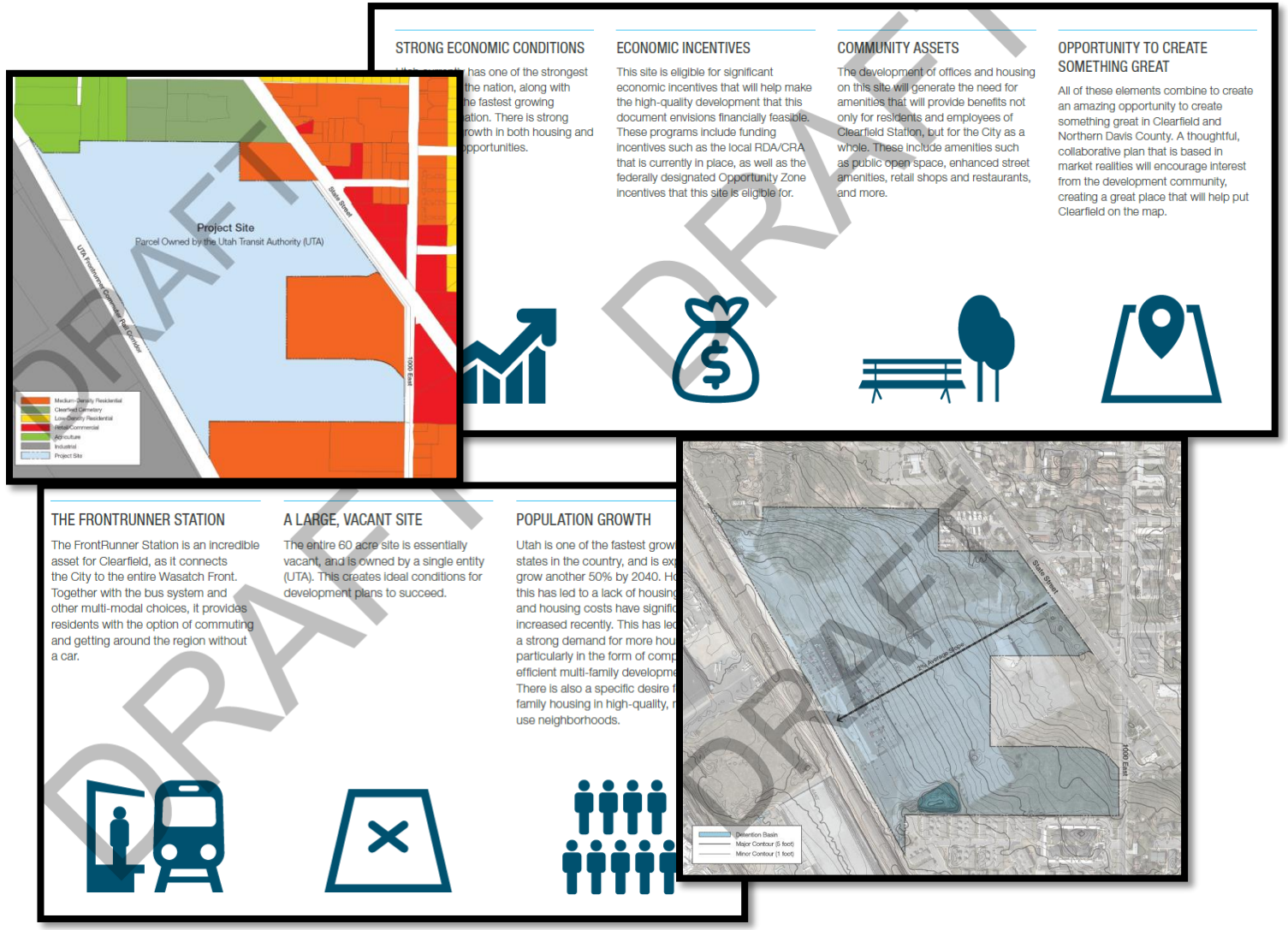
INTRODUCTION





INTRODUCTION

- *Background and context*
- *Land use and ownership*
- *Environmental Conditions*
- *Why plan? Why now? – explanation*
- *What is TOD?*



STATION AREA PLAN OBJECTIVES

Clearfield City

- *Improve Clearfield's Image, Livability and Economy*
  - *Facilitate the revitalization and renewal of the City.*
  - *Eliminate blight and actively pursue citywide beautification.*
  - *Utilize proven economic development tools to strengthen the local economy.*
  - *Incentivize and promote downtown redevelopment to create a vibrant, attractive, and healthy urban setting.*
- *High Quality Economic Development, Beautification, Community Pride, Investment, and Involvement*

UTA (Utah Transit Authority)

- *Increase Ridership*
- *Optimize developable land and support the regional growth vision*
- *Generate Revenue*

VISION + PROJECT GOALS



CLEARFIELD STATION

CLEARFIELD STATION WILL BE A THRIVING, MIXED-USE, WALKABLE NEIGHBORHOOD THAT LEVERAGES THE COMMUTER RAIL STATION TO CREATE A COMPLETE COMMUNITY WITH MULTIPLE TRANSPORTATION OPTIONS THAT CONNECT IT TO THE WASATCH FRONT. IT WILL BECOME A REGIONAL DESTINATION THAT PROVIDES ABUNDANT OPPORTUNITIES FOR EMPLOYMENT, LIVING, SHOPPING, RECREATION, AND MORE, WHICH WILL ALL WORK TOGETHER TO CREATE A GREAT PLACE.

DRAFT



VISION + PROJECT GOALS

- *Create an Exciting Destination*
- *Create a Complete Community*
- *Provide Community Assets*
- *Promote Quality Urban Design*
- *Maintain Con. Street Access*
- *Generate Ridership*
- *City and Region Connection*
- *Promote City Heritage*



MARKET STUDY + ECONOMICS

Use Type (Location)	Value per Sq.Ft.	Construction Costs Per Sq.Ft.	Spread	Feasible?
Office - Prime	$210.00 sq.ft.	$200.00 sq.ft.	$10 sq.ft.	Yes, but spread is lower than nearby cities
Office - Secondary	$185.00 sq.ft.	$200.00 sq.ft.	- $15 sq.ft.	No, unless notable incentives provided
Retail - Prime	$190.00 sq.ft.	$180.00 sq.ft.	$10 sq.ft.	Yes, for prime sites and smaller uses
Retail - Secondary	$170.00 sq.ft.	$180.00 sq.ft.	- $10 sq.ft.	No, too much concern in retail market about secondary options
Multi-Family	$175.00 sq.ft.	$150.00 sq.ft.	$25 sq.ft.	Yes, investment conditions remain desirable

DRAFT

MARKET STUDY + ECONOMICS

What are the *Financial* Impacts to Clearfield of Different Uses?

Use Type	Property Tax	Sales Tax (Point of Sale)	Total Property Taxes and Sales Tax
Office - Prime - 10,000 sq.ft	$3,665	N/A	$3,665
Office - Secondary - 10,000 sq.ft	$3,230	N/A	$3,230
Retail - Prime - 10,000 sq.ft	$3,315	$17,500	$20,815
Retail - Secondary - 10,000 sq.ft	$2,965	$11,250	$14,215
Multi-Family - 10,000 sq.ft	$1,680	N/A	$1,680

NOTE:

Also noted is that multi-family uses will incur a population distribution from State sales tax. Currently, roughly $98.50 is distributed to the city per every resident. If 500 units are added to the Clearfield Station, and roughly 2.5 residents per unit, a total of approximately $123,000 per year would be generated for multi-family (in addition to property taxes).

What are the *Additional* Impacts to Clearfield of Different Uses?

Use Type	Parking	Employment Change	Population Change
Office - 10,000 sq.ft	45 Spaces	45 Employees	N/A
Retail - 10,000 sq.ft	30 Spaces	20 Employees	N/A
Multi-Family - 10,000 sq.ft	15 Spaces	N/A	25 Residents

NOTE:

The table above highlights the parking, employment, and population impacts from the various use types. City officials should prudently address the cost of providing services to these uses, thereby assessing the overall, total fiscal and neighborhood impact of each use.

DRAFT

FRAMEWORK + CONCEPT PLAN

Concept Master Plan

The Concept Master Plan presents an example approach for how the site could develop to meet the vision and principles established for the project.

The building sizes, shapes and uses shown here are flexible and are only intended to demonstrate the vision intended for the development. The layout and arrangement of the buildings is also flexible.





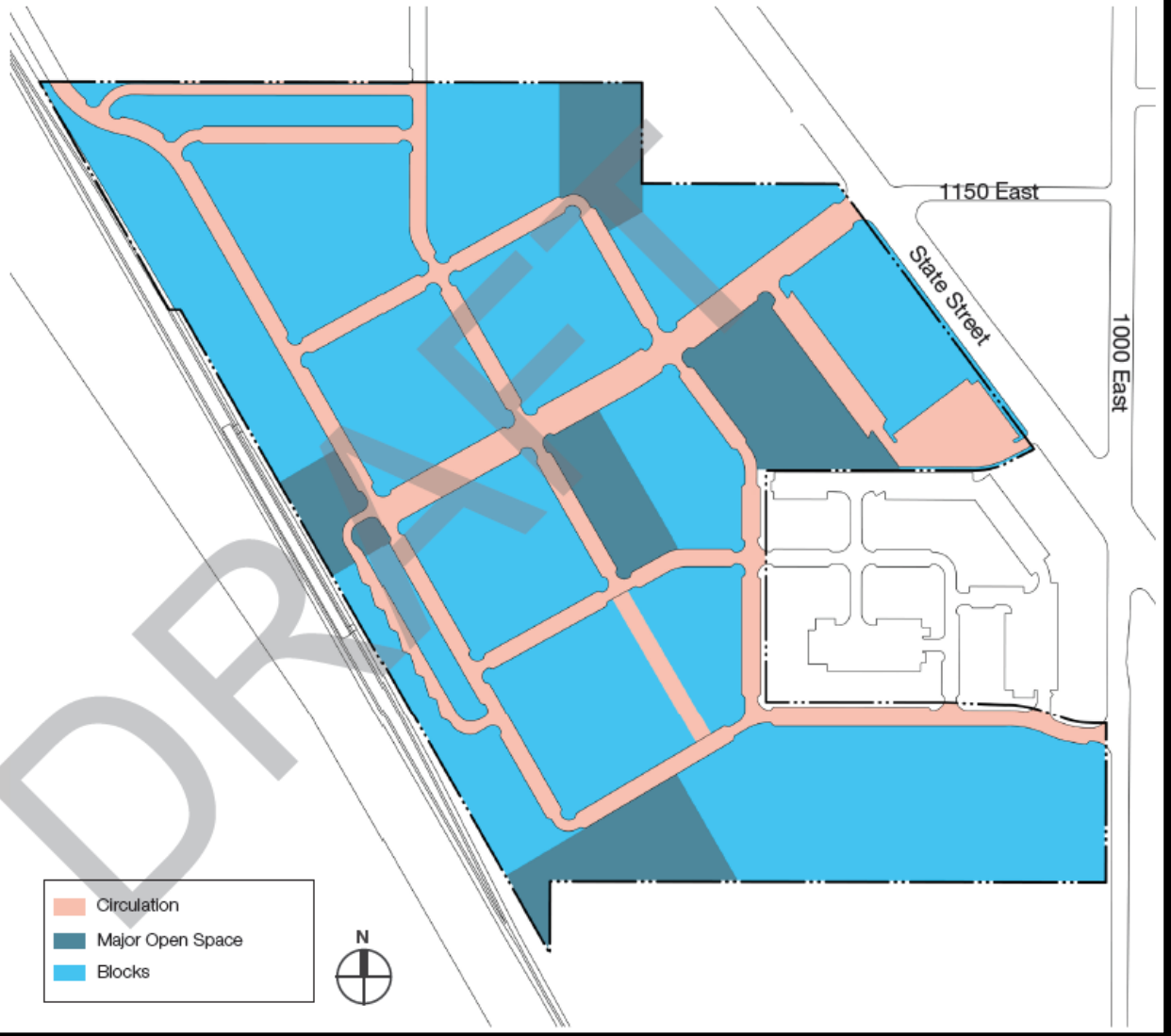


FRAMEWORK + CONCEPT PLAN

Framework Plan

The framework plan for Clearfield Station shows the basic elements of the plan, including circulation, block pattern, and open space. The physical arrangement of these elements create the urban form of the site and play an important role in establishing the framework that supports the vision for the neighborhood.

The framework plan establishes the structure of the site and demonstrates the fundamental elements that should be followed, including a connected street network, appropriately sized blocks, and an integrated open space system.



DRAFT

FRAMEWORK + CONCEPT PLAN

Districts

Five districts have been established, each of which will have a unique character that is based on its land use.

DISTRICT CHARACTER

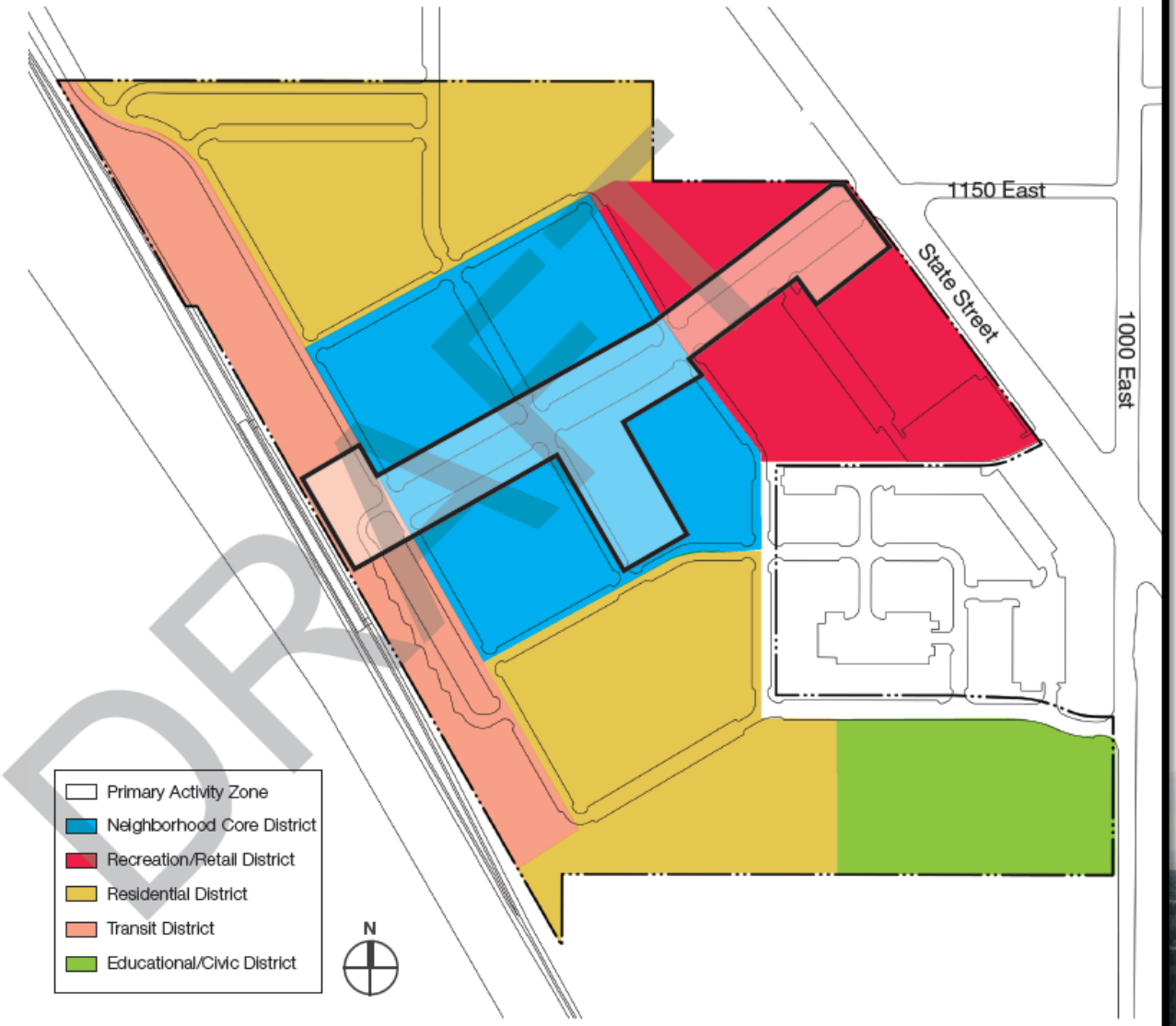
Neighborhood Core District:
This district is the heart of the neighborhood and will be the most dense and active district. It will contain a significant office/daytime uses, residential uses, as well as the neighborhood's main open space.

Recreation District:
This district will contain the major recreation amenities in the neighborhood, as well as a mixed-use retail component.

Residential District:
This district will primarily contain residential uses and supporting open spaces.

Transit District:
This district will contain the Transit Station and other transit supportive uses such as parking structures and a transit plaza.

Education/Civic District:
This district will be reserved for an education or civic use, such as a school.



DRAFT

FRAMEWORK + CONCEPT PLAN

Land-Use

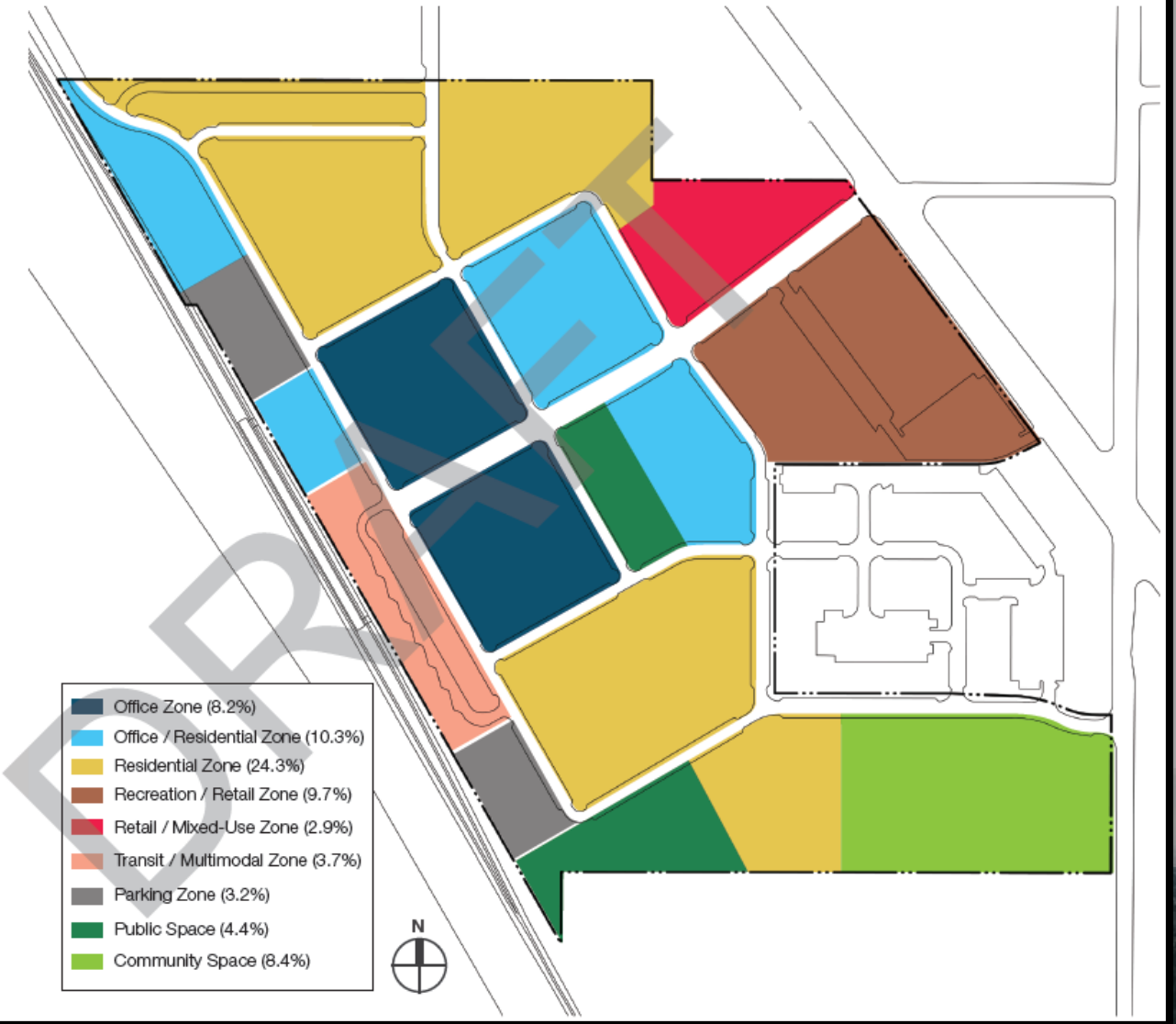
Clearfield Station will be a mixed-use neighborhood. It will contain a variety of land-uses within the overall site (horizontal mixed-use), and will also encourage a mix of uses within individual buildings as well (vertical mixed-use).

This Land-Use diagram takes the District Framework and refines it further by defining the intended land-uses for each block/parcel on the site. These designations help arrange specific uses in conjunction with the transportation and open space elements to create a cohesive and optimized neighborhood.

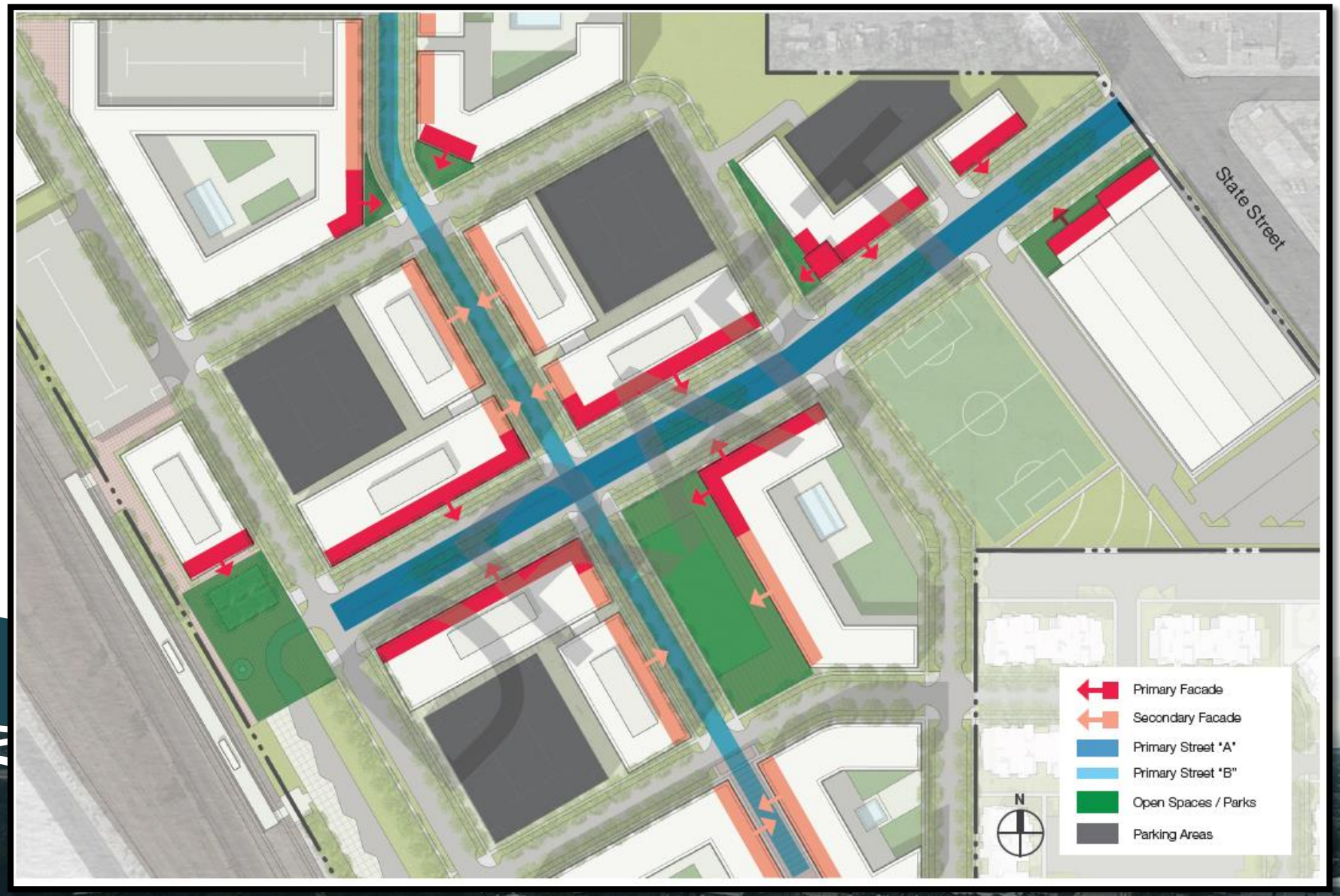
The land-uses shown are arranged to have the highest intensity uses near the center of the site adjacent to the platform. These uses are also assumed to generate high transit ridership.

The legend to the right contains a percentage showing the percentage of land area that is allocated to each use. The remaining 24.9% of land area is allocated to streets.

Pages 39-40 provide an overview of the nine different zones. Subsequent sections of this document contain further detailed design guidelines for development on the site.



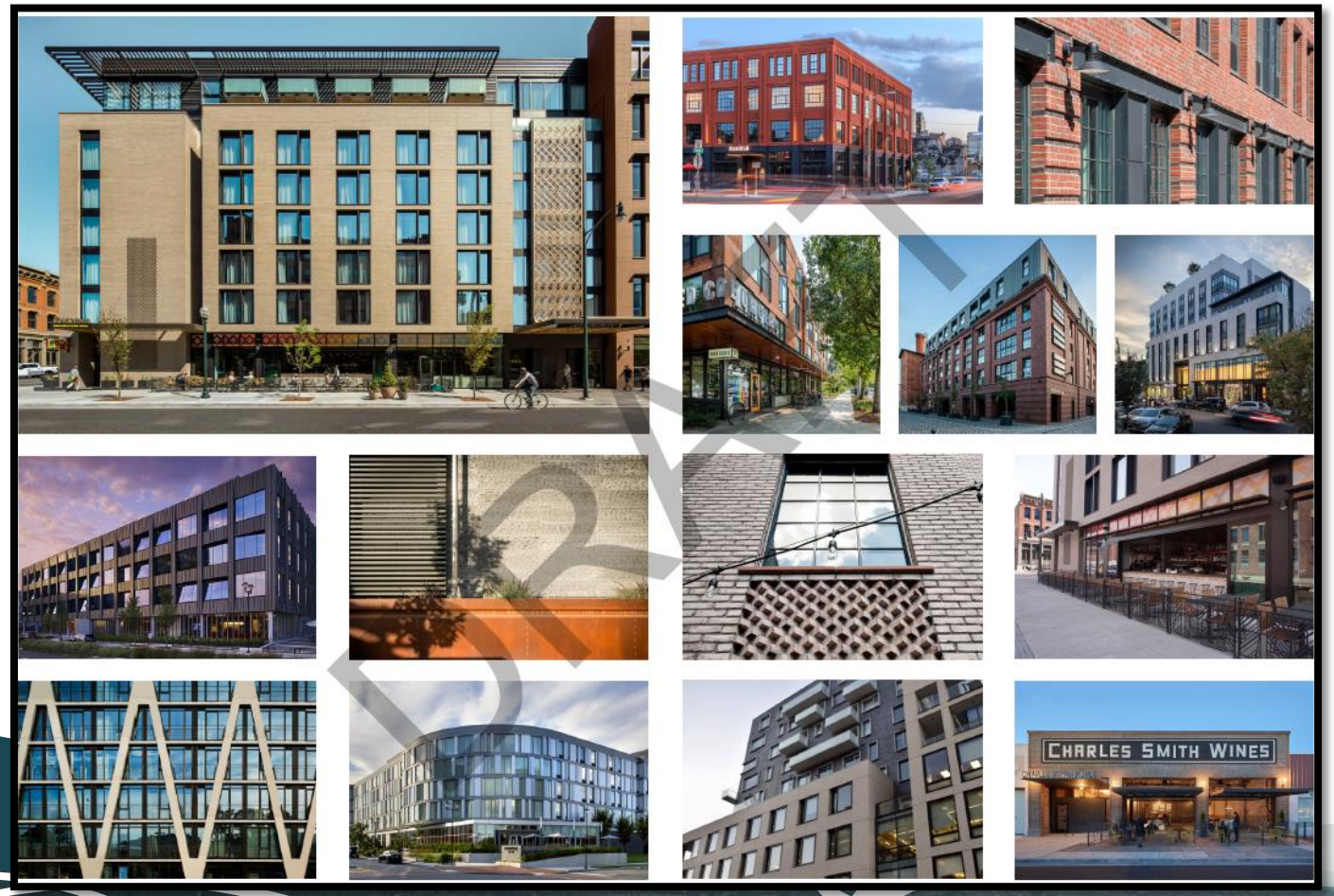
BUILDINGS + ARCHITECTURE



BUILDINGS + ARCHITECTURE

- *Architectural Style*
- *“Contemporary Industrial “look and feel*
- *Historical Precedent*
- *Materials + Colors*
  - *Brick, Tumbled Brick, Steel, colored pre-finished metals, stoner, wood, timber, glass,EIFs, concrete*
- *Architectural Massing*
- *Façade Articulation (vertical)*
- *Setbacks/Projections*
- *Step backs*
- *Ground Floor – Base Activation*
- *Ground Floor residential and commercial*
- *Roofs and Corner*
- *Entrances/Fenestrations*
- *Signage*
- *Lighting*

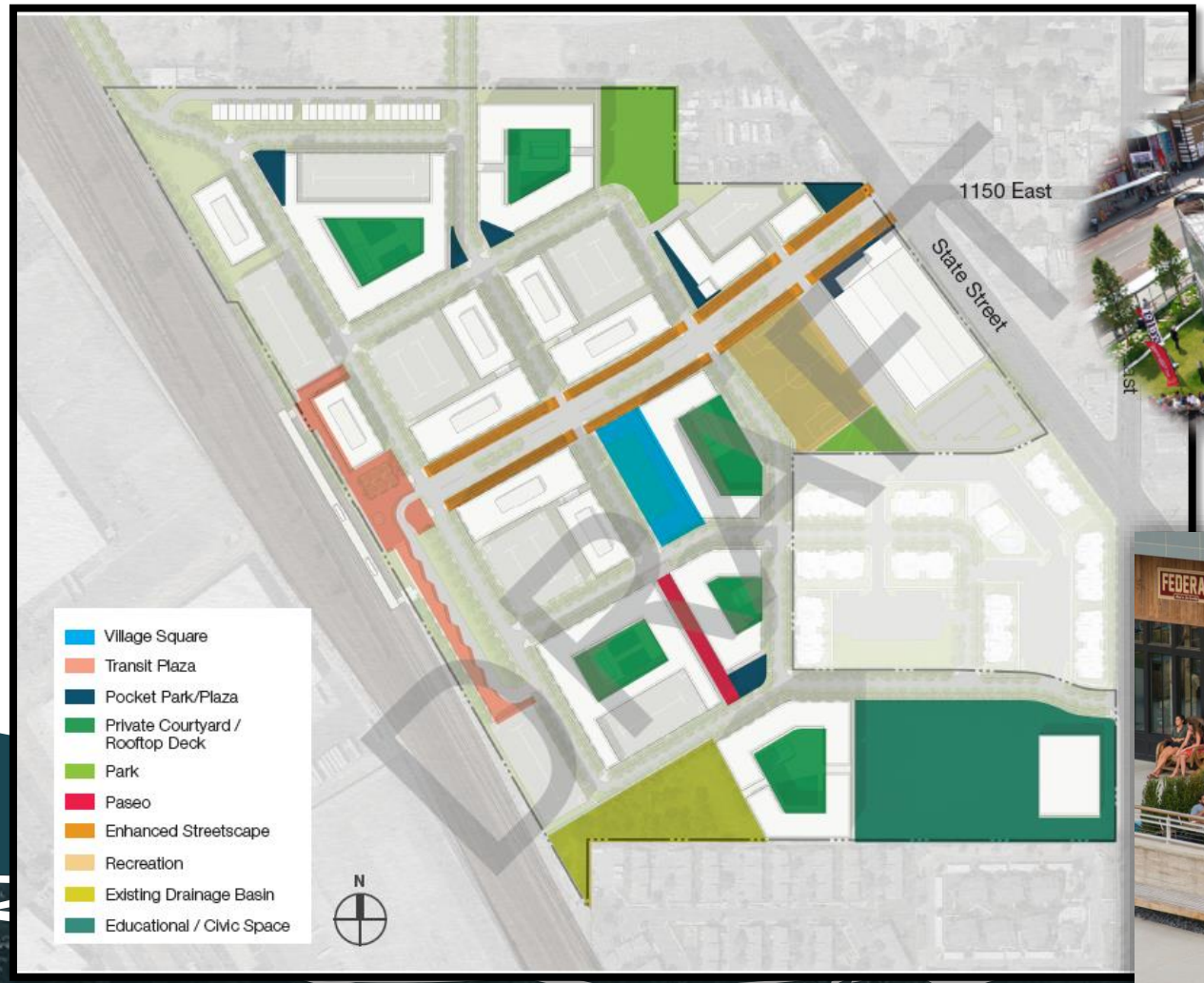
BUILDINGS + ARCHITECTURE



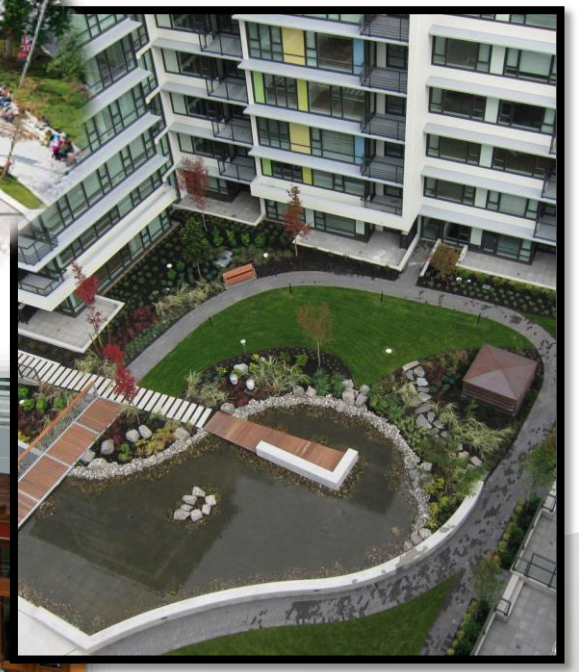


DRAFT

OPEN SPACE + PUBLIC REALM

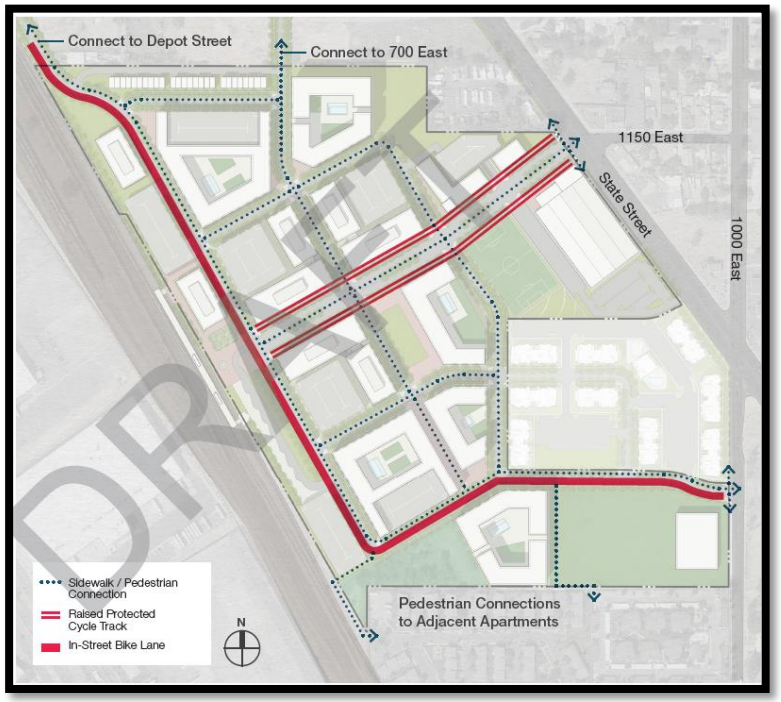


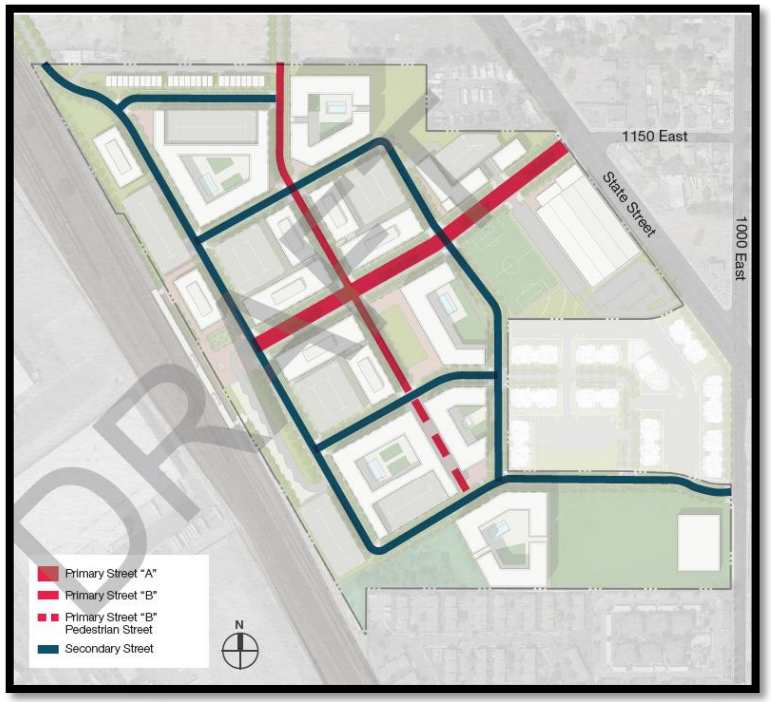


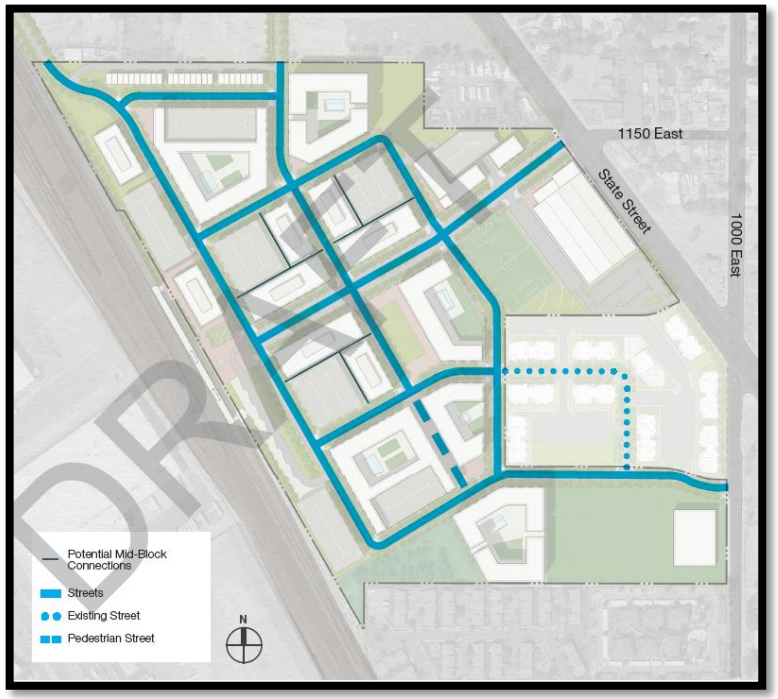




TRANSPORTATION + MOBILITY

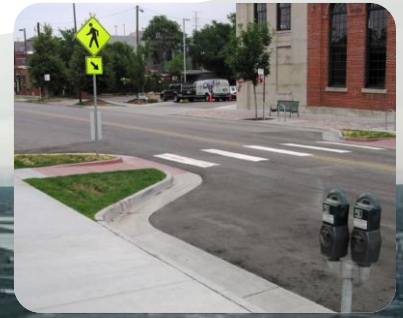












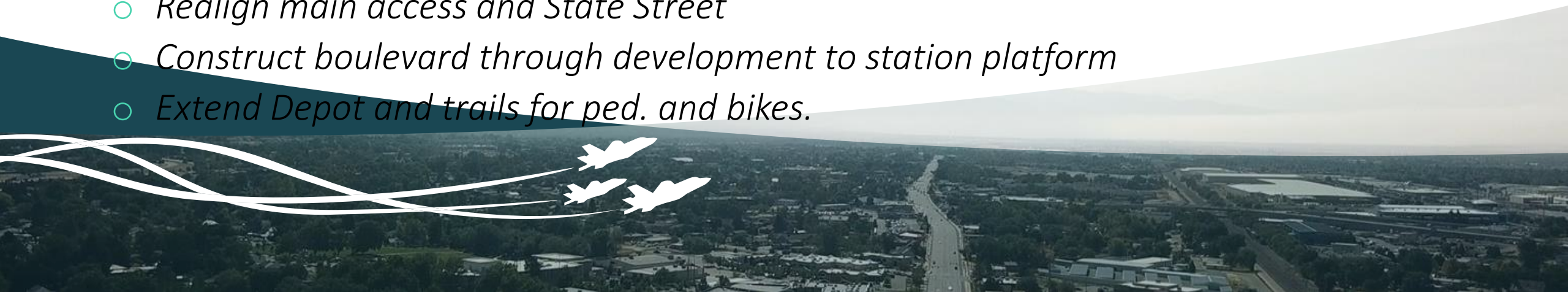
STRATEGIC RECOMMENDATIONS

- *Policy Updates + Plan Amendments*
  - *Consistency amongst regulatory documents*
  - *Rezone of Clearfield Station Site*
  - *Increase guidelines for streetscapes and transportation related design*
  - *Develop a brand for the site*
- *Economic Development*
  - *Consider creation of a TRZ (Transportation Reinvestment zone)*
  - *Keep up with Retail demands and buying power*
  - *Reevaluate fiscal impacts of use types*
  - *Solicit development partners and commercial relationships for tenants*

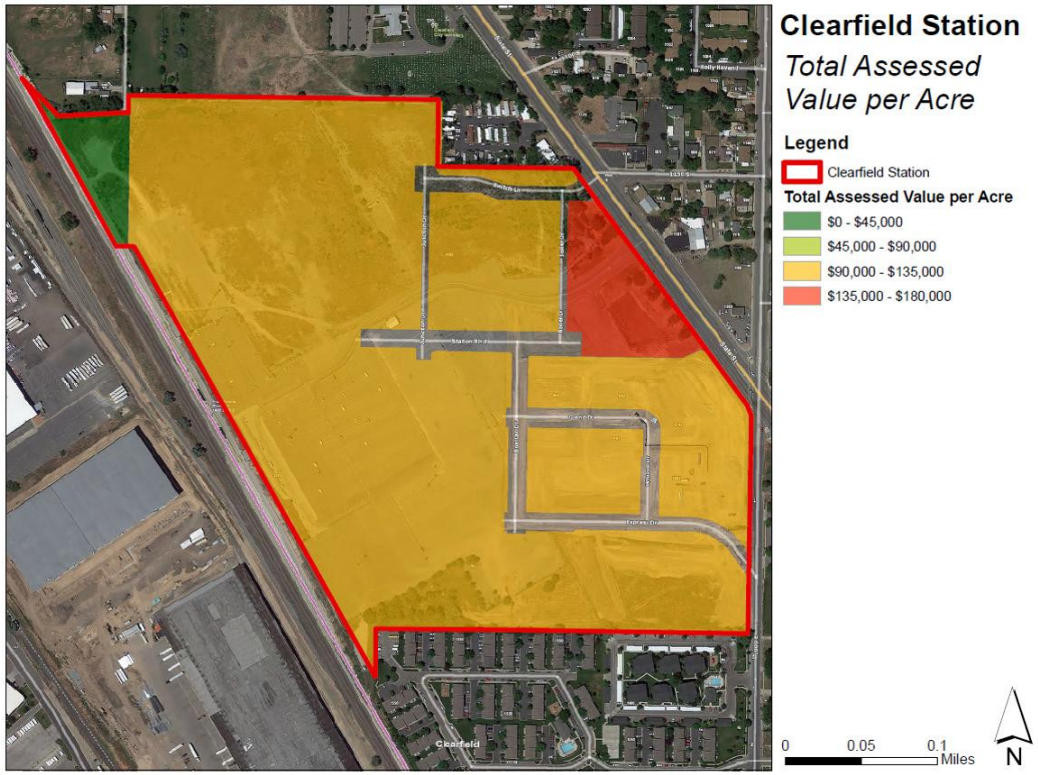


STRATEGIC RECOMMENDATIONS

- *Transportation*
  - *Traffic impact study for development of the site*
  - *MDP and refined plan should be created for overall site*
  - *Operational analysis to be conducted for internal circulation*
  - *Variance from UDOT to build an access at project entrance on State street*
  - *Parking strategy should be developed*
- *Physical Improvements*
  - *TIF for parking*
  - *Realign main access and State Street*
  - *Construct boulevard through development to station platform*
  - *Extend Depot and trails for ped. and bikes.*



APPENDIX A: MARKET STUDY + ECONOMICS



- *Opportunity zone*
- *Funding Incentives through CDA*
- *Increase in daytime population*
- *Motivated UTA Ownership*


QUESTIONS?

Clearfield City Council Work Session

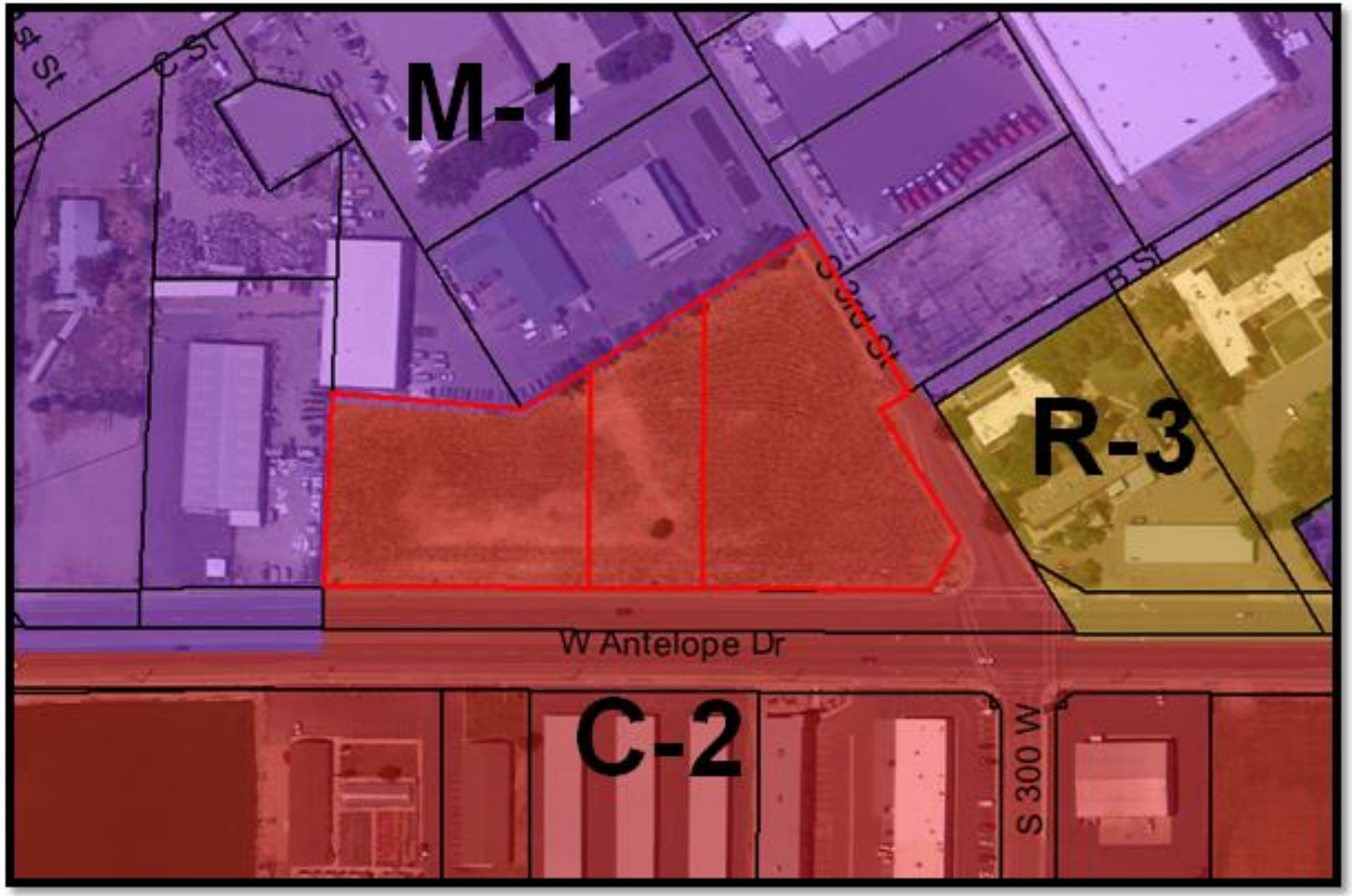
February 5, 2019





JNH SUBDIVISION AMENDED
Subdivision Plat Amendment
FSP 1812-0004

Aerial Image & Zoning



JNH SUBDIVISION SECOND AMENDED

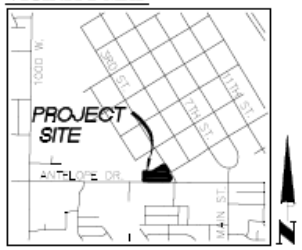
VACATING AND AMENDING LOTS 1, 2 & 3 OF THE JNH SUBDIVISION

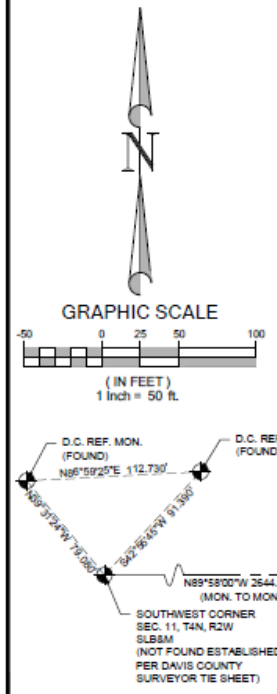
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 11
TOWNSHIP 4 NORTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH

LEGEND

SECTION CORNER (AS DESCRIBED)
BOUNDARY LINE
PUBLIC UTILITY EASEMENTS

VICINITY MAP





NOTE:
1) EXISTING STORM DRAIN, SEWER AND CULINARY WATER EASEMENTS WERE DERIVED FROM THE RECORDED PLAT FOR JNH SUBDIVISION. AS PER SAID SUBDIVISION PLAT, NOT ALL EASEMENTS WERE PLOTTED (FOR CLARITY). THERE MAY BE ADDITIONAL EASEMENTS THAT EXIST.

PERIGEE CONSULTING
CIVIL • STRUCTURAL • SURVEY
9089 SOUTH 1300 WEST, SUITE 160 801.628.6004 TEL 801.590.6611 FAX
WEST JORDAN, UT 84088 WWW.PERIGEEUT.COM

SURVEYOR'S CERTIFICATE

I, Marshall D. Byrd do hereby certify that I am a Professional Land Surveyor, and that I hold certificate No. 6390728 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 JNH SUBDIVISION SECOND AMENDED and the same has been correctly surveyed and staked on the the ground as shown on this plat.

Marshall D. Byrd, P.L.S. Date

BOUNDARY DESCRIPTION

A parcel of land situated in the Southwest Quarter of Section 11, Township 4 North, Range 2 West, Salt Lake Base and Meridian, said parcel being Lots 1, 2 & 3 of the JNH Subdivision, more particularly described as follows:

Beginning at Southwest Corner of Lot 1 of the JNH Subdivision, said point lies North 89°58'00" West 2215.980 feet along the Section Line and North 00°02'00" East 77.700 feet from the Southeast Corner of Section 11, Township 4 North, Range 2 West, Salt Lake Base and Meridian and running thence along said Lot 1 the following (2) courses: 1) North 02°00'00" East 211.560 feet; 2) South 89°45'02" East 209.170 feet; thence along the Northerly lines of said Lots 1, 2 & 3 North 58°01'30" East 369.118 feet; thence along said Lot 3 the following (4) courses: 1) South 31°58'30" East 206.499 feet; 2) South 58°01'30" West 35.750 feet; 3) South 31°58'30" East 184.990 feet; 4) South 30°02'00" West 66.040 feet; thence along the Southerly lines of said Lots 1, 2 & 3 North 89°58'00" West 556.940 feet to a point on a 10055.000 foot radius tangent curve to the left, (Chord bears South 89°43'58" West 105.490 feet); thence along the Southerly line of said Lot 1 and the arc of said curve 105.490 feet through a central angle of 00°36'04" to the point of beginning.

Acres: 3.951
Square Footage: 172,125 S.F.
of lots: 1 Lot

OWNER'S DEDICATION

I, the undersigned owner of the hereon described tract of land, hereby set apart and subdivide the same into lots as shown on this plat, hereafter known as JNH SUBDIVISION SECOND AMENDED.

In witness whereof _____ have hereunto set _____ this _____ day of _____

ACKNOWLEDGMENT

STATE OF UTAH } S.S.
County of DAVIS }

On the ____ day of _____, A.D., 20___, personally appeared before me the undersigned notary public, in and for said County of Davis, in said State of Utah, _____ the signer(s) of the above Owner's Dedication, (___) in number, who duly acknowledged to me that _____ signed it freely and voluntarily and for the uses and purposes therein mentioned.

My commission expires: _____ Notary Public residing at _____

JNH SUBDIVISION SECOND AMENDED

VACATING AND AMENDING LOTS 1, 2 & 3 OF THE JNH SUBDIVISION

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 11
TOWNSHIP 4 NORTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH

DATE: 01/02/19

DAVIS COUNTY RECORDER

ENTRY NO. _____ FEE PAID _____ FILED FOR RECORD AND RECORDED THIS _____ DAY OF _____, 20___ AT _____ IN BOOK _____, 20___ OF OFFICIAL RECORDS PAGE _____

DAVIS COUNTY RECORDER

BY: _____ DEPUTY RECORDER

CITY ATTORNEY'S APPROVAL

APPROVED THIS ____ DAY OF _____, 20___
BY THE CLEARFIELD CITY ATTORNEY

CLEARFIELD CITY ATTORNEY

PLANNING COMMISSION APPROVAL

APPROVED THIS ____ DAY OF _____, 20___
BY THE CLEARFIELD CITY PLANNING COMMISSION

CLEARFIELD CITY PLANNING COMMISSION

CITY ENGINEER'S APPROVAL

I HEREBY CERTIFY THAT THE "OFFICE OF THE CITY ENGINEER" HAS EXAMINED THE FOREGOING PLAT AND IN OUR OPINION THE INFORMATION CONVEYED HEREWITH, COMPLIES WITH THE PUBLIC WORKS STANDARDS AND SPECIFICATIONS OF CLEARFIELD CITY

CLEARFIELD CITY ENGINEER

CITY COUNCIL APPROVAL

APPROVED THIS ____ DAY OF _____, 20___
BY THE CLEARFIELD CITY COUNCIL

ATTEST:

CLEARFIELD CITY RECORDER CLEARFIELD CITY MAYOR

Staff Recommendation – Subdivision Plat Amendment

Staff recommends that the Planning Commission forward a recommendation of **APPROVAL** of **FSP 1812-0004** to the Clearfield City Council, an amended plat request by Mark Garza to combine Lots 1 , 2, and 3 of the JNH Subdivision into a single new lot for the properties addressed 360, 340, and 320 West Antelope Drive (TIN: 12-787-0001, 12-787-0002, & 12-787-0003). The approval is subject to the following conditions:

1) The plat shall be revised to meet requirements of the Clearfield City Engineer prior to approval by the City and recording at the Davis County Recorder's office.
2) Future development of the proposed property shall comply with the development standards outlined for the C-2 Zone and as also found in Chapter 11-18 Design Standards of the Clearfield City Land Use ordinance.



Planning Commission Recommendation

On January 9, 2019 the Planning Commission forwarded a recommendation of **APPROVAL** of **FSP 1812-0004** to the Clearfield City Council, an amended plat request by Mark Garza to combine Lots 1 , 2, and 3 of the JNH Subdivision into a single new lot for the properties addressed 360, 340, and 320 West Antelope Drive (TIN: 12-787-0001, 12-787-0002, & 12-787-0003). The approval is subject to the following conditions:

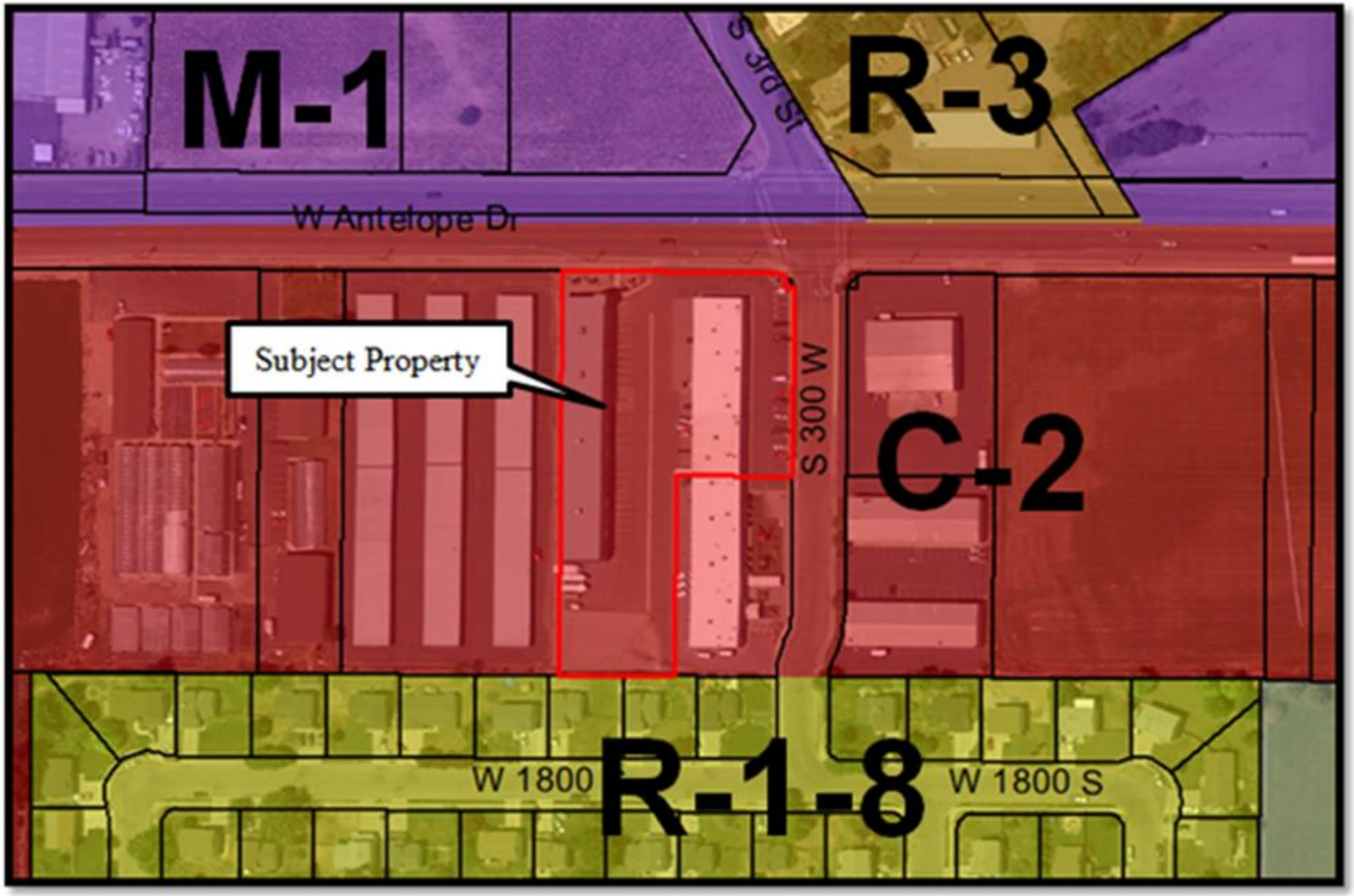
1) The plat shall be revised to meet requirements of the Clearfield City Engineer prior to approval by the City and recording at the Davis County Recorder's office.
2) Future development of the proposed property shall comply with the development standards outlined for the C-2 Zone and as also found in Chapter 11-18 Design Standards of the Clearfield City Land Use ordinance.





LARSEN COMMERCIAL SUBDIVISION
LOT 2, 2ND AMENDMENT
Amended Plat, FSP 1812-0006

Aerial Image & Zoning





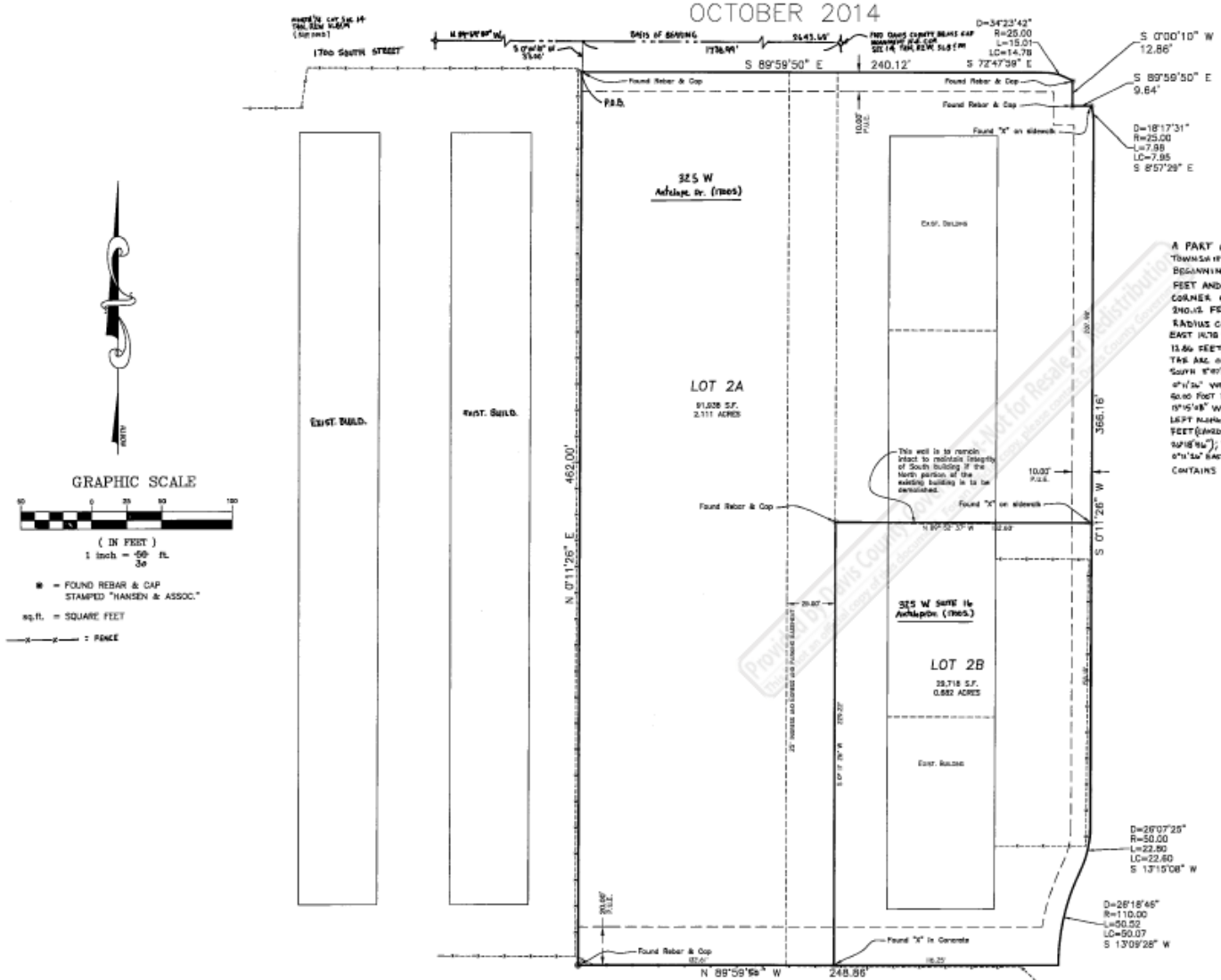
Background Information

- 2nd Amendment to previously amended subdivision.
- Creation of one new lot from proposed amendment.
- The new lot must comply with current ordinance standards.
  - i.e. Lot width, setbacks, access, landscaping, parking, etc.
- Denied by City Council in December.
- Reapplied with landscape revisions.

LARSEN COMMERCIAL SUBDIVISION, LOT 2, FIRST AMENDMENT

LOCATED IN THE N.E. 1/4 SECTION 14, T.4N., R.2W., S.L.B.&M. & PART LOT 2 LARSEN COMMERCIAL SUB
CLEARFIELD CITY, DAVIS COUNTY, UTAH

OCTOBER 2014



GRAPHIC SCALE

(IN FEET)
1 inch = 50 ft.

● = FOUND REBAR & CAP STAMPED "HANSEN & ASSOC."
sq.ft. = SQUARE FEET
-x-x-x- : FENCE

BOUNDARY DESCRIPTION

A PART OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BEGINNING AT A POINT WHICH IS NORTH 89°59'50" WEST 173.99 FEET AND SOUTH 0°00'10" WEST 33.00 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 14; RUNNING THENCE SOUTH 89°59'50" EAST 240.12 FEET; THENCE TO THE RIGHT ALONG THE ARC OF A 25.00 FOOT RADIUS CURVE A DISTANCE OF 14.01 FEET (CHORD BEARS SOUTH 72°47'39" EAST 14.78 FEET, DELTA EQUALS 34°23'42"); THENCE SOUTH 0°00'10" WEST 13.86 FEET; THENCE SOUTH 89°59'50" EAST 9.64'; THENCE TO THE RIGHT ALONG THE ARC OF A 25.00 FOOT RADIUS CURVE A DISTANCE OF 7.98 FEET (CHORD BEARS SOUTH 8°57'29" EAST 7.95 FEET, DELTA EQUALS 18°17'31"); THENCE SOUTH 0°11'26" WEST 366.16 FEET; THENCE TO THE RIGHT ALONG THE ARC OF A 50.00 FOOT RADIUS CURVE A DISTANCE OF 22.80 FEET (CHORD BEARS SOUTH 13°15'08" WEST 22.60 FEET, DELTA EQUALS 26°07'25"); THENCE TO THE LEFT ALONG THE ARC OF A 110.00 FOOT RADIUS CURVE A DISTANCE OF 50.52 FEET (CHORD BEARS SOUTH 13°09'28" WEST 50.07 FEET, DELTA EQUALS 26°18'46"); THENCE NORTH 89°59'50" WEST 248.86 FEET; THENCE NORTH 0°11'26" EAST 462.00 FEET TO THE POINT OF BEGINNING.

CONTAINS 2.793 ACRES.

SURVEYORS CERTIFICATE

I DALLAS K. BUTTARS, HOLDING LICENSE NUMBER 167594 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THE PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS AND PLACED MONUMENTS AS REPRESENTED ON THE PLAT.

I DO ALSO HEREBY CERTIFY THAT THIS PLAT OF LARSEN COMMERCIAL SUBDIVISION, LOT 2, FIRST AMENDMENT IN DAVIS COUNTY, UTAH, HAS BEEN CORRECTLY DRAWN TO SCALE AND IS A TRUE AND CORRECT REPRESENTATION OF THE FOLLOWING DESCRIPTION OF LANDS INCLUDED IN SAID SUBDIVISION, BASED ON DATA COMPILED FROM RECORDS IN THE DAVIS COUNTY RECORDERS OFFICE, WEBER COUNTY SURVEYORS OFFICE AND OF A SURVEY MADE ON THE GROUND, AND I FURTHER CERTIFY THAT ALL LOTS MEET CURRENT LOT WIDTH AND AREA REQUIREMENTS OF THE CLEARFIELD CITY ZONING.

SIGNED THIS 28th DAY OF Oct. 2014

OWNERS DEDICATION

WE, THE UNDERSIGNED OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND, DO HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS AND STREETS AS SHOWN ON THE PLAT AND NAME SAID TRACT LARSEN COMMERCIAL SUBDIVISION, LOT 2, FIRST AMENDMENT AND DO HEREBY DEDICATE, GRANT AND CONVEY TO PUBLIC USE, A PERPETUAL RIGHT AND EASEMENT OVER, UPON AND UNDER THE LANDS DESIGNATED ON THE PLAT AS INGRESS AND EGRESS, PUBLIC UTILITY, DRAINAGE EASEMENTS, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF PUBLIC UTILITY SERVICE LINES, STORM DRAINAGE FACILITIES OR FOR THE PERPETUAL PRESERVATION OF WATER CHANNELS IN THEIR NATURAL STATE WHICH EVER IS APPLICABLE AS MAY BE AUTHORIZED BY CLEARFIELD CITY, UTAH, WITH NO BUILDINGS OR STRUCTURES BEING ERECTED WITHIN SUCH EASEMENTS.

SIGNED THIS 28th DAY OF October 2014

KAJARI PROPERTIES, LLC.
CAMERON WINQUIST, OWNER

TENDER YEARS REAL ESTATE, LLC.
ANDREW DRAGE, MANAGER

ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF DAVIS
ON THIS 28th DAY OF October 2014 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNERS OF THE ABOVE OWNERS DEDICATION IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THAT THEY SIGNED IT FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

11-05-2016
COMMISSION EXPIRES

NOTARY PUBLIC

JAYNE SPIEGEL
NOTARY PUBLIC STATE OF UTAH
Commission # 654843
COMM. EXP. 11-05-2016

ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF WEBER SALT LAKE
ON THIS 28th DAY OF October 2014 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNERS OF THE ABOVE OWNERS DEDICATION IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THAT THEY SIGNED IT FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

OCT. 19, 2015
COMMISSION EXPIRES

NOTARY PUBLIC

JENNY LEDESMA
Notary Public
State of Utah
My Commission Expires October 19, 2015
Commission # 611265

BOUNDARY DESCRIPTION

ALL OF LOT 2, LARSEN COMMERCIAL SUBDIVISION, CLEARFIELD CITY, DAVIS COUNTY, UTAH, ACCORDING TO THE OFFICIAL PLAT THEREOF.

(See Above for Complete Legal Description.)

CITY COUNCIL APPROVAL

THIS IS TO CERTIFY THAT THIS PLAT AND THE DEDICATION OF THIS PLAT ALONG WITH THE DEDICATION OF ALL STREETS, EASEMENTS WERE DULY APPROVED AND ACCEPTED BY THE CITY COUNCIL OF CLEARFIELD CITY, THIS 28th DAY OF October 2014

MAYOR

ATTEST Nancy R. Dean
City Recorder

CLEARFIELD CITY ENGINEER

THIS IS TO CERTIFY THAT THE REQUIREMENTS OF ALL APPLICABLE STATUTES AND ORDINANCES PREREQUISITE TO CITY ENGINEER'S APPROVAL OF THE FOREGOING PLAT AND DEDICATIONS HAVE BEEN COMPLIED WITH.

Signed this 28th day of October 2014

Clearfield City Engineer

R. SCOTT NELSON
No. 167910
REGISTERED PROFESSIONAL ENGINEER
STATE OF UTAH

CLEARFIELD CITY ATTORNEY

APPROVED AS TO FORM.

SIGNED THIS 28th DAY OF OCTOBER 2014

Clearfield City Attorney

CLEARFIELD CITY PLANNING COMMISSION APPROVAL

APPROVED BY THE CLEARFIELD CITY PLANNING COMMISSION ON THIS 7th DAY OF October 2014

SIGNED THIS 7th DAY OF October 2014

PLANNING COMMISSION CHAIRMAN

LANDMARK SURVEYING
A COMPLETE SURVEYING SERVICE
4646 S. 3500 W. SUITE 3, WEST HAVEN, UTAH 84401
PH. 731-4075

CLIENT: CAMERON WINQUIST

LOCATION: PART OF THE N.E. 1/4 OF SEC. 14, T.4N., R.2W., S.L.B.&M.

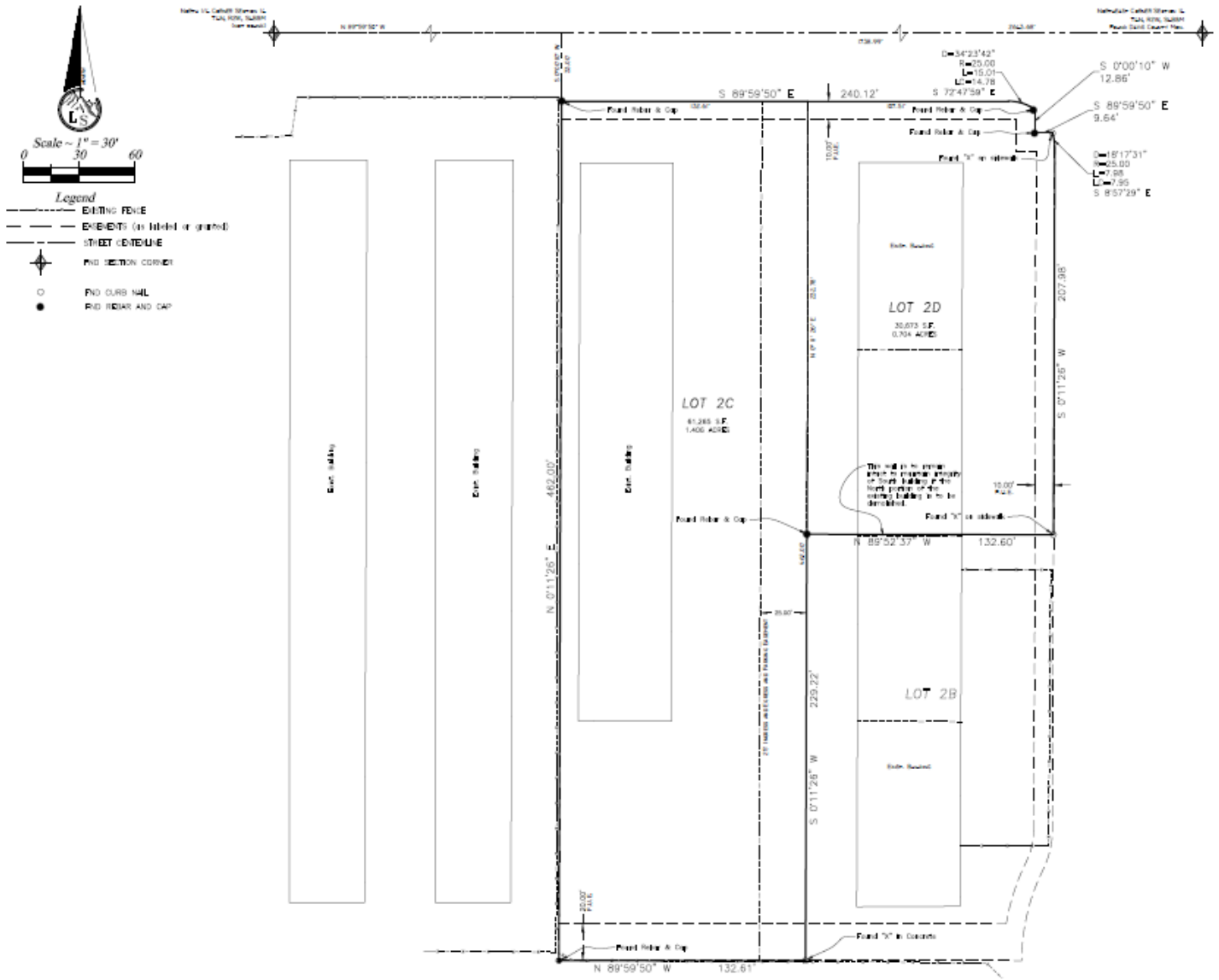
SURVEYED: SEPT. 2014

REVISIONS:	DRAWN BY: TK.
10-30-14	CHECKED BY: DB.
	DATE: 10-22-14
	FILE: 3449

DAVIS COUNTY RECORDER
ENTRY # 2837977 FEE $32.00
FILED FOR RECORD & RECORDED
THIS 10th DAY OF DEC. A.D. 2014
AT 8:48 AM IN BOOK 6161 OF RECORDS
PAGE 1
Richard Maughan
DAVIS COUNTY RECORDER
BY
DEPUTY

LARSEN COMMERCIAL SUBDIVISION, LOT 2, SECOND AMENDMENT

PART OF THE NE 1/4 OF SECTION 14 TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
CLEARFIELD CITY, UTAH – OCTOBER 2018



OWNER'S DEDICATION

We the undersigned owners of the herein described tract of land, to be hereafter known and platted as LARSEN COMMERCIAL SUBDIVISION, LOT 2, SECOND AMENDMENT.

We hereby dedicate to the governing entity for the purpose of public use all those parts or portions of said tract of land designated as streets, and/or roads, the same to be used for public thoroughfares and further dedicate to said governing entity any and/or all public utility easements as may be authorized by the governing entity.

We hereby grant and dedicate a perpetual right and easement over, upon and under the lands designated hereon as public utility easements (and/or drainage easements), and canal maintenance easements, the same to be used for the installation, maintenance and operation of public utility service lines, storm drainage facilities, irrigation canals, or for the purpose of preserving or using channels for storm or natural drainage and for any other uses as may be authorized by the governing entity, and/or buildings or structures being erected within such easements.

Limited Liability Company Acknowledgement

IN WITNESS WHEREOF, said Limited Liability Company has caused its name to be signed to these presents by its proper officers this _____ day of _____, 20__.

PD Properties LLC, a Utah Limited Liability Company

By: _____ By: _____

STATE OF UTAH)
: ss
COUNTY OF DAVIS)

On this _____ day of _____, 20__ personally appeared before me the above named signer(s), who, being by me duly sworn said that (he/she/they is/are) the manager of said Limited Liability Company, and that the within and foregoing instrument was signed in behalf of said company by authority of its articles of organization, and the said signer(s) acknowledged to me that said company executed the same.

A Notary Public commissioned in Utah, WITNESS my hand and official stamp the date in this certificate first above written.

_____ _____
Notary Signature: My Commission Expires:
(place name below signature):

BOUNDARY DESCRIPTION

All of Lot 2A, Larsen Commercial Subdivision Lot 2, First Amendment, Clearfield City, Davis County, Utah, according to the official plat thereof.

SURVEYOR'S CERTIFICATE

I, Tyler D. Hardy, do hereby certify that I am a Professional Land Surveyor and that the holder of License No. 9008384-2201 as prescribed by the laws of the State. That I have made a survey of the property(s) shown hereon in accordance with Section 17-23-17. That the plat was prepared from the said notes of the survey and from documents and records as noted hereon.

PRELIMINARY – NOT TO BE RECORDED
TYLER D. HARDY
9008384
STATE OF UTAH

CITY COUNCIL APPROVAL

THIS IS TO CERTIFY THAT THE PLAT AND THE DEDICATION OF THIS PLAT ALONG WITH THE DEDICATION OF ALL STREETS, EASEMENTS WERE DULY APPROVED AND ACCEPTED BY THE CITY COUNCIL OF CLEARFIELD CITY, THIS _____ DAY OF _____, 20__.

_____
MAYOR

ATTEST _____
City Recorder

CLEARFIELD CITY ENGINEER

THIS IS TO CERTIFY THAT THE REQUIREMENTS OF ALL APPLICABLE STATUTES AND ORDINANCES PREREQUISITE TO CITY ENGINEER'S APPROVAL OF THE FOREGOING PLAT AND DEDICATIONS HAVE BEEN COMPLIED WITH.

Signed this _____ day of _____, 20__.

_____
Clearfield City Engineer

CLEARFIELD CITY ATTORNEY

APPROVED AS TO FORM.

SIGNED THIS _____ DAY OF _____, 20__.

_____
Clearfield City Attorney

CLEARFIELD CITY PLANNING COMMISSION APPROVAL

APPROVED BY THE CLEARFIELD CITY PLANNING COMMISSION ON THIS _____ DAY OF _____, 20__.

SIGNED THIS _____ DAY OF _____, 20__.

_____
PLANNING COMMISSION CHAIRMAN

Landmark Surveying, Inc.
A Complete Land Surveying Service
www.LandmarkSurveyUtah.com
4646 South 3500 West - #A-3
West Haven, UT 84401
801-731-4075

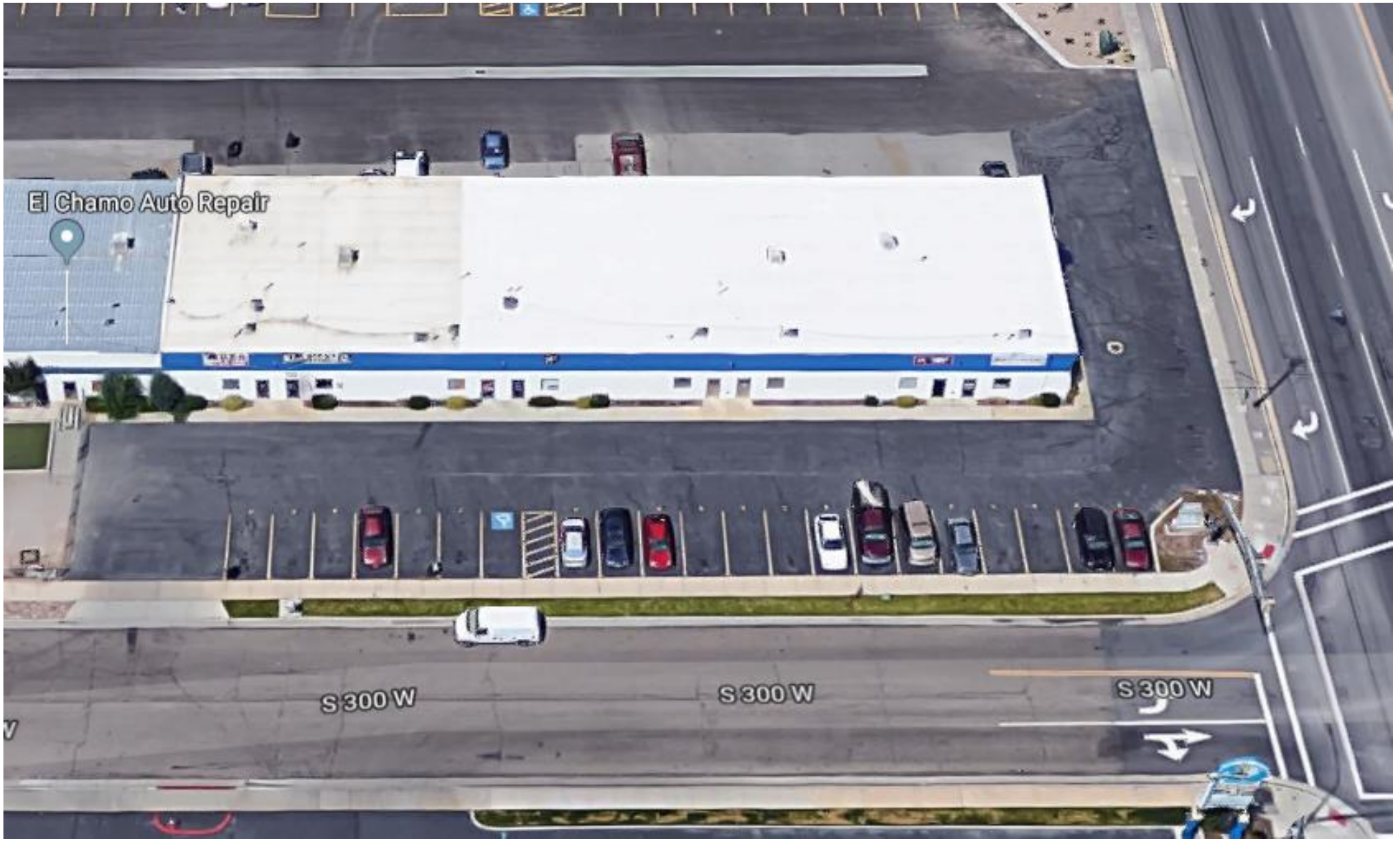
DEVELOPER:
Address:

xx 1/4 of Section xx,
Township x North, Range x West, Salt Lake Base and Meridian.

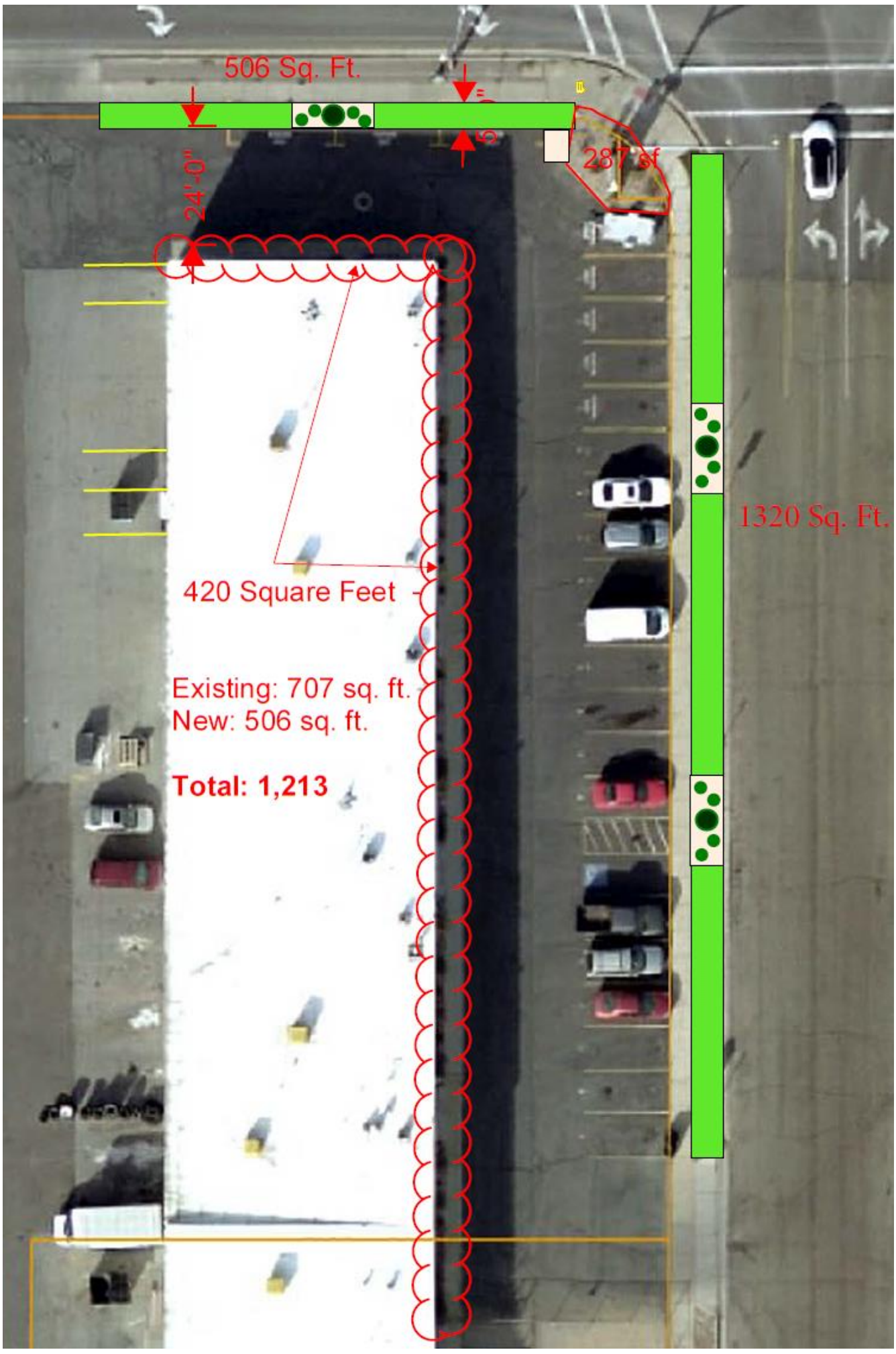
Revisions	DRAWN BY: EDH
	CHECKED BY: TH
	DATE: 2015
	FILE: NUMBER

Davis County Recorder
Entry no. _____
Fee paid _____
Filed for record and recorded
_____ day of _____ 2018,
at _____
in book _____ of official records,
on page _____
County Recorder: Richard T. Maughan
By Deputy: _____

This Plat is the Intellectual Property of Landmark Surveying, Inc., all land rights are reserved.


El Chamo Auto Repair
S 300 W
S 300 W
S 300 W


S 300 W
S 300 W
S 300 W
S 300 W


506 Sq. Ft.
24'-0"
287 sf
1320 Sq. Ft.
420 Square Feet
Existing: 707 sq. ft.
New: 506 sq. ft.
Total: 1,213

Staff Recommendation – Subdivision Plat Amendment

Staff recommends that the Planning Commission **APPROVE** as conditioned, **FSP 1812-0006**, a request by Cameron Winquist, to amend Lot 2A of the Larsen Commercial Subdivision Plat to subdivide the existing lot into two (2) new lots at the property addressed 325 West 1700 South (TIN: 12-809-0001). The approval is subject to the following conditions:

1) The applicant shall work with the Clearfield City Engineer to address the items outlined in the engineering review letter dated 15 October 2018.

2) Items noted by the City Engineer shall be addressed prior to the recording of the mylar for the amended subdivision.

3) If the storm water detention basin located in the southwest corner of Lot 2C is to be used for both lots, language shall be added to the subdivision plat to indicate the maintenance and use of the detention for both lots.

4) The amended plat shall maintain existing utility and access easements as required by the City Engineer.

5) The proposed lots shall comply with lot frontage, width, setback, and development standards required by Title 11 of the Clearfield City Code.

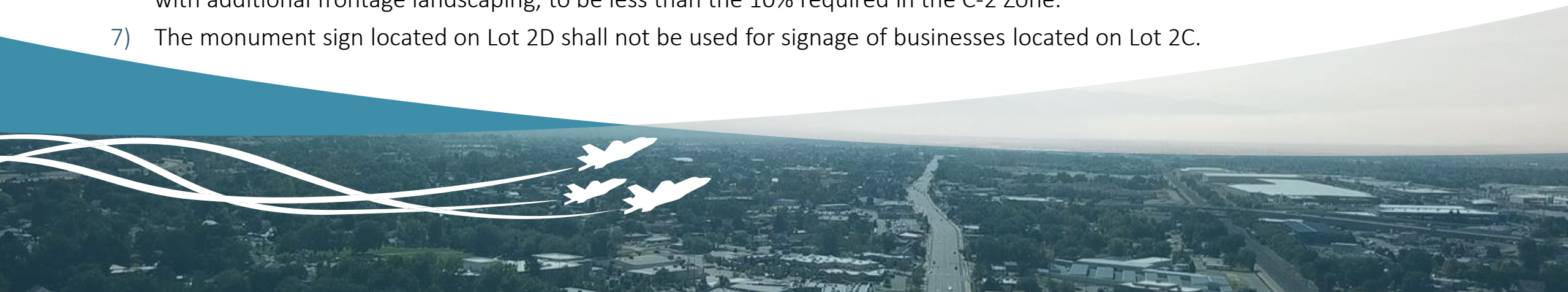
6) The applicant shall execute a development agreement with Clearfield City to allow the existing site landscaping, along with additional frontage landscaping, to be less than the 10% required in the C-2 Zone.

7) The monument sign located on Lot 2D shall not be used for signage of businesses located on Lot 2C.

Planning Commission Recommendation

On January 9, 2019 the Planning Commission forwarded a recommendation of **APPROVAL** of **FSP 1812-0006** to the Clearfield City Council, a request by Cameron Winquist, to amend Lot 2A of the Larsen Commercial Subdivision Plat to subdivide the existing lot into two (2) new lots at the property addressed 325 West 1700 South (TIN: 12-809-0001). The approval is subject to the following conditions:

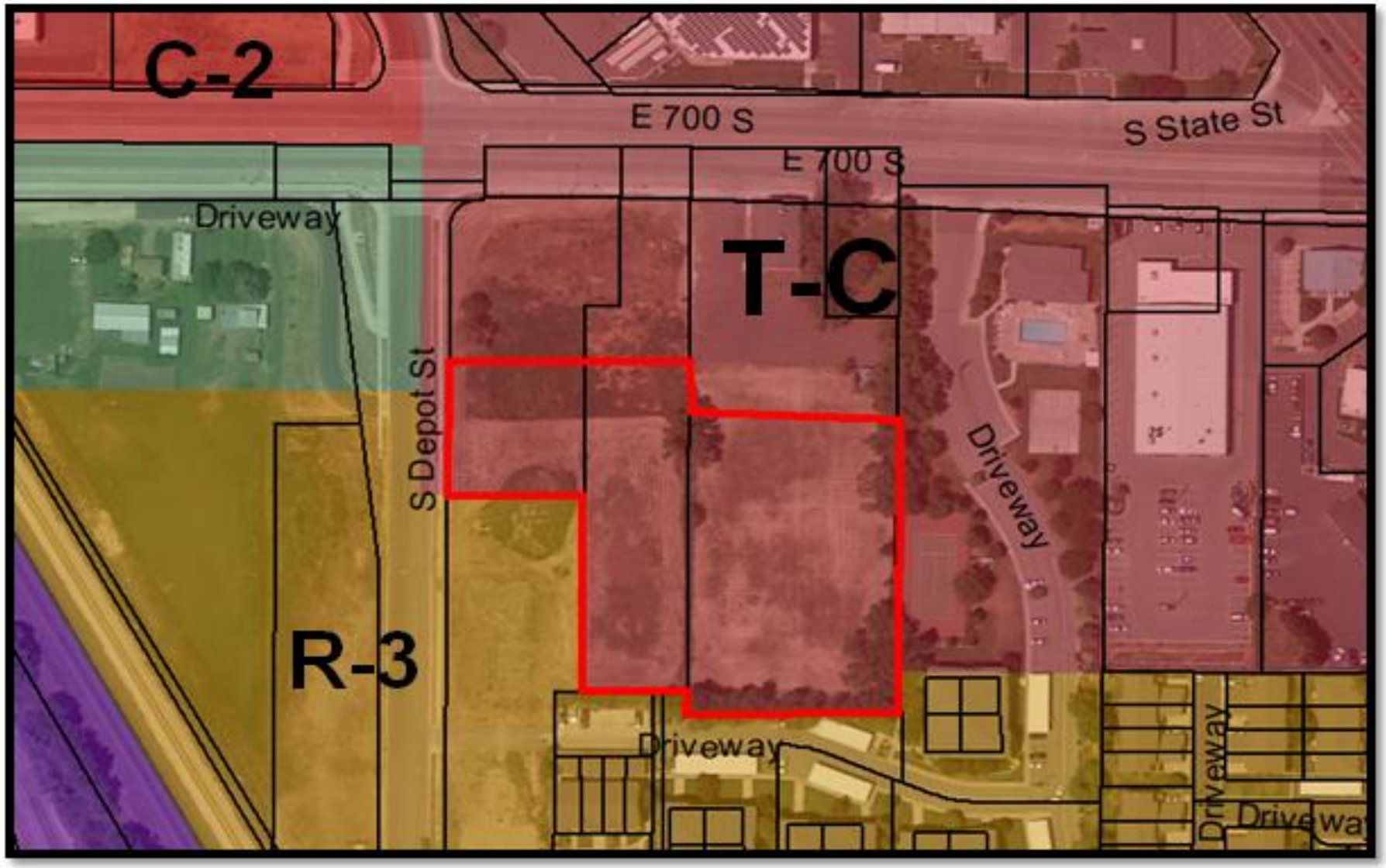
1) The applicant shall work with the Clearfield City Engineer to address the items outlined in the engineering review letter dated 15 October 2018.
2) Items noted by the City Engineer shall be addressed prior to the recording of the mylar for the amended subdivision.
3) If the storm water detention basin located in the southwest corner of Lot 2C is to be used for both lots, language shall be added to the subdivision plat to indicate the maintenance and use of the detention for both lots.
4) The amended plat shall maintain existing utility and access easements as required by the City Engineer.
5) The proposed lots shall comply with lot frontage, width, setback, and development standards required by Title 11 of the Clearfield City Code.
6) The applicant shall execute a development agreement with Clearfield City to allow the existing site landscaping, along with additional frontage landscaping, to be less than the 10% required in the C-2 Zone.
7) The monument sign located on Lot 2D shall not be used for signage of businesses located on Lot 2C.





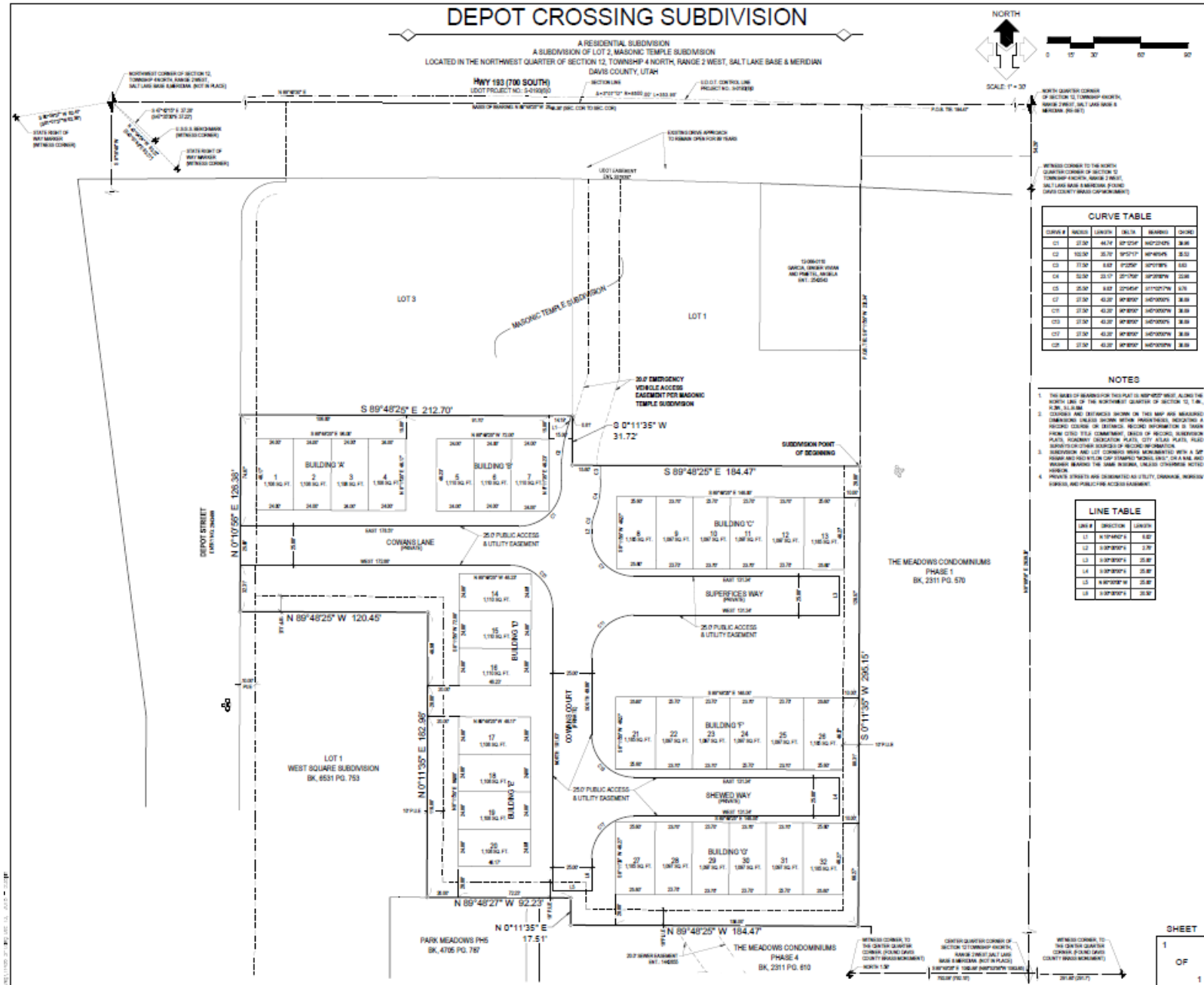
MASONIC TEMPLE SUB. LOT 2 AMENDED
Subdivision Plat Amendment
FSP 1812-0002

Aerial Image & Zoning



DEPOT CROSSING SUBDIVISION

A RESIDENTIAL SUBDIVISION
A SUBDIVISION OF LOT 2, MASONIC TEMPLE SUBDIVISION
LOCATED IN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
DAVIS COUNTY, UTAH



CURVE TABLE

CURVE #	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	27.50'	44.74'	93°12'54"	N43°24'52"E	39.96'
C2	102.50'	35.70'	9°57'57"	N87°46'54"E	35.52'
C3	77.50'	8.83'	6°31'56"	N72°11'56"E	8.83'
C4	52.50'	23.17'	25°17'58"	S81°20'56"E	22.98'
C5	25.50'	9.83'	22°05'49"	N11°02'27"W	9.76'
C7	27.50'	43.20'	90°00'00"	S45°00'00"E	38.89'
C15	27.50'	43.20'	90°00'00"	S45°00'00"W	38.89'
C23	27.50'	43.20'	90°00'00"	S45°00'00"E	38.89'
C27	27.50'	43.20'	90°00'00"	S45°00'00"W	38.89'
C25	27.50'	43.20'	90°00'00"	S45°00'00"E	38.89'

NOTES

1. THE BASIS OF BEARINGS FOR THIS PLAT IS N89°48'25"W WEST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 12, T.4N., R.2W., S.L.B.&M.
2. COORDS AND DISTANCES SHOWN ON THIS MAP ARE MEASURED DIMENSIONS UNLESS SHOWN WITHIN PARENTHESES, INDICATING A RECORD COORD. OR DISTANCE. RECORD INFORMATION IS TAKEN FROM CTRO TITLE COMPANY, DEEDS OF RECORD, SUBDIVISION PLATS, ROADWAY DEDICATION PLATS, CITY ATLAS PLATS, FILED SURVEYS OR OTHER SOURCES OF RECORD INFORMATION.
3. SUBDIVISION AND LOT CORNERS WERE MONUMENTED WITH A 5/8" REBAR AND RED NYLON CAP STAMPED "MCNEIL ENG." OR A NAIL AND WASHER BEARING THE SAME IN-GRAM, UNLESS OTHERWISE NOTED HEREON.
4. PRIVATE STREETS ARE DESIGNATED AS UTILITY, DRAINAGE, INGRESS/EGRESS, AND PUBLIC FIRE ACCESS EASEMENT.

LINE TABLE

LINE #	DIRECTION	LENGTH
L1	N 13°44'40" E	5.83'
L2	S 89°48'25" E	2.79'
L3	S 89°48'25" E	25.00'
L4	S 89°48'25" E	25.00'
L5	N 89°48'25" W	25.00'
L6	S 89°48'25" E	20.32'

SURVEYOR'S CERTIFICATE

I, DENNIS K. MITCHELL DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 8137290 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS ACT, AND I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS AND HAVE PLACED MONUMENTS AS REPRESENTED ON THIS PLAT. IN ACCORDANCE WITH UTAH STATE CODE 17-23-17 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:

DEPOT CROSSING SUBDIVISION

A RESIDENTIAL SUBDIVISION

BOUNDARY DESCRIPTION

ALL OF LOT 2, MASONIC TEMPLE SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED IN THE DAVIS COUNTY RECORDER'S OFFICE AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2, MASONIC TEMPLE SUBDIVISION, SAID POINT BEING NORTH 89°48'25" WEST, ALONG THIS SECTION LINE, A DISTANCE OF 194.47 FEET, THENCE SOUTH 0°11'35" WEST, ALONG THE EAST LINE OF SAID MASONIC TEMPLE SUBDIVISION AND THE PROJECTION THEREOF, A DISTANCE OF 252.34 FEET, FROM THE NORTH QUARTER CORNER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN AND RUNNING THENCE SOUTH 0°11'35" WEST, ALONG THE EAST LINE OF SAID LOT 2, A DISTANCE OF 295.15 FEET, TO THE SOUTHEAST CORNER THEREOF; THENCE NORTH 89°48'27" WEST, A DISTANCE OF 184.47 FEET; THENCE NORTH 0°11'35" EAST, A DISTANCE OF 17.51 FEET; THENCE NORTH 89°48'27" WEST, A DISTANCE OF 92.23 FEET; THENCE NORTH 0°11'35" EAST, A DISTANCE OF 182.98 FEET; THENCE NORTH 89°48'25" WEST, A DISTANCE OF 120.45 FEET; THENCE NORTH 0°10'56" EAST, A DISTANCE OF 126.38 FEET; THENCE NORTH 89°48'25" WEST, A DISTANCE OF 212.70 FEET, TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 0°11'35" EAST, ALONG THE WEST LINE OF LOT 2, AND THE EAST LINE OF DEPOT STREET, A DISTANCE OF 126.38 FEET, TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE SOUTH 89°48'25" EAST, A DISTANCE OF 212.70 FEET; THENCE SOUTH 0°11'35" WEST, A DISTANCE OF 31.72 FEET; THENCE SOUTH 89°48'25" EAST, A DISTANCE OF 184.47 FEET, TO THE POINT OF BEGINNING.

CONTAINS: 96,202 SQ. FT., OR 2.254 ACRES AND 32 RESIDENTIAL LOTS.

DENNIS K. MITCHELL
L.S. LICENSE NO. 8137290

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT _____ THE _____ UNDERSIGNED OWNERS) OF THE ABOVE DESCRIBED TRACT OF LAND, IN DAVIS COUNTY, UTAH, HAVING CAUSED SAME TO BE SUBDIVIDED INTO LOTS, STREETS TOGETHER WITH EASEMENTS AS SET FORTH TO BE HEREAFTER KNOWN AS:

DEPOT CROSSING SUBDIVISION
A RESIDENTIAL SUBDIVISION

AND DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL AREAS SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. THE UNDERSIGNED OWNERS ALSO HEREBY CONVEY TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES. THE UNDERSIGNED OWNER ALSO HEREBY CONVEYS ANY OTHER EASEMENTS AS SHOWN ON THIS PLAT TO THE PARTIES INDICATED AND FOR THE PURPOSES SHOWN HEREON.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY/OUR HAND(S) THIS _____ DAY OF _____, 20___.

BY: _____
(PRINTED NAME) (TITLE) (SIGNATURE)

LIMITED LIABILITY CORPORATION ACKNOWLEDGMENT

STATE OF UTAH)
COUNTY OF DAVIS) S.S.

ON THIS _____ DAY OF _____, A.D., 20___, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY OF DAVIS IN SAID STATE OF UTAH, _____ WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT THEY ARE THE _____ OF _____, A LIMITED LIABILITY CORPORATION, AND THAT _____ SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSES THEREIN MENTIONED AND THAT SAID CORPORATION EXECUTED THE SAME.

MY COMMISSION EXPIRES: _____

_____
NOTARY PUBLIC
RESIDING IN DAVIS COUNTY

LEGEND

- SUBDIVISION BOUNDARY
- SECTION LINE
- MONUMENT LINE/CENTERLINE OF ROAD
- LOT LINE
- ADJOINING PROPERTY LINE
- EASEMENT LINE
- SUBDIVISION BOUNDARY CORNER, COPPER PLUG OR REBAR & CAP OR NAIL & WASHER STAMPED "MCNEIL ENG."
- EXISTING FIRE HYDRANT
- LP — EXISTING LIGHT POLE
- PUE/DE — PUBLIC UTILITIES & DRAINAGE EASEMENT
- ( ) — DENOTES RECORD INFORMATION

DEPOT CROSSING SUBDIVISION
A RESIDENTIAL SUBDIVISION
A SUBDIVISION OF LOT 2, MASONIC TEMPLE SUBDIVISION
LOCATED IN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
DAVIS COUNTY, UTAH

SHEET 1 OF 1

PREPARED BY:
McNEIL ENGINEERING™
Innovative and Sustainable Designs Professionals You Know and Trust
Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & HDR

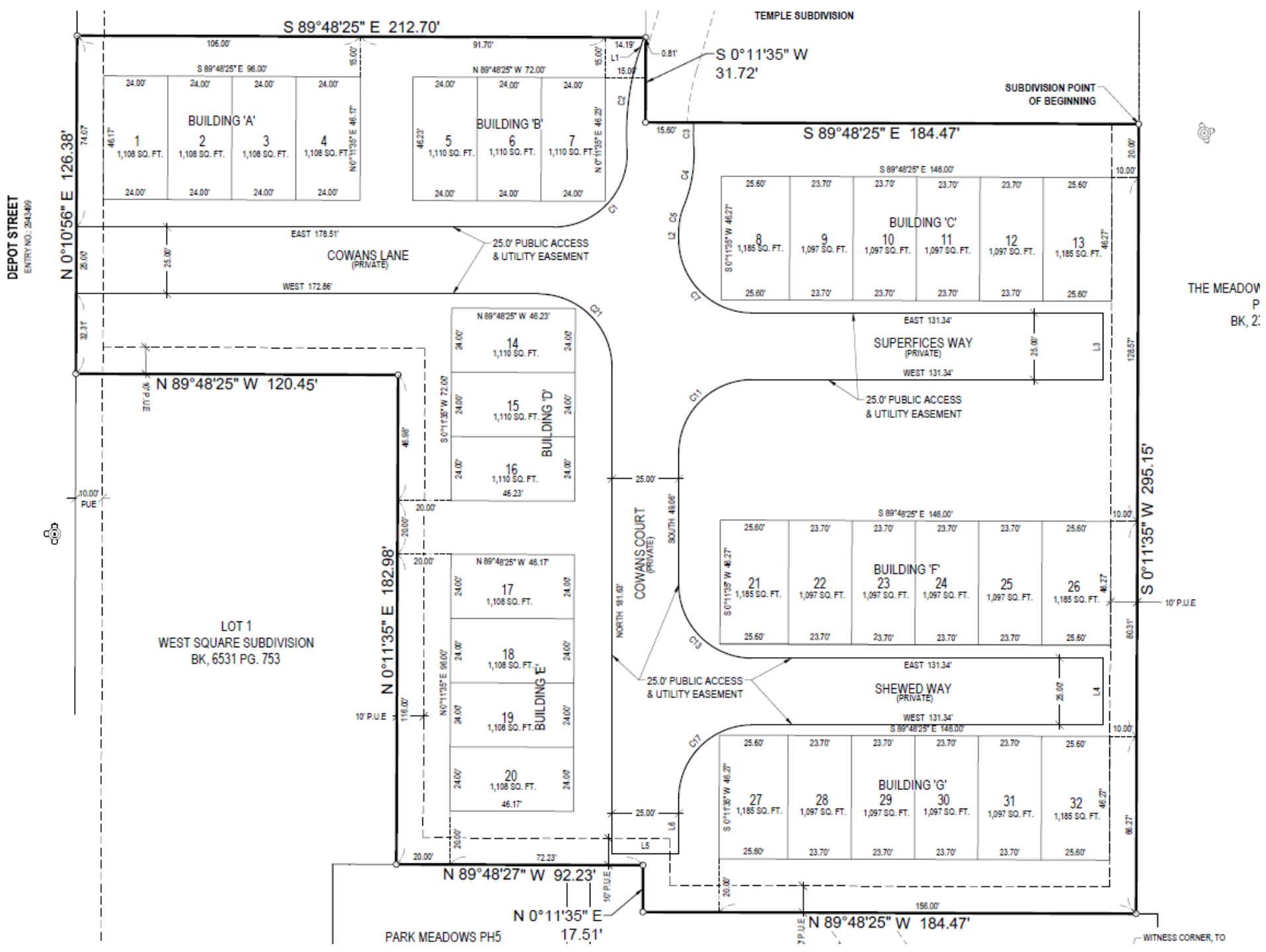
CITY ATTORNEY CERTIFICATE OF APPROVAL
APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 20___
CLEARFIELD CITY ATTORNEY

CITY ENGINEER
I HEREBY CERTIFY THIS THE OFFICE OF THE CITY ENGINEER HAS EXAMINED THE FOREGOING PLAT AND IN OUR OPINION THE INFORMATION CONVEYED HEREWITH, COMPLIES WITH THE PUBLIC WORKS STANDARDS AND SPECIFICATIONS OF CLEARFIELD CITY.
DATE: _____ CLEARFIELD CITY ENGINEER

PLANNING COMMISSION
THIS PLAT HAS BEEN REVIEWED AND APPROVED BY THE CLEARFIELD CITY PLANNING AND ZONING COMMISSION.
DATE: _____
CHAIRPERSON

CITY COUNCIL
PRESENTED TO CLEARFIELD CITY THIS _____ DAY OF _____, A.D., 20___
CITY MAYOR _____ CITY RECORDER

DAVIS COUNTY RECORDER
RECORDED NO. _____
STATE OF UTAH, COUNTY OF DAVIS COUNTY, RECORDED AND FILED AT THE REQUEST OF _____
DATE: _____ TIME: _____ BOOK: _____ PAGE: _____
FEE $ _____ DAVIS COUNTY RECORDER


TEMPLE SUBDIVISION
S 89°48'25" E 212.70'
S 0°11'35" W 31.72'
SUBDIVISION POINT OF BEGINNING
S 89°48'25" E 184.47'
N 0°10'56" E 126.38'
DEPOT STREET
ENTRY NO.: 2943499
BUILDING 'A'
BUILDING 'B'
BUILDING 'C'
BUILDING 'D'
BUILDING 'E'
BUILDING 'F'
BUILDING 'G'
1,108 SQ. FT.
1,110 SQ. FT.
1,097 SQ. FT.
1,185 SQ. FT.
COWANS LANE
(PRIVATE)
25.0' PUBLIC ACCESS & UTILITY EASEMENT
EAST 178.51'
WEST 172.86'
SUPERFICES WAY
(PRIVATE)
EAST 131.34'
WEST 131.34'
COWANS COURT
(PRIVATE)
SHEWED WAY
(PRIVATE)
N 89°48'25" W 120.45'
N 0°11'35" E 182.98'
LOT 1
WEST SQUARE SUBDIVISION
BK, 6531 PG. 753
10' PUE
10' P.U.E
S 0°11'35" W 295.15'
N 89°48'27" W 92.23'
N 0°11'35" E 17.51'
N 89°48'25" W 184.47'
PARK MEADOWS PH5
THE MEADOW
P
BK, 2
WITNESS CORNER, TO

Staff Recommendation – Subdivision Plat Amendment

Staff recommends that the Planning Commission forward a recommendation of **APPROVAL** of **FSP 1812-0002** to the Clearfield City Council, an amended subdivision plat request by Robert Poirier to amend Lot 2 of the Masonic Temple Subdivision to create a 32 unit townhome subdivision at the proposed property address of 723 S. Depot Street (TIN 12-066-0113, 12-066-0099, & 12-850-0002). The approval is subject to the following conditions:

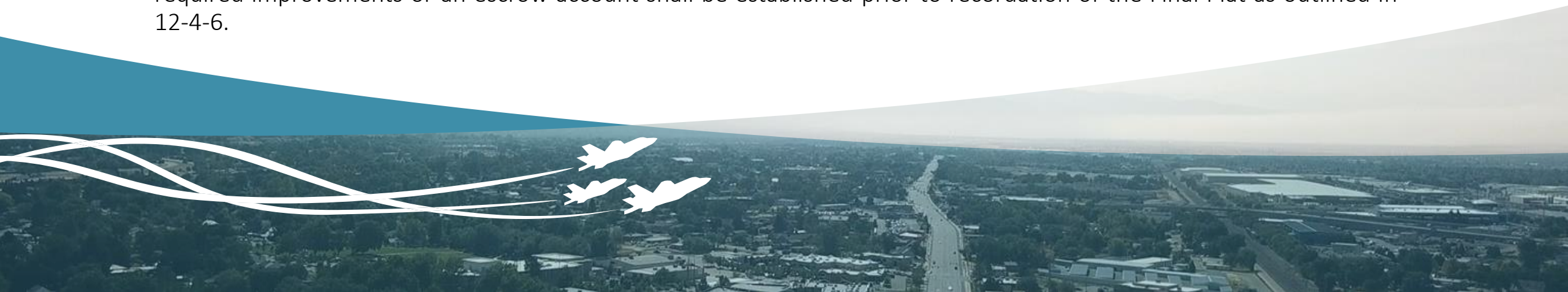
1) Plans shall be revised to address Clearfield City Engineering requirements prior to obtaining signatures for the amended plat.
2) The plat shall be revised to clearly designate private, common, and limited common areas of the plat.
3) The applicant is responsible for the replacement or repair of deteriorated, damaged or missing surface improvements surrounding the perimeter of the subdivision. This includes, but is not limited to curb and gutter, sidewalk, landscaping park strip improvements, driveways, etc.
4) An Escrow agreement will be subject to approval by the City Engineer and City Attorney and an escrow account shall be established prior to obtaining any permits being issued for the properties or plat being recorded. Installation of required improvements or an escrow account shall be established prior to recordation of the Final Plat as outlined in 12-4-6.



Planning Commission Recommendation

On January 9, 2019 the Planning Commission forwarded a recommendation of **APPROVAL** of **FSP 1812-0002** to the Clearfield City Council, an amended subdivision plat request by Robert Poirier to amend Lot 2 of the Masonic Temple Subdivision to create a 32 unit townhome subdivision at the proposed property address of 723 S. Depot Street (TIN 12-066-0113, 12-066-0099, & 12-850-0002). The approval is subject to the following conditions:

1) Plans shall be revised to address Clearfield City Engineering requirements prior to obtaining signatures for the amended plat.
2) The plat shall be revised to clearly designate private, common, and limited common areas of the plat.
3) The applicant is responsible for the replacement or repair of deteriorated, damaged or missing surface improvements surrounding the perimeter of the subdivision. This includes, but is not limited to curb and gutter, sidewalk, landscaping park strip improvements, driveways, etc.
4) An Escrow agreement will be subject to approval by the City Engineer and City Attorney and an escrow account shall be established prior to obtaining any permits being issued for the properties or plat being recorded. Installation of required improvements or an escrow account shall be established prior to recordation of the Final Plat as outlined in 12-4-6.





WATERLINE EASEMENT VACATION 1901-0001



Background Information

- No active waterline in use here
- No future plans to use the waterline
- Waterline in different location


3025 North
193
Soli Wellness
Wendy's
Cutler's Cookies &
Wyndom Square
Chase Bank

Staff Recommendation

Staff recommends that the Clearfield City Council approve the requested waterline easement for the properties located in Layton City for the properties addressed 1335 East 3000 North and 1303 East 3000 North (TIN: 09-050-0089 & 09-050-0014).



STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Brad McIlrath, Senior Planner

MEETING DATE: Tuesday, February 5, 2019

SUBJECT: Public Hearing, Discussion and Possible Action on **FSP 1812-0006**, a request by Cameron Winquist to amend Lot 2A of the existing Larsen Commercial Subdivision Plat, to subdivide the existing lot into two (2) new lots. **Location:** 325 W. Antelope Drive (TIN: 12-809-0001). **Parcel Size:** 2.11 acres **Zoning:** C-2 (Commercial) **Planner:** Brad McIlrath **(Administrative Matter).**

PLANNING COMMISSION RECOMMENDATION

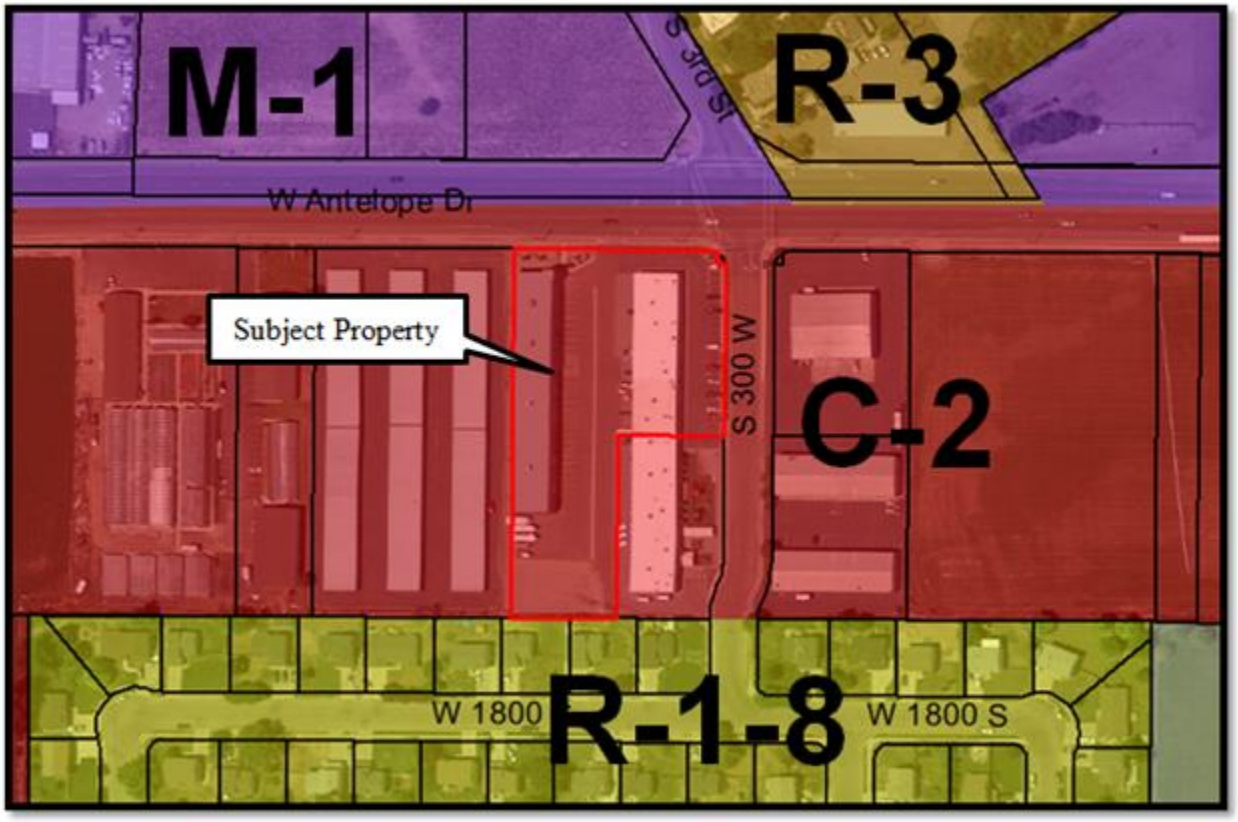
On January 9, 2019 the Planning Commission recommended **APPROVAL** of **FSP 1812-0006**, to the Clearfield City Council, a request by Cameron Winquist, to amend Lot 2A of the existing Larsen Commercial Subdivision Plat to subdivide the existing lot into two (2) new lots. This recommendation was based upon the conditions outlined at the end of this report which included a development agreement to allow the continuation and maintenance of the existing site landscaping for proposed Lot 2D.

PROJECT SUMMARY

Project Information	
Project Name	Larsen Commercial Subdivision Lot 2, 2nd Amendment
Site Location	325 West 1700 South
Tax ID Number	12-809-0001
Applicant	Cameron Winquist
Property Owner	PD Properties
Proposed Actions	Amendment to Final Plat
Current Zoning	C-2 Commercial
General Plan-Land Use	Commercial
Gross Site Area	2.11 Acres

Surrounding Properties and Uses:		Current Zoning District	General Plan Land Use Classification
North	Freeport West	M-1 (Manufacturing)	Commercial
East	Commercial/Retail	C-2 (Commercial Zone)	Commercial
South	Residential Single-Family	R-1-8 (Residential)	Residential
West	Storage Units	C-2 (Commercial)	Commercial

Vicinity Map



BACKGROUND AND ANALYSIS

The Planning Commission forwarded a recommendation of approval to the City Council on December 5, 2018, subject to the execution of a development agreement to allow the existing landscaping to remain and be maintained. The development agreement would have allowed the property to be subdivided without the minimum 10 percent open space requirement for the C-2 Zone having been met. On December 11, 2018, the City Council denied the request as the property did not meet the open space percentage. The applicant has reapplied and is proposing additional landscaping along the Antelope Drive frontage to increase the site landscaping. The site landscaping will still be below the minimum 10 percent requirement, but if approved by the City Council, a development agreement may allow the lower percentage of 4 percent as proposed with the added frontage landscaping.

Other than the information provided in the first paragraph, the following information is the same that was provided for the Planning Commission meeting on December 5, 2018.

This request is for an amended plat to create an additional lot from the existing Lot 2A of the Larsen Commercial Subdivision Lot 2, 1st Amendment. The proposal will split the existing Lot 2A into two new lots, Lot 2C to the west and lot 2D to the east. The proposed 2nd amendment plat shows Lot 2C to the west with a parcel area of 1.406 acres and Lot 2D to the east with a parcel area of 0.704 acres. This subdivision amendment does not vacate or amend any existing utility easements, access points, or public rights-of-way. Both lots will continue to be served by the existing infrastructure in place and will benefit from the existing twenty five foot (25') ingress and egress easement located along the center of the common driveway and parking area.

General Plan

The existing parcel is identified in the General Plan as commercial and is zoned C-2 (Commercial). This amended plat does not contradict or impede the goals and objectives of the general plan. Each parcel will remain zoned C-2 (Commercial).

Plat Amendment Review

The amended plat has been reviewed by the applicable staff and agencies. The North Davis Fire District does not have concerns with the proposed amendments. The City Engineer has reviewed the plans and provided his comments in his review letter dated 15 October 2018. A copy of that letter is included as an attachment of this report. Staff has reviewed the proposed plat amendments and recommends the Planning Commission forward a recommendation of approval to the City Council for final approval.

Site Layout, Landscaping, and Signage

As part of the subdivision amendment review, it is important to make sure that the amended Lot 2C and new Lot 2D comply with site setbacks, landscaping, and development standards of the Clearfield City Code. Based upon review of the proposed lots, Lot 2C will comply with the minimum site open space requirement of 10 percent while Lot 2D will not be in compliance without improving the site to meet this standard. Prior to the recording of the amended subdivision plat, Lot 2D is required to have 10 percent of the site with landscaping in compliance with current ordinance standards. The proposed plat shows that Lot 2D will have an area of 30,673 square feet, therefore, 3,067 square feet will need to be landscaped. This will likely require the relocation of the three parallel parking spaces along the Antelope Drive frontage.

If the subdivision amendment is approved and recorded, the City will require the monument sign on the corner of Lot 2D only be allowed to be used by businesses located on that property. Businesses located on Lot 2C would not be allowed to use the monument sign as it would constitute an off-premises sign.

Public Comment

Public notices were mailed to neighboring property owners on October 22, 2018. The review of an amended subdivision plat requires a public hearing by the City Council. No public comment has been received to date regarding this project.

CONDITIONS OF APPROVAL

1) The applicant shall work with the Clearfield City Engineer to address the items outlined in the engineering review letter dated 15 October 2018.

2) Items noted by the City Engineer shall be addressed prior to the recording of the mylar for the amended subdivision.

3) If the storm water detention basin located in the southwest corner of Lot 2C is to be used for both lots, language shall be added to the subdivision plat to indicate the maintenance and use of the detention for both lots.

4) The amended plat shall maintain existing utility and access easements as required by the City Engineer.

5) The proposed lots shall comply with lot frontage, width, setback, and development standards required by Title 11 of the Clearfield City Code.

6) The applicant shall execute a development agreement with Clearfield City to allow the existing site landscaping, along with additional frontage landscaping, to be less than the 10 percent required in the C-2 Zone.

7) The monument sign located on Lot 2D shall not be used for signage of businesses located on Lot 2C.

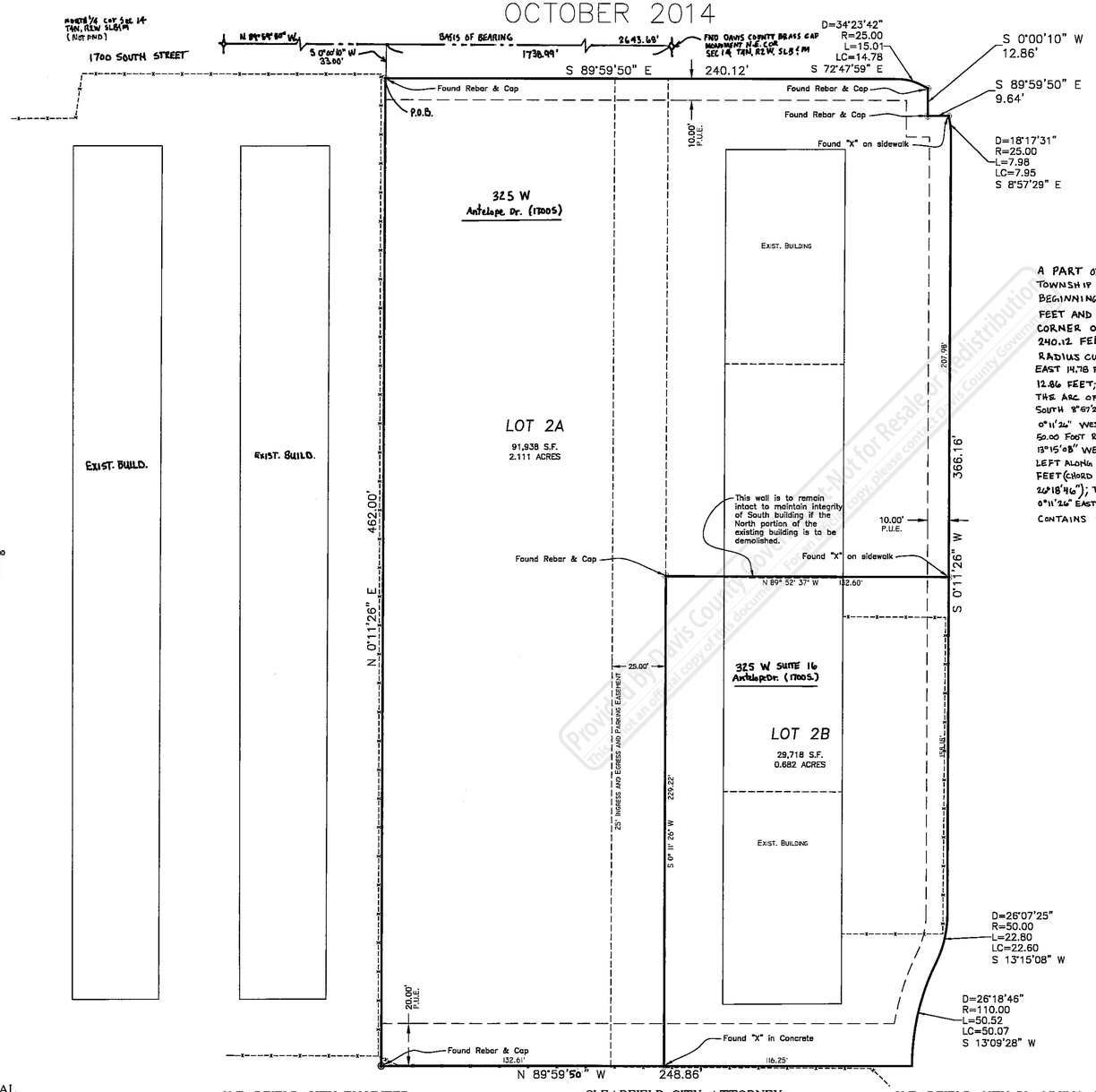
LIST OF ATTACHMENTS

1. Larsen Commercial Subdivision, Lot 2, First Amendment Plat
2. Larsen Commercial Subdivision, Lot 2, Second Amendment Plat
3. Landscaping Concept
4. Engineering Review Letter dated 15 October 2018

LARSEN COMMERCIAL SUBDIVISION, LOT 2, FIRST AMENDMENT

LOCATED IN THE N.E. 1/4 SECTION 14, T.4N., R.2W., S.L.B.&M. & PART LOT 2 LARSEN COMMERCIAL SUB
CLEARFIELD CITY, DAVIS COUNTY, UTAH

OCTOBER 2014



GRAPHIC SCALE

50 0 25 50 100

(IN FEET)
1 inch = ~~50~~ 30 ft.

◉ = FOUND REBAR & CAP STAMPED "HANSEN & ASSOC."

sq.ft. = SQUARE FEET

—x—x— = FENCE

BOUNDARY DESCRIPTION

A PART OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN. BEGINNING AT A POINT WHICH IS NORTH 89°59'50" WEST 1738.99 FEET AND SOUTH 0°00'10" WEST 33.00 FEET FROM THE NORTHEAST CORNER OF SAID SECTION 14; RUNNING THENCE SOUTH 89°59'50" EAST 240.12 FEET; THENCE TO THE RIGHT ALONG THE ARC OF A 25.00 FOOT RADIUS CURVE A DISTANCE OF 15.01 FEET (CHORD BEARS SOUTH 72°47'59" EAST 14.78 FEET, DELTA EQUALS 34°23'42"); THENCE SOUTH 0°00'10" WEST 12.86 FEET; THENCE SOUTH 89°59'50" EAST 9.64'; THENCE TO THE RIGHT ALONG THE ARC OF A 25.00 FOOT RADIUS CURVE A DISTANCE OF 7.98 FEET (CHORD BEARS SOUTH 8°57'29" EAST 7.95 FEET, DELTA EQUALS 18°17'31"); THENCE SOUTH 0°11'26" WEST 366.16 FEET; THENCE TO THE RIGHT ALONG THE ARC OF A 50.00 FOOT RADIUS CURVE A DISTANCE OF 22.80 FEET (CHORD BEARS SOUTH 13°15'08" WEST 22.60 FEET, DELTA EQUALS 26°07'25"); THENCE TO THE LEFT ALONG THE ARC OF A 110.00 FOOT RADIUS CURVE A DISTANCE OF 50.52 FEET (CHORD BEARS SOUTH 13°09'28" WEST 50.07 FEET, DELTA EQUALS 26°18'46"); THENCE NORTH 89°59'50" WEST 248.86 FEET; THENCE NORTH 0°11'26" EAST 462.00 FEET TO THE POINT OF BEGINNING.

CONTAINS 2.793 ACRES.

SURVEYOR'S CERTIFICATE

I DALLAS K. BUTTARS, HOLDING LICENSE NUMBER 167594 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THE PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS AND PLACED MONUMENTS AS REPRESENTED ON THE PLAT.

I DO ALSO HEREBY CERTIFY THAT THIS PLAT OF LARSEN COMMERCIAL SUBDIVISION, LOT 2, FIRST AMENDMENT IN DAVIS COUNTY, UTAH, HAS BEEN CORRECTLY DRAWN TO SCALE AND IS A TRUE AND CORRECT REPRESENTATION OF THE FOLLOWING DESCRIPTION OF LANDS INCLUDED IN SAID SUBDIVISION, BASED ON DATA COMPILED FROM RECORDS IN THE DAVIS COUNTY RECORDERS OFFICE, WEBER COUNTY SURVEYORS OFFICE AND OF A SURVEY MADE ON THE GROUND, AND I FURTHER CERTIFY THAT ALL LOTS MEET CURRENT LOT WIDTH AND AREA REQUIREMENTS OF CLEARFIELD CITY ZONING.

SIGNED THIS 28th DAY OF Oct. 2014

REGISTERED LAND SURVEYOR DALLAS K. BUTTARS 167594 10-28-14 STATE OF UTAH

OWNERS DEDICATION

WE, THE UNDERSIGNED OWNERS OF THE HEREIN DESCRIBED TRACT OF LAND, DO HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS AND STREETS AS SHOWN ON THE PLAT AND NAME SAID TRACT LARSEN COMMERCIAL SUBDIVISION, LOT 2, FIRST AMENDMENT AND DO HEREBY DEDICATE, GRANT AND CONVEY TO PUBLIC USE, A PERPETUAL RIGHT AND EASEMENT OVER, UPON AND UNDER THE LANDS DESIGNATED ON THE PLAT AS INGRESS AND EGRESS, PUBLIC UTILITY, DRAINAGE EASEMENTS, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF PUBLIC UTILITY SERVICE LINES, STORM DRAINAGE FACILITIES OR FOR THE PERPETUAL PRESERVATION OF WATER CHANNELS IN THEIR NATURAL STATE WHICH EVER IS APPLICABLE AS MAY BE AUTHORIZED BY CLEARFIELD CITY, UTAH, WITH NO BUILDINGS OR STRUCTURES BEING ERECTED WITHIN SUCH EASEMENTS.

SIGNED THIS 28th DAY OF October 2014

KAWAI PROPERTIES, LLC.
GEORGE WINQUIST, OWNER

TENDER YEARS REAL ESTATE, LLC.
ANDREW DRAGE, MANAGER

ACKNOWLEDGMENT

STATE OF UTAH } ss
COUNTY OF ~~WEBER~~ DAVIS
ON THIS 28th DAY OF October 2014 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNERS OF THE ABOVE OWNERS DEDICATION IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THAT THEY SIGNED IT FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

05-08-2016
COMMISSION EXPIRES

NOTARY PUBLIC

JAYMIE SPIEGEL
NOTARY PUBLIC - STATE OF UTAH
Commission # 654843
COMM. EXP. 05-08-2016

ACKNOWLEDGMENT

STATE OF UTAH } ss
COUNTY OF ~~WEBER~~ SALT LAKE
ON THIS 28th DAY OF October 2014 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, THE SIGNERS OF THE ABOVE OWNERS DEDICATION IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THAT THEY SIGNED IT FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

OCT. 13, 2017
COMMISSION EXPIRES

NOTARY PUBLIC

JENNY LEDESMA
Notary Public
State of Utah
My Commission Expires October 17, 2017
Commission #: 671005

BOUNDARY DESCRIPTION

ALL OF LOT 2, LARSEN COMMERCIAL SUBDIVISION, CLEARFIELD CITY, DAVIS COUNTY, UTAH, ACCORDING TO THE OFFICIAL PLAT THEREOF.

(See Above for Complete Legal Description.)

CITY COUNCIL APPROVAL

THIS IS TO CERTIFY THAT THIS PLAT AND THE DEDICATION OF THIS PLAT ALONG WITH THE DEDICATION OF ALL STREETS, EASEMENTS WERE DULY APPROVED AND ACCEPTED BY THE CITY COUNCIL OF CLEARFIELD CITY, THIS 28th DAY OF October, 2014.

MAYOR

ATTEST Nancy R. Dean
City Recorder

Clearfield City Corporation SEAL

CLEARFIELD CITY ENGINEER

THIS IS TO CERTIFY THAT THE REQUIREMENTS OF ALL APPLICABLE STATUTES AND ORDINANCES PREREQUISITE TO CITY ENGINEER'S APPROVAL OF THE FOREGOING PLAT AND DEDICATIONS HAVE BEEN COMPLIED WITH.

Signed this 29th day of October 2014

Clearfield City Engineer

LICENSED PROFESSIONAL ENGINEER No. 167910 N. SCOTT NELSON STATE OF UTAH

CLEARFIELD CITY ATTORNEY

APPROVED AS TO FORM.

SIGNED THIS 28th DAY OF OCTOBER 2014

Clearfield City Attorney

CLEARFIELD CITY PLANNING COMMISSION APPROVAL

APPROVED BY THE CLEARFIELD CITY PLANNING COMMISSION ON THIS 8th DAY OF October 2014

SIGNED THIS 9th DAY OF October, 2014

PLANNING COMMISSION CHAIRMAN

LANDMARK SURVEYING
A COMPLETE SURVEYING SERVICE
4646 S. 3500 W. SUITE 3, WEST HAVEN, UTAH 84401
PH. 731-4075

CLIENT: CAMERON WINQUIST

LOCATION: PART OF THE N.E. 1/4 OF SEC. 14, T.4N., R.2W., S.L.B.&M.

SURVEYED: SEPT. 2014

REVISIONS:		DRAWN BY: T.K.
10-30-14		CHECKED BY: D.B.
		DATE: 10-22-14
		FILE: 3449

DAVIS COUNTY RECORDER

ENTRY # 2837977 FEE $32.00

FILED FOR RECORD & RECORDED
THIS 10th DAY OF DEC. A.D. 2014
AT 8:48 AM IN BOOK 6161 OF RECORD
PAGE 1

Richard T. Maughan
DAVIS COUNTY RECORDER

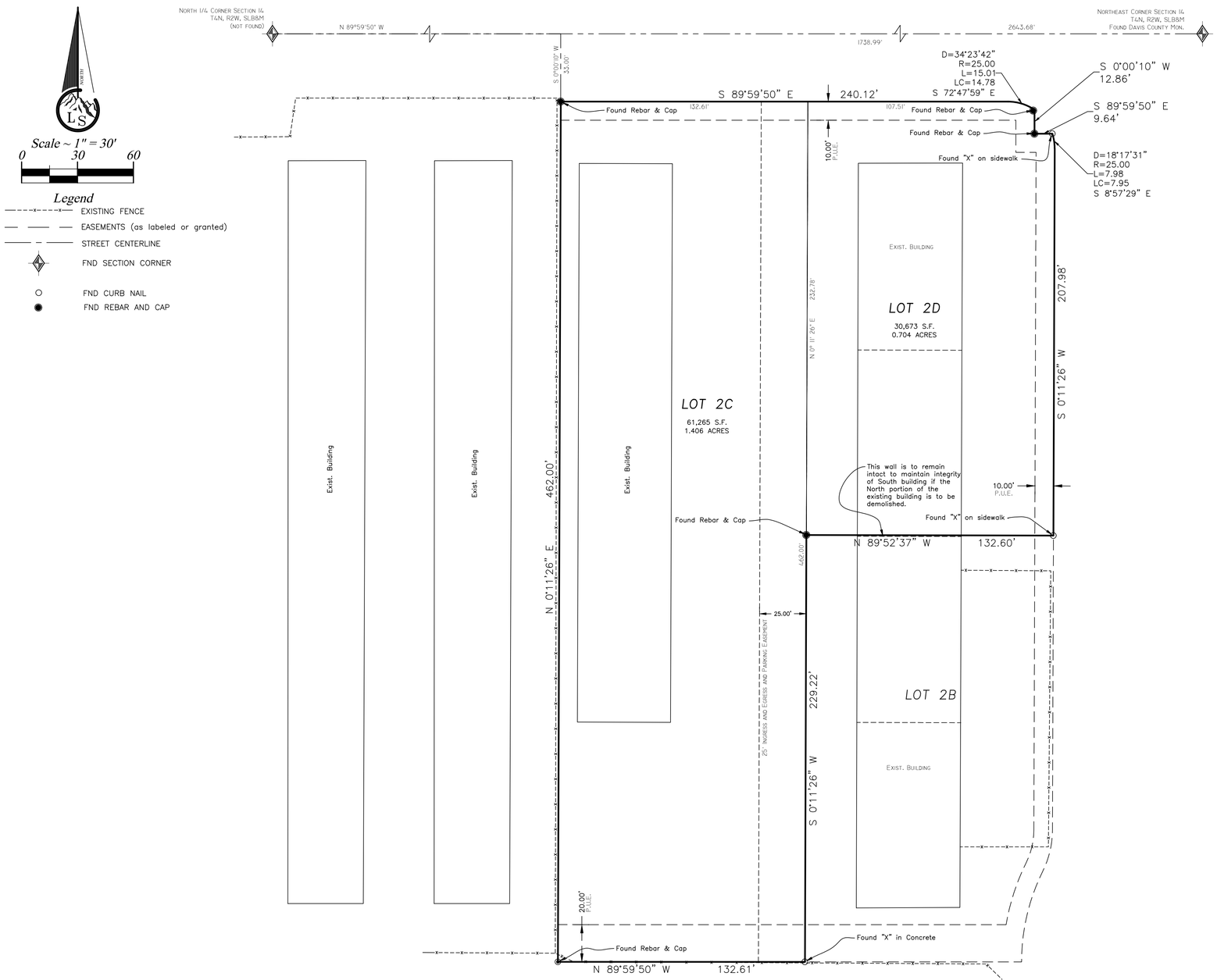
BY _____
DEPUTY

Provided by Davis County Solutions Office for Resale or Redistribution
This is not an official copy of the document. If a certified copy is needed, please contact Davis County Government.

LARSEN COMMERCIAL SUBDIVISION, LOT 2, SECOND AMENDMENT

PART OF THE NE 1/4 OF SECTION 14 TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN

CLEARFIELD CITY, UTAH – OCTOBER 2018



Legend

- EXISTING FENCE
- EASEMENTS (as labeled or granted)
- STREET CENTERLINE
- FND SECTION CORNER
- FND CURB NAIL
- FND REBAR AND CAP

Scale ~ 1" = 30'

0 30 60

OWNER'S DEDICATION

We the undersigned owners of the herein described tract of land, do hereby set apart and subdivide the same into lots and streets as shown hereon and name said tract LARSEN COMMERCIAL SUBDIVISION, LOT 2, SECOND AMENDMENT:

We hereby dedicate to the governing entity for the purpose of public use all those parts or portions of said tract of land designated as street(s) and/or road(s), the same to be used as public thoroughfares. And further dedicate grant and convey said street(s) or and/or road(s) as public utility corridors as may be authorized by the governing entity.

We hereby grant and dedicate a perpetual right and easement over, upon and under the lands designated hereon as public utility, storm water detention pond(s), drainage easement(s), and canal maintenance easement(s), the same to be used for the installation maintenance and operation of public utility service line(s), storm drainage facilities, irrigation canal(s) or for the perpetual preservation of water channels in their natural state whichever is applicable to the governing entity and as may be authorized by the governing entity, with no buildings or structures being erected within such easements.

Limited Liability Company Acknowledgement

IN WITNESS WHEREOF, said Limited Liability Company herinafter named has caused this instrument to be executed by its proper officers hereunto duly authorized, this ____ day of _____ , 20___.

PD Properties LLC, a Utah Limited Liability Company

By: By:

STATE OF UTAH)
: SS
COUNTY OF WEBER)

On the date first above written personally appeared before me the above named signer(s), who, being by me duly sworn said that [he/she/they is/are] the Manager of said Limited Liability Company, and that the within and foregoing instrument was signed in behalf of said company by authority of its Articles of Organization, and the said signer(s) acknowledged to me that said company executed the same.
As a Notary Public commissioned in Utah, WITNESS my hand and official stamp the date in this certificate first above written:

Notary Signature: My Commission Expires:
(print name below signature):

BOUNDARY DESCRIPTION

All of Lot 2A, Larsen Commercial Subdivision Lot 2, First Amendment, Clearfield City, Davis County, Utah, according to the official plat thereof.

SURVEYOR'S CERTIFICATE

I, Tyler D. Knight, do hereby certify that I am a professional land surveyor in the State of Utah and hold certificate no. 9008384-2201 as prescribed by the laws of this State. That I have made a survey of the property(s) shown hereon in accordance with UCA 17-23-17. That this plat was prepared from the field notes of this survey and from documents and records as noted hereon.

PROFESSIONAL LAND SURVEYOR TYLER D. KNIGHT 9008384 STATE OF UTAH
PRELIMINARY Not to Circulate

CITY COUNCIL APPROVAL

THIS IS TO CERTIFY THAT THIS PLAT AND THE DEDICATION OF THIS PLAT ALONG WITH THE DEDICATION OF ALL STREETS, EASEMENTS WERE DULY APPROVED AND ACCEPTED BY THE CITY COUNCIL OF CLEARFIELD CITY, THIS_____DAY OF_____,20__.

_____
MAYOR

ATTEST_____
City Recorder

CLEARFIELD CITY ENGINEER

THIS IS TO CERTIFY THAT THE REQUIREMENTS OF ALL APPLICABLE STATUTES AND ORDINANCES PREREQUISITE TO CITY ENGINEER'S APPROVAL OF THE FOREGOING PLAT AND DEDICATIONS HAVE BEEN COMPLIED WITH.

Signed this_____day of_____20__

_____
Clearfield City Engineer

CLEARFIELD CITY ATTORNEY

APPROVED AS TO FORM.

SIGNED THIS_____DAY OF_____20__

_____
Clearfield City Attorney

CLEARFIELD CITY PLANNING COMMISSION APPROVAL

APPROVED BY THE CLEARFIELD CITY PLANNING COMMISSION ON THIS_____DAY OF_____20__.

SIGNED THIS_____DAY OF_____20__.

_____
PLANNING COMMISSION CHAIRMAN

Landmark Surveying, Inc.
A Complete Land Surveying Service
www.LandmarkSurveyUtah.com
4646 South 3500 West - #A-3
West Haven, UT 84401
801-731-4075

DEVELOPER:
Address:

xx 1/4 of Section xx,
Township x North, Range x West, Salt Lake Base and Meridian.

Revisions	*DRAWN BY:*	*EDR*
	CHECKED BY:	*TK*
	DATE:	*2015*
	FILE:	*NUMBER*

Davis County Recorder

Entry no. _____

Fee paid _____

Filed for record and recorded _____day of _____ 2018.

at _____

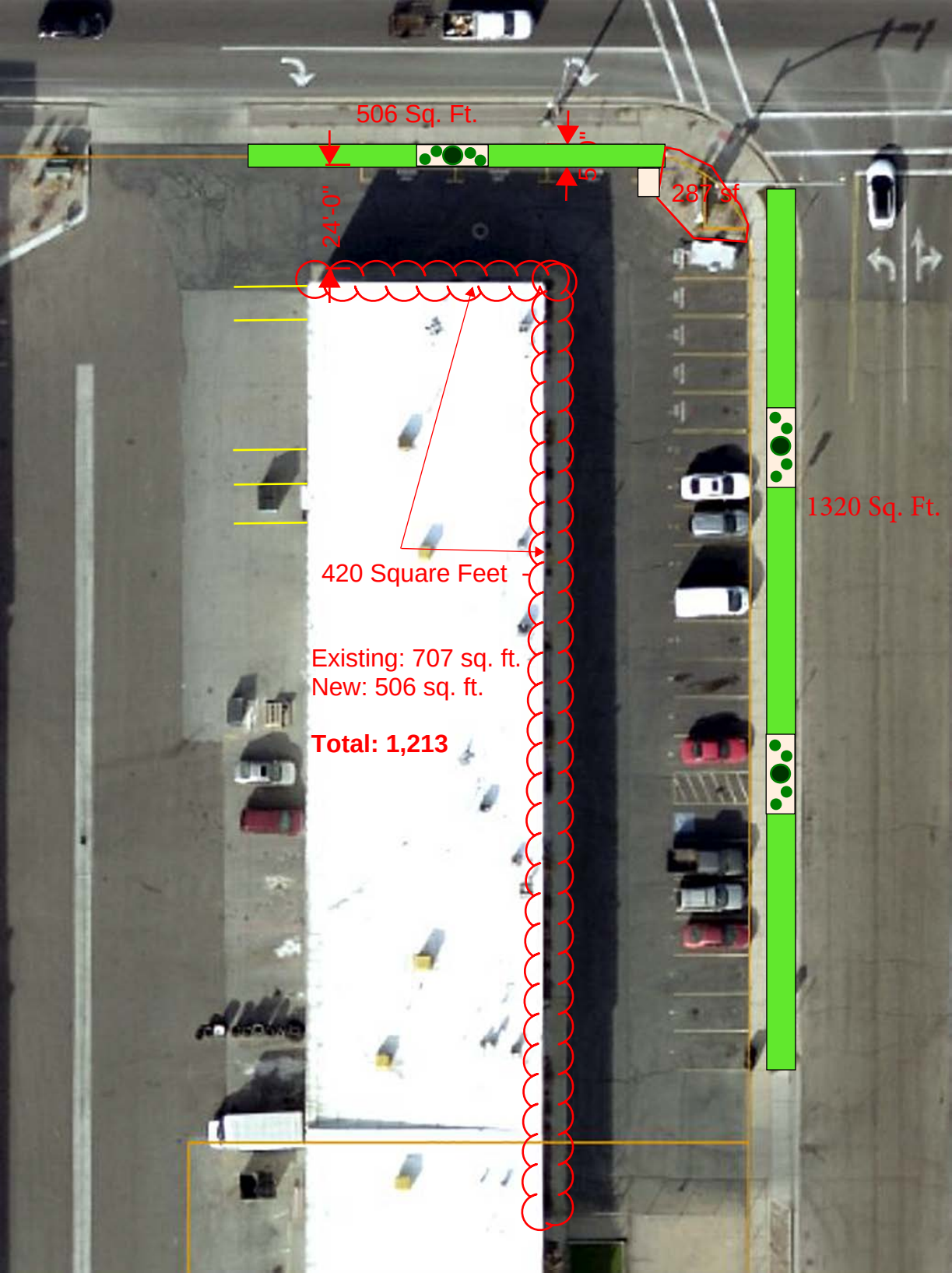
in book _____ of official records,

on page_____

County Recorder: Richard T. Maughan

By Deputy: _____

This Plat is the Intellectual Property of Landmark Surveying, Inc., all legal rights are reserved


506 Sq. Ft.
24'-0"
2'-0"
287 sf
1320 Sq. Ft.
420 Square Feet
Existing: 707 sq. ft.
New: 506 sq. ft.
Total: 1,213

CIVIL ENGINEERING CONSULTANTS, PLLC.

5141 South 1500 West
Riverdale City, Utah 84405
801-866-0550

15 October 2018

Clearfield City
55 South State Street
Clearfield City, Utah 84015

Attn: Brad Mc Ilrath, Senior Planner
Proj: **Larsen Commercial Subdivision, Lot 2, Second Amendment**
Subj: Plat Review #1

Dear Brad,

Attached is my review of the above referenced "Larsen Commercial Subdivision, Lot 2, Second Amendment" drawings for your consideration.

General Notes:

Please request the Developer or his Engineer, submit a response letter with their re-submittal of drawings answering all Engineering review comments contained herein.

1. An **electronic copy** of the Plat must be submitted to the Public Work Department via our office for record keeping upon design completion and prior to approval of the final drawings from our office.

Plat Drawing

1. The Plat does close within the tolerance standards of Clearfield City. However, a full description with the meets and bounds of the Lot 2A is required by Davis County and will need to be shown on the subdivision plat "Boundary Description" and resubmitted for review of closure.

2. A Vicinity Map will need to be included on the Plat.

3. Lots 2C & 2D will both need addresses added to the Plat.

4. A Narrative will need to be included on the Plat to state the purpose of this Lot 2 division.

5. Please show & label all surrounding parcels and right-of-ways.

6. Please include the Point of Beginning.

7. Add the Basis of Bearing.

8. Update the title block with the correct Section, Township & Range information.

9. The surveyor signature block will need to have a line for both the signature and date.

10. The "Owner's Dedication" will need to have a line for both the signature and date. Please include the printed name of the Owner under the signature line.

11. The "Limited Liability Company Acknowledgement" will need to have a line for both the signature and date. Please include the printed name of the signer's name under the signature line.

12. The language for the "Clearfield City Engineer" approval/compliance signature block shall be adjusted to the following:

> *I hereby certify that the "Office of the City Engineer" has examined the foregoing Plat and in our opinion the information conveyed herewith, complies with the Public Works Standards and Specifications of Clearfield City.*

13. A cross-access easement for Lot 2C and Lot 2D will need to be prepared and shown on the plat.

We would be happy to meet with the Developer and his Engineer to review the above items should they have any questions.

Sincerely,
CEC, Civil Engineering Consultants, PLLC.



N. Scott Nelson, PE.
City Engineer

Cc. Scott Hodge, Public Works Director
Kamilla Schultz, Staff Engineer

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Brad McIlrath, Senior Planner

MEETING DATE: Tuesday, February 5, 2019

SUBJECT: Discussion and Possible Action on **FSP 1812-0004**, an amended subdivision plat request by Mark Garza to combine Lots 1, 2, & 3 into a single new lot. **Location:** 360, 340, & 320 W. Antelope Drive (TIN: 12-787-0001, 12-787-0002, & 12-787-0003). **Subdivision Size:** 3.951 Acres. **Zoning:** C-2 (Commercial) **Planner:** Brad McIlrath **(Administrative Matter).**

PLANNING COMMISSION RECOMMENDATION

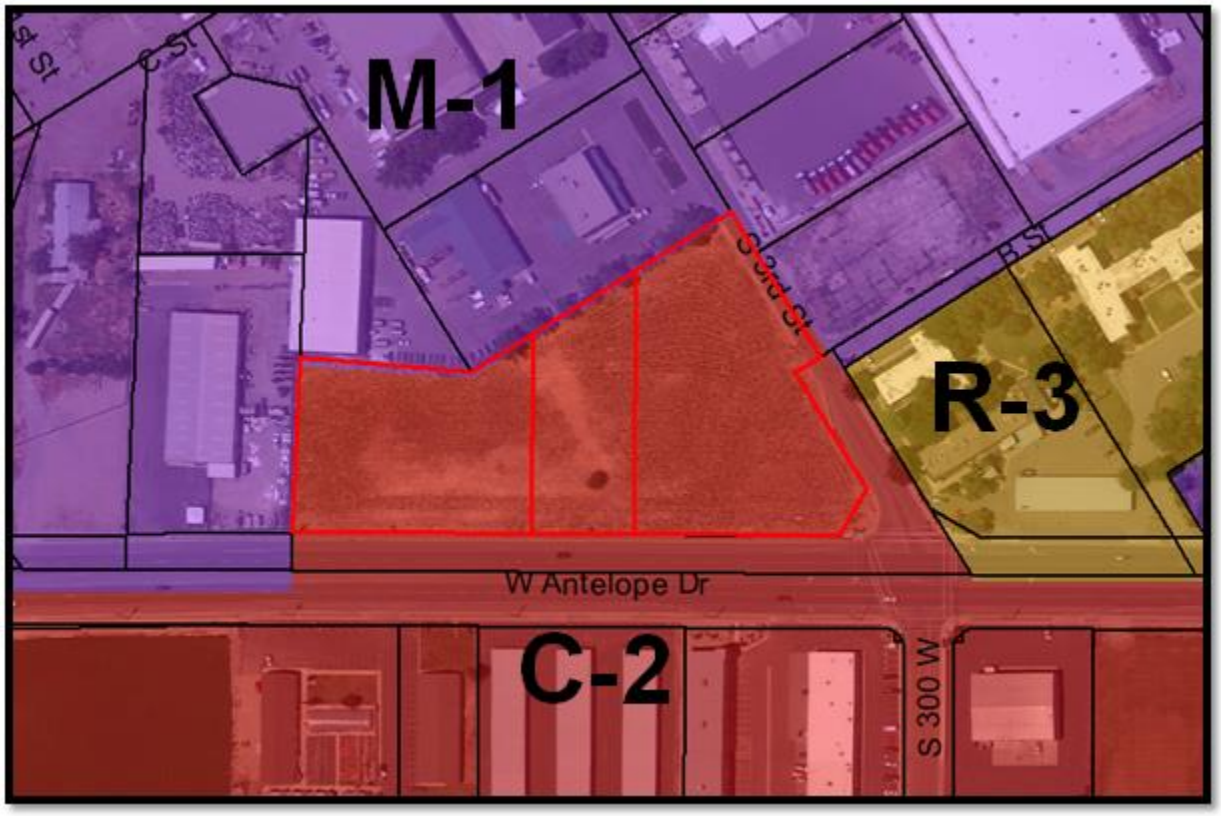
On January 9, 2019 the Planning Commission recommended **APPROVAL** of **FSP 1812-0004**, to the Clearfield City Council, an amended subdivision plat request by Mark Garza to combine Lots 1, 2, & 3 into a single new lot for the properties addressed 360, 340, and 320 West Antelope Drive (TIN: 12-787-0001, 12-787-0002, & 12-787-0003).

PROJECT SUMMARY

Project Information	
Project Name	JNH Subdivision Amended
Site Location	360, 340, & 320 West Antelope Drive
Tax ID Number	12-787-0001, 12-787-0002, & 12-787-0003
Applicant	Mark Garza
Owner	Rueco LLC and AMA Management LLC
Proposed Actions	Amended Subdivision Plat
Current Zoning	C-2 (Commercial)

Surrounding Properties and Uses:		Current Zoning District	General Plan Land Use Classification
North	Manufacturing	M-1 (Manufacturing)	Manufacturing
East	Residential Multi-Family	R-3 (Residential)	Commercial
South	Commercial	C-2 (Commercial)	Commercial
West	Industrial	M-1 (Manufacturing)	Commercial

Vicinity Map



BACKGROUND AND ANALYSIS

The applicant, Mark Garza is requesting approval to amend the JNH Subdivision by combining Lots 1, 2, and 3 into one single lot for future development purposes. The proposed lot would maintain a ten foot (10') wide public utility easement around the perimeter of the property and will maintain all existing storm drain, electric, sewer, water, and natural gas easements that exist on the three properties. The request does not include vacation of any street right-of-way or easements and does not include any right-of-way street dedication.

General Plan

The existing parcels are identified in the General Plan as commercial and were recently rezoned to C-2 (Commercial). This request to amend the plat does not contradict or impede the goals and objectives of the general plan. The new parcel will remain zoned C-2 (Commercial).

Plat Amendment Review
The City Engineer and Public Works staff were provided the proposed plat for review of technical items on December 18, 2018. The City Engineer has reviewed the amended plat and provided his comments in a review letter dated 21 December 2018 which is attached to this report. All of the comments are minor in nature and should be addressed prior to review of the final plat by the Clearfield City Council.

Public Comment
The review of an amended subdivision plat requires a public hearing by the City Council. Public notices were mailed on January 11, 2019. A public notice sign was also posted that same day. No public comment has been received to date regarding this project.

CONDITIONS OF APPROVAL

1) The plat shall be revised to meet requirements of the Clearfield City Engineer prior to approval by the City and recording at the Davis County Recorder's office.
2) Future development of the proposed property shall comply with the development standards outlined for the C-2 Zone and as also found in Chapter 11-18 Design Standards of the Clearfield City Land Use ordinance.

LIST OF ATTACHMENTS

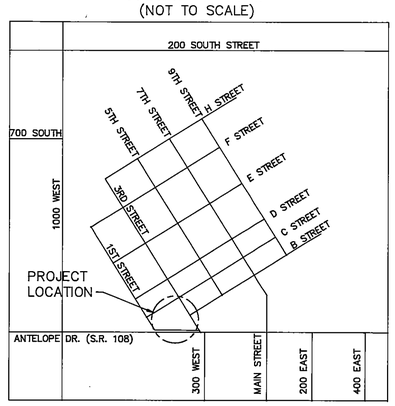
1. JNH Subdivision Plat
2. Amended JNH Subdivision Plat
3. Engineering Review Letter dated 21 December 2018

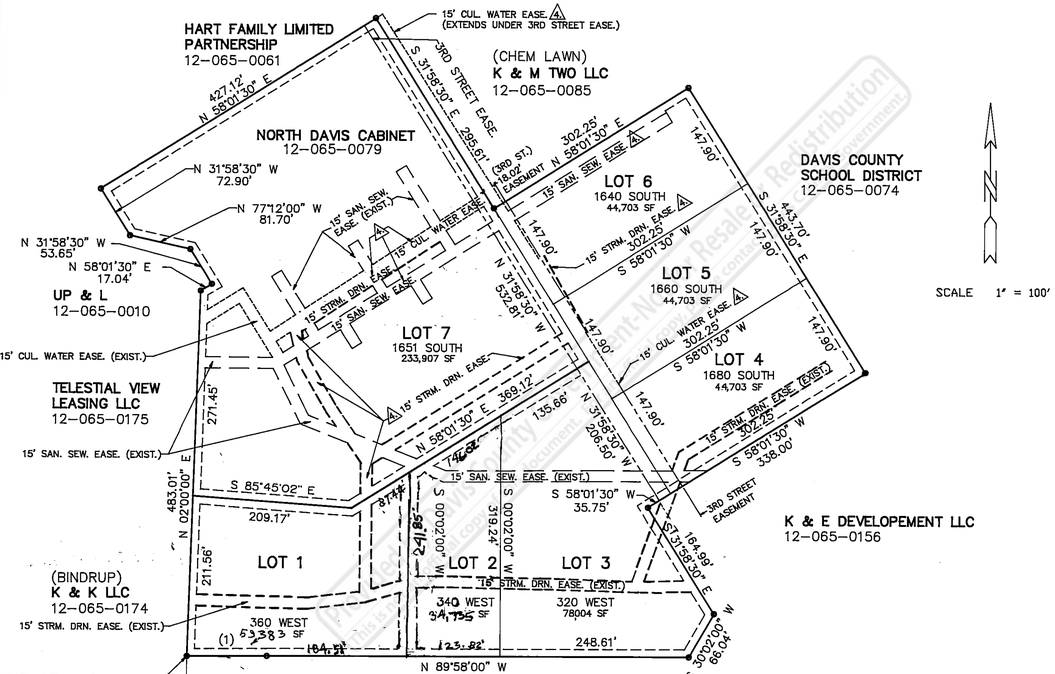
5317

JNH SUBDIVISION

PART OF THE SOUTHEAST 1/4 OF SEC. 11, T4N, R2W, SLB&M, CLEARFIELD CITY, DAVIS COUNTY, UTAH

VICINITY MAP
(NOT TO SCALE)





SCALE 1" = 100'

NOTES:

1. ALL UTILITIES SHOWN ON THIS PLAT ARE APPROXIMATE LOCATION ONLY AND SHOULD BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. PER CLEARFIELD CITY, ALL STREETS WITHIN THE FREEPORT WEST DEVELOPEMENT, OF WHICH THE SURVEYED PROPERTY IS A PART, ARE PRIVATE ROADWAYS AND ARE NOT PUBLICLY DEDICATED RIGHT-OF-WAY. ALL OF SAID UNRECORDED PRIVATE ROADWAYS HAVE A PRESCRIPTIVE EASEMENT FOR THE BENEFIT OF THE OWNERS, TENANTS, AND ASSIGNS OVER ALL DRIVEABLE SURFACES.

3. PERIMETER AND PROPERTY LINE UTILITY EASEMENTS ARE 10 FEET.

⚠ ALL EXISTING EASEMENTS ARE 15 FEET. SOME EASEMENT LINES HAVE NOT BEEN SHOWN FOR CLARITY.

CURVE DATA

NO.	DELTA	RAD	ARC	TAN	CHORD	CHORD BRNG
(1)	00° 36' 04"	10,055.00	105.49	52.75	105.49	S 89° 43' 58" W

SURVEYOR'S CERTIFICATE

I, O. NEIL SMITH A REGISTERED LAND SURVEYOR IN THE STATE OF UTAH, DO HEREBY CERTIFY THAT THIS PLAT OF JNH SUBDIVISION IN DAVIS COUNTY, UTAH HAS BEEN CORRECTLY DRAWN TO THE DESIGNATED SCALE AND IS A TRUE AND CORRECT REPRESENTATION OF THE FOLLOWING DESCRIPTION OF LANDS INCLUDED IN SAID SUBDIVISION BASED ON DATA COMPILED FROM RECORDS IN THE DAVIS COUNTY RECORDER'S OFFICE AND OF A SURVEY MADE BY ME ON THE GROUND.

SIGNED THIS 10TH DAY OF OCTOBER

137231
LICENSE NO.

SIGNATURE

OWNER'S DEDICATION

WE, THE UNDERSIGNED OWNERS OF THE HEREON DESCRIBED TRACT OF LAND, HEREBY SET APART AND SUBDIVIDE THE SAME INTO LOTS AS SHOWN ON THIS PLAT AND NAME SAID TRACT JNH SUBDIVISION . AND ALSO DEDICATE TO CLEARFIELD CITY THOSE STRIPS AS EASEMENTS FOR PUBLIC UTILITY AND DRAINAGE PURPOSES AS SHOWN HEREON, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND, OPERATION OF THE PUBLIC UTILITY SERVICE LINE AND DRAINAGE AS MAY BE AUTHORIZED BY CLEARFIELD CITY.

SIGNED THIS 5 DAY OF October , 2007

HARBERTSON FAMILY L.L.C. (EDWARD H. HARBERTSON JR.) GENERAL MANAGER

JOLLEY FREEPORT LLC (ROBERT L. JOLLEY) MANAGING MEMBER

HARBERTSON FAMILY L.L.C. (SHARYL LYNN MCHUGH) GENERAL MANAGER

JOLLEY FREEPORT LLC (LOIS JOLLEY PETERSEN) TRUSTEE

NORTH DAVIS CABINET INC. (WAYNE RASSMUSSEN) PRESIDENT

JOLLEY FREEPORT LLC (JANICE HADLEY) TRUSTEE

ACKNOWLEDGEMENT

STATE OF UTAH
COUNTY OF DAVIS

ON THE 5 DAY OF October , 2007 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF DAVIS IN THE SAID STATE OF UTAH, THE SIGNERS OF THE ABOVE OWNER'S DEDICATION, 6 IN NUMBER, WHO DULY ACKNOWLEDGED TO ME THEY SIGNED IT FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN MENTIONED.

MY COMMISSION EXPIRES : 11-09-09 , 2007.

NOTARY PUBLIC

BOUNDARY DESCRIPTION

A PART OF THE SOUTHEAST 1/4 OF SECTION 11. T4N, R2W, SLB & M, BEGINNING

AT A POINT LOCATED N 89° 58' 00" W 2215.98 FEET, AND N 00° 02' 00" E 77.70 FEET FROM THE SOUTHEAST CORNER OF SECTION 11, T4N, R2W, SLB & M. RUNNING THENCE N 02° 00' 00" E 483.01 FEET, THENCE N 58° 01' 30" E 17.04 FEET, THENCE N 31° 58' 30" W 53.65 FEET, THENCE N 77° 12' 00" W 81.70 FEET, THENCE N 31° 58' 30" W 72.90 FEET, THENCE N 58° 01' 30" E 427.12 FEET, THENCE S 31° 58' 30" E 295.61 FEET, THENCE N 58° 01' 30" E 302.25 FEET, THENCE S 31° 58' 30" E 443.70 FEET, THENCE S 58° 01' 30" W 338.00 FEET, THENCE S 31° 58' 30" E 164.99 FEET, THENCE S 30° 02' 00" W 66.04 FEET, THENCE N 89° 58' 00" W 556.94 FEET, TO A POINT ON A 10,055 FOOT RADIUS CURVE TO THE LEFT 105.49 FEET (CHORD BEARS S 89° 43' 58" W 105.49 FEET) TO THE POB.

CONTAINS 12.40 ACRES.

BASIS OF BEARING IS THE N 89° 58' 00" W LINE OF THE SOUTH 1/4 CORNER OF THE SOUTHEAST SECTION 11, T4N, R2W, SLB & M.

NARRATIVE:
THE PURPOSE OF THIS SURVEY IS TO PROVIDE THE NECESSARY DOCUMENTATION TO SECURE SALE OF LOTS 1 – 6.
LOT 7 IS OWNED BY NORTH DAVIS CABINETS.

PREPARED BY :
ONESCO ENGINEERING, INC.
105 SKYLINE DRIVE
BRIGHAM CITY, UTAH 84302

020105 - PLAT-JNH3

CLEARFIELD CITY PLANNING COMMISSION

APPROVED BY THE CLEARFIELD CITY PLANNING COMMISSION ON THE 13th DAY OF August , 2007.

CHAIRMAN

CLEARFIELD CITY APPROVAL

THIS IS TO CERTIFY THAT THIS PLAT AND DEDICATION OF THIS PLAT WERE DULY APPROVED AND ACCEPTED BY THE CITY OF CLEARFIELD, UTAH. THIS 23rd DAY OF October 2007.

ATTEST: City Recorder

MAYOR

CLEARFIELD CITY ENGINEER

I HEREBY CERTIFY THAT I HAVE CAREFULLY INVESTIGATED THE LINES OF SURVEY OF THE FOREGOING PLAT AND LEGAL DESCRIPTION OF THE LAND EMBRACED THEREIN, AND FIND THEM TO BE CORRECT AND TO AGREE WITH THE LINES AND MONUMENTS ON RECORD IN THIS OFFICE.

SIGNED THIS 15th DAY OF October 2007.

CITY ENGINEER

CLEARFIELD CITY ATTORNEY

I HAVE EXAMINED THE FOREGOING PLAT AND DESCRIPTION OF JNH SUBDIVISION AND IN MY OPINION, THEY CONFORM WITH THE CITY ORDINANCES APPLICABLE THERETO AND NOW IN FORCE AND EFFECT.

October 22nd, 2007
DATE

CITY ATTORNEY

DAVIS COUNTY RECORDER

ENTRY NO. 2762305 FEE PAID $ 89.00 FILED FOR RECORD AND RECORDED Aug. 23, 2013 AT 1:22 PM IN BOOK 5838 OF OFFICIAL RECORDS, PAGE 627 .

FOR : CLEARFIELD CITY

COUNTY RECORDER

BY : DEPUTY

JNH SUBDIVISION SECOND AMENDED

VACATING AND AMENDING LOTS 1, 2 & 3 OF THE JNH SUBDIVISION

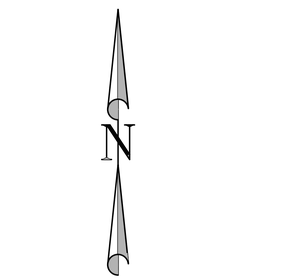
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 11
TOWNSHIP 4 NORTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH

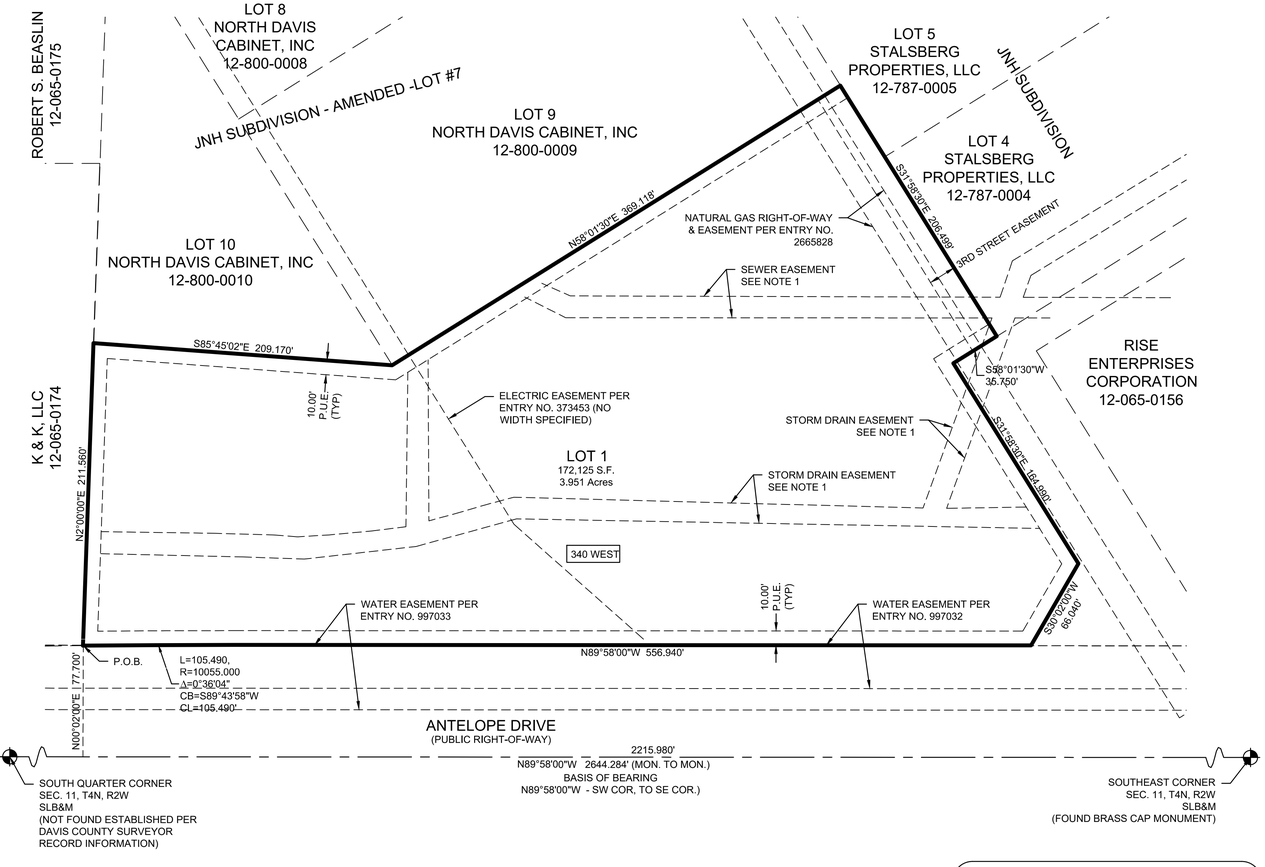
LEGEND

SECTION CORNER (AS DESCRIBED)
BOUNDARY LINE
PUBLIC UTILITY EASEMENTS

VICINITY MAP







NOTE:
1) EXISTING STORM DRAIN, SEWER AND CULINARY WATER EASEMENTS WERE DERIVED FROM THE RECORDED PLAT FOR JNH SUBDIVISION. AS PER SAID SUBDIVISION PLAT, NOT ALL EASEMENTS WERE PLOTTED (FOR CLARITY). THERE MAY BE ADDITIONAL EASEMENTS THAT EXIST.

PERIGEE CONSULTING
CIVIL - STRUCTURAL - SURVEY
9089 SOUTH 1300 WEST, SUITE 160 WEST JORDAN, UT 84088
801.628.6004 TEL 801.590.6611 FAX WWW.PERIGEECIVIL.COM

SURVEYOR'S CERTIFICATE

I, Marshall D. Byrd do hereby certify that I am a Professional Land Surveyor, and that I hold certificate No. 6390728 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 JNH SUBDIVISION SECOND AMENDED and the same has been correctly surveyed and staked on the the ground as shown on this plat.

Marshall D. Byrd, P.L.S. Date

BOUNDARY DESCRIPTION

A parcel of land situated in the Southwest Quarter of Section 11, Township 4 North, Range 2 West, Salt Lake Base and Meridian, said parcel being Lots 1, 2 & 3 of the JNH Subdivision, more particularly described as follows:

Beginning at Southwest Corner of Lot 1 of the JNH Subdivision, said point lies North 89°58'00" West 2215.980 feet along the Section Line and North 00°02'00" East 77.700 feet from the Southeast Corner of Section 11, Township 4 North, Range 2 West, Salt Lake Base and Meridian and running thence along said Lot 1 the following (2) courses: 1) North 02°00'00" East 211.560 feet; 2) South 85°45'02" East 209.170 feet; thence along the Northerly lines of said Lots 1, 2 & 3 North 58°01'30" East 369.118 feet; thence along said Lot 3 the following (4) courses: 1) South 31°58'30" East 206.499 feet; 2) South 58°01'30" West 35.750 feet; 3) South 31°58'30" East 164.990 feet; 4) South 30°02'00" West 66.040 feet; thence along the Southerly lines of said Lots 1, 2 & 3 North 89°58'00" West 556.940 feet to a point on a 10055.000 foot radius tangent curve to the left, (Chord bears South 89°43'58" West 105.490 feet); thence along the Southerly line of said Lot 1 and the arc of said curve 105.490 feet through a central angle of 00°36'04" to the point of beginning.

Acres: 3.951
Square Footage: 172,125 S.F.
of lots: 1 Lot

OWNER'S DEDICATION

I, the undersigned owner of the hereon described tract of land, hereby set apart and subdivide the same into lots as shown on this plat, hereafter known as JNH SUBDIVISION SECOND AMENDED.

In witness whereof_____have hereunto set _____ this _____ day of _____.

ACKNOWLEDGMENT

STATE OF UTAH } S.S.
County of DAVIS

On the____day of _____, A.D., 20___, personally appeared before me the undersigned notary public, in and for said County of Davis, in said State of Utah, _____ the signer(s) of the above Owner's Dedication, (___) in number, who duly acknowledged to me that _____ signed it freely and voluntarily and for the uses and purposes therein mentioned.

My commission expires:_____ Notary Public residing at

JNH SUBDIVISION SECOND AMENDED

VACATING AND AMENDING LOTS 1, 2 & 3 OF THE JNH SUBDIVISION

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 11
TOWNSHIP 4 NORTH, RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
CLEARFIELD CITY, DAVIS COUNTY, UTAH

DATE: 01/02/19

CITY ATTORNEY'S APPROVAL

APPROVED THIS_____DAY OF_____, 20____
BY THE CLEARFIELD CITY ATTORNEY

CLEARFIELD CITY ATTORNEY

PLANNING COMMISSION APPROVAL

APPROVED THIS_____DAY OF_____, 20____
BY THE CLEARFIELD CITY PLANNING COMMISSION

CLEARFIELD CITY PLANNING COMMISSION

CITY ENGINEER'S APPROVAL

I HEREBY CERTIFY THAT THE "OFFICE OF THE CITY ENGINEER" HAS EXAMINED THE FOREGOING PLAT AND IN OUR OPINION THE INFORMATION CONVEYED HEREWITH, COMPLIES WITH THE PUBLIC WORKS STANDARDS AND SPECIFICATIONS OF CLEARFIELD CITY

CLEARFIELD CITY ENGINEER

CITY COUNCIL APPROVAL

APPROVED THIS_____DAY OF_____, 20____
BY THE CLEARFIELD CITY COUNCIL

ATTEST:

CLEARFIELD CITY RECORDER CLEARFIELD CITY MAYOR

DAVIS COUNTY RECORDER

ENTRY NO._____FEE
PAID_____FILED FOR RECORD
AND RECORDED THIS_____
DAY OF_____, 20___AT
_____ IN BOOK _____OF
OFFICIAL RECORDS PAGE
_____

DAVIS COUNTY RECORDER

BY: _____
DEPUTY RECORDER

CIVIL ENGINEERING CONSULTANTS, PLLC.

5141 South 1500 West
Riverdale City, Utah 84405
801-866-0550

21 December 2018

Clearfield City
55 South State Street
Clearfield City, Utah 84015

Attn: Brad McIlrath, Senior Planner
Proj: **JNH Subdivision Second Amended**
Subj: Plat Review #1

Dear Brad,

Attached is my review of the above referenced "JNH Subdivision Second Amended" drawings for your consideration.

General Notes:

Please request the Developer or his Engineer, submit a response letter with their re-submittal of drawings answering all Engineering review comments contained herein.

1. An **electronic copy** of the Plat must be submitted to the Public Work Department via our office for record keeping upon design completion and prior to approval of the final drawings from our office.

Plat Drawing

1. The Plat does close within the tolerance standards of Clearfield City.

2. The Utility Approval block is not generally required.

3. In the "Boundary Description" on the third line from the bottom the verbiage **(radius bears South 00˚02'00" West,)** should be considered to be re-worded.

4. The Drawing needs a date under the drawing title.

5. The Lot address should be on the drawing.

6. The language for the "Clearfield City Engineer" approval/compliance signature block shall be adjusted to the following:

   I hereby certify that the "Office of the City Engineer" has examined the foregoing Plat and in our opinion the information conveyed herewith, complies with the Public Works Standards and Specifications of Clearfield City.

We would be happy to meet with the Developer and his Engineer to review the above items should they have any questions.

Sincerely,
CEC, Civil Engineering Consultants, PLLC.



N. Scott Nelson, PE.
City Engineer

Cc. Scott Hodge, Public Works Director
Kamilla Schultz, P.E., City Staff Engineer

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Brad McIlrath, Senior Planner

MEETING DATE: Tuesday, February 5, 2019

SUBJECT: Public Hearing, Discussion and Possible Action on **FSP 1812-0002**, an amended subdivision plat request by Robert Poirier to amend Lot 2 of the Masonic Temple Subdivision and subdivide the property into a 32 unit townhome subdivision. **Location:** 723 S. Depot Street (TIN: 12-066-0113, 12-066-0099, & 12-850-0002). **Subdivision Size:** 2.254 Acres. **Zoning:** T-C (Town Commerce). **Planner:** Brad McIlrath **(Administrative Matter).**

PLANNING COMMISSION RECOMMENDATION

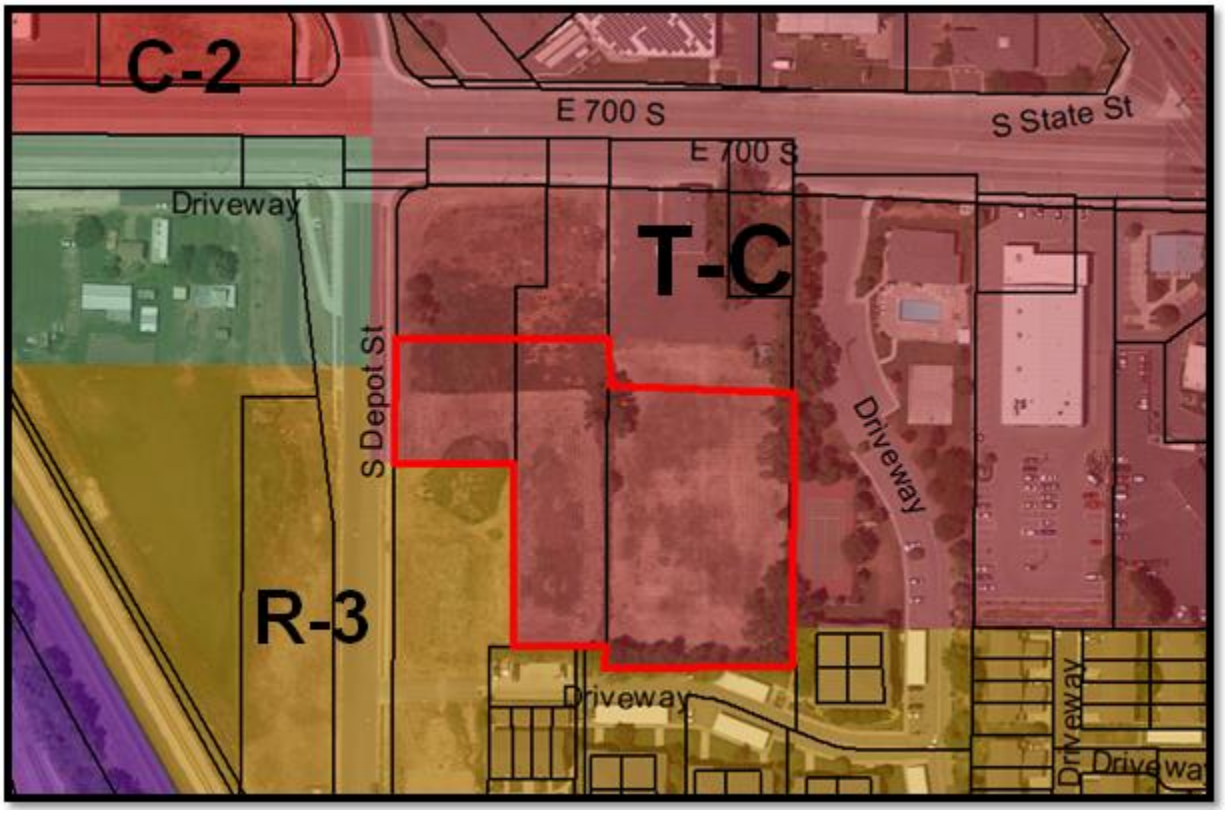
On January 9, 2019, the Planning Commission recommended **APPROVAL** of **FSP 1812-0002**, to the Clearfield City Council, an amended subdivision plat request by Robert Poirier to amend Lot 2 of the Masonic Temple Subdivision to create a 32 unit townhome subdivision at the proposed property address of 723 S. Depot Street (TIN 12-066-0113, 12-066-0099, & 12-850-0002).

PROJECT SUMMARY

Project Information	
Project Name	Masonic Temple Subdivision Lot 2 Amended
Site Location	723 S. Depot Street
Tax ID Number	12-066-0113, 12-066-0099, & 12-850-0002
Applicant	Robert Poirier
Owner	Jim Peterson, Goldstream Partners LLC
Proposed Actions	Subdivision Amendment
Current Zoning	T-C (Town Commerce)
Site Area	2.254 Acres

Surrounding Properties and Uses:		Current Zoning District	General Plan Land Use Classification
North	Commercial Retail	T-R (Town Residential)	Mixed Use
East	Commercial Retail	T-C (Town Commerce)	Mixed Use
South	Commercial	C-C (Corridor Commercial)	Mixed Use
West	Commercial / Event Center	T-R (Town Residential)	Mixed Use

Vicinity Map



BACKGROUND AND ANALYSIS

This site is the proposed location of a 32 unit townhome development in the Form-Based Code ("FBC") area. As such the townhomes are required to have the vehicular parking and access located to the rear of each building. The proposed plat divides the units by each building A through G. Buildings A and E have four units each, buildings B and D have three units each, and buildings C, F, and G have six units. The proposed unit numbers are provided 1-32 and do not change from building to building. The proposed private roads have a width of 25 feet and are also designated as a utility easement to provide utility access for the buildings. The areas not designated as individual units will be common area.

The amended plat shows a ten foot (10') perimeter public utility easement around the entire project. With private lots for the units, the amended plat will need to be revised to show the private ownership, common areas, and limited common areas (if applicable) prior to submittal of the plat for signatures. The amended final plat will also need to include the signature blocks, owner's dedication, and other

necessary information needed for review by the Planning Commission and City Council. The applicant will need to provide a copy of the proposed Covenants, Conditions, and Restrictions that will be recorded with the final plat for the home owners association.

Public Comment
Public Notices were mailed on January 11, 2019. Public notice signage was also posted that same day. No public comment has been received to date.

CONDITIONS OF APPROVAL

1) Plans shall be revised to address Clearfield City Engineering requirements prior to obtaining signatures for the amended plat.

2) The plat shall be revised to clearly designate private, common, and limited common areas of the plat.

3) The applicant is responsible for the replacement or repair of deteriorated, damaged or missing surface improvements surrounding the perimeter of the subdivision. This includes, but is not limited to curb and gutter, sidewalk, landscaping park strip improvements, driveways, etc.

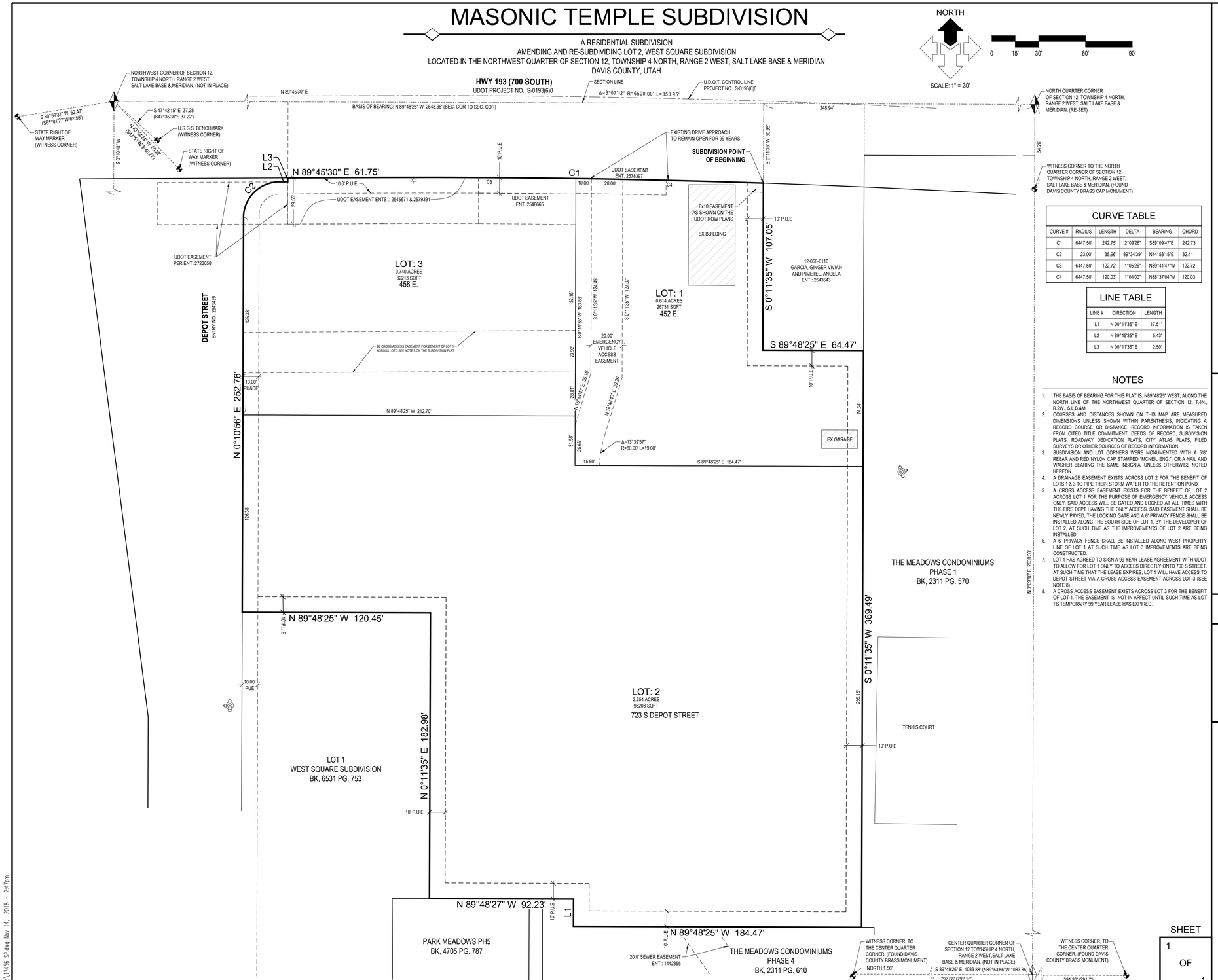
4) An Escrow agreement will be subject to approval by the City Engineer and City Attorney and an escrow account shall be established prior to obtaining any permits being issued for the properties or plat being recorded. Installation of required improvements or an escrow account shall be established prior to recordation of the Final Plat as outlined in 12-4-6.

LIST OF ATTACHMENTS

1. Masonic Temple Subdivision Plat
2. Masonic Temple Subdivision Lot 2 Amended Plat
3. Engineering Review Letter dated 7 January 2019

MASONIC TEMPLE SUBDIVISION

A RESIDENTIAL SUBDIVISION
AMENDING AND RE-SUBDIVIDING LOT 2, WEST SQUARE SUBDIVISION
LOCATED IN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
DAVIS COUNTY, UTAH



CURVE TABLE

CURVE #	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	6447.50'	242.75'	2°09'26"	S89°09'47"E	242.73
C2	23.00'	35.96'	89°34'39"	N44°58'15"E	32.41
C3	6447.50'	122.72'	1°05'26"	N89°41'47"W	122.72
C4	6447.50'	120.03'	1°04'00"	N88°37'04"W	120.03

LINE TABLE

LINE #	DIRECTION	LENGTH
L1	N 00°11'35" E	17.51'
L2	N 89°45'35" E	5.43'
L3	N 00°11'36" E	2.50'

NOTES

1. THE BASIS OF BEARING FOR THIS PLAT IS: N89°48'25" WEST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 12, T.4N., R.2W., S.L.B.&M.
2. COURSES AND DISTANCES SHOWN ON THIS MAP ARE MEASURED DIMENSIONS UNLESS SHOWN WITHIN PARENTHESIS, INDICATING A RECORD COURSE OR DISTANCE. RECORD INFORMATION IS TAKEN FROM CITED TITLE COMMITMENT, DEEDS OF RECORD, SUBDIVISION PLATS, ROADWAY DEDICATION PLATS, CITY ATLAS PLATS, FILED SURVEYS OR OTHER SOURCES OF RECORD INFORMATION.
3. SUBDIVISION AND LOT CORNERS WERE MONUMENTED WITH A 5/8" REBAR AND RED NYLON CAP STAMPED "MCNEIL ENG.", OR A NAIL AND WASHER BEARING THE SAME INSIGNIA, UNLESS OTHERWISE NOTED HEREON.
4. A DRAINAGE EASEMENT EXISTS ACROSS LOT 2 FOR THE BENEFIT OF LOTS 1 & 3 TO PIPE THEIR STORM WATER TO THE RETENTION POND.
5. A CROSS ACCESS EASEMENT EXISTS FOR THE BENEFIT OF LOT 2 ACROSS LOT 1 FOR THE PURPOSE OF EMERGENCY VEHICLE ACCESS ONLY. SAID ACCESS WILL BE GATED AND LOCKED AT ALL TIMES WITH THE FIRE DEPT HAVING THE ONLY ACCESS. SAID EASEMENT SHALL BE NEWLY PAVED, THE LOCKING GATE AND A 6' PRIVACY FENCE SHALL BE INSTALLED ALONG THE SOUTH SIDE OF LOT 1, BY THE DEVELOPER OF LOT 2, AT SUCH TIME AS THE IMPROVEMENTS OF LOT 2 ARE BEING INSTALLED.
6. A 6' PRIVACY FENCE SHALL BE INSTALLED ALONG WEST PROPERTY LINE OF LOT 1 AT SUCH TIME AS LOT 3 IMPROVEMENTS ARE BEING CONSTRUCTED.
7. LOT 1 HAS AGREED TO SIGN A 99 YEAR LEASE AGREEMENT WITH UDOT TO ALLOW FOR LOT 1 ONLY TO ACCESS DIRECTLY ONTO 700 S STREET. AT SUCH TIME THAT THE LEASE EXPIRES, LOT 1 WILL HAVE ACCESS TO DEPOT STREET VIA A CROSS ACCESS EASEMENT ACROSS LOT 3 (SEE NOTE 8).
8. A CROSS ACCESS EASEMENT EXISTS ACROSS LOT 3 FOR THE BENEFIT OF LOT 1. THE EASEMENT IS NOT IN AFFECT UNTIL SUCH TIME AS LOT 1'S TEMPORARY 99 YEAR LEASE HAS EXPIRED.

LEGEND

- SUBDIVISION BOUNDARY
- SECTION LINE
- MONUMENT LINE/CENTER LINE OF ROAD
- LOT LINE
- ADJOINING PROPERTY LINE
- EASEMENT LINE
- SUBDIVISION BOUNDARY CORNER, COPPER PLUG OR REBAR & CAP OR NAIL & WASHER STAMPED "MCNEIL ENGR"
- EXISTING FIRE HYDRANT
- LP — EXISTING LIGHT POLE
- PU&DE — PUBLIC UTILITIES & DRAINAGE EASEMENT
- ( ) — DENOTES RECORD INFORMATION

SHEET 1 OF 1

SURVEYOR'S CERTIFICATE

I, DENNIS K. WITHERS DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 6135190 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS ACT, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS AND HAVE PLACE MONUMENTS AS REPRESENTED ON THIS PLAT, IN ACCORDANCE WITH UTAH STATE CODE 17-23-17. 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 KNOW AS:

MASONIC TEMPLE SUBDIVISION
A RESIDENTIAL SUBDIVISION

BOUNDARY DESCRIPTION

A PARCEL OF LAND SITUATE WITHIN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, LOCATED IN CLEARFIELD CITY, COUNTY OF DAVIS STATE OF UTAH AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF HIGHWAY 193, PER UDOT PROJECT NO.: S-0193(6)0, AND PARCEL CONVEYED TO THE DEPARTMENT OF TRANSPORTATION PER ENTRY NO.: 2578396, ON FILE WITH THE DAVIS COUNTY RECORDER'S OFFICE, SAID POINT BEING NORTH 89°48'25" WEST, ALONG THE SECTION LINE, A DISTANCE OF 248.94 FEET, AND SOUTH 0°11'35" WEST, A DISTANCE OF 50.95 FEET FROM THE NORTH QUARTER CORNER OF SAID SECTION 12; AND RUNNING THENCE SOUTH 0°11'35" WEST, A DISTANCE OF 107.05 FEET; THENCE SOUTH 89°48'25" EAST, A DISTANCE OF 64.47 FEET, TO THE WEST LINE OF THE MEADOWS CONDOMINIUM PHASE 1, RECORDED IN BOOK 2311, AT PAGE 570; THENCE SOUTH 0°11'35" WEST, ALONG SAID WEST LINE, A DISTANCE OF 369.49 FEET, TO THE NORTH LINE OF THE MEADOWS CONDOMINIUMS PHASE 4, RECORDED IN BOOK 2311, AT PAGE 610; THENCE NORTH 89°48'25" WEST, ALONG SAID NORTH LINE, A DISTANCE OF 184.47 FEET; THENCE NORTH 0°11'35" EAST, ALONG SAID PHASE 4 BOUNDARY, A DISTANCE OF 17.51 FEET; THENCE NORTH 89°48'25" WEST, ALONG SAID PHASE 4 BOUNDARY AND THE NORTH LINE OF PARK MEADOW PHASE 5, RECORDED IN BOOK 4705, AT PAGE 787, A DISTANCE OF 92.23 FEET; THENCE NORTH 0°11'35" EAST, ALONG THE EAST LINE OF WEST SQUARE SUBDIVISION, RECORDED IN BOOK 6531, AT PAGE 753, A DISTANCE OF 182.98 FEET, TO THE NORTHEAST CORNER OF LOT 1, SAID WEST SQUARE SUBDIVISION; THENCE NORTH 89°48'25" WEST, ALONG THE NORTH LINE OF SAID LOT 1, A DISTANCE OF 120.45 FEET, TO THE EAST LINE OF DEPOT STREET, AS SHOWN ON SAID WEST SQUARE SUBDIVISION; THENCE ALONG THE EAST LINE OF SAID DEPOT STREET, THE FOLLOWING FOUR (4) COURSES: (1) NORTH 00°10'56" EAST, A DISTANCE OF 252.76 FEET, TO A POINT OF CURVATURE; (2) NORTHEASTERLY ALONG THE ARC OF A 23.00 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 89°34'39", A DISTANCE OF 35.96 FEET, SUBTENDED BY A LONG CHORD BEARING N 44°58'15" E 32.41 FEET; (3) NORTH 89°45'35" EAST, A DISTANCE OF 5.43 FEET; THENCE N 0°11'35" E, 2.50 FEET, TO THE AFORESAID SOUTH LINE OF HIGHWAY 193; THENCE NORTH 89°45'30" EAST, ALONG SAID SOUTH LINE, A DISTANCE OF 61.75 FEET, TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY, ALONG THE ARC OF A 6447.50 FOOT RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 2°09'26", A DISTANCE OF 242.75 FEET, SUBTENDED BY A LONG CHORD BEARING S 89°09'47" E, A DISTANCE OF 242.73 FEET, TO THE POINT OF BEGINNING.

CONTAINS: 157,147 SQ. FT. OR 3.608 ACRES IN THREE (3) LOTS

PROFESSIONAL LAND SURVEYOR — DENNIS K. WITHERS No. 6135190 — 11/05/18 — STATE OF UTAH

DENNIS K. WITHERS,
L.S. LICENSE NO. 6135190

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT _____, THE _____ UNDERSIGNED OWNER( ) OF THE ABOVE DESCRIBED TRACT OF LAND, IN DAVIS COUNTY, UTAH, HAVING CAUSED SAME TO BE SUBDIVIDED INTO LOTS, STREETS TOGETHER WITH EASEMENTS AS SET FORTH TO BE HEREAFTER KNOWN AS:

MASONIC TEMPLE SUBDIVISION
A RESIDENTIAL /COMMERCIAL SUBDIVISION

AND DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL AREAS SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. THE UNDERSIGNED OWNERS ALSO HEREBY CONEY TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES. THE UNDERSIGNED OWNER ALSO HEREBY CONVEYS ANY OTHER EASEMENTS AS SHOWN ON THIS PLAT TO THE PARTIES INDICATE AND FOR THE PURPOSES SHOWN HEREON.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY/ OUR HAND(S) THIS _____ DAY OF _____, 20_____

BY: _____ _____ _____
(PRINTED NAME) (TITLE) (SIGNATURE)

LIMITED LIABILITY CORPORATION ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF DAVIS }

ON THE _____ DAY OF _____ A.D., 20____, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY OF DAVIS IN SAID STATE OF UTAH, _____, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT THEY ARE THE _____ OF _____, A LIMITED LIABILITY CORPORATION, AND THAT _____ SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSES THEREIN MENTIONED AND THAT SAID CORPORATION EXECUTED THE SAME.

MY COMMISSION EXPIRES: _____

_____
NOTARY PUBLIC
RESIDING IN DAVIS COUNTY

PREPARED BY:
McNEIL ENGINEERING™
Economic and Sustainable Designs, Professionals You Know and Trust
8610 South Sandy Parkway, Suite 200 Sandy, Utah 84070 801.255.7700 mcneilengineering.com
Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & HDS

CITY ATTORNEY CERTIFICATE OF APPROVAL

APPROVED AS TO FORM THIS _____ DAY OF _____ A.D., 20____

_____
CLEARFIELD CITY ATTORNEY

CITY ENGINEER

I HEREBY CERTIFY THE THE OFFICE OF THE CITY ENGINEER HAS EXAMINED THE FOREGOING PLAT AND IN OUR OPINION THE INFORMATION CONVEYED HEREWITH, COMPLIES WITH THE PUBLIC WORKS STANDARDS AND SPECIFICATIONS OF CLEARFIELD CITY.

_____
DATE: CLEARFIELD CITY ENGINEER

PLANNING COMMISSION

THIS PLAT HAS BEEN REVIEWED AND APPROVED BY THE CLEARFIELD CITY PLANNING AND ZONING COMMISSION.

_____
DATE

_____
CHAIRPERSON

CITY COUNCIL

PRESENTED TO CLEARFIELD CITY THIS _____ DAY OF _____ A.D., 20____.

_____ _____
CITY MAYOR CITY RECORDER

DAVIS COUNTY RECORDER

RECORD NO. _____.

STATE OF UTAH, COUNTY OF DAVIS COUNTY, RECORDED AND FILED AT THE REQUEST OF _____

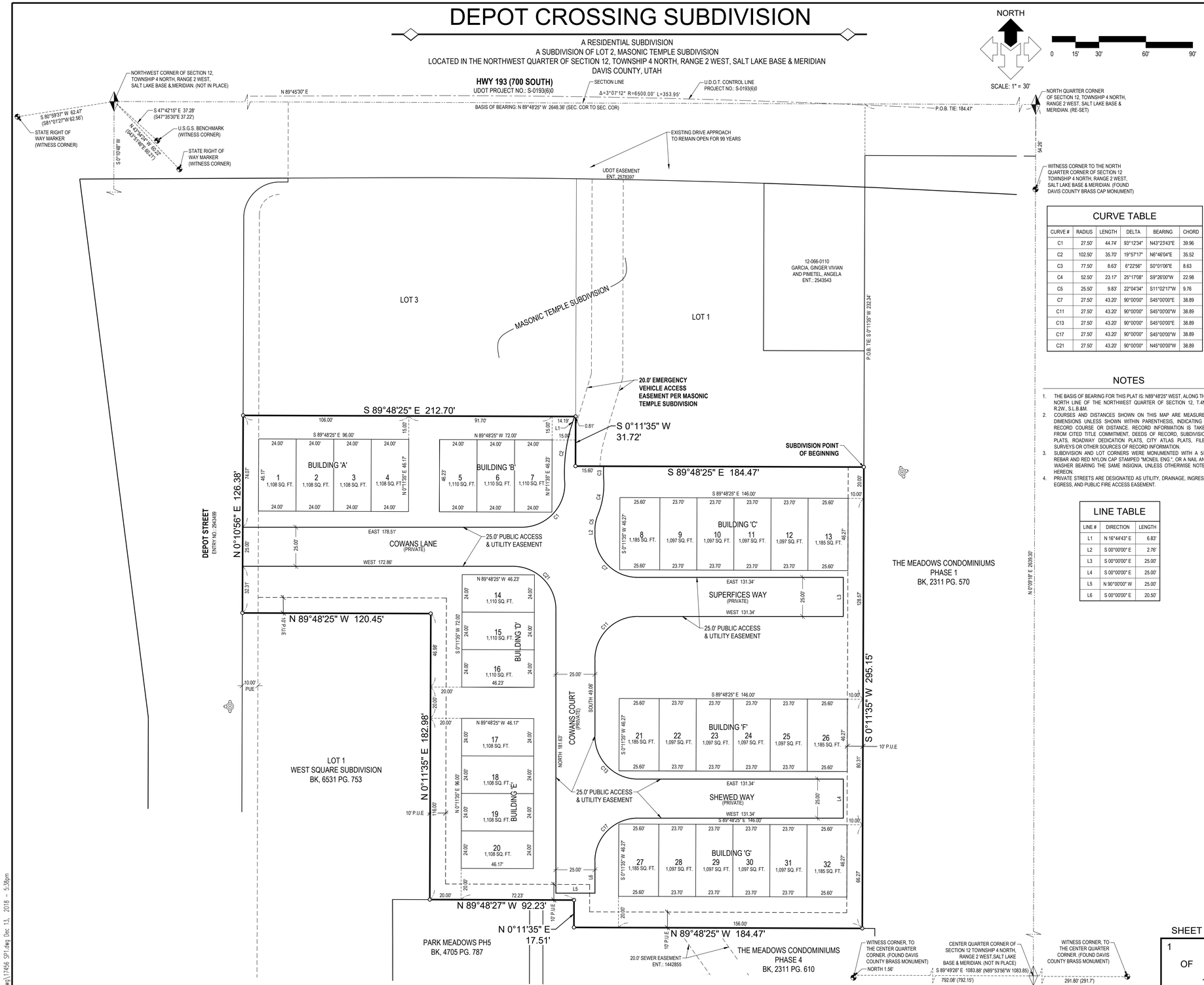
DATE: _____ TIME: _____ BOOK: _____ PAGE: _____

_____ _____
FEE $ DAVIS COUNTY RECORDER

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DEPOT CROSSING SUBDIVISION

A RESIDENTIAL SUBDIVISION
A SUBDIVISION OF LOT 2, MASONIC TEMPLE SUBDIVISION
LOCATED IN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
DAVIS COUNTY, UTAH



CURVE TABLE

CURVE #	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	27.50'	44.74'	93°12'34"	N43°23'43"E	39.96
C2	102.50'	35.70'	19°57'17"	N6°46'04"E	35.52
C3	77.50'	8.63'	6°22'56"	S0°01'06"E	8.63
C4	52.50'	23.17'	25°17'08"	S9°26'00"W	22.98
C5	25.50'	9.83'	22°04'34"	S11°02'17"W	9.76
C7	27.50'	43.20'	90°00'00"	S45°00'00"E	38.89
C11	27.50'	43.20'	90°00'00"	S45°00'00"W	38.89
C13	27.50'	43.20'	90°00'00"	S45°00'00"E	38.89
C17	27.50'	43.20'	90°00'00"	S45°00'00"W	38.89
C21	27.50'	43.20'	90°00'00"	N45°00'00"W	38.89

NOTES

1. THE BASIS OF BEARING FOR THIS PLAT IS: N89°48'25" WEST, ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 12, T.4N., R.2W., S.L.B.&M.
2. COURSES AND DISTANCES SHOWN ON THIS MAP ARE MEASURED DIMENSIONS UNLESS SHOWN WITHIN PARENTHESIS, INDICATING A RECORD COURSE OR DISTANCE. RECORD INFORMATION IS TAKEN FROM CITED TITLE COMMITMENT, DEEDS OF RECORD, SUBDIVISION PLATS, ROADWAY DEDICATION PLATS, CITY ATLAS PLATS, FILED SURVEYS OR OTHER SOURCES OF RECORD INFORMATION.
3. SUBDIVISION AND LOT CORNERS WERE MONUMENTED WITH A 5/8" REBAR AND RED NYLON CAP STAMPED "MCNEIL ENG.", OR A NAIL AND WASHER BEARING THE SAME INSIGNIA, UNLESS OTHERWISE NOTED HEREON.
4. PRIVATE STREETS ARE DESIGNATED AS UTILITY, DRAINAGE, INGRESS/EGRESS, AND PUBLIC FIRE ACCESS EASEMENT.

LINE TABLE

LINE #	DIRECTION	LENGTH
L1	N 16°44'43" E	6.83'
L2	S 00°00'00" E	2.76'
L3	S 00°00'00" E	25.00'
L4	S 00°00'00" E	25.00'
L5	N 90°00'00" W	25.00'
L6	S 00°00'00" E	20.50'

SURVEYOR'S CERTIFICATE

I, DENNIS K. WITHERS DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 6135190 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS ACT, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED ALL MEASUREMENTS AND HAVE PLACE MONUMENTS AS REPRESENTED ON THIS PLAT, IN ACCORDANCE WITH UTAH STATE CODE 17-23-17. 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 KNOW AS:

DEPOT CROSSING SUBDIVISION

A RESIDENTIAL SUBDIVISION

BOUNDARY DESCRIPTION

ALL OF LOT 2, MASONIC TEMPLE SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED IN THE DAVIS COUNTY RECORDER'S OFFICE AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 2, MASONIC TEMPLE SUBDIVISION, SAID POINT BEING NORTH 89°48'25" WEST, ALONG THE SECTION LINE, A DISTANCE OF 184.47 FEET; THENCE SOUTH 0°11'35" WEST, ALONG THE EAST LINE OF SAID MASONIC TEMPLE SUBDIVISION AND THE PROJECTION THEREOF, A DISTANCE OF 232.34 FEET, FROM THE NORTH QUARTER CORNER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN AND RUNNING THENCE SOUTH 0°11'35" WEST, ALONG THE EAST LINE OF SAID LOT 2, A DISTANCE OF 295.15 FEET; TO THE SOUTHEAST CORNER THEREOF; THENCE NORTH 89°48'25" WEST, A DISTANCE OF 184.47 FEET; THENCE NORTH 0°11'35" EAST, A DISTANCE OF 17.51 FEET; THENCE NORTH 89°48'27" WEST, A DISTANCE OF 92.23 FEET; THENCE NORTH 0°11'35" EAST, A DISTANCE OF 182.98 FEET; THENCE NORTH 89°48'25" WEST, A DISTANCE OF 120.45 FEET, TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE NORTH 0°10'56" EAST, ALONG THE WEST LINE OF LOT 2, AND THE EAST LINE OF DEPOT STREET, A DISTANCE OF 126.38 FEET, TO THE NORTHWEST CORNER OF SAID LOT 2; THENCE SOUTH 89°48'25" EAST, A DISTANCE OF 212.70 FEET; THENCE SOUTH 0°11'35" WEST, A DISTANCE OF 31.72 FEET; THENCE SOUTH 89°48'25" EAST, A DISTANCE OF 184.47 FEET, TO THE POINT OF BEGINNING.

CONTAINS: 98,203 SQ. FT., OR 2.254 ACRES AND 32 RESIDENTIAL LOTS.

DENNIS K. WITHERS,
L.S. LICENSE NO. 6135190

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT _____, THE _____ UNDERSIGNED OWNER( ) OF THE ABOVE DESCRIBED TRACT OF LAND, IN DAVIS COUNTY, UTAH, HAVING CAUSED SAME TO BE SUBDIVIDED INTO LOTS, STREETS TOGETHER WITH EASEMENTS AS SET FORTH TO BE HEREAFTER KNOWN AS:

DEPOT CROSSING SUBDIVISION
A RESIDENTIAL SUBDIVISION

AND DO HEREBY DEDICATE FOR THE PERPETUAL USE OF THE PUBLIC ALL AREAS SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. THE UNDERSIGNED OWNERS ALSO HEREBY CONEY TO ANY AND ALL PUBLIC UTILITY COMPANIES A PERPETUAL, NON-EXCLUSIVE EASEMENT OVER THE PUBLIC UTILITY EASEMENTS SHOWN ON THIS PLAT, THE SAME TO BE USED FOR THE INSTALLATION, MAINTENANCE AND OPERATION OF UTILITY LINES AND FACILITIES. THE UNDERSIGNED OWNER ALSO HEREBY CONVEYS ANY OTHER EASEMENTS AS SHOWN ON THIS PLAT TO THE PARTIES INDICATE AND FOR THE PURPOSES SHOWN HEREON.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY/ OUR HAND(S) THIS _____ DAY OF _____, 20_____

BY: _____ _____ _____
(PRINTED NAME) (TITLE) (SIGNATURE)

LIMITED LIABILITY CORPORATION ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF DAVIS }

ON THE _____ DAY OF _____ A.D., 20____, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY OF DAVIS IN SAID STATE OF UTAH, _____, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT THEY ARE THE _____ OF _____, A LIMITED LIABILITY CORPORATION, AND THAT _____ SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR AND IN BEHALF OF SAID CORPORATION FOR THE PURPOSES THEREIN MENTIONED AND THAT SAID CORPORATION EXECUTED THE SAME.

MY COMMISSION EXPIRES: _____

_____
NOTARY PUBLIC
RESIDING IN DAVIS COUNTY

LEGEND

- SUBDIVISION BOUNDARY
- SECTION LINE
- MONUMENT LINE/CENTER LINE OF ROAD
- LOT LINE
- ADJOINING PROPERTY LINE
- EASEMENT LINE
- SUBDIVISION BOUNDARY CORNER, COPPER PLUG OR REBAR & CAP OR NAIL & WASHER STAMPED "MCNEIL ENGR"
- EXISTING FIRE HYDRANT
- LP ☼ EXISTING LIGHT POLE
- PU&DE PUBLIC UTILITIES & DRAINAGE EASEMENT
- ( ) DENOTES RECORD INFORMATION

SHEET 1 OF 1

DEPOT CROSSING SUBDIVISION
A RESIDENTIAL SUBDIVISION
A SUBDIVISION OF LOT 2, MASONIC TEMPLE SUBDIVISION
LOCATED IN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 2 WEST, SALT LAKE BASE & MERIDIAN
DAVIS COUNTY, UTAH

PREPARED BY:
McNEIL ENGINEERING™
Economic and Sustainable Designs, Professionals You Know and Trust
8610 South Sandy Parkway, Suite 200 Sandy, Utah 84070 801.255.7700 mcneilengineering.com
Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & HDS

CITY ATTORNEY CERTIFICATE OF APPROVAL

APPROVED AS TO FORM THIS _____ DAY OF _____, A.D., 20____

_____
CLEARFIELD CITY ATTORNEY

CITY ENGINEER

I HEREBY CERTIFY THE THE OFFICE OF THE CITY ENGINEER HAS EXAMINED THE FOREGOING PLAT AND IN OUR OPINION THE INFORMATION CONVEYED HEREWITH, COMPLIES WITH THE PUBLIC WORKS STANDARDS AND SPECIFICATIONS OF CLEARFIELD CITY.

_____
DATE: CLEARFIELD CITY ENGINEER

PLANNING COMMISSION

THIS PLAT HAS BEEN REVIEWED AND APPROVED BY THE CLEARFIELD CITY PLANNING AND ZONING COMMISSION.

_____
DATE

_____
CHAIRPERSON

CITY COUNCIL

PRESENTED TO CLEARFIELD CITY THIS _____ DAY OF _____ A.D., 20____.

_____ _____
CITY MAYOR CITY RECORDER

DAVIS COUNTY RECORDER

RECORD NO. _____.

STATE OF UTAH, COUNTY OF DAVIS COUNTY, RECORDED AND FILED AT THE REQUEST OF _____

DATE: _____ TIME: _____ BOOK: _____ PAGE: _____

_____ _____
FEE $ DAVIS COUNTY RECORDER

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CIVIL ENGINEERING CONSULTANTS, PLLC.

5141 South 1500 West
Riverdale City, Utah 84405
801-866-0550

7 January 2019

Clearfield City
55 South State Street
Clearfield City, Utah 84015

Attn: Brad McIlrath, Senior Planner
Proj: **Depot Crossing Subdivision and Commercial and Masonic Temple**
Subj: Combined Review #1

Dear Brad,

Attached is my review of the above referenced drawings for your consideration.

Project Coordination: (Residential, Commercial & the Masonic Temple)

The Depot Crossing – Residential & Commercial and the Masonic Temple sites must be considered as one in regards to the access and cross access, curb and gutter, sidewalk, storm water discharge, culinary water and sanitary sewer and other facilities. The storm drainage from the Masonic Temple flows directly onto the Depot Crossing Residential property which must be collected and piped to the common storm water basin. All culinary water pipelines, valves and fire hydrants will need to be considered to function together as well the sanitary sewer.

General Notes:

Please request the Developer or his Engineer, submit a response letter with their re-submittal of drawings answering all Engineering review comments contained herein.

1. An **electronic copy** of the Plats must be submitted to the Public Work Department via our office for record keeping upon design completion and prior to approval of the final drawings from our office.

Plat & Improvement Drawing – Depot Crossing Residential

1. The boundary description on the Plat does close within the tolerance standards of Clearfield City.

2. The Lots will need to be addresses and shown on the Plat placed within an "address block".

3. With the common names given for the streets a coordinate address is also required for all streets.

4. The Plat "Narrative" is needed to be placed on the plat drawing.

5. The Vicinity / Location map is needed on the drawing.

6. The date of the drawing is needed under the title heading.

7. There are a few extra symbols (fire hydrants) which should be removed from the Plat drawing.

8. The open area between the streets and the lots will need to be better marked as to their function (private, semi-private, common ?)

9. The drawing "Legend" should be corrected and include only items for the subdivision and not – fire hydrants, light poles, etc.

10. The name "Depot Crossing Subdivision" must be replaced for the name "Masonic Temple Subdivision" throughout the plat.

11. There is a 20' sewer easement shown along the southerly boundary of the subdivision coming into the subdivision at a 45-degree angle. How is the apparent sewer pipe line in this easement handled within the "Depot Crossing Subdivision"?

12. It is my recommendation that the "Emergency Vehicle Access Easement" be required to be open and an unrestricted "Open Easement", due to the number of residential and commercial units.

    - I would recommend that the vehicle easement be constructed with curb & gutter along both sides with access point from each development. The width should be 26 feet of asphalt with curb & gutter and sidewalk along the westerly side.
    - Curb & gutter are very necessary to maintain and collect storm water on each parcel.
    - The posted speed along the vehicle easement should be marked at 15 mph.
    - I would also recommend that the vehicle easement be increased in size to 26' wide and no parking along the roadway.
    - The access driveway from 700 South needs to be a "right-out" only with entrance from 700 South both ways.

13. The name of the individuals signing the Plat need their name printed under the lines in the "Owner's Dedication".

Plat and Improvement Drawings – Masonic Temple

1. A Geotechnical Report prepared by "Gordon Geotechnical Engineering, Inc." will be acceptable for all three parcels.

2. Notes need to be placed on the Improvement drawings indicating all deteriorated, damaged or missing surface improvements surrounding the perimeter of the development and on-site be replaced or installed; i.e., curb and gutter, sidewalk, landscaping park strip improvements, asphalt patching, landscaping replacement, site lighting, dumpster screening, concrete improvement, etc.

3. A "Cross-Access Easement" should be considered and made a part of all three properties.

4. A "Note" on the Plat's that all interior roads and improvements and recreational facilities are "Private" and will not be maintained by the City.

5. A "Note" on the Plat & Improvement Drawings that all water pipes, hydrants, valves, service laterals are the property of the Developer's and must be maintained by the Developers. The culinary water meter will be read by the City and will be the responsibility of the City to maintain.

6. Approval from UDOT on the driveway access on to 700 South for the Masonic Temple building and access to the Depot Crossing Commercial & Residential will need to be submitted.

7. Standard "Plat" language (Approval Signature boxes, Boundary Description, Owner's Certification, Surveyor's Certification, etc.) needs to be added to the final plat.

8. Resolve the sanitary sewer easement under the buildings on the southwest side of the Plat. The sanitary sewer will be maintained by the City. A 20' wide sanitary sewer easement must be provided. All sanitary manholes must be located where the City may easily access the manholes. Plan & profile drawings are required for the sanitary sewer system.

9. Prepare and submit the "Storm Water Calculations" for all three properties as the storm system functions as one-system.

    - Calculate and deduct the volume required for the "West Square Subdivision" detention basin.
    - Prepare the agreements as to maintenance responsibility for each development for the storm water system.
    - Prepare an overall "Maintenance Plan" for the piping, inlet catch basins & detention basin and other storm water facilities.
    - Curb & gutter should be placed around the existing paving to control and direct the storm water to the joint detention basin.
    - Standard improvements are required, i.e., overflow spillway, basin landscaping.
    - Resolve maintenance issue with "West Square Subdivision" owners.
    - Connection to Clearfield City storm water outlet facilities with overflow spillway.

10. Resolve the existing ditch running North to South across the property, is it to be piped or abandoned?

11. All other items required by other departments will need to be included with the final approved Plat or Improvement Drawings.

Plat & Improvement Drawing – Depot Crossing Commercial

1. Notes need to be placed on the Improvement drawings indicating all deteriorated, damaged or missing surface improvements surrounding the perimeter of the development and on-site be replaced or installed; i.e., curb and gutter, sidewalk, landscaping park strip improvements, asphalt patching, landscaping replacement, site lighting, dumpster screening, concrete improvement, etc.

2. A Geotechnical Report prepared by "Gordon Geotechnical Engineering, Inc." will be acceptable for all three parcels.

3. A "Cross-Access Easement" should be considered and made a part of all three properties.

4. The Plat "Narrative" is needed to be placed on the plat drawing.

5. The Vicinity / Location map is needed on the drawing.

6. The date of the drawing is needed under the title heading.

7. The Plat has a drafting error between the "Drawing" and the "Boundary Description". The perimeter bearing of N0°10'56"E is shown different in the two locations.

8. The Plat has a drafting error between the "Boundary Description" and the "Line Table". The error is with Line# L3 which is different in the "Boundary Description".

9. Connect the main driveway with the Masonic Temple access roadway.

10. **The Depot Crossing Commercial and the Masonic Temple Subdivision under review must also reflect the above recommendations.**

We would like to meet with the Developer and his Engineer to review the above items:

Sincerely,
CEC, Civil Engineering Consultants, PLLC.



N. Scott Nelson, PE.
City Engineer

Cc. Scott Hodge, Public Works Director
Kamilla Schultz, Staff Engineer

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Brad McIlrath, Senior Planner

MEETING DATE: Tuesday, February 5, 2019

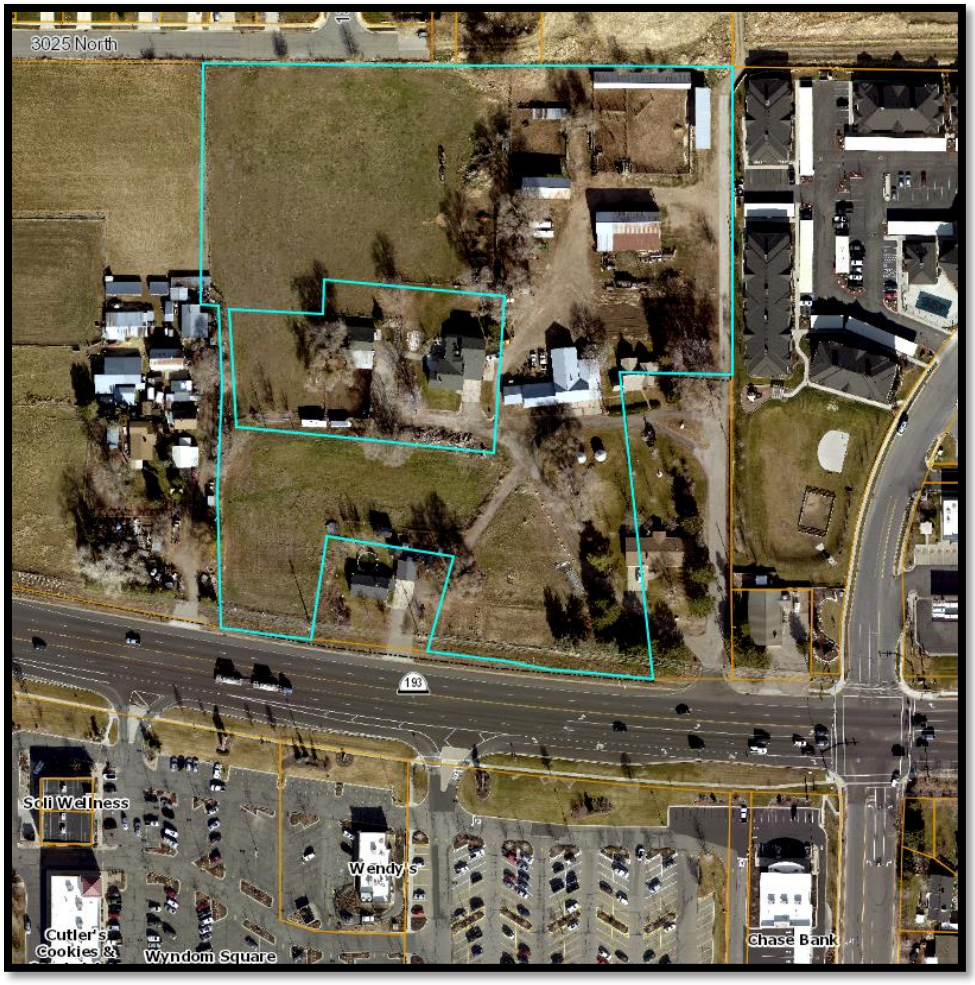
SUBJECT: 1901-0001 – Waterline Easement Vacation – East Layton Commons

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RECOMMENDED ACTION

Staff recommends that the Clearfield City Council approve the requested waterline easement for the properties located in Layton City for the properties addressed 1335 East 3000 North and 1303 East 3000 North (TIN: 09-050-0089 & 09-050-0014).

DESCRIPTION / BACKGROUND



The applicant is looking to develop these two properties and would like to vacate the easement for greater ease of development of the site. This waterline easement is no longer in use and any lines located in the easement have been abandoned by Clearfield City. Water for the City is not provided through this easement and the vacation of the easement will not negatively impact the City.

IMPACT

a. **FISCAL** – None.

b. **OPERATIONS / SERVICE DELIVERY** – The waterline has been abandoned and is no longer in use by the City. Therefore, the vacation of the easement will not impact service delivery or operations for the City.

ALTERNATIVES

The Clearfield City Council could deny the request for the easement vacation to keep it as access for future use. However, based upon input from public works staff, it is recommended to approve the vacation request.

LIST OF ATTACHMENTS

1. Legal Description for Easement

A LEGAL DESCRIPTION TO VACATE A PORTION OF A WATERLINE EASEMENT

A THIRTY FOOT (30') WATERLINE EASEMENT AS CONTAINED IN THAT CERTAIN GRANT OF RIGHT OF WAY DOCUMENT AS ENTRY NO. 38561 IN BOOK H L&L AT PAGE 16 OF OFFICAL RECORDS IN THE DAVIS COUNTY RECORDER'S OFFICE, THE CENTERLINE OF SAID EASEMENT IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT THAT IS SOUTH 298 FEET FROM THE NORTH QUARTER CORNER OF SECTION 10, TOWNSHIP 4 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE NORTH 89°36'00" WEST 660.65 FEET TO THE EAST LINE OF THE BRIAN T. AND MYRON R. JAQUES PROPERTY AS DESCRIBED IN THAT CERTAIN QUIT CLAIM DEED AS ENTRY NO. 2533885 IN BOOK 5045 AT PAGES 494-495 IN THE DAVIS COUNTY RECORDER'S OFFICE.



Clearfield City
we've got it made

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: Eric Howes, Community Services Director

MEETING DATE: **Febraury 5, 2019 Work Session**

SUBJECT: **Mabey Pond Water Supply Project Bid Award**

RECOMMENDED ACTION

Consider the award of the bid for the Mabey Pond Water Supply Project to NeZhoni Construction of Kaysville, Utah in the amount of $296,154.43, with a contingency of $40,000 for a total project cost of $336.154.43.

DESCRIPTION / BACKGROUND

The Mabey Pond Water Supply Project is intended to provide a water supply for Mabey Pond utilizing an existing well on 200 South Street that has been out of service for several years. The project will renovate the vault and connect a water line from the well that runs to the west along 200 South to 700 East. The line will then run to the south along 700 East to 300 South Street. At 300 South the line will turn to the west along 300 south to Mabey Pond. There were eleven (11) bids received for the project with NeZhoni Construction of Kaysville, Utah being the lowest responsive and responsible bidder. The bid from NeZhoni Construction came in at $296,154.43 and we are recommending a contingency of $40,000.

CORRESPONDING POLICY PRIORITY (IES)

This project is primarily intended to accomplish the second Policy Priority of "Improving Clearfield's Image, Livability, and Economy."

IMPACT

a. **FISCAL -** $296,154.42 with a $40,000 contingency for a total of $336,154.33 from Park Impact Fees.

b. **OPERATIONS / SERVICE DELIVERY**- This project will allow us the ability to add water to Mabey Pond and keep the pond full. The project also allows us the ability to release water from the pond to prevent the pond from overflowing in the case of a large storm event. Most importantly, as

we are able to fill the pond with fresh water, we should be better able to control the algae issues that are currently prevalent at the pond.

ALTERNATIVES

The only alternative would be to reject all bids and not complete the project.

SCHEDULE / TIME CONSTRAINTS

The goal would be to begin construction on the project as soon as weather allows and the completion of the work should take place within 90 days of the initiation of the project.

LIST OF ATTACHMENTS

A. Bid Tab Letter of Recommendation.
B. Bid Tabulation
C. Bid Results

CIVIL ENGINEERING CONSULTANTS, PLLC.

5141 South 1500 West
Riverdale City, Utah 84405
801-866-0550

January 25, 2019

Clearfield City
55 South State Street
Clearfield, Utah 84015

Attn: Mayor Mark Shepherd and City Council
Proj: **Mabey Pond Water Supply Project**
Subj: Bid Results, Bid Proposal Tabulation & Recommendation

Dear Mark Shepherd and Council Members,

The "Bid Opening" for the above referenced project was conducted this afternoon. The lowest responsible bidder is NeZohoni Construction of Kaysville, Utah.

Enclosed are the "Bid Results" and "Bid Proposal Tabulation". NeZohoni Construction's bid was reviewed and found to meet the bidding conditions required in the Contract Documents.

Since NeZohoni Construction's bid is the low bid for the advertised project, and their bid meets the conditions of the Contract Documents, I herewith recommend award of the above referenced project in the amount of $296,156.43 to NeZohoni Construction Company.

Should you have any questions or desire additional information concerning the contractor or his bid, please feel free to contact our office at your earliest convenience.

Sincerely,
CEC, Civil Engineering Consultants, PLLC.



N. Scott Nelson, P.E.
City Engineer

Cc. Eric Howes, Community Services Director

BID PROPOSAL TABULATION

PROJECT NAME: MABEY POND WATER SUPPLY IMPROVEMENT PROJECT

BID DATE: 24 JANUARY 2019
OWNER: CLEARFIELD CITY
COMMUNITY SERVICES DIRECTOR: ERIC HOWES

Bid Item	Description	Quantity	Unit	Nezhoni Construction, LLC Kaysville, UT		Marsh Construction		Miller X LLC	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
A1.	Mobilization, SWPPP & traffic control.	1	ls.	$10,000.00	$10,000.00	$35,000.00	$35,000.00	$41,225.00	$41,225.00
A2.	Saw cutting, removal and disposal of asphalt surfacing and roadbase to sub-base grade. (approximately 1,000 square yards)	1	ls.	$14,500.00	$14,500.00	$25,360.00	$25,360.00	$9,000.00	$9,000.00
A3.	Removal and disposal of existing curb and gutter.	125	lf.	$2.40	$300.00	$20.00	$2,500.00	$10.00	$1,250.00
A4.	Removal and disposal of concrete waterway.	315	sf.	$2.40	$756.00	$8.00	$2,520.00	$2.00	$630.00
A5.	Furnish and install concrete curb and gutter.	125	lf.	$28.00	$3,500.00	$36.00	$4,500.00	$25.00	$3,125.00
A6.	Furnish and install concrete waterway.	315	sf.	$7.00	$2,205.00	$13.20	$4,158.00	$8.00	$2,520.00
A7.	Pump Vault concrete improvements.	1	ls.	$9,665.59	$9,665.59	$20,000.00	$20,000.00	$2,500.00	$2,500.00
A8.	Pump Vault piping improvements.	1	ls.	$8,163.99	$8,163.99	$14,936.40	$14,936.40	$5,000.00	$5,000.00
A9.	Pump Vault ventilation improvements.	1	ls.	$1,770.00	$1,770.00	$1,500.00	$1,500.00	$2,500.00	$2,500.00
A10.	Pump Vault electrical improvements.	1	ls.	$15,609.00	$15,609.00	$17,000.00	$17,000.00	$45,000.00	$45,000.00
A11.	Furnish and install 10-inch diameter pvc ASTM D-3034, SDR 35 pipe.	1,920	lf.	$25.50	$48,960.00	$17.00	$32,640.00	$28.00	$53,760.00
A12.	Furnish and install 6-inch diameter pvc ASTM D-3034, SDR 35 pipe.	10	lf.	$29.72	$297.20	$100.00	$1,000.00	$25.00	$250.00

Bid Item	Description	Quantity	Unit	Nezhoni Construction, LLC Kaysville, UT		Marsh Construction		Miller X LLC	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
A13.	Furnish and install copper water service lateral piping (3/4" diameter).	300	lf.	$3.00	$900.00	$20.00	$6,000.00	$22.00	$6,600.00
A14.	Reconnection of the culinary water service lateral to the main line.	10	ea.	$5,000.00	$50,000.00	$300.00	$3,000.00	$500.00	$5,000.00
A15.	Furnish ¾" diameter clean gravel pipe bedding materials.	275	ton	$20.00	$5,500.00	$20.00	$5,500.00	$20.00	$5,500.00
A16.	Furnish clean import material for trench backfill.	785	ton	$14.70	$11,539.50	$18.00	$14,130.00	$25.00	$19,625.00
A17.	Furnish & Install 8' tall chain link fencing and gates.	1	ls.	$5,360.00	$5,360.00	$3,800.00	$3,800.00	$5,000.00	$5,000.00
A18.	Furnish and install untreated roadbase materials – 8" thick.	500	ton	$10.40	$5,200.00	$19.00	$9,500.00	$15.00	$7,500.00
A19.	Furnish and install bituminous asphalt paving materials – 3" thick.	200	ton	$111.30	$22,260.00	$130.00	$26,000.00	$95.00	$19,000.00
A20.	Furnish & install 4' diameter cast-in-place manhole.	7	ea.	$1,054.94	$7,384.58	$2,504.00	$17,528.00	$4,800.00	$33,600.00
A21.	Adjust manhole ring and cover to finish grade.	7	ea.	$200.00	$1,400.00	$400.00	$2,800.00	$500.00	$3,500.00
A22.	Furnish and install pump discharge inlet structure.	1	ls.	$1,071.00	$1,071.00	$3,100.00	$3,100.00	$5,000.00	$5,000.00
A23.	Remove and replace all landscaping improvements, public/private damaged during construction.	1	ls.	$5,000.00	$5,000.00	$6,000.00	$6,000.00	$2,500.00	$2,500.00
A24.	Furnish & install handicap ramp.	6	each.	$2,800.00	$16,800.00	$1,270.00	$7,620.00	$2,500.00	$15,000.00
A25.	Furnish & install 4" thick concrete flatwork.	400	sf.	$5.50	$2,200.00	$10.80	$4,320.00	$6.00	$2,400.00
A26.	Furnish & install 1' to 3' diameter riprap for bank armoring.	90	ton	$17.85	$1,606.50	$100.00	$9,000.00	$35.00	$3,150.00
A27.	Furnish & install pond inlet structure.	1	ls.	$4,405.02	$4,405.02	$7,900.00	$7,900.00	$5,000.00	$5,000.00

Bid Item	Description	Quantity	Unit	Nezhoni Construction, LLC Kaysville, UT		Marsh Construction		Miller X LLC	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
	<u>Subtotal Schedule A:</u> Supplemental Water Piping and Pump Vault Improvements.				**$256,353.38**		**$287,312.40**		**$305,135.00**
<u>Schedule B:</u> Pond Overflow and Piping									
B1.	Mobilization, SWPPP & traffic control.	1	ls.	$10,000.00	$10,000.00	$2,500.00	$2,500.00	$7,000.00	$7,000.00
B2.	Saw cutting, removal and disposal of asphalt surfacing and roadbase to sub-base grade. (approximately 270 square yards)	1	ls	$3,500.00	$3,500.00	$6,480.00	$6,480.00	$2,500.00	$2,500.00
B3.	Furnish and install pond overflow structure.	1	ls.	$1,100.00	$1,100.00	$3,700.00	$3,700.00	$5,000.00	$5,000.00
B4.	Furnish and install 12-inch diameter rcp pipe.	475	lf.	$18.09	$8,592.75	$25.00	$11,875.00	$42.00	$19,950.00
B5.	Furnish & install 4' diameter cast-in-place manhole.	2	ea.	$1,054.90	$2,109.80	$2,504.00	$5,008.00	$4,800.00	$9,600.00
B6.	Adjust manhole ring and cover to finish grade.	2	ea.	$200.00	$400.00	$400.00	$800.00	$500.00	$1,000.00
B7.	Furnish ¾" diameter clean gravel pipe bedding materials.	135	ton	$20.00	$2,700.00	$20.00	$2,700.00	$20.00	$2,700.00
B8.	Furnish clean import material for trench backfill.	305	ton	$14.70	$4,483.50	$19.00	$5,795.00	$25.00	$7,625.00
B9.	Furnish and install untreated roadbase materials – 8" thick.	130	ton	$10.40	$1,352.00	$20.00	$2,600.00	$15.00	$1,950.00

Bid Item	Description	Quantity	Unit	Nezhoni Construction, LLC Kaysville, UT		Marsh Construction		Miller X LLC	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
B10.	Furnish and install bituminous asphalt paving materials – 3" thick.	50	ton	$111.30	$5,565.00	$180.00	$9,000.00	$95.00	$4,750.00
Subtotal Schedule B: Pond Overflow and Piping					**$39,803.05**		**$50,458.00**		**$62,075.00**
	TOTAL BID PROPOSAL AMOUNT:				**$296,156.43**		**$337,770.40**		**$367,210.00**
		(Schedule A & B)							
	Surety Company								
	City, State								
	Bid Security - Bid Bond Amount								
	Contractor's License Number			5945646-5501					

BID PROPOSAL TABULATION

PROJECT NAME: MABEY POND WATER SUPPLY IMPROVEMENT PROJECT

BID DATE: 24 JANUARY 2019
OWNER: CLEARFIELD CITY
COMMUNITY SERVICES DIRECTOR: ERIC HOWES

Bid Item	Description	Quantity	Unit	BH Inc.		Leon Poulsen Construction		Allied Underground Technologies	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
A1.	Mobilization, SWPPP & traffic control.	1	ls.	$48,630.00	$48,630.00	$32,000.00	$32,000.00	$51,120.00	$51,120.00
A2.	Saw cutting, removal and disposal of asphalt surfacing and roadbase to sub-base grade. (approximately 1,000 square yards)	1	ls.	$7,388.00	$7,388.00	$20,185.00	$20,185.00	$13,010.00	$13,010.00
A3.	Removal and disposal of existing curb and gutter.	125	lf.	$11.50	$1,437.50	$12.00	$1,500.00	$7.92	$990.00
A4.	Removal and disposal of concrete waterway.	315	sf.	$2.50	$787.50	$4.00	$1,260.00	$3.16	$995.40
A5.	Furnish and install concrete curb and gutter.	125	lf.	$36.25	$4,531.25	$32.00	$4,000.00	$39.40	$4,925.00
A6.	Furnish and install concrete waterway.	315	sf.	$16.00	$5,040.00	$9.00	$2,835.00	$12.30	$3,874.50
A7.	Pump Vault concrete improvements.	1	ls.	$18,155.00	$18,155.00	$17,000.00	$17,000.00	$16,675.00	$16,675.00
A8.	Pump Vault piping improvements.	1	ls.	$16,650.00	$16,650.00	$15,000.00	$15,000.00	$18,291.00	$18,291.00
A9.	Pump Vault ventilation improvements.	1	ls.	$2,200.00	$2,200.00	$5,800.00	$5,800.00	$4,600.00	$4,600.00
A10.	Pump Vault electrical improvements.	1	ls.	$10,750.00	$10,750.00	$26,000.00	$26,000.00	$26,220.00	$26,220.00
A11.	Furnish and install 10-inch diameter pvc ASTM D-3034, SDR 35 pipe.	1,920	lf.	$23.25	$44,640.00	$33.00	$63,360.00	$30.49	$58,540.80
A12.	Furnish and install 6-inch diameter pvc ASTM D-3034, SDR 35 pipe.	10	lf.	$430.00	$4,300.00	$45.00	$450.00	$65.74	$657.40

Bid Item	Description	Quantity	Unit	BH Inc.		Leon Poulsen Construction		Allied Underground Technologies	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
A13.	Furnish and install copper water service lateral piping (3/4" diameter).	300	lf.	$21.00	$6,300.00	$22.00	$6,600.00	$19.55	$5,865.00
A14.	Reconnection of the culinary water service lateral to the main line.	10	ea.	$1,200.00	$12,000.00	$850.00	$8,500.00	$525.00	$5,250.00
A15.	Furnish ¾" diameter clean gravel pipe bedding materials.	275	ton	$22.75	$6,256.25	$21.00	$5,775.00	$15.26	$4,196.50
A16.	Furnish clean import material for trench backfill.	785	ton	$15.00	$11,775.00	$13.00	$10,205.00	$14.61	$11,468.85
A17.	Furnish & Install 8' tall chain link fencing and gates.	1	ls.	$5,950.00	$5,950.00	$4,000.00	$4,000.00	$5,350.00	$5,350.00
A18.	Furnish and install untreated roadbase materials – 8" thick.	500	ton	$20.75	$10,375.00	$26.00	$13,000.00	$15.69	$7,845.00
A19.	Furnish and install bituminous asphalt paving materials – 3" thick.	200	ton	$137.00	$27,400.00	$105.00	$21,000.00	$161.67	$32,334.00
A20.	Furnish & install 4' diameter cast-in-place manhole.	7	ea.	$3,175.00	$22,225.00	$3,500.00	$24,500.00	$2,432.00	$17,024.00
A21.	Adjust manhole ring and cover to finish grade.	7	ea.	$725.00	$5,075.00	$550.00	$3,850.00	$325.00	$2,275.00
A22.	Furnish and install pump discharge inlet structure.	1	ls.	$2,900.00	$2,900.00	$3,200.00	$3,200.00	$2,763.00	$2,763.00
A23.	Remove and replace all landscaping improvements, public/private damaged during construction.	1	ls.	$18,950.00	$18,950.00	$12,500.00	$12,500.00	$9,100.00	$9,100.00
A24.	Furnish & install handicap ramp.	6	each.	$3,100.00	$18,600.00	$1,200.00	$7,200.00	$4,965.00	$29,790.00
A25.	Furnish & install 4" thick concrete flatwork.	400	sf.	$9.00	$3,600.00	$9.00	$3,600.00	$11.89	$4,756.00
A26.	Furnish & install 1' to 3' diameter riprap for bank armoring.	90	ton	$69.00	$6,210.00	$90.00	$8,100.00	$49.07	$4,416.30
A27.	Furnish & install pond inlet structure.	1	ls.	$9,225.00	$9,225.00	$8,500.00	$8,500.00	$7,372.00	$7,372.00

Bid Item	Description	Quantity	Unit	BH Inc.		Leon Poulsen Construction		Allied Underground Technologies	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
	Subtotal Schedule A: Supplemental Water Piping and Pump Vault Improvements.				**$331,350.50**		**$329,920.00**		**$349,704.75**
Schedule B: Pond Overflow and Piping									
B1.	Mobilization, SWPPP & traffic control.	1	ls.	$11,350.00	$11,350.00	$6,000.00	$6,000.00	$9,730.00	$9,730.00
B2.	Saw cutting, removal and disposal of asphalt surfacing and roadbase to sub-base grade. (approximately 270 square yards)	1	ls	$1,725.00	$1,725.00	$6,500.00	$6,500.00	$3,513.00	$3,513.00
B3.	Furnish and install pond overflow structure.	1	ls.	$3,450.00	$3,450.00	$3,200.00	$3,200.00	$2,915.00	$2,915.00
B4.	Furnish and install 12-inch diameter rcp pipe.	475	lf.	$31.00	$14,725.00	$42.00	$19,950.00	$37.28	$17,708.00
B5.	Furnish & install 4' diameter cast-in-place manhole.	2	ea.	$3,175.00	$6,350.00	$3,500.00	$7,000.00	$2,762.00	$5,524.00
B6.	Adjust manhole ring and cover to finish grade.	2	ea.	$725.00	$1,450.00	$500.00	$1,000.00	$325.00	$650.00
B7.	Furnish ¾" diameter clean gravel pipe bedding materials.	135	ton	$22.75	$3,071.25	$21.00	$2,835.00	$15.26	$2,060.10
B8.	Furnish clean import material for trench backfill.	305	ton	$15.00	$4,575.00	$13.00	$3,965.00	$14.61	$4,456.05
B9.	Furnish and install untreated roadbase materials – 8" thick.	130	ton	$20.75	$2,697.50	$26.00	$3,380.00	$15.69	$2,039.70

Bid Item	Description	Quantity	Unit	BH Inc.		Leon Poulsen Construction		Allied Underground Technologies	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
B10.	Furnish and install bituminous asphalt paving materials – 3" thick.	50	ton	$137.00	$6,850.00	$105.00	$5,250.00	$161.67	$8,083.50
Subtotal Schedule B: Pond Overflow and Piping					**$56,243.75**		**$59,080.00**		**$56,679.35**
	TOTAL BID PROPOSAL AMOUNT:				**$387,594.25**		**$389,000.00**		**$406,384.10**
		(Schedule A & B)							
	Surety Company								
	City, State								
	Bid Security - Bid Bond Amount								
	Contractor's License Number								9309068-5501

BID PROPOSAL TABULATION

PROJECT NAME: MABEY POND WATER SUPPLY IMPROVEMENT PROJECT

BID DATE: 24 JANUARY 2019
OWNER: CLEARFIELD CITY
COMMUNITY SERVICES DIRECTOR: ERIC HOWES

Bid Item	Description	Quantity	Unit	Grand Enterprises		Vancon Inc.		Geneva Rock Products Inc.	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
A1.	Mobilization, SWPPP & traffic control.	1	ls.	$34,881.00	$34,881.00	$53,000.00	$53,000.00	$46,000.00	$46,000.00
A2.	Saw cutting, removal and disposal of asphalt surfacing and roadbase to sub-base grade. (approximately 1,000 square yards)	1	ls.	$13,685.00	$13,685.00	$12,000.00	$12,000.00	$5,000.00	$5,000.00
A3.	Removal and disposal of existing curb and gutter.	125	lf.	$6.07	$758.75	$13.00	$1,625.00	$13.25	$1,656.25
A4.	Removal and disposal of concrete waterway.	315	sf.	$11.90	$3,748.50	$5.00	$1,575.00	$7.00	$2,205.00
A5.	Furnish and install concrete curb and gutter.	125	lf.	$28.56	$3,570.00	$65.00	$8,125.00	$42.00	$5,250.00
A6.	Furnish and install concrete waterway.	315	sf.	$7.74	$2,438.10	$19.00	$5,985.00	$21.00	$6,615.00
A7.	Pump Vault concrete improvements.	1	ls.	$7,140.00	$7,140.00	$17,000.00	$17,000.00	$16,000.00	$16,000.00
A8.	Pump Vault piping improvements.	1	ls.	$25,585.00	$25,585.00	$17,000.00	$17,000.00	$17,000.00	$17,000.00
A9.	Pump Vault ventilation improvements.	1	ls.	$4,689.00	$4,689.00	$2,500.00	$2,500.00	$1,400.00	$1,400.00
A10.	Pump Vault electrical improvements.	1	ls.	$18,919.00	$18,919.00	$12,500.00	$12,500.00	$25,500.00	$25,500.00
A11.	Furnish and install 10-inch diameter pvc ASTM D-3034, SDR 35 pipe.	1,920	lf.	$45.22	$86,822.40	$33.00	$63,360.00	$38.00	$72,960.00
A12.	Furnish and install 6-inch diameter pvc ASTM D-3034, SDR 35 pipe.	10	lf.	$38.08	$380.80	$120.00	$1,200.00	$154.00	$1,540.00

Bid Item	Description	Quantity	Unit	Grand Enterprises		Vancon Inc.		Geneva Rock Products Inc.	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
A13.	Furnish and install copper water service lateral piping (3/4" diameter).	300	lf.	$38.08	$11,424.00	$25.00	$7,500.00	$54.00	$16,200.00
A14.	Reconnection of the culinary water service lateral to the main line.	10	ea.	$892.50	$8,925.00	$865.00	$8,650.00	$890.00	$8,900.00
A15.	Furnish ¾" diameter clean gravel pipe bedding materials.	275	ton	$29.16	$8,019.00	$35.00	$9,625.00	$19.00	$5,225.00
A16.	Furnish clean import material for trench backfill.	785	ton	$19.64	$15,417.40	$25.00	$19,625.00	$8.00	$6,280.00
A17.	Furnish & Install 8' tall chain link fencing and gates.	1	ls.	$6,378.40	$6,378.40	$4,500.00	$4,500.00	$5,600.00	$5,600.00
A18.	Furnish and install untreated roadbase materials – 8" thick.	500	ton	$21.18	$10,590.00	$35.00	$17,500.00	$53.00	$26,500.00
A19.	Furnish and install bituminous asphalt paving materials – 3" thick.	200	ton	$109.45	$21,890.00	$110.00	$22,000.00	$240.00	$48,000.00
A20.	Furnish & install 4' diameter cast-in-place manhole.	7	ea.	$2,975.00	$20,825.00	$2,300.00	$16,100.00	$3,500.00	$24,500.00
A21.	Adjust manhole ring and cover to finish grade.	7	ea.	$476.00	$3,332.00	$550.00	$3,850.00	$916.00	$6,412.00
A22.	Furnish and install pump discharge inlet structure.	1	ls.	$5,712.00	$5,712.00	$4,800.00	$4,800.00	$4,200.00	$4,200.00
A23.	Remove and replace all landscaping improvements, public/private damaged during construction.	1	ls.	$11,900.00	$11,900.00	$13,500.00	$13,500.00	$15,675.00	$15,675.00
A24.	Furnish & install handicap ramp.	6	each.	$327.25	$1,963.50	$2,500.00	$15,000.00	$3,300.00	$19,800.00
A25.	Furnish & install 4" thick concrete flatwork.	400	sf.	$5.65	$2,260.00	$18.00	$7,200.00	$20.00	$8,000.00
A26.	Furnish & install 1' to 3' diameter riprap for bank armoring.	90	ton	$69.14	$6,222.60	$85.00	$7,650.00	$86.00	$7,740.00
A27.	Furnish & install pond inlet structure.	1	ls.	$5,355.00	$5,355.00	$10,000.00	$10,000.00	$8,200.00	$8,200.00

Bid Item	Description	Quantity	Unit	Grand Enterprises		Vancon Inc.		Geneva Rock Products Inc.	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
	<u>Subtotal Schedule A:</u> Supplemental Water Piping and Pump Vault Improvements.				**$342,831.45**		**$363,370.00**		**$412,358.25**
<u>Schedule B:</u> Pond Overflow and Piping									
B1.	Mobilization, SWPPP & traffic control.	1	ls.	$17,000.00	$17,000.00	$20,000.00	$20,000.00	$3,225.00	$3,225.00
B2.	Saw cutting, removal and disposal of asphalt surfacing and roadbase to sub-base grade. (approximately 270 square yards)	1	ls	$7,051.00	$7,051.00	$3,000.00	$3,000.00	$2,100.00	$2,100.00
B3.	Furnish and install pond overflow structure.	1	ls.	$8,925.00	$8,925.00	$3,000.00	$3,000.00	$4,700.00	$4,700.00
B4.	Furnish and install 12-inch diameter rcp pipe.	475	lf.	$35.70	$16,957.50	$55.00	$26,125.00	$52.00	$24,700.00
B5.	Furnish & install 4' diameter cast-in-place manhole.	2	ea.	$29.75	$59.50	$3,500.00	$7,000.00	$3,400.00	$6,800.00
B6.	Adjust manhole ring and cover to finish grade.	2	ea.	$476.00	$952.00	$550.00	$1,100.00	$916.00	$1,832.00
B7.	Furnish ¾" diameter clean gravel pipe bedding materials.	135	ton	$29.16	$3,936.60	$35.00	$4,725.00	$19.00	$2,565.00
B8.	Furnish clean import material for trench backfill.	305	ton	$19.64	$5,990.20	$25.00	$7,625.00	$8.00	$2,440.00
B9.	Furnish and install untreated roadbase materials – 8" thick.	130	ton	$21.18	$2,753.40	$35.00	$4,550.00	$43.00	$5,590.00

Bid Item	Description	Quantity	Unit	Grand Enterprises		Vancon Inc.		Geneva Rock Products Inc.	
				Unit Price	Total Amount	Unit Price	Total Amount	Unit Price	Total Amount
B10.	Furnish and install bituminous asphalt paving materials – 3" thick.	50	ton	$131.88	$6,594.00	$110.00	$5,500.00	$168.00	$8,400.00
Subtotal Schedule B: Pond Overflow and Piping					**$70,219.20**		**$82,625.00**		**$62,352.00**
	TOTAL BID PROPOSAL AMOUNT:				**$413,050.65**		**$445,995.00**		**$474,710.25**
		(Schedule A & B)							
	Surety Company								
	City, State								
	Bid Security - Bid Bond Amount								
	Contractor's License Number								22-239696-5501

BID PROPOSAL TABULATION

PROJECT NAME: MABEY POND WATER SUPPLY IMPROVEMENT PROJECT

BID DATE: 24 JANUARY 2019
OWNER: CLEARFIELD CITY
COMMUNITY SERVICES DIRECTOR: ERIC HOWES

Bid Item	Description	Quantity	Unit	Counterpoint Construction		Beck Construction & Excavation	
				Unit Price	Total Amount	Unit Price	Total Amount
A1.	Mobilization, SWPPP & traffic control.	1	ls.	$34,000.00	$34,000.00	$28,250.00	$28,250.00
A2.	Saw cutting, removal and disposal of asphalt surfacing and roadbase to sub-base grade. (approximately 1,000 square yards)	1	ls.	$30,000.00	$30,000.00	$18,500.00	$18,500.00
A3.	Removal and disposal of existing curb and gutter.	125	lf.	$20.00	$2,500.00	$6.00	$750.00
A4.	Removal and disposal of concrete waterway.	315	sf.	$8.00	$2,520.00	$2.00	$630.00
A5.	Furnish and install concrete curb and gutter.	125	lf.	$53.00	$6,625.00	$39.00	$4,875.00
A6.	Furnish and install concrete waterway.	315	sf.	$19.00	$5,985.00	$11.00	$3,465.00
A7.	Pump Vault concrete improvements.	1	ls.	$24,000.00	$24,000.00	$27,675.00	$27,675.00
A8.	Pump Vault piping improvements.	1	ls.	$22,000.00	$22,000.00	$31,500.00	$31,500.00
A9.	Pump Vault ventilation improvements.	1	ls.	$5,100.00	$5,100.00	$2,400.00	$2,400.00
A10.	Pump Vault electrical improvements.	1	ls.	$25,000.00	$25,000.00	$17,500.00	$17,500.00
A11.	Furnish and install 10-inch diameter pvc ASTM D-3034, SDR 35 pipe.	1,920	lf.	$30.00	$57,600.00	$73.50	$141,120.00
A12.	Furnish and install 6-inch diameter pvc ASTM D-3034, SDR 35 pipe.	10	lf.	$125.00	$1,250.00	$165.00	$1,650.00

Bid Item	Description	Quantity	Unit	Counterpoint Construction		Beck Construction & Excavation	
				Unit Price	Total Amount	Unit Price	Total Amount
A13.	Furnish and install copper water service lateral piping (3/4" diameter).	300	lf.	$27.00	$8,100.00	$50.00	$15,000.00
A14.	Reconnection of the culinary water service lateral to the main line.	10	ea.	$2,400.00	$24,000.00	$1,100.00	$11,000.00
A15.	Furnish ¾" diameter clean gravel pipe bedding materials.	275	ton	$38.00	$10,450.00	$22.00	$6,050.00
A16.	Furnish clean import material for trench backfill.	785	ton	$32.00	$25,120.00	$16.00	$12,560.00
A17.	Furnish & Install 8' tall chain link fencing and gates.	1	ls.	$4,000.00	$4,000.00	$4,300.00	$4,300.00
A18.	Furnish and install untreated roadbase materials – 8" thick.	500	ton	$37.00	$18,500.00	$40.00	$20,000.00
A19.	Furnish and install bituminous asphalt paving materials – 3" thick.	200	ton	$151.00	$30,200.00	$115.00	$23,000.00
A20.	Furnish & install 4' diameter cast-in-place manhole.	7	ea.	$4,500.00	$31,500.00	$2,900.00	$20,300.00
A21.	Adjust manhole ring and cover to finish grade.	7	ea.	$1,000.00	$7,000.00	$625.00	$4,375.00
A22.	Furnish and install pump discharge inlet structure.	1	ls.	$4,100.00	$4,100.00	$7,500.00	$7,500.00
A23.	Remove and replace all landscaping improvements, public/private damaged during construction.	1	ls.	$11,000.00	$11,000.00	$8,300.00	$8,300.00
A24.	Furnish & install handicap ramp.	6	each.	$2,200.00	$13,200.00	$2,000.00	$12,000.00
A25.	Furnish & install 4" thick concrete flatwork.	400	sf.	$18.00	$7,200.00	$5.50	$2,200.00
A26.	Furnish & install 1' to 3' diameter riprap for bank armoring.	90	ton	$131.00	$11,790.00	$97.00	$8,730.00
A27.	Furnish & install pond inlet structure.	1	ls.	$6,600.00	$6,600.00	$12,000.00	$12,000.00

Bid Item	Description	Quantity	Unit	Counterpoint Construction		Beck Construction & Excavation	
				Unit Price	Total Amount	Unit Price	Total Amount
	Subtotal Schedule A: Supplemental Water Piping and Pump Vault Improvements.				**$429,340.00**		**$445,630.00**
Schedule B: Pond Overflow and Piping							
B1.	Mobilization, SWPPP & traffic control.	1	ls.	$16,000.00	$16,000.00	$11,250.00	$11,250.00
B2.	Saw cutting, removal and disposal of asphalt surfacing and roadbase to sub-base grade. (approximately 270 square yards)	1	ls	$9,900.00	$9,900.00	$2,000.00	$2,000.00
B3.	Furnish and install pond overflow structure.	1	ls.	$8,000.00	$8,000.00	$7,500.00	$7,500.00
B4.	Furnish and install 12-inch diameter rcp pipe.	475	lf.	$49.00	$23,275.00	$90.00	$42,750.00
B5.	Furnish & install 4' diameter cast-in-place manhole.	2	ea.	$4,500.00	$9,000.00	$2,900.00	$5,800.00
B6.	Adjust manhole ring and cover to finish grade.	2	ea.	$1,000.00	$2,000.00	$625.00	$1,250.00
B7.	Furnish ¾" diameter clean gravel pipe bedding materials.	135	ton	$38.00	$5,130.00	$22.00	$2,970.00
B8.	Furnish clean import material for trench backfill.	305	ton	$32.00	$9,760.00	$16.00	$4,880.00
B9.	Furnish and install untreated roadbase materials – 8" thick.	130	ton	$37.00	$4,810.00	$40.00	$5,200.00

Bid Item	Description	Quantity	Unit	Counterpoint Construction		Beck Construction & Excavation	
				Unit Price	Total Amount	Unit Price	Total Amount
B10.	Furnish and install bituminous asphalt paving materials – 3" thick.	50	ton	$151.00	$7,550.00	$115.00	$5,750.00
Subtotal Schedule B: Pond Overflow and Piping					**$95,425.00**		**$89,350.00**
	TOTAL BID PROPOSAL AMOUNT:				**$524,765.00**		**$534,980.00**
		(Schedule A & B)					
	Surety Company City, State Bid Security - Bid Bond Amount Contractor's License Number						

BID RESULTS

MABEY POND WATER SUPPLY IMPROVEMENT PROJECT

OWNER: CLEARFIELD CITY
ENGINEER: CEC, Civil Engineering Consultants, PLLC.

BID DATE: January 24, 2019
TIME: 3:00 pm

BID LOCATION: Clearfield City Offices
55 South State Street; 3rd Floor
Clearfield, Utah 84015

BIDDERS NAME	Addendum #1	Bid Bond	Bid Total
Nezoni Construction	1	5%	$296,156.43
Marsh Construction	1	5%	$337,770.40
Miller X LLC.	1	5%	$367,210.00
BH Inc.	1	5%	$387,594.25
Leon Poulsen Construction	1	5%	$389,000.00
Allied Underground Technology	1	5%	$406,384.10
Grand Enterprises	1	5%	$413,050.65
Vancon Inc.	1	5%	$445,995.00
Geneva Rock Products Inc.	1	5%	$474,710.25

BIDDERS NAME	Addendum #1	Bid Bond	Bid Total
Counterpoint Construction	1	5%	$524,765.00
Beck Construction & Excavation	1	5%	$534,980.00

Clearfield City
we've got it made

STAFF REPORT

TO: Mayor Shepherd and City Council Members

FROM: JJ Allen, City Manager

MEETING DATE: February 5, 2019

SUBJECT: Westside Food Pantry

RECOMMENDED ACTION

Discussion only; provide direction to staff.

DESCRIPTION / BACKGROUND

In August 2018, Dan and Nancy Gardner approached the City to request financial assistance with their dump fees and fuel costs related to the operation of the Westside Food Pantry on their property. The Council held a work session discussion on the topic, and the final paragraph of the minutes of that discussion reads as follows:

> *Councilmember Bush commented he thought the City should waive the building permit fees. Mr. Allen asked if the Council was favorable to waiving the fees. The consensus of the Council was to waive the building permit fees. Nancy Dean, City Recorder, noted there would still need to be a public process. Mayor Shepherd asked if staff had received the direction it needed from the discussion. Mr. Allen answered yes. Mr. Gardner clarified once the building permits were resolved the City would be willing to assist with financial support. Mr. Allen responded once the building permit was in order, the City would hold a public hearing for waiving the building permit fees and the donation to cover landfill fees. Mr. Gardner thanked everyone for the positive response to the request for assistance.*

The purpose of revisiting this item is to provide an update on the situation and to seek direction from the City Council based on the latest information.

The effort to obtain a building permit has not been as simple as perhaps was initially thought. Design services were donated to the Gardner's to prepare the drawings necessary for a building permit, but it was not until late 2018 that the drawings and permit application were submitted. Unfortunately, the drawings had some deficiencies—notably, the lack of electrical drawings, and a footing/foundation design that does not meet the requirements of the building code. The

footing/foundation issue is particularly challenging, as the reinforced concrete has already been poured, and much of the construction has already been completed.

The news that a building permit could not be issued based on the submitted drawings was upsetting to the Gardners, who were under the impression that a simple sketch plan should suffice. Alas, the building code does not discriminate, and our Building Official has an ethical, professional, and legal responsibility to ensure that all structures are compliant with the code. Electrical drawings must be provided, and there are probably a few ways to address the footing question.

The Building Official is willing to work with the Gardners and their project manager on creative solutions for the footings/foundation—within what the code allows—to arrive at an approvable design. We have extended that offer, and as of the date of this writing (1/30/19), have not heard back from them.

Question #1 – Does the Council still feel that a building permit should be a prerequisite to the financial assistance? If not, we could schedule a public hearing soon to consider the approval of a donation.

As for the assistance, you'll recall that we discussed a two-pronged approach. In the near-term, we would hold a public hearing in order to follow the legal process of making a donation of public funds. In the long-term, we would entertain the use of CDBG funds to help with the effort.

With our recent round of applications for CDBG Public Service funding, Open Doors submitted an application for this purpose. The concept is that with a $2,500 grant from Clearfield's CDBG funds, Open Doors would provide a dumpster for the Gardners to access. City staff feel that working through Open Doors is preferable, as Open Doors is a known entity with solid governance and accountability standards. When this concept was explained to the Gardners, they expressed concerns that it would logistically not be feasible or practical. We are working to schedule a meeting with the Gardners and Open Doors to coordinate this effort and resolve concerns.

Question #2 – Does the Council feel that it is more appropriate to provide assistance to the Westside Food Pantry through Open Doors, or should it be provided directly to the Gardners?

CORRESPONDING POLICY PRIORITY (IES)

This issue corresponds with the policy priority of Improving Clearfield's Image, Livability, and Economy. The services provided by the Pantry help support the livability of our community (Clearfield and beyond) by helping struggling families with the food they need. The issue also has an "image" aspect to it as well, in that the installation of improvements on the Gardner property can enhance the area (or detract from it, if done improperly).

FISCAL IMPACT

The application for CDBG funds from Open Doors is for $2,500. Any financial assistance made available before the implementation of CDBG funds is anticipated to be capped at $200/month.

ALTERNATIVES

This is very much a discretionary issue, with multiple alternatives. Do we provide assistance or not? To what extent, in what way, and under what conditions? There are probably more options than there is space to describe them, and much of that brainstorming was done in the previous work session. At the time, the conclusion was that the City Council is interested in providing assistance (of $200/month), conditioned on obtaining a building permit. The near-term assistance would be from the Council Donations budget (after a public hearing), and the long-term (ongoing) would be from CDBG funding. The concept of funneling the assistance through Open Doors was not discussed at the time, and the merits of doing so now could be worth discussing.

SCHEDULE / TIME CONSTRAINTS

The Gardner's are anxious to receive assistance, but otherwise there is no deadline for resolving the issue.

Air Force Civil Engineer Center

Integrity - Service - Excellence

Methane at Operable Unit 10

Mr. Jason Wilde
AFCEC/Hill Section
Restoration Project Manager

1

Operable Unit 10

- Located in Clearfield
- TCE and PCE plume originating from vehicle maintenance shops in West Area
- Complex geology makes for challenging treatment
- Enhanced Reductive Dechlorination (ERD) selected as remedy



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ERD Treatment

- ERD uses a carbon-rich liquid substrate to enhance biological breakdown of TCE/PCE
- Substrate injected directly into contaminated groundwater
- Chemical reactions caused by the substrate produce several by-products, including methane
- Methane usually produced in small amounts and dissipates quickly
- Unexpected high levels of methane due to substrate displacing into shallow soils

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ERD Injection Locations

- Multiple injection points on 200 W
- Located in a residential neighborhood
- Injections began late 2015
- Additional injections done in March 2017



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Methane Discovery

- Routine monitoring discovered excessive methane in September 2017
- Because methane is an explosive hazard, took action to determine the extent of methane plume
- Worked with Clearfield Fire Department and Clearfield mayor to make contact with residents of the two homes nearest injection site

Integrity - Service - Excellence

Methane Discovery

- Excessive methane located near one of the northernmost injection points
- Two homes closest to the methane were tested for methane, none found



Integrity - Service - Excellence

What are the Risks?

- Methane not toxic risk but an explosive hazard
- Methane *could* continue to expand and endanger homes (unlikely)
  - Additional soil vapor probes installed to monitor methane levels
- Digging in the affected area could be an explosive hazard
  - Worked with Clearfield City to restrict digging in the affected area

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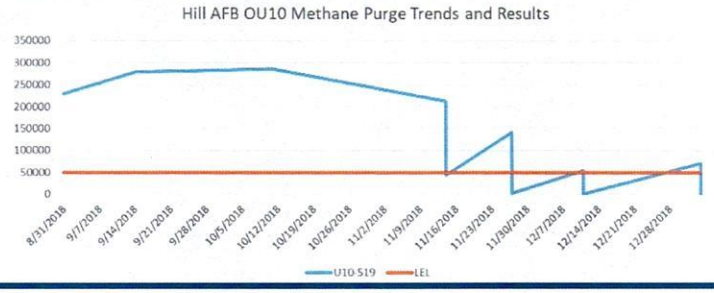
Remedial Actions

- Continued to monitor the methane levels
  - Dissipation was occurring very slowly
  - Action to remove methane was recommended
- Deployed portable Soil Vapor Extraction system
  - Vacuum pumps purge methane from the soil
  - Safeguards to deal with methane gas hazard
- Five purge events to date
  - All have shown significant short-term impacts
  - Long-term impacts also showing gradual decrease in methane levels beneath the street

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Path Forward

- Continue using SVE system to purge methane from subsurface
  - Conduct purge every 2-3 weeks
  - Test before and after the purge
  - Goal: Reduce and maintain levels below the lower explosive limit (50,000 ppmv)



Path Forward

- Monitor monthly until methane levels are below LEL for 2 consecutive months
- Inform residents of progress/changes
- Report to city council and Restoration Advisory Board (RAB)
  - Next RAB: 25 April 2019

MABEY PLACE CRA DISCUSSION

CLEARFIELD COMMUNITY DEVELOPMENT AND RENEWAL AGENCY

FEBRUARY 2019

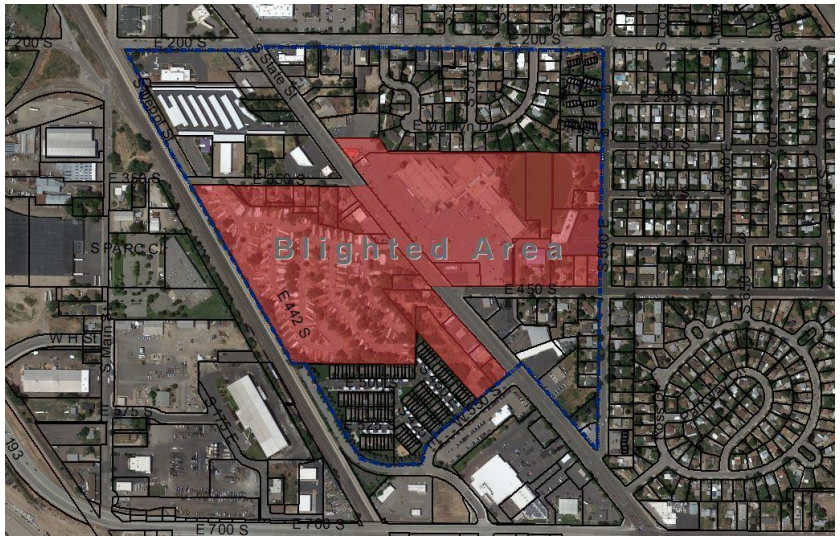
LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.

Discussion Items

1. Project Area Timeline
2. Blight Study Process
3. Taxing Entity Committee

PROPOSED CRA PROJECT AREA BOUNDARIES





PROJECT AREA TIMELINE

Blight Study (Feb 8 – April 11)

Feb 8 Conduct Study

Feb 9 – Mar 1 Prepare Data Base and Written Report

April 9 Blight Public Hearing

April 11 TEC Approves blight

CRA Plan and Budget (Feb 11 – May 24)

Feb 11 – Mar 1 Prepare Plan and Budget

April 23 Plan & Budget Public Hearing

April 24 – May 24 Recordation, Transmittal and Protest Period

TEC (April 11 – June 20)

April 11 TEC Meeting (Officers & Blight)

April 25 TEC Meeting (Introduce Budget)

June 20 TEC Meeting (Adopt Budget)

BLIGHT STUDY

A board may not make a finding of blight in a resolution under Subsection 17C-5-402(2)(c)(ii) unless the board finds that:

- the survey area consists predominantly of nongreenfield parcels;
- the survey area is currently zoned for urban purposes and generally served by utilities;
- at least 50% of the parcels within the survey area contain nonagricultural or nonaccessory buildings or improvements used or intended for residential, commercial, industrial, or other urban purposes;
- the present condition or use of the survey area substantially impairs the sound growth of the community, delays the provision of housing accommodations, constitutes an economic liability, or is detrimental to the public health, safety, or welfare, as shown by the existence within the survey area of at least four of the following factors:

(A) substantial physical dilapidation, deterioration, or defective construction of buildings or infrastructure, or significant noncompliance with current building code, safety code, health code, or fire code requirements or local ordinances;

(B) unsanitary or unsafe conditions in the survey area that threaten the health, safety, or welfare of the community;

(C) environmental hazards, as defined in state or federal law, which require remediation as a condition for current or future use and development;

(D) excessive vacancy, abandoned buildings, or vacant lots within an area zoned for urban use and served by utilities;

(E) abandoned or outdated facilities that pose a threat to public health, safety, or welfare;

(F) criminal activity in the survey area, higher than that of comparable nonblighted areas in the municipality or county; and

(G) defective or unusual conditions of title rendering the title nonmarketable; and

- at least 50% of the privately owned parcels within the survey area are affected by at least one of the factors, but not necessarily the same factor, listed in Subsection (1)(a)(iv); and
- the affected parcels comprise at least 66% of the privately owned acreage within the survey area.

BLIGHT STUDY SURVEY

MILLCREEK STATUTORY CONDITIONS OF BLIGHT

Parcel Number: _____ Neighborhood Number: _____ Survey Number: _____
Picture Number(s): _____ Parcel Address: _____
General lot description: _____

Greenfield Parcel: Yes ☐ No ☐ Parcel has access to utilities: Yes ☐ No ☐
Vacant Lot: Yes ☐ No ☐ Parcel for sale or lease: Yes ☐ No ☐
Number of Agricultural Building(s) on lot: _____ Sale Information: _____
Number of Non-Agricultural Building(s) on lot: _____
Abandoned Building(s) on lot: Yes ☐ No ☐ How many? _____
Title Marketable: Yes ☐ No ☐

Blight Determinants:

1. Substantial physical dilapidation, deterioration, or defective construction of buildings or infrastructure; STATUTORY CONDITION EXISTS: ☐

☐ dilapidated gutters ☐ dilapidated porch/awning ☐ cracked or peeling paint
☐ unsafe/dilapidated roof ☐ foundation damage ☐ low/hazardous power lines
☐ broken fence ☐ exterior rot/rust ☐ broken windows/doors
number broken _____

Comments: _____

2. Significant noncompliance with current building code, safety code, health code, or fire code requirements or local ordinances; STATUTORY CONDITION EXISTS: ☐

☐ building is leaning ☐ materials stored on ground ☐ stair or stair railings broken/non-existent
☐ no sidewalk ☐ no curb and gutter ☐ unpaved driveway/parking lot
☐ graffiti ☐ tires, palettes, cans, etc. ☐ boats, campers, trailers, etc. parked in yard
☐ high weeds/grass ☐ excessive junk ☐ abandoned vehicles
☐ boarded windows/doors ☐ blocked entrances (com. & 3) ☐ car parked in yard
☐ dilapidated signage ☐ outdoor storage of appliances ☐ no landscaping around house/business

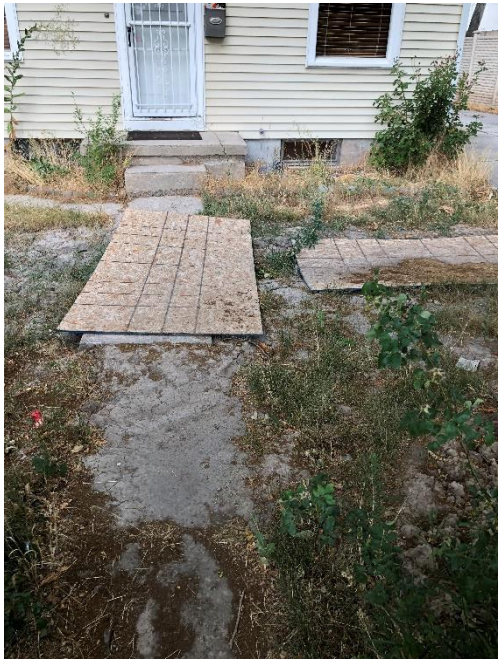
Comments: _____

3. Unsanitary or unsafe conditions that threaten the health, safety or welfare of the community STATUTORY CONDITION EXISTS: ☐

☐ broken glass ☐ solid waste accumulation ☐ uneven or grossly cracked driveway/sidewalks
☐ broken fence ☐ construction materials ☐ other unsafe materials on lot *(list below)*
☐ visible mold/insects ☐ rusted gas/oil cans/drums ☐ abandoned vehicles How many? _____
☐ standing water ☐ paint cans ☐ low/hazardous power lines
☐ former meth house ☐ above ground storage tanks ☐ outdoor storage of appliances
☐ stained pavement How many? _____ (appliances incl. refrigerator, washer or dryer)
☐ substantial debris/ junk: _____

Comments: _____





Taxing Entity Committee

A community reinvestment project area that anticipates using eminent domain is subject to a taxing entity committee (TEC). The TEC casts votes that are binding on all taxing entities

Each TEC is composed of:

A. **Two school district representatives**
B. **Two county representatives**
C. **Two city representatives**
D. **One State Board of Education representative**
E. **One representative that represents all other taxing entities (selected by majority vote of legislative bodies or governing boards)**

Taxing Entity Committee

All decisions made by TEC require an affirmative vote of two-thirds (6) of its members.

Process of Organizing TEC and Holding TEC Meetings

- **Taxing entities have 30-days to appoint TEC members after receiving notice of creation of TEC.**

- **Agency required to send written notice to TEC members at least 10 days before date of TEC meeting.**

- **At first meeting, TEC adopts organizing resolution that:**
  a) **Designates a chair and a secretary of the TEC; and**
  b) **If considered appropriate, governs the use of electronic meetings under section 52-4-207**

TAXING ENTITY COMMITTEE

Other important TEC Information

- Agency may not approve project area plan and budget until TEC approves finding of blight
- Not allowed to meet during legislative session (may be waived by unanimous consent)
- May not vote on proposed budget at the first meeting at which the proposed budget is considered (may be waived by unanimous consent)
- The second project area budget TEC meeting may not be held within 14 days after first meeting (may be waived by unanimous consent)

QUESTIONS

CLEARFIELD COMMUNITY DEVELOPMENT AND RENEWAL AGENCY

BLIGHT STUDY & COMMUNITY REINVESTMENT AREA CREATION PROPOSED CALENDAR OF EVENTS

(MABEY PLACE CRA)

SCHEDULE OF EVENTS -- FEBRUARY 4, 2019

ESTIMATED TIME PERIOD	ACTION ITEM(S)	RESPONSIBLE PARTY	STATUS
Feb 5, 2019	Agency Board ("Agency") adopts a survey area resolution authorizing the drafting of a PROJECT AREA PLAN & PROJECT AREA BUDGET for a specific designated area and a statement that the survey area requires study to determine whether blight exists within the survey area; and authorizes for the Agency to conduct a blight study *(need to include boundary description)* ***(§17C-5-103)***	Agency	
Feb 7-8, 2019	Conduct parcel by parcel blight survey ***(§17C-5-403)***	LYRB	
Feb 8, 2019	Provide notice of the creation of a taxing entity committee (TEC) ***(§17C-1-402)***	LYRB, Agency	
Feb 6- Mar 1, 2019	Prepare & disseminate to Agency staff for review purposes, copies of DRAFT PROJECT AREA PLAN & DRAFT PROJECT AREA BUDGET ***(§17C-5-105) & (§17C-5-303)*** Prepare & Disseminate to Agency staff for review purposes, copies of DRAFT BLIGHT STUDY WRITTEN REPORT	LYRB	
Mar 8, 2019	Provide notice of ***Public Hearing*** on the finding of blight & the draft PROJECT AREA PLAN & PROJECT AREA BUDGET; *(at least 30 days before public hearing)* Send notice to: i) each property owner in CRA *(pulled from County records no more than 30 days prior)*, ii) State Tax Commission, iii) County Assessor & Auditor, iv) State Board of Education, & v) all taxing entities that levy tax within Project Area ***(§17C-1-806)***	LYRB	
Mar 8, 2019	Make plan available to public at the offices of the RDA/City ***(§17C-5-104)***	Agency, City	
Mar 26, 2019	Publish notice of blight public hearing in newspaper *(14 days before public hearing)* ***(§17C-1-806(1)(a))***	Agency, LYRB	
Apr 1, 2019	Provide 10-day notice to TEC members of first TEC meeting to adopt organizing resolution & consider blight ***(§17C-1-402)*** Include proposed agenda & all supplement documents	Agency, LYRB	
Apr 8, 2019	Provide public notice of RDA & City public meetings by posting agenda *(at least 24 hours before meeting)* ***(§17C-1-806)***	Agency, LYRB	
Apr 9, 2019	Publish notice of Plan public hearing in newspaper *(14 days before public hearing)* ***(§17C-1-806(1)(a))***	Agency, LYRB	
Apr 9, 2019	Agency holds Public Hearing on finding of blight in CRA ***(§17C-5-402)*** Agency adopt resolution finding blight	Agency, LYRB	
Apr 11, 2019	Hold TEC meeting to organize TEC & approve finding of blight TEC adopts resolutions organizing TEC & approving finding of blight ***(§17C-5-402)***	Agency, LYRB	
Apr 15, 2019	Provide 10-day notice to TEC member of TEC meeting to present Project Area Budget ***(§17C-1-402)*** Include proposed agenda & all supplement documents	Agency, LYRB	
Apr 22, 2019	Provide public notice of RDA & City public meetings by posting agenda *(at least 24 hours before meeting)* ***(§17C-1-806)***	Agency, LYRB	

ESTIMATED TIME PERIOD	ACTION ITEM(S)	RESPONSIBLE PARTY	STATUS
Apr 23, 2019	▪ RDA holds Public Hearing on draft Project Area Plan & Budget ***(§17C-5-104(3)(e))*** ▪ RDA considers approval of draft Project Area Plan as the "official" Project Area Plan by resolution; & approval of Project Area Budget as the "official" Project Area Budget by resolution ***(§17C-5-108) & (§17C-5-302))*** ▪ City considers adoption of the Project Area Plan & designation of the plan as the official development plan of the Project Area by ordinance ***(§17C-5-109)***	Agency, City, LYRB	
Apr 24, 2019	▪ Make adopted Project Area Plan & Budget available to public at City/RDA offices ***(§17C-5-110)*** ▪ Publish notice *(copy of Ordinance)* in newspaper - begin 30 day protest period ***(§17C-5-110)***	Agency, LYRB	
Apr 24, 2018 – June 18, 2019	▪ Meet with taxing entities to discuss participation in CRA ***(§17C-5-204)***	Agency, LYRB	
Apr 24, 2018	▪ Record Project Area documentation with County *Recorder (within 30 days of City Ordinance adoption)* ***(§17C-5-111(1))*** ▪ Transmit land description & map to Automated Geographic Reference *(within 30 days of City Ordinance adoption)* ***(§17C-5-111(2))***	Agency, LYRB	
Apr 24, 2018	▪ Transmit land description, map, & ordinances to: *(within 30 days of City Ordinance adoption)* ***(§17C-5-111(3))*** ▪ County Auditor, Recorder, Attorney, Surveyor & Assessor ▪ Legislative body or governing board of taxing entities ▪ State Tax Commission ▪ State Board of Education	Agency, LYRB	
Apr 25, 2019	▪ Hold TEC meeting to present CRA budget ▪ ***(§17C-5-304)***	Agency, LYRB	
May 24, 2019	▪ Protest period for City's Project Area Plan adoption ordinance ends ***(§17C-5-110(4))***		
June 10, 2019	▪ Provide 10-day notice to TEC member of TEC meeting to adopt budget ***(§17C-1-402)*** ▪ Include proposed agenda & all supplement documents	Agency, LYRB	
June 20, 2019	▪ Hold TEC meeting to adopt CRA budget ▪ ***(§17C-5-304)***	Agency, LYRB	

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC. SALT LAKE CITY, UTAH 84101 OFFICE 801.596.0700 FAX 801.596.2800