

**REGULAR MEETING AGENDA OF THE
CITY COUNCIL OF LAYTON, UTAH**

PUBLIC NOTICE is hereby given that the City Council of Layton, Utah, will hold a regular public meeting in the Council Chambers in the City Center Building, 437 North Wasatch Drive, Layton, Utah, commencing at **7:00 p.m. on September 19, 2013.**

AGENDA ITEMS:

Page

- 1. CALL TO ORDER, PLEDGE, OPENING CEREMONY, RECOGNITION, APPROVAL OF MINUTES:**
Minutes of Layton City Council Meeting –August 1, 20131

- 2. MUNICIPAL EVENT ANNOUNCEMENTS:**

- 3. VERBAL PETITIONS AND PRESENTATIONS:**
 - A. Presentation – Youth of Promise11
 - B. Presentation – Youth Court Graduation and Swearing In12
 - C. Proclamation – National Preparedness Month – September 2013.....13

- 4. CONSENT ITEMS:** (These items are considered by the City Council to be routine and will be enacted by a single motion. If discussion is desired on any particular consent item, that item may be removed from the consent agenda and considered separately.)
 - A. Proposal Award – Horrocks Engineers – Project 13-56 – Professional Engineering Services for the Layton City15
Master Transportation Plan – Resolution 13-52
 - B. Acceptance of Property for Traffic Signal – Resolution 13-51 – Intersection of Cherry Lane and Fairfield Road54
 - C. Preliminary Plat Approval – Oak Hills PRUD – Approximately 2500 East Oak Hills Drive.....60
 - D. Final Plat Approval – Foothills at Cherry Land PRUD Phases 1 and 2 – Approximately 2100 East Oakridge Drive76

- 5. PUBLIC HEARINGS:**

- 6. PLANNING COMMISSION RECOMMENDATIONS:**

- 7. NEW BUSINESS:**

- 8. UNFINISHED BUSINESS:**

- 9. SPECIAL REPORTS:**

- 10. CITIZEN COMMENTS:**

ADJOURN:

Notice is hereby given that:

- A Work Meeting and a Strategic Planning Work Meeting will be held at 5:30 p.m. to discuss miscellaneous matters.
- In the event of an absence of a full quorum, agenda items will be continued to the next regularly scheduled meeting.
- This meeting may involve the use of electronic communications for some of the members of this public body. The anchor location for the meeting shall be the Layton City Council Chambers, 437 North Wasatch Drive, Layton City. Members at remote locations may be connected to the meeting telephonically.
- By motion of the Layton City Council, pursuant to Title 52, Chapter 4 of the Utah Code, the City Council may vote to hold a closed meeting for any of the purposes identified in that chapter.

LAYTON CITY does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the employment or the provision of services. If you are planning to attend this public meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify Layton City eight or more hours in advance of the meeting. Please contact Kiley Day at 437 North Wasatch Drive, Layton, Utah 84041, 801.336.3825 or 801.336.3820.

Citizen Comment Guidelines

For the benefit of all who participate in a PUBLIC HEARING or in giving PUBLIC COMMENT during a City Council meeting, we respectfully request that the following procedures be observed so that all concerned individuals may have an opportunity to speak.

Time: If you are giving public input on any item on the agenda, please limit comments to three (3) minutes. If greater time is necessary to discuss the subject, the matter may, upon request, be placed on a future City Council agenda for further discussion.

New Information: Please limit comments to new information only to avoid repeating the same information multiple times.

Spokesperson: Please, if you are part of a large group, select a spokesperson for the group.

Courtesy: Please be courteous to those making comments by avoiding applauding or verbal outbursts either in favor of or against what is being said.

Comments: Your comments are important. To give order to the meeting, please direct comments to and through the person conducting the meeting.

Thank you

D R A F T

MINUTES OF LAYTON CITY COUNCIL MEETING

AUGUST 1, 2013; 7:04 P.M.

MAYOR AND COUNCILMEMBERS PRESENT:

**MAYOR J. STEPHEN CURTIS, JOYCE BROWN,
BARRY FLITTON AND SCOTT FREITAG**

ABSENT:

MICHAEL BOUWHUIS AND JORY FRANCIS

STAFF PRESENT:

**ALEX JENSEN, GARY CRANE, BILL WRIGHT,
PETER MATSON AND THIEDA WELLMAN**

The meeting was held in the Council Chambers of the Layton City Center.

Mayor Curtis opened the meeting and excused Councilmembers Bouwhuis and Francis. Boy Scout Thomas Larsen with Troop 443 led the Pledge of Allegiance. Councilmember Flitton gave the invocation. Scouts from Troops 443 and 446 were welcomed.

MINUTES:

MOTION: Councilmember Freitag moved and Councilmember Brown seconded to approve the minutes of:

**Layton City Council Work Meeting – June 20, 2013; and
Layton City Council Meeting – June 20, 2013**

The vote was unanimous to approve the minutes as written.

MUNICIPAL EVENT ANNOUNCEMENTS:

Councilmember Brown said on August 14th the Family Recreation Program would be showing the Lorax movie in the amphitheater. She said this was a free event, and there would be free popcorn, treats and drinks available.

D R A F T

Councilmember Flitton said at a meeting today he learned that \$960,000,000 came into the State in 2013 from tourism; \$390,000,000 of that went to local governments. He said this was an 8% increase over the previous year.

CONSENT AGENDA:

Mayor Curtis indicated that “Item C” would be pulled from the consent agenda and voted on separately.

SEPTEMBER 2013 ATTENDANCE AWARENESS MONTH – RESOLUTION 13-40

Mayor Curtis read Resolution 13-40 proclaiming September 2013 as attendance awareness month.

WATER EXCHANGE AGREEMENT BETWEEN LAYTON CITY AND LEGACY NEIGHBORHOODS, LLC – RESOLUTION 13-42

Gary Crane, City Attorney, said Resolution 13-42 authorized an exchange of water shares between Layton City and Legacy Neighborhoods, LLC, which was the owner of the Hill property in Kaysville. He said the Utah Constitution allowed the City to exchange water shares to put the City in a more advantageous position, and to use water shares that perhaps another jurisdiction might not be able to use. Gary said in this case, the Hill property would receive secondary water service from the Davis Weber Canal Company. He said Davis Weber Canal Company also served some areas in the western portion of Layton.

Gary said Layton was expanding its use of Kays Creek Irrigation Company water. He said Layton City would exchange 150 acre feet of Davis Weber Canal Company water with Legacy Neighborhoods, LLC for 150 acre feet of Kays Creek Irrigation water, which they had. Gary said Resolution 13-42 authorized the exchange, and Staff recommended approval.

AMENDED FINAL PLAT APPROVAL – PINEHURST PLACE SUBDIVISION, PHASES 2A AND 2B – 425 NORTH 1625 WEST

Bill Wright, Community and Economic Development Director, said this was an amended final plat approval of the Pinehurst Place Subdivision, Phases 2A and 2B, which was located at approximately 425 North 1625 West. He identified the property on an aerial map. Bill said a final plat was approved on December 7, 2006; any changes to that approved plat had to be approved by the Council.

D R A F T

Bill said the applicant was proposing to make some fairly minor changes to what was originally approved. He said the changes involved the shortening of some cul-de-sacs so that the lot sizes and buildable area of the lots on the end of the cul-de-sacs were more in line with today's market demand. Bill said it would also change the layout of a very large lot, with some additional property, making it two lots.

Bill said Phase 2B was being amended to include an additional lot. He said because of the proximity of 425 North to Hill Field Road, code allowed for a slight increase in density. Bill said the changes made the subdivision more compliant with City codes and made it more marketable in the community. He said these new phases would be required to provide dry lines for irrigation water, and they would be required to provide for the new lighting standard that was not in place in 2006 when the original plat was approved. Bill said Phases 2A and 2B would contain 41 lots in the R-S zone. He said the Planning Commission recommended approval and Staff supported that recommendation.

MOTION: Councilmember Freitag moved to approve the Consent Agenda as presented, excluding Item C, the Land Sale Agreement between Layton City and Katie's Place, LLC. Councilmember Brown seconded the motion, which passed unanimously.

LAND SALE AGREEMENT BETWEEN LAYTON CITY AND KATIE'S PLACE, LLC – APPROXIMATELY 1690 WEST 2000 NORTH – RESOLUTION 13-36

Bill Wright said Resolution 13-36 involved a land sale agreement between Layton City and Katie's Place, LLC, for property owned by the City that was located at approximately 1690 West 2000 North. He identified the property on an aerial map. Bill said years ago the property was a part of 1690 West Street as it intersected with Antelope Drive. He said UDOT and the City made a realignment of the roads in that area and made a new intersection at Antelope Drive and Robbins Drive. Bill said at that point 1690 West was abandoned. He said the parcel contained approximately 6,320 square feet.

Bill said earlier in the year Mr. Cory Bowden, representing Katie's Place, LLC, approached the City and inquired about purchasing the property as he was also interested in purchasing the property to the east, which contained a single family home and was zoned P-B, and the property to the west, which was owned by UDOT, and combining the property to build a small medical office. He said there were some utilities that ran through the City's parcel; one was a sewer line and one was a waterline that connected to a larger waterline system in Antelope Drive. Bill said the sewer line would be relocated when the existing building was demolished, but the waterline would likely be relocated on the property further to the east.

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Bill said the property was considered to not meet the definition of significant in the law, which allowed the City to follow this process for its disposition. He said the City had an obligation to receive good value for the property and to make sure the planned use of the property was consistent with the General Plan. Bill said the property was zoned P-B and the use being proposed was consistent with the General Plan, and in the best interests of the City. He said by itself the City's property would not meet the minimum standard lot size in the P-B zone, which was 10,000 square feet. Bill said the sale price was \$10,000, and Staff recommended approval.

Councilmember Brown asked if this was noticed on the property.

Bill said it was noticed on the agenda but not on the property. He said it was not required because it was not a significant parcel.

Councilmember Brown said she would assume traffic would not impact the neighborhood because they would access off of Antelope Drive.

Bill said there would not be any direct access off of Antelope Drive; access would be from Robbins Drive. He said there would be little impact to the neighborhood because it was adjacent to Antelope Drive.

Councilmember Flitton asked if the \$10,000 from the sale of the property would go into the General Fund.

Bill said yes.

MOTION: Councilmember Brown moved to approve Item C of the Consent Agenda noting that this sale was not considered significant, which allowed the Council to handle this as a consent item and not a public hearing. Councilmember Flitton seconded the motion, which passed unanimously.

PUBLIC HEARINGS:

REZONE REQUEST – DARREL FARR – A (AGRICULTURE) TO R-S (RESIDENTIAL SUBURBAN) – 850 NORTH 3200 WEST – ORDINANCE 13-23

Bill Wright said Ordinance 13-26 was a rezone request by Darrel Farr to change the zoning from A to R-S for property located at 850 North 3200 West. He said the property was just south of the P-B zoned properties

D R A F T

on the corner of Gordon Avenue and 3200 West. Bill said the rezone to R-S was to accommodate a subdivision with 5 single family detached lots. Bill said all of the lots met the minimum standard of 15,000 square feet in the R-S zone. He said the General Plan recommendation for this area was 0 to 3 units per acre; this proposal was at 2.28 units per acre.

Bill said the homes would front onto 3200 West, which was a residential collector road. He said the Planning Commission recommended approval and Staff supported that recommendation. Bill said there was some discussion at the Planning Commission meeting about the nature of backing onto 3200 West, and asked that there be some consideration with the developer for trying to provide either circular driveways or some hammerhead approaches so that the orientation coming forward onto the road could be provided. He said that could be handled during the subdivision process.

Mayor Curtis opened the meeting for public input. None was given

MOTION: Councilmember Freitag moved to close the public hearing and approve the rezone request, Ordinance 13-23.

Councilmember Flitton asked if the Council should address the consideration for circular driveways or hammerhead turns as part of the motion.

Councilmember Freitag said no, based on discussion in the earlier work meeting. He said it would be dealt with in the subdivision approval portion of the development. Councilmember Freitag said he felt that that was the appropriate time to deal with it. He said his concern would be in putting something in a rezone request that had not been fully vetted, or was not required anywhere else in the City. Councilmember Freitag said it could impact future rezone requests.

Councilmember Brown said in the earlier meeting there was some discussion about making sure perspective owners were made aware that 3200 West was a residential collector road. She asked if Councilmember Freitag would be willing to amend his motion to include that.

Councilmember Freitag said he would withdraw his motion and allow Councilmember Brown to restate the motion.

D R A F T

Councilmember Flitton expressed concerns with the safety of children on the sidewalks.

Councilmember Freitag indicated that this would be no different than any other residence in the City that backed onto the street. He said he understood Councilmember Flitton's concerns, but he was concerned with setting precedence for requiring certain driveway types that hadn't been fully discussed or vetted.

RESTATED MOTION: Councilmember Brown moved to approved Ordinance 13-23, which was a rezone from A to R-S on 850 North 3200 West, and note that attached to the lots it would indicate that this was on a collector street. Councilmember Freitag seconded the motion, which passed unanimously.

Councilmember Freitag suggested discussing this issue at a future Strategic Planning meeting.

REZONE REQUEST – RIGBY – A (AGRICULTURE) TO C-H (HIGHWAY REGIONAL COMMERCIAL) – 770 SOUTH MAIN STREET – ORDINANCE 13-22

Bill Wright said Ordinance 13-22 was a rezone request for property owned by the Rigby family located at 770 South Main Street. He said the request was to rezone the property from A to C-H. Bill identified the property on a map. He said the property was annexed into the City in 1995. When that occurred, the property owner preferred to leave their property zoned agricultural even though most of the property in the area was zoned C-H.

Bill said there was a small home on the property that fronted onto Main Street; the back portion of the property was vacant with some agricultural uses. He said the rezone met the General Plan for the area. Bill said the rezone would not force any change to the current use of the property, but would provide for the property to be marketed as commercial property. He said the Planning Commission recommended approval and Staff supported that recommendation.

Mayor Curtis opened the meeting for public input. None was given.

MOTION: Councilmember Flitton moved to close the public hearing and approve the rezone request, Ordinance 13-22. Councilmember Brown seconded the motion, which passed unanimously.

D R A F T

ORDINANCE AMENDMENT – TITLE 19, CHAPTER 19.12, SECTION 19.12.050 – PARKING SPACES FOR COMMERCIAL, INDUSTRIAL & INSTITUTIONAL USES – ORDINANCE 13-06

Bill Wright said Ordinance 13-06 was a text amendment to the City's zoning code involving parking requirements specifically for large home improvement retail uses. He said in December the City was approached by the owners of Lowe's as they were exploring an opportunity to use some of the Lowe's property for a new retail pad. Bill said in doing so they realized that if they were to remove some parking from the site they had to make sure there was adequate parking provided for the operation of Lowe's. He said their proposal to the City was to reduce the current parking requirement for these types of retail uses and to lower it to 2 parking stalls per 1,000 square feet of retail space, and to change parking requirements for the outdoor garden area.

Bill said the request was significantly studied by Staff, and it was reviewed by the Planning Commission in two public hearings. He said at the first public hearing, the Planning Commission required an additional study by their consultant because the first study was done in a non-peak part of the season; the Planning Commission was concerned that the real demand was not captured in the first study. Bill said the additional counts were done in May during their peak season. He said those counts validated the earlier counts, showing that there was excessive parking provided in the City's current requirement. He said after much analysis the Planning Commission recommended 2 parking stalls per 1,000 square feet of gross retail space, which excluded storage space, bathrooms and office space. Bill said that would allow for 87 surplus parking stalls on the site. He said the previous calculation was equal to 3 stalls per 1,000 square feet of retail space. Bill said the Planning Commission recommended approval and Staff supported that recommendation.

Bill indicated that Mr. Ryan Hales with Hales Engineering, the firm that completed the study, was attending the meeting and had a presentation available.

Councilmember Brown said in the earlier work meeting they discussed that parking was not allowed on Antelope Drive, which was a concern expressed to her by a citizen. She said parking would be allowed on Woodland Park Drive, but if that happened Lowe's would be encouraged to direct their employees to park in the back of the building allowing for more customer parking up front.

Bill said that was correct.

Councilmember Flitton said it might be well for the public to see the presentation from Hales Engineering.

D R A F T

Ryan Hales, Hales Engineering, 2975 West Mayflower Way, Lehi, Utah, reviewed information included in the Council Packet relative to the parking study they completed for the Lowe's property.

Mayor Curtis opened the meeting for public input. None was given.

MOTION: Councilmember Brown moved to close the public hearing and approve the amendment to Title 19, Ordinance 13-06. Councilmember Freitag seconded the motion, which passed unanimously.

ORDINANCE AMENDMENTS – AMENDING SECTION 3 OF THE LAYTON CITY DEVELOPMENT GUIDELINES AND DESIGN STANDARDS ENTITLED STREET IMPROVEMENTS; AMENDING TITLE 16, SECTION 16.04.010-D103.4 OF THE LAYTON MUNICIPAL CODE ENTITLED DEAD ENDS; AMENDING TITLE 18, SECTION 18.24.070 ENTITLED TEMPORARY TURNAROUNDS; AND AMENDING TITLE 19, SECTION 19.07.120 ENTITLED DEVELOPMENT STANDARDS – ORDINANCE 13-17

Bill Wright said Ordinance 13-17 contained ordinance text amendments to the City code relative to temporary turnarounds in subdivisions. He said this amendment was initiated by Staff to address some issues with the way turnarounds had been provided for in the past. Bill said Staff had some concerns about turnarounds that were built in a more permanent fashion that were to be taken out and reconnected to future streets. He said those stub streets had become an issue in terms of how the escrow accounts were established when redoing those turnarounds.

Bill said the proposal included three alternatives in dealing with temporary turnarounds. He reviewed the three alternatives including a standard cul-de-sac with a maximum length of 500 feet. Bill said there was a second alternative where a stub street would stop at a future phase of development, or at another property owner's vacant property, which allowed for a temporary turnaround with road base material so that it was a drivable surface for the exiting of emergency vehicles.

Bill said this alternative had some sub-alternatives. Currently the fire code indicated that if a stub street extended more than 150 feet, there had to be some type of turnaround. He said the adjustment would be that the stub street would be 150 feet or two lots maximum. Bill said the other alternative would be that homes that extended beyond the 150 feet could have a fire suppression system installed within the home.

Bill said the third alternative introduced was an idea of a bulb in the road that would be permanent in nature,

D R A F T

and then continued to stub to an adjoining property. He said in this case the curb, gutter and sidewalk would continue around the bulb and homes built on these lots would have to maintain setbacks from the bulb.

Bill said the Planning Commission recommended approval and Staff supported that recommendation. He said there was some public comment at the Planning Commission meeting from residents that resided on existing temporary turnarounds who wanted to make sure this change would not relieve the requirement to change out their temporary hard surface cul-de-sac in the future. Bill said the City was dealing with those situations on a case by case basis, and would work with residents to not place the burden of removal on the current property owners, but to find an equitable way to make the change occur.

Councilmember Brown said on the second option where it indicated a drivable surface; if that sat for quite a few years would it have to be maintained so that weeds were not growing through the temporary surface.

Bill said the expectation was that it would be a maintainable, drivable surface. He said there could be an escrow required for the cost of maintenance, but ultimately it would fall on the City to maintain the surface where it would be a public right of way.

Mayor Curtis opened the meeting for public input. None was given.

Councilmember Freitag said there was a lengthy discussion about this in the earlier work meeting.

MOTION: Councilmember Freitag moved to table this item to a date certain of August 15, 2013, to allow time for the City Attorney to research questions relating to the requirement of a turnaround for fire apparatus and the proposed addition of fire suppression systems in residential homes. Councilmember Flitton seconded the motion, which passed unanimously.

CITIZEN COMMENTS:

Lara Mountford, 3779 South 550 West, Syracuse, expressed concerns with a recent decision by the Davis School District to stop bus service as of the 2014/2015 school year for their children attending Sand Spring Elementary. She said there was no sidewalk along the south side of Gentile Street from the Syracuse border to 3200 West, where there was a crosswalk available. Ms. Mountford said children would have to walk in the road because of obstructions along that area. She asked the Council to consider funding sidewalk along this area, which would entail 1,800 feet of sidewalk.

D R A F T

Mayor Cutis thanked Ms. Mountford for her comments. He said Staff would address the issue.

Jamie Prather Newton, 949 West Gordon Avenue, suggested that the City add a noise ordinance amendment to the City code relative to indoor gun ranges. She said the Red Dot range was adjacent to their home. Ms. Prather Newton said the City had been working with Red Dot to get some sound attenuation installed. She said there needed to be a noise ordinance update to address the noise issues from these types of businesses.

The meeting adjourned at 8:16 p.m.

Thieda Wellman, City Recorder

**LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET**

Item Number: 3A

Subject: Presentation – Youth of Promise

Background: Youth of Promise has asked for time on the agenda to make a presentation thanking Layton City for its donation.

Alternatives: N/A

Recommendation: N/A

**LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET**

Item Number: 3B

Subject: Presentation – Youth Court Graduation and Swearing In

Background: The Youth Court has asked for time on the agenda to recognize those who have graduated and to swear in the new members.

Alternatives: N/A

Recommendation: N/A

**LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET**

Item Number: 3C

Subject: Proclamation – National Preparedness Month – September 2013

Background: September is National Preparedness Month. Layton City has traditionally participated annually to increase preparedness throughout the City. The event, now in its ninth year, is a nationwide, month-long effort hosted by the Ready Campaign and Citizen Corps, encouraging households, businesses and communities to prepare and plan for emergencies.

Alternatives: N/A

Recommendation: N/A

PROCLAMATION

National Preparedness Month – September 2013

WHEREAS, National Preparedness Month creates an important opportunity for every resident of Layton City to prepare their homes, businesses, and communities for any type of emergency including natural disasters and manmade disasters, including potential terrorist attacks; and

WHEREAS, investing in the preparedness of ourselves, our families, businesses, and communities can reduce fatalities and economic devastation in our community and in our nation; and

WHEREAS the Federal Emergency Management Agency's Ready Campaign, Citizen Corps, and other Federal, State, local, tribal, territorial, private, and volunteer agencies are working to increase public activities in preparing for emergencies and to educate individuals on how to take action; and

WHEREAS, emergency preparedness is the responsibility of every citizen of Layton City and all citizens are urged to make preparedness a priority and work together, as a team, to ensure that individuals, families, and communities are prepared for disasters and emergencies of any type; and

WHEREAS, all citizens of Layton City are encouraged to participate in citizen preparedness activities and asked to visit the websites of the Ready campaign at www.ready.gov or www.listo.gov (Español) and become more prepared.

THEREFORE, BE IT RESOLVED that the Layton City Council hereby proclaims September 2013 as National Preparedness Month, and encourages all citizens and businesses to develop their own emergency preparedness plan, and work together toward creating a more prepared society.

**LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET**

Item Number: 4A

Subject: Proposal Award – Horrocks Engineers – Project 13-56 – Professional Engineering Services for the Layton City Master Transportation Plan – Resolution 13-52

Background: Resolution 13-52 authorizes the execution of an agreement between Layton City and Horrocks Engineers for consulting services for the Layton City Master Transportation Plan, Project 13-56. This project will provide Layton City with an updated Layton City Transportation Master Plan, Impact Fee Facility Plan, and Impact Fee Analysis and Rate Study.

Request for proposals were sent to five consulting firms. Three companies submitted proposals on August 8, 2013, including Horrocks Engineers, InterPlan, and Stanley Consultants. The Transportation Committee, comprising nine members including two City Council Members, evaluated the proposals. The committee ranked the companies and then opened their fee proposal. Horrocks Engineers was selected by the committee to perform the work for the Layton City Master Transportation Plan for \$98,369. The design services are currently budgeted for fiscal year 2013-2014.

Alternatives: Alternatives are to 1) Adopt Resolution 13-52 approving the agreement between Layton City and Horrocks Engineers for professional engineering services for the Layton City Master Transportation Plan, Project 13-56; 2) Adopt Resolution 13-52 with any amendments the Council deems appropriate; or 3) Not adopt Resolution 13-52 and remand to Staff with directions.

Recommendation: Staff recommends the Council adopt Resolution 13-52 approving the agreement between Layton City and Horrocks Engineers for professional engineering services for the Layton City Master Transportation Plan, Project 13-56 and authorize the Mayor to sign the necessary documents.

RESOLUTION 13-52

A RESOLUTION AUTHORIZING LAYTON CITY TO ADOPT AND APPROVE AN AGREEMENT WITH HORROCKS ENGINEERS TO PROVIDE PROFESSIONAL ENGINEERING SERVICES TO THE CITY; AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT.

WHEREAS, Layton City has elected to update the city transportation plan to be known as the Layton City Master Transportation Plan 2013, Project 13-56; and

WHEREAS, the City received proposals from consultants to update the master transportation plan on Augusts 8, 2013, with the results of these proposals attached hereto, for the Council's review; and

WHEREAS, City Staff has reviewed and evaluated each response to the Advertisement for Bids and has found it to be in the best interest of the City and citizens of Layton City to conditionally select Horrocks Engineers as the consultant for the Layton City Master Transportation Plan 2013, Project 13-56.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF LAYTON, UTAH:

1. That Layton City enter into the Agreement between the City and Horrocks Engineers, for the purpose of providing professional engineering services for updating the Layton City Master Transportation Plan 2013, Project 13-56. A copy of said Agreement is attached hereto and incorporated herein by this reference.

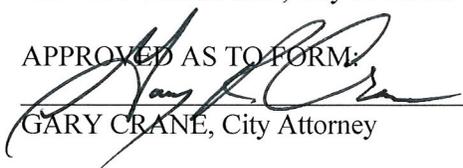
2. That the Mayor be authorized to execute the necessary documents.

PASSED AND ADOPTED by the City Council of Layton, Utah, this the **19th day of September, 2013.**

ATTEST:

THIEDA WELLMAN, City Recorder

APPROVED AS TO FORM:



GARY CRANE, City Attorney

J. STEPHEN CURTIS, Mayor



SUBMITTING DEPARTMENT:

TERRY COBURN, Public Works Director

Layton City Master Transportation Plan 2013

Rating-See Below

Consultant	Weighted %	Horrocks	InterPlan	Stanley
Scope of Work to meet project goals	15	14.00	13.00	11.6
Project Approach	15	14.00	13.83	12
Project Schedule	15	14.43	13.83	12.2
Master Plan Project Experience	15	13.86	13.50	13.2
Team Experience & Qualifications	15	14.14	13.17	11.4
Subtotal	75	70.43	67.33	60.40
Cost		\$ 98,369	\$ 105,999	\$ 109,976
Ranking		1	2	3

Rating: Please rate each category with a score from 1-15

15= Excellent

10= Good

5= Fair

0= Poor

You may score any number between 1-15

ENGINEERING SERVICES AGREEMENT

THIS AGREEMENT, made and entered into this August 23rd day of 2013, by and between Layton City, hereinafter called "OWNER" and **HORROCKS ENGINEERS, INC.**, a Utah corporation, hereinafter referred to as "ENGINEER" hereby acknowledge and reduce in writing an AGREEMENT made on or about the above date.

THAT WHEREAS, the OWNER recognizes the need for professional and technical services relating to Layton City Master Transportation Plan, hereinafter referred to as "PROJECT."

WHEREAS, the OWNER recognizes the ENGINEER as having the necessary expertise and experience to perform the services for the PROJECT and that it is properly qualified and licensed in the State of Utah for this work;

NOW, THEREFORE, OWNER and ENGINEER agree as follows:

SECTION 1 - PROFESSIONAL SERVICES

1.1 The professional engineering services to be rendered by ENGINEER shall be as follows:

See ATTACHMENT which is attached hereto and incorporated herein by this reference for scope of work of the subject PROJECT.

SECTION 2 - PROJECT SCHEDULE

2.1 See ATTACHMENT for project schedule of the subject PROJECT.

SECTION 3 - PAYMENT TO ENGINEER

3.1 It is hereby understood and agreed that the ENGINEER will provide engineering services to the OWNER in accordance with the scope of work (paragraph 1.1).

MONTHLY PROGRESS BILLINGS, CONTRACT MAXIMUM. For all services

and materials pertinent hereto the ENGINEER shall bill the OWNER monthly at the specific billing rates for each staff type indicated on the attached projected labor hours and costs schedule (ATTACHMENT) for the actual number of hours worked by employees and the actual number of equipment hours or units used, up to a **maximum of \$ 98,369** . The rates charged for services are based on the ENGINEER's current Fee Schedule which is modified annually on March 1st. All services rendered after a new Fee Schedule is in effect shall be billed to OWNER at the new rates.

LAW CONTAINED IN THE "ATTACHMENT" AND INCORPORATED HEREIN BY THIS REFERENCE.

3.2 DELAYS. The ENGINEER is not responsible for damage or delay in performance caused by events beyond the control of ENGINEER. In the event ENGINEER's services are suspended, delayed, or interrupted for the convenience of the OWNER or delays occur beyond the control of ENGINEER, an equitable adjustment in ENGINEER's time of performance, cost of ENGINEER's personnel and subcontractors, and ENGINEER's compensation shall be made.

3.3 PAYMENT TERMS. OWNER agrees to make prompt payments in response to ENGINEER's invoices. OWNER recognizes that late payment of invoices results in extra expenses for ENGINEER. ENGINEER retains the right to assess OWNER interest at the rate of one percent (1%) per month, on invoices which are not paid within forty-five (45) days from the date of invoice. ENGINEER also reserves the right, after seven (7) days prior written notice, to suspend performance of its services under this AGREEMENT until all past due amounts have been paid in full.

SECTION 4 - MISCELLANEOUS PROVISIONS

4.1 STANDARD OF PERFORMANCE. All of ENGINEER's services under this AGREEMENT shall be performed in a reasonable and prudent manner in accordance with generally accepted engineering practices.

4.2 ADDITIONAL SERVICES. Engineering services or items which are not considered within the scope of work as set forth in paragraph 1.1 of this AGREEMENT may be provided by the ENGINEER under an extension of this contract or under separate contract with the OWNER.

4.3 OWNER-PROVIDED SERVICES AND INFORMATION. The OWNER shall furnish the ENGINEER available studies, reports, and other data pertinent to ENGINEER's services; obtain or authorize ENGINEER to obtain or provide additional reports and data as required; furnish to ENGINEER services of others as required for the performance of ENGINEER's services hereunder, and ENGINEER shall be entitled to use and rely upon all information and services provided by OWNER or others in performing ENGINEER's services under this AGREEMENT.

4.4 OWNER-PROVIDED ACCESS. The OWNER shall arrange for access to and make all provisions for ENGINEER to enter upon public and private property as required for ENGINEER to perform services under this AGREEMENT.

4.5 OWNERSHIP AND RE-USE OF DOCUMENTS. Original documents, methodological explanations, drawings, designs, and reports generated by this AGREEMENT shall belong to and become the property of OWNER in accordance with accepted standards relating to public works contracts. Any additional copies, not otherwise provided for herein, shall be the responsibility of OWNER.

Documents, including drawings and specifications, prepared by ENGINEER pursuant to this AGREEMENT are not intended or represented to be suitable for reuse by OWNER or others on any other project. Any reuse of completed documents or use of partially completed documents without written verification or concurrence by ENGINEER for the specific purpose intended will be at OWNER's sole risk and without liability or legal exposure to ENGINEER; and OWNER shall indemnify and hold harmless ENGINEER from all claims, damages, losses, and expenses, including attorney's fees arising out of or resulting therefrom. Any such certification or adaptation of completed documents will entitle ENGINEER to further compensation at rates to be agreed upon by OWNER and ENGINEER.

4.6 INSURANCE. The ENGINEER maintains, at its own expense, workers compensation, comprehensive general liability, automobile liability, and professional liability insurance policies with limits at or above that which is reasonably required in the industry and will, upon request, furnish certificates of insurance to OWNER.

- 4.7 SUCCESSORS AND ASSIGNS. OWNER and ENGINEER, respectively, bind themselves, their partners, successors, assigns, and legal representatives to the covenants of this AGREEMENT. Neither OWNER nor ENGINEER will assign, sublet, or transfer any interest in this AGREEMENT without the written consent of the other.
- 4.8 SEVERABILITY. If any provision of this AGREEMENT is held invalid or unenforceable, the remaining provisions shall be valid and binding upon the parties. One or more waivers by either party of any provision, term, or condition shall not be construed by the other party as a waiver of any subsequent breach of the same provision, term, or condition.
- 4.9 LIMITATION OF LIABILITY. ENGINEER's potential liability to OWNER and others is grossly disproportionate to ENGINEER's fee due to size, scope, and value of the PROJECT. Therefore, unless OWNER and ENGINEER otherwise agree in writing in consideration for an increase in ENGINEER's fee, OWNER agrees to limit ENGINEER's liability to OWNER to the greater of \$50,000.00 or the amount of ENGINEER's fee for any loss or damage, including but not limited to special and consequential damages arising out of or in connection with the performance of services or any other cause, including ENGINEER's professional negligent acts, errors, or omissions, and OWNER hereby releases and holds harmless ENGINEER from any liability above such amount.
- 4.10 INDEPENDENT CONTRACTOR. ENGINEER and OWNER agree that ENGINEER is an independent contractor. ENGINEER shall be solely responsible for the conduct and control of the work performed under this AGREEMENT. ENGINEER shall be free to render consulting services to others during the term of this AGREEMENT, so long as such activities do not interfere with or diminish ENGINEER's ability to fulfill the obligations established herein to OWNER.

SECTION 5 - LEGAL RELATIONS

- 5.1 INDEMNIFICATION. Each party (the "indemnifying party") agrees to indemnify and hold harmless the other party and any of its principals, agents, and employees, from and against all claims, loss, liability, suits, and damages

including attorney's fees, charges, or expenses to which such other party or any of them may incur to the extent they arise out of or result from any negligent act or omission caused by the indemnifying party or its agents or employees.

- 5.2 HAZARDOUS SUBSTANCE INDEMNIFICATION. With respect to claims, damages, losses, and expenses which are related to hazardous waste, pollutants, contaminants, or asbestos on or about the OWNER's property, the OWNER shall, to the extent permitted by law and to the extent ENGINEER is not the cause of such waste, pollutants, contaminants, or asbestos, indemnify, and hold harmless ENGINEER and its employees, subconsultants, or agents from and against all such claims against ENGINEER related thereto.
- 5.3 CONTRACTOR'S METHODS, PRICES. The ENGINEER has no control over the cost of labor, materials, equipment, or other services furnished by others, or over Contractor's methods of determining prices, or other competitive bidding or market conditions, practices, or omissions on the site. Any cost estimates provided by ENGINEER will be made on the basis of its experience and judgment. ENGINEER cannot and does not guarantee that proposals, bids, or actual PROJECT construction costs will not vary from cost estimates prepared by ENGINEER.
- 5.4 CONTRACTOR'S PERFORMANCE INDEMNIFICATION, ADDITIONAL INSUREDS. If the PROJECT involves construction of any kind, the parties agree that OWNER and ENGINEER shall be indemnified by the Contractor to the fullest extent permitted by law for all claims, damages, losses, and expenses, including attorney's fees, arising out of or resulting from Contractor's performance of work including injury to any worker on the job site except for negligence that arises out of the OWNER or ENGINEER. Both OWNER and ENGINEER shall be named as additional insureds by Contractor's General Liability and Builders All Risk insurance policies without offset and all Construction Documents and insurance certificates shall include wording acceptable to the parties herein with reference to such provisions.
- 5.5 CONTRACTOR'S SAFETY METHODS. ENGINEER shall not be responsible for the means, methods, techniques, sequences, or procedures of construction selected by contractors or the safety precautions and programs incident to the work of contractors and shall not be responsible for Contractor's failure to carry

out work in accordance with the Contract Documents.

- 5.6 LIMITATION OF RIGHTS. The services to be performed by ENGINEER are intended solely for the benefit of the OWNER. Nothing contained herein shall confer any rights upon or create any duties on the part of owner or ENGINEER toward any person or persons not a party to this AGREEMENT including, but not limited to, any contractor, subcontractor, supplier, or the agents, officers, employees, insurers, or sureties of any of them.
- 5.7 DISPUTE RESOLUTION. All disputes between ENGINEER and OWNER, with the exception of non-payment issues, shall first be subject to non-binding mediation. Either party may demand mediation by serving a written notice stating the essential nature of the dispute and demanding that the mediation proceed within sixty (60) days of service of notice. The mediation shall be administered by the American Arbitration Association or by such other person or organization as the parties may agree upon. No action or suit may be commenced unless (1) the mediation does not occur within ninety (90) days after service of notice, (2) the mediation occurs within ninety (90) days after service of notice but does not resolve the dispute, or (3) a statute of limitation would elapse if suit was not filed prior to ninety (90) days after service of notice.

SECTION 6 - TERMINATION OF AGREEMENT

- 6.1 This AGREEMENT may be terminated in whole or in part by either party in the event of substantial failure by the other party to fulfill its obligations under this AGREEMENT through no fault of the terminating party; providing that no such termination may be effected unless the other party is given (1) not less than thirty (30) days written notice (delivered by certified mail, return receipt required) of intent to terminate, and (2) an opportunity for consultation with the terminating party prior to termination.
- 6.2 If this AGREEMENT is terminated in whole or in part by OWNER for reasons of default by ENGINEER, a negotiated adjustment in the price provided for in this AGREEMENT shall be made, however, no amount shall be allowed for anticipated profit or unperformed services. If termination for default is effected by ENGINEER, the negotiated adjustment shall include a reasonable profit on that portion of the work performed. The equitable adjustment for any termination

shall provide payment to the ENGINEER for services rendered and expenses incurred prior to the termination.

6.3 This AGREEMENT may be terminated at any time, for any reason, by either party, giving not less than 30 days written notice to the other party. In the event OWNER elects to terminate the AGREEMENT, OWNER shall pay shall pay ENGINEER for services rendered and expenses incurred prior to termination including a reasonable profit for the same.

SECTION 7 - ENTIRE AGREEMENT

7.1 This Engineering Services AGREEMENT shall remain in effect throughout the duration of the PROJECT. This AGREEMENT, including attachments incorporated herein by reference, represents the entire AGREEMENT and understanding between the parties, and any negotiations, proposals, or oral agreements are intended to be integrated herein and to be superseded by this written AGREEMENT. Any supplement or amendment to this AGREEMENT, to be effective, shall be in writing and signed by the OWNER and ENGINEER.

SECTION 8 - GOVERNING LAW

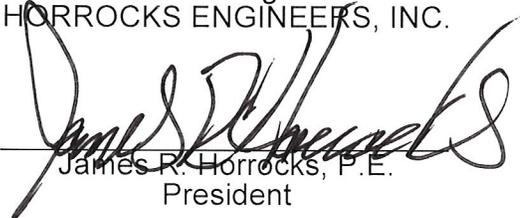
8.1 This AGREEMENT is to be governed by and construed in accordance with the laws of the State of Utah.

IN WITNESS WHEREOF, the parties hereto have subscribed their names through their proper offices duly authorized as of the day and year first above written.

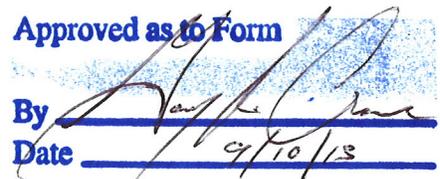
SIGNATORY

Name of Engineer:
HORROCKS ENGINEERS, INC.

Name of Owner:
Layton City

By: 
James R. Horrocks, P.E.
President

By: _____

Approved as to Form

By _____
Date 9/10/13

August 8, 2013

Attachment

Layton City Public Works Engineering Department
James "Woody" Woodruff, P.E., City Engineer
437 N. Wasatch Drive
Layton, UT 84041

Dear Mr. Woodruff and Selection Committee:

HORROCKS ENGINEERS is pleased to provide this proposal to Layton City for the preparation of the Master Transportation Plan and Transportation Capital Facilities Plan.

With more than 45 years of local consulting experience, Horrocks is one of the leading planning and engineering firms along the Wasatch Front. Our local clients can attest to the integrity, ingenuity, and responsiveness that Horrocks provides to all of our clients, with some of these engagements in place for more than 25 years.

Horrocks has extensive experience with municipalities, WFRC, and UDOT projects throughout Utah. Our engineering staff has been working in the Davis County area for several decades. During this time, our firm has established itself as an expert in Transportation Planning and Roadway Engineering Design.

In the following pages, we demonstrate the many ways Layton City will benefit from Horrocks Engineers' expertise, including the following:

- Horrocks has the knowledge and experience with traffic modeling and Transportation Master Plans for numerous municipalities, many of which are similar to Layton City
- Horrocks has added the expertise of Susan Becker from Zions Bank, David Thompson and Mel Bodily from Avenue Consultants, and Travis Jensen from Alta Planning + Design to fulfill Layton City's project goals and provide one of the most qualified and knowledgeable teams possible
- Our qualifications and firm history exceeds those of others, having been headquartered in Utah for 45 years
- Our history in Davis County has established our expertise in transportation planning in and around Layton City
- Horrocks brings added value to the project by exceeding the project scope, as detailed in this proposal. We also offer additional services the City may desire that will complement the Master Transportation Plan and Transportation Capital Facility Plan
- Horrocks has been one of the leading innovators along the Wasatch Front with our ABC bridge experience, DDI modeling and design, CFI, thru-turn, ATMS, ITS, safety analyses, and corridor and region-wide traffic analyses

Horrocks is excited about the opportunity to work with Layton City and express our commitment to and interest in this project. Please contact me at (801) 201-3016 or ronm@horrocks.com with any questions you may have.

Warm Regards,
HORROCKS ENGINEERS



Ron Mortimer, T.E.
Principal and Project Manager



INTRODUCTION

Founded by Gil Horrocks in 1968, Horrocks Engineers has a long history and reputation as one of the western region's leading civil engineering firms. Over our past 45 years of business, Horrocks has transitioned to become a full service civil engineering company. Our client base ranges from contractors, municipalities, water districts, and special service districts, to several state departments of transportation, the Federal Highway Administration, and many others. Horrocks has 230 employees with twelve office locations in Utah, Idaho, Nevada, Colorado, and Arizona. Our project team is comprised of staff from our Ogden and Pleasant Grove offices. Our company is committed to the planning and design needs of communities that will stand up to the demands of the rapidly growing West.

By understanding economic trends, projecting community growth, and staying at the forefront of the technology curve, we believe that our work not only connects people with needed infrastructure, but also helps to create an intelligent and planned connection to the future. Our staff has the technical expertise and management savvy to handle projects of varying size, scope, and complexity. We focus on providing individual client support and quality control for each and every job.

Susan Becker of Zions Bank Public Finance (ZBPF) will be joining the Horrocks team to provide financial advising. Susie is located in ZBPF's Salt Lake City office. ZBPF's Municipal Consulting Group is well-known and respected throughout the Intermountain Region for its leadership in

economic development, redevelopment, market analysis, capital facility finance planning, feasibility studies, and fiscal/economic impacts analysis.

Assisting Horrocks Engineers in fulfilling the needs of Layton City will also be David Thompson and Mel Bodily, Principals at Avenue Consultants. Avenue is based in Taylorsville, Utah, and has specific experience with a wide variety of transportation services that include regional and local transportation planning studies (traffic, transit, bicycle, and pedestrian), general traffic planning and engineering, transit planning, specialized municipal/regional corridor studies, innovative intersection/roadway evaluations, environmental analyses, roadway design, and signal design, and signal timing implementation.

Travis Jensen of Alta Planning + Design is also joining the Horrocks team to assist with Bicycles and Pedestrian/Transit. Alta Planning + Design was founded in 1996 and is dedicated exclusively to bicycle, pedestrian, and trail planning and design. Their experience includes analysis elements, such as feasibility and traffic studies, opportunities/constraints, accurate cost estimations and funding strategies, user projection, future benefit analysis, and more.

In the following pages, we demonstrate the many ways Layton City will benefit from Horrocks Engineers' expertise, including the following:

1. Transportation Master Plans (TMP) for numerous cities throughout Utah

Over the last few years, our team has performed in-house traffic modeling on various projects throughout Utah, including Davis County. We have recently provided Transportation Master Planning services for several cities, including Sandy, South Jordan, American Fork, Spanish Fork, Saratoga Springs, Riverton, Pleasant Grove, Lehi City, and Eagle Mountain.

2. Utah Impact Fee Laws and Impact Fee Facility Plans

There has been recent political and legal attention put on impact fees. Cities are now almost required to use specialty legal or economic firms to help tackle the impact fees. Horrocks has teamed up with Zions Bank Public Finance to perform the impact fee consulting. We are also very familiar with the impact fee laws and Facility Plans, having performed these services for the following cities: Spanish Fork City, Riverton City, Saratoga Springs, and Kaysville.

3. Experience in Davis County Transportation Planning

Horrocks has been established in Davis County for 45 years and has been involved with many Davis County transportation projects. Through this experience, we have gained a solid understanding of the interaction between Layton City, neighboring cities, Wasatch Front Regional Council (WFRC), and UDOT.

4. Proximity and Availability to Layton City

This project will be managed in Horrocks' Pleasant Grove and Ogden offices. The project management team, as detailed in the Project Team section, will be available to Layton City on short notice.

Horrocks Engineers has one of the largest and most specialized Traffic Engineering and Planning Departments in the State of Utah.



SCOPE OF WORK

Task 1 – Project Administration

The Horrocks team management approach will include Ron Mortimer as Project Manager and George Benford as Primary Transportation Planner. Ron will provide expertise, input, and oversight to each of the disciplines contained in the scope of this proposal. George will oversee the production, quality control, and completion of the MTP. Ron or George will attend the biweekly meetings, along with agency and public meetings.



Ron Mortimer
Office: (801) 763-5206
Cell: (801) 201-3016
RonM@horrocks.com



George Benford
Office: (801) 763-5411
Cell: (801) 866-3191
GeorgeB@horrocks.com

Task 1.1 – Project Schedule

A Master Transportation Plan of this effort takes three to four months to perform data gathering, run the analysis, present the findings to the City, and provide public input at work shops. A Draft report can be completed in 4 months with a complete MTP, CIP, CFP, and IFFP within 6 months. A graphical representation of our schedule is provided within this document on page 10.

Task 1.2 – Coordination Meetings

In order to refine and recommend the best transportation solutions for Layton City, the Horrocks team will hold biweekly team meetings to coordinate ideas and efforts between disciplines. The team will meet with City staff to

collect feedback and report on the overall progress of the project. It is important that there is continuity in project team attendance in order to meet consensus as a team. It is critical that other partnering jurisdictions, including UDOT, UTA, and possibly adjacent cities, be involved and provide feedback in the development of the City's transportation plan. The team will also hold monthly work sessions with the City Council and Planning Commission to refine and select the optimal solutions for Layton City's transportation network. Coordination meetings at this level are meant to be internal to the project. The Public Involvement section of this scope of work is detailed later and will serve as the avenue for sharing information with the public.

Task 1.3 – Quality Assurance/Quality Control Plan

Horrocks has an established QA/QC program on all projects. This process involves internal reviews on all deliverables and presentation materials, and peer reviews when applicable. We will also rely on input from City staff to confirm the project direction, technical input, quality, and graphical presentation.

Task 2 – Review Existing Layton City Master Plan & Data

The City's current MTP will be used as a basis for the new Master Plan. It is often useful to review the current MTP to determine if it is the direction the City wants to continue to go. Transportation plans from adjacent communities can also affect city planning efforts. Transportation plans from adjacent communities will be reviewed and considered when completing Layton City's MTP. This will help provide system continuity across jurisdictional borders. Regional transportation plans from both WFRC and UDOT will be collected and integrated into the final document as well.

Task 3 – Data Gathering (Existing Conditions)

The data gathering effort requires obtaining various data sets from many different sources. Some are external to the City and others require the cooperation of other agencies. The items detailed below are areas the City of Layton has requested be gathered, reviewed, and included in the MTP as appropriate.

a. Census Data

Population and land use data will be obtained from the City planning department and compared to the Census and Governor's Office of Planning and Budget. Population trends and projections directly affect the transportation system. Population projections established by the project team will be used in the travel demand modeling effort.

b. Planning and Zoning

The transportation system is a direct result of land use planning and zoning. As part of the data gathering effort, Horrocks will coordinate with Layton City, UTA, UDOT, WFRC, and other appropriate agencies regarding existing and planned population densities and zoning. This data will be used to establish traffic volumes in the travel demand modeling effort.

c. Aerial Mapping (GIS)

Horrocks will use aerial mapping provided by Layton City as detailed in the RFP and supplement the aerial photography with AGRC files, if needed. Aerial photography will be used for display purposes only and will not be a replacement for surveying or verifying items in the field, as needed. Horrocks has extensive GIS capabilities and will use many elements, including aerial photography, to create maps for the final report and make presentations to the public.



d. Pavement Management

Pavement quality information will be provided by the City and can be included in the MTP in text or map form, where appropriate.

e. Construction and Design Standards

Horrocks is the Engineering of Record for many cities in Utah and has staff who are experienced at creating and following design standards. We also perform construction management services for many cities and agencies throughout the State. Horrocks will review and make recommendations to the Development Guidelines and Design Standards recently adopted in November 2012.

f. Traffic Counts/Studies

Existing traffic volumes are needed to evaluate the level of service of the existing roadway network and to calibrate the travel demand model. The Horrocks team will obtain and organize traffic counts performed by Layton City and UDOT in order to establish an “existing” traffic condition of City roadways. These counts are typically 24 to 48-hour traffic counts on road segments and will be presented in a graphic and/or table.

The Horrocks team also has the in-house resources to collect data in an efficient and timely manner. We can collect new data to supplement existing daily traffic counts at up to 10 locations in the City. In order to accurately account for seasonal variations, we will adjust counts collected using our experience in data collection along the Wasatch Front and refer to UDOT permanent count stations that reflect seasonal traffic fluctuations. The Horrocks team can collect traffic counts during the peak hour at 5 intersections if desired.

Roadways will be classified by functionality (arterials, collectors, local roads, etc.) depending on associated travel demand for each facility. Our team will work with the City to develop typical cross-sections for each roadway class. The project team will use a multimodal approach to establish and balance the needs between vehicular traffic and bicycle/pedestrian facilities. The team will establish and provide recommendations for typical intersection designs to guide right-of-way planning and preservation, including lane widths, pedestrian treatments, turn-bay requirements, etc.

g. Studies and Analysis

The Horrocks team will collect and inventory the City’s existing roadway network (number of lanes, intersection control types, etc.). The City’s current MTP will be used as a basis for the study. Conceptual and specific plans for streets, bicycle, and pedestrian facilities will be evaluated and unified through this study. Transportation plans from surrounding communities and regional transportation plans from WFRC and UDOT will be collected and integrated into the final document to provide system continuity across jurisdictional borders. Regional transportation plans from both WFRC and UDOT will be collected and reviewed for integration into the final document as well.

h. Pedestrian and Bicycle Routes/Trails

Included on our team is Alta Planning + Design, the premiere bike and pedestrian planners in the region. It is important that there is connectivity and continuity of bike and trail systems between adjacent jurisdictions. The Horrocks team will evaluate the existing bike/ped/trail system and provide recommendations as to future connections and routes.



i. Traffic Signal Inventory and Potential Future Signal Locations

Our team will include a map or table of existing signalized intersections with the intent to use the master plan process to estimate the location of future traffic signals. We will identify potential specialized intersections, including roundabouts, traffic signals, or other innovative intersections.

Task 4 – Travel Demand Modeling & Traffic Forecasting

The team will use the existing WFRC travel model as a base and make adjustments to existing Traffic Analysis Zones (TAZ), as needed. Horrocks will coordinate and work closely with WFRC in obtaining data and conducting the trip generation, distribution, and assignment processes of the most recent version of the regional travel demand model.

The Horrocks team will model short-term and long-term traffic conditions to evaluate transportation needs of the City. The RFP requests a 5-year, 10-year, and build-out traffic conditions. In order to follow impact fee laws, it may be beneficial to perform a 6-year condition to match the 6-year impact fee requirements. Our team plans on creating a travel demand model for three horizon year conditions as part of the MTP process. The Horrocks team will identify deficiencies throughout the existing roadway network that will result from future land development.

The Horrocks team will review the model created by the traffic model consultant and compare it with the WFRC regional travel demand model to ensure compatibility. We will also incorporate the regional planning efforts of WFRC into the recommendations within the report in the form of a technical memorandum prior to completing the MTP.

We will review the future daily traffic volumes and establish an acceptable level of service (LOS) of the roadway system. This process will also integrate the existing and planned roadway cross-sections for arterial and collector roadways.

Task 5 – Transportation Master Plan Evaluation
Task 5.1 – Capital Improvement Project (CIP) Projection

Upon completion of the horizon year traffic modeling, we will combine data sets to project a transportation system that considers functional class, daily traffic, future zoning, traffic circulation, etc. We will illustrate the necessary future roadways graphically in a transportation master plan map that identifies the necessary roadway corridors

and their functional classifications. We will also prepare a prioritized schedule of projects that the City will need to complete to construct the master planned system. The schedule will illustrate both construction and right-of-way costs separately. Funding sources will be identified for each planned project. All plans and information that can be presented graphically in a GIS format will be included. In preparation of our cost estimates, we will rely on UDOT's and Layton City's unit costs, as well as our own recent construction project costs, to estimate individual CIP project costs. Individual CIP projects that are required, due in part to existing deficiencies and in part to future growth, will contain the percentage of system versus project components, a detailed description, and supporting engineering and planning data.

Within the past year, Zions Bank Public Finance performed impact fee studies for the following entities:

- Syracuse
- Perry
- Herriman
- Snyderville Basin Special Recreation District
- Saratoga Springs

Task 5.2 – Capital Facilities Plan (CFP) Projection/IFFP

Through discussions with City staff, we understand that this element refers specifically to the Impact Fee Facilities Plan (IFFP) as defined in Title 11-36a of the Utah Code. In previous versions of the law, a CFP was the basis for impact fee calculations. As such, when the master plan has been completed, we will assess which projects are eligible to be included in the IFFP. The IFFP will include the following:

- An appropriate and defensible level of service (LOS) criteria for roadway sections and intersections
- An existing and future level of service for all major roadways and critical intersections within the City
- A prioritized list of the projects required accommodate new development in the six years
- Cost estimates for impact fee eligible projects

- Six year and build out traffic volumes
- Identify the number of trips passing through the City to enable correct proportioning of impact fee eligible improvements
- Summary of how existing projects were funded
- Analyze and incorporate all funding opportunities in addition to impact fees

Task 5.3 – Incorporation of the City’s General Plan

The City’s General Plan has been established to provide guidelines to achieve the goals of the City. The General Plan will be a guide that will help govern the MTP. If potential or realized conflicts between the General Plan and the MTP are identified throughout the MTP process, they will be discussed and solved prior to continuing the project.

Task 5.4 – Agency Coordination

Agency coordination will be an integral part of the MTP process and we expect to coordinate with UDOT, UTA, WFRC, and neighboring cities. When appropriate we will meet individually with each entity or invite them to one of our scheduled project meetings.



Task 5.5 – Specific Areas of Concern

The City has identified specific transportation challenges to be addressed as part of this MTP. These challenges are listed in the RFP and include:

- Connectivity within the community for vehicles, bicycles, and pedestrians
- Increase mobility for commerce
- Reduce congestion and delay
- Increase access to local businesses

- Improve traffic signal coordination
- Improve safety and aesthetics
- Provide residential traffic management
- Mass transit planning

Each of the items listed above will require identifying the location of each challenge and working with Layton City and other agencies to provide solutions for the challenges. Our team has the expertise to address the items listed, and we are confident that we can provide solutions.

Task 5.6 – Alternative Modes of Travel

Alta Planning is a leader in the field of non-motorized transportation planning and, as part of the Horrocks team, will inventory the existing trails and bikeways in the City. A trails and bikeways element is essential to a vibrant and sustainable transportation system, and as such, should be included in the MTP.

The project team will use a multimodal approach to establish and balance the needs between vehicular traffic, bicycle and pedestrian facilities, as well as transit needs. We will incorporate the existing transit plans from WFRC and UTA. Our team will develop and establish a future transit plan that helps establish and preserve the future transit corridors throughout the City.

Added Value to the Transportation Element

The following tasks represent added values that the Horrocks team will provide and incorporate into the final document, beyond what was requested in the RFP.

a. School Zone Planning

Our team will perform a field evaluation of the City’s existing school zones for compliance with state and federal guidelines. We will provide recommendations with regards to where school zones are appropriate and what factors should be considered when assessing the placement of future school zones.

b. Traffic Calming Program

As part of the residential traffic management item listed in Task 5.5 above, our team of experts will review the City's existing traffic calming strategy and provide specific recommendations to assist the City in operating a citywide traffic calming program. We will provide the City with a traffic calming "toolbox" to help with the selection of the correct traffic calming method to solve speed and congestion issues. Horrocks staff members serve as Neighborhood Traffic Safety Program coordinators and on the Safe Routes to Schools Committee.

c. ITS Integration & Planning

The Horrocks team will review the City's existing ITS infrastructure and provide recommendations on future ITS usage and implementation. Currently, most of the traffic signals within the City fall under UDOT's jurisdiction.

We will coordinate with UTA to document the existing bus and rail routes in the City, including the types and frequency of the routes. These results will be delivered graphically and in GIS, including all pertinent data, such as route number, frequency, days of service, etc.

Task 6 – Public Involvement

Task 6.1 – Public Involvement

Horrocks has an in-house award-winning PI team who will work with the City to brand and message the master plan and its elements. They will also work with the City to determine the level of input the public will have on the process and the methods to solicit that input. Often times, the public does not understand the need or reasoning behind infrastructure decisions. Our team members are experts at taking complex engineering terms, concepts, and plans and turning them into educational pieces that the general public will understand which will help our team to gather real and usable input from the City's citizens.

PI Tools - Our team will establish a 24-hour project hotline, e-mail, and if wanted, a project website to help gather input and distribute project information. Horrocks also has a custom contact database to track stakeholders on the

project and house their contact information. We use this database to send out project information or surveys via mail or e-mail and can export survey information into GIS to better understand what areas have concerns about certain project elements. This information is helpful when targeting neighborhood meetings to address specific concerns.

Committees and Meetings - The PI team will facilitate and manage any public events or committees including the City appointed Technical Advisory Committee (TAC), public open houses, group business or neighborhood meetings, etc. We have in-house graphic and web designers to create maps and figures for each type of meeting to help each individual understand the master plan. Our PI team is also skilled at presenting at City Council meetings and creating project information brochures for legislative sessions to help with funding future projects from the master plan.



Task 6.2 – Planning Commission/City Council Approval

In our experience, it is best to include the Planning Commission and City Council in the document preparation process, and it is our intention to use the biweekly meetings and other meetings to inform and include the policy makers in the MTP process. With this ongoing involvement from the Commission and Council, the approval process should only require minor changes and input. These changes will be implemented into a MTP for the circulation of a draft and then the final document.

Task 6.3 – Outside Agency Coordination

The Horrocks team will meet with and include many agencies throughout the MTP process. These agencies will again be included in the approval process and consist of UDOT, WFRC, Weber County, Davis, County, HAFB, Syracuse City, South Weber City, Clearfield City, Kaysville City, and other affected entities.

Task 7 – Master Plan Document Preparation

A draft MTP will be provided to the City in both paper (10 copies) and digital formats. The Horrocks team will solicit feedback on the draft copies and attend a City Council/ Planning Commission where the draft plan will be discussed and questions and concerns raised and addressed in a public setting. The data for the draft master plan will also be made available via an interactive GIS-based webmap, which will be viewable 24-hours-a-day by anyone the City wishes to share it with. This information will include traffic count and future ADT projections for the roads in the City, proposed cross sections, functional class, intersection treatments, and other information as the City requests. This data will be published on the webmap as it becomes available throughout the process. The webmap service is provided by Horrocks and is a efficient way to distribute information to Council and Commission members or other agencies. The Master Plan document will include all the necessary graphs, charts, and figures to clearly portray the City's intent of the plan. We understand that this document will be used to establish roadway widths and corridors and justify right-of-way preservation in undeveloped areas.

The Master Plan Document will follow the outline as shown in the RFP and include all required formats listed, including raw files, PDF, GIS, MS Word, Excel, count sheets, etc.

Task 8 – City Adoption of the Master Plan

It is our plan to have the Planning Commission and City Council familiar with the plan and process prior to the public meeting adoption. This will encourage less changes and questions about methods or the MTP results.

Optional Additional Services

If desired, the Horrocks team can assist the City in serving the public through the provision of the following services. Additional costs associated with these services can be provided upon request in a separate cost estimate.

a. Traffic Impact Study (TIS) Requirements

Clear TIS guidelines helps reduce confusion and expectations of developers when submitting development

plans. In coordination with the road classification (right-of-way) and access management strategies, traffic study guidelines reduce errors made by individual interpretation. This creates uniformity across the City and fairness to all that apply for development permits. TIS requirements will include trip generation triggers based on the size and type of the proposed use with different levels of TIS intensities. Our team of traffic engineers can recommend standard procedures for reviewing and approving traffic impact studies. We have created and followed many TIS guidelines across many states and jurisdictions.

b. Access Management Guidelines

Our project team can evaluate and provide recommendations regarding the City's existing access management policies and implementation. Through these principles, the City can preserve capacity on specific transportation corridors as needed to meet the community's needs.

c. Railroad Crossing Review

The City has many railroad crossings within its limits. We can perform a field review of each crossing for compliance with national standards. We will provide recommendations to improve these crossings from both a safety perspective and also a capacity perspective. We will also evaluate the feasibility of grade-separated crossings.



d. Intersection ADA Compliance

Our team can perform a field evaluation of a sampling of the City's pedestrian ramps to ensure compliance with the latest ADA requirements. We can identify deficiencies and

develop a construction cost estimate and prioritization strategy to be compliant. We can also inventory and provide a map illustrating existing sidewalks, along with curb and gutter, and whether or not they meet current standards.

e. Wayfinding Signs

If requested, our staff will review the existing wayfinding signing throughout the City for efficiency and compliance with the Manual on Uniform Traffic Control Devices (MUTCD). We will provide recommendations on where to add additional wayfinding signs directing motorists to

emergency services, municipal facilities, parks, major roadways, and other major attractions.

f. Sign Retro-Reflectivity

Our staff is also qualified to review the City retro-reflectivity program with specific emphasis on the new FHWA requirements. We can help develop a plan to assist the City in meeting the new MUTCD requirements for sign retro-reflectivity citywide. A field audit of a portion of the City to evaluate sign retro-reflectivity can be performed.

SCHEDULE

The Horrocks team has developed the below schedule with milestones identified by major tasks. Our proposed schedule ensures the project can be completed within six months.

	Month					
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6
Transportation Element of the General Plan Minimum Scope Items						
Task 1: Project Administration						
1.1: Project Schedule						
1.2: Coordination Meetings						
1.3: Quality Assurance/Quality Control Plan						
Task 2: Review Existing Layton City Master Plan & Data						
Task 3: Data Gathering						
Task 4: Travel Demand Modeling & Traffic Forecasting						
Task 5: Transportation Master Plan Evaluation						
5.1: Capital Improvement Project (CIP) Projection						
5.2: Capital Facilities Plan (CFP) Projection/IFFP						
5.3: Incorporation of the City's General Plan						
5.4: Agency Coordination						
5.5: Specific Areas of Concern						
5.6: Alternative Modes of Travel						
Task 6: Public Involvement						
6.1: Public Involvement						
6.2: Planning Commission/City Council Approval						
6.3: Outside Agency Coordination						
Task 7: Master Plan Document Preparation						
Task 8: City Adoption of the Master Plan						

PROJECT TEAM

LAYTON

IMPACT FEE

SUSAN BECKER, 20% (ZIONS BANK)
Susie is a VP at Zions Bank Public Finance, located in Salt Lake City. For the past 19 years, Susie has specialized in economic consulting and planning and has been the lead consultant on some of the largest and most challenging projects in the Intermountain Region. Susie and the consultants at ZBPF have been the lead consultants on over 200 municipal fees, are actively involved with the Utah League of Cities and Towns Task Force, and have presented workshops and are known leaders on how to prepare legally defensible fees and plans.

**RON MORTIMER, T.E., 35%
Project Manager**

Ron is a Principal at Horrocks and has 23 years experience in transportation planning and traffic engineering. He has managed more than 500 projects ranging from large area transportation master plans and freeway corridor studies to parking and circulation studies. Ron is the Principal-in-Charge for the Ogden office. His recent experience in Davis County includes: Kaysville TMP/CFP, Kaysville Neighborhood Traffic Circulation Study, Layton Interchange EIS, and West Davis Corridor EIS.

**GEORGE BENFORD, 50%
Primary Transportation
Planner**

George has more than 34 year of experience in transportation, traffic, and other municipal-related engineering projects. He was formerly the Ogden City Public Services Director, Engineering Division Manager, and a transportation/traffic engineer for a total of 22 years. George is familiar with Layton City, the surrounding areas, and the issues facing the City.

TRAFFIC ENGINEERING

DAVID THOMPSON, P.E. 50% (AVENUE)
David is a Principal at Avenue Consultants, based in Taylorsville. He has 13 years of experience and is an expert in complex traffic operations, innovative intersections and evaluation tools. He has provided transportation planning for areas in Davis County, including Legacy Highway and Parish Lane Traffic Control Plans.

MEL BODILY, P.E. 50% (AVENUE)
Mel is a Principal at Avenue Consultants, based in Taylorsville. He has 16 years of experience in concept development, operations analysis, micro-simulation, roadway design, review, and cost/benefit analysis for intersections and transportation planning.

JOHN DORNY, P.E., 35%
John has 14 years of traffic engineering and transportation planning experience. He has developed transportation plans for over 12 Native American Tribes in the western U.S. John currently represents several Utah cities for their traffic engineering needs.

BICYCLES & PEDESTRIANS / TRANSIT

TRAVIS JENSEN, P.E., 20% (ALTA)
Travis is a Senior Associate at Alta Planning + Design, located in Salt Lake City. He has 10 years of experience planning and designing transportation projects. He has technical experience in bicycle/pedestrian planning, bicycle/pedestrian facility design, corridor studies, traffic analysis, traffic study reports, and roadway design. Travis has worked on large and small projects for government agencies and private companies throughout Utah, California, and Arizona. He also possesses strong oral and written communication skills, as evidenced by his numerous presentations at conferences and trade association meetings. His recent projects include: University of Utah Bicycle Master Plan, Provo Bicycle Master Plan, American Fork Bicycle and Pedestrian Master Plan, and the Legacy Parkway Trail System.

TMP / CFP / CIP

STEVEN LORD, E.I.T., 50%
Steven has 4 years of experience in traffic engineering and transportation planning, including Transportation Master Plans, Capital Facilities Plans, Impact Fee Facilities Plans, and other transportation planning. His recent TMP and CFP projects include: Saratoga Springs, Spanish Fork, Riverton City, and Kaysville City.

FUNDING

TRACY CONTI, P.E., 20%
Tracy had over 25 years of experience in transportation engineering with the Utah Department of Transportation (UDOT), including nearly ten years on the Senior Leadership team. While there, he successfully managed a \$200+ million annual budget.

PUBLIC INVOLVEMENT

SANDI LAMPESHIRE, 30%
Sandi has served the design and construction industry for 15 years in communications, including public involvement, public relations, media relations, database coordination, graphic design, event management, and marketing. She is a skilled communicator with experience in messaging and presenting technical engineering and construction information to the public.

JASON ALLEN, P.E., 30%
Jason has 10 years of experience in engineering design, project management, and public involvement. He recently served as the Public Involvement Manager for the Ogden Canyon Waterline project. He is skilled at communicating with both the public and outside agencies, as well as communicating technical information to a wide variety of audiences.

GIS / ASSET MANAGEMENT

ERIC BUEHLER, 30%
Eric brings 7 years of GIS experience to the team. His experience includes serving as the GIS Programmer/Analyst for the City of Greeley, Colorado, and the GIS/Spatial Analyst for the TSR Group. He specializes in Adobe Flex web mapping, ESRI GeoDatabase and Access Databases, database development, GPS data collection, and spatial analysis. He can train our clients in GIS, GPS, and web mapping to allow our clients to manage their applications to the fullest extent.

AESTHETICS

ROBIN SALVAGIO, ASLA, 50%
Robin has a B.S. in Landscape Architecture & Urban Planning and more than 20 years of experience. Robin has experience performing project management, entitlements, planning, engineering, and landscape architecture consulting on projects in the Rocky Mountain Region and across the Western United States. She is proactive, strategic, and committed to her team, company, and clientele.

ROADWAY DESIGN

JUSTIN BEDDOES, P.E., 30%
Justin is a Senior Associate of Horrocks with 15 years of experience as a Roadway Design Manager. Justin knows what it takes to move a project forward and get it to completion. He has design experience, as well as construction management experience. His design experience includes work on rural highways, urban arterials, and local street projects. He is very familiar with the AASHTO Green Book, The Roadside Design Guide, and UDOT Standard Drawings and Specifications.

TRAVEL DEMAND MODELING

JAYSON CLUFF, P.E., P.T.O.E., 30%
Jayson has 20 years of experience in traffic and transportation engineering, focusing on travel demand modeling and traffic operations analysis. His experience has ranged from large regional travel demand planning projects to small site specific traffic operations. He has contributed to more than 120 traffic impact studies throughout the Intermountain West. Jayson's master transportation plan experience includes Spanish Fork City, Sandy City, Pleasant Grove City, and Lehi City. He also performed extensive Traffic Demand Modeling for I-15 CORE.

ITS

MIKE MERKLEY, P.E., 20%
Mike has more than 6 years of experience in the design and construction management of numerous ATMS communication/ITS projects. His more recent Utah-based projects include: I-15 CORE Program Management; UDOT Statewide Traffic Signal Timing Support; American Fork City Transportation Master Plan; Mountain View Corridor ATMS and Traffic Signals; UDOT Signal Timing Program 2008-2010; and US-6/7-70 ATMS Infrastructure Improvement.

EXPERIENCE AND QUALIFICATIONS

The below table represents recent projects performed by the Horrocks team.



PROJECT	Data Collection	Travel Demand Modeling Simulation/Visualization	Traffic Engineering Master Planning and Design	Multi-modal/Transit	Corridor Planning	Corridor Operations	Alternatives Analysis	Environmental Analysis	Community Impact Analysis	Cost/Asset Analysis	Access Management	Public Involvement	Bicycle/Ped Planning	GIS	IFFP	CIP/CFP	Aesthetics
Sandy City TMP & Signal Coordination	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
St. George City TMP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Lehi TMP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Eagle Mountain TMP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Pleasant Grove TMP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Saratoga Springs TMP/CFP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Spanish Fork TMP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
LDS Church Provo Temple MTP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
UVU Campus Transportation Planning	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
NuSkin Campus MTP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
UDOT Signal Timing & Maintenance	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Mountain View Corridor	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
UDOT North/South Transportation Study	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
7800 S. West Jordan City Trans Study	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Daybreak Traffic Signals	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
UVU Circulation and Pedestrian Bridge Study	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
MAG Spanish Fork/Springville Transportation Interchanges Study	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
BYU Transportation Study	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Kaysville TMP/CFP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Riverton TMP/CFP	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Life on State	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Canyons Parking Study	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
5600 South BRT Phase 1	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
East West Arterial Study	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
COMPASS High Volume Intersections Study	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•
Layton Interchanges Planning Study	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•

REFERENCES

- Chris Thompson, Spanish Fork City, (801) 804-4556
- Trace Robinson, Riverton City, (801) 208-3137
- Lorin Powell, Lehi City, (801) 836-1021
- Mike Gladbach, Sandy City, (801) 568-2968



RESUMES OF PROJECT TEAM



RON MORTIMER, T.E. - PROJECT MANAGER

Ron is a Principal at Horrocks with 23 years of experience in transportation planning and traffic engineering. He has managed more than 500 projects ranging from large area transportation master plans and freeway corridor studies to parking and circulation studies. His experience includes area-wide transportation master plans, freeway and arterial corridor studies, signal operation modeling and coordination systems, travel demand forecasting, transit planning, large area development projects, traffic calming, parking and circulation studies, project prioritization, impact fees, and special traffic generators, such as sports facilities, stadiums, recreation centers, museums, colleges, universities, and mixed-use developments. His recent master planning experience includes the Orem Southwest Area Transportation Study and the Riverton and Farmington Master Transportation Plan Updates. Ron is particularly gifted in working with the public and conveying complex transportation and land use scenarios in a clear and concise manner.

EDUCATION

M.S. Civil Engineering
B.S. Civil Engineering

LICENSES

California No. 1714

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers
American Public Works Association

Consulting Engineers Council of Utah
Institute of Transportation Engineers

EXPERIENCE

- 23rd Avenue Union Hill Drive Commerce Center, AZ
- 9000 S. 3400 W Traffic Signal Review, West Jordan, UT
- ADOT ITS On-call, AZ
- Springville/Spanish Fork Transportation Study, Utah County, UT
- West Davis EIS, Davis County, UT
- 78th South/New Bingham Highway Area Study, South Jordan, Utah
- Spanish Fork City Transportation Master Plan Update/CFP, Spanish Fork, UT
- I-15 CORE Transportation Planning & Traffic Modeling, Utah County, UT
- I-15/800 South Orem (BRT Route Crossing) Interchange Study, Orem, UT
- SR-92 Updated Traffic Analysis, Utah County, UT
- I-15/SR-92 Interchange Analysis, Utah County, UT
- Pioneer Crossing & I-15 Interchange Traffic Analysis, Utah County, UT
- BYU Transportation Planning & Traffic Operations, Provo, UT
- Bluffdale City Traffic Engineering, Bluffdale, UT
- Southern Parkway Transportation Planning, St. George, UT
- Dixie MPO Traffic Modeling, St. George, UT
- Eagle Mountain Capital Facilities Plan, Eagle Mountain, UT

**GEORGE BENFORD - PRIMARY TRANSPORTATION PLANNER**

George has more than 34 years of experience in transportation, traffic, and other municipal-related engineering projects. George is a Principal at Horrocks and is responsible for all of the Ogden office operations. He was formerly the Ogden City Public Services Director, Engineering Division Manager, and a transportation/traffic engineer for a total of 22 years. Previous to his experience with Ogden City, George was a project manager and project designer for various civil projects, for clients such as municipalities, counties, service districts, and state agencies.

EDUCATION

B.S. Electrical Engineering, Memphis State University
A.S. Civil Engineering, Penn State University

EXPERIENCE

Ogden City Public Services Director: 2005-2010
Ogden City Engineering Division Manager: 2001-2005
Ogden City Transportation/Traffic Engineer: 1988-2001
Civil/Municipal Project Designer and Manager: 1978-1988

- Wolf Creek Drive Reconstruction Design
- Monroe Blvd. Extension Design - 12th Street to 20th Street
- Newgate Mall Off-Site Improvements Design
- Monroe Blvd. Pedestrian Underpass Design
- The Junction Street and Utility Infrastructure Design
- Larsen Lane Reconstruction Design
- Elberta Drive Reconstruction Design
- Weber County Fairgrounds Horse Race Track Design
- Lincoln Avenue Extension Design
- Grant Avenue Reconstruction Design
- 2nd & 7th Streets Signal Design - Monroe Blvd.
- Newgate Mall Storm Drain Outfall Design
- Jefferson Avenue Historic Restoration and Reconstruction Design
- Weber River Bank Restoration Design
- Weber River Sewer Crossing Design
- South Weber Pump House Design
- North Ogden Regional Detention Pond Design
- 1200 South Reconstruction Design - U.S. 89 to Great Salt Lake Mineral



STEVEN JAMES LORD, E.I.T. - TMP/CFP/CIP

Steven Lord is an engineering project manager with four years of experience completing capital facilities and impact fee facilities plans, transportation master plans, including trails and transit, traffic impact studies, UDOT access permit applications, travel demand modeling, municipal design, geographic information systems (GIS), and other transportation related projects. He is proficient with the ESRI Arcview suite of GIS products, Synchro, SimTraffic, AutoCAD, and Cube. He also has experience with Vissim and QRSII.

EDUCATION

BTEC National Diploma in Industrial Engineering, Darlington College of Technology, UK
Bachelor of Science, Civil Engineering (Transportation Emphasis), Brigham Young University

LICENSES

Engineer in Training, passed the Fundamentals of Engineering exam (Utah) in April 2009
Utah (pending the needed years of experience and passing the P.E. Exam)

AREAS OF EXPERTISE

- Geographic Information Systems (GIS)
- Travel Demand Modeling using CUBE
- Traffic Simulation and Analysis using Synchro/SimTraffic
- Land Surveying including GPS and Robotic Total Station
- Transportation Master Planning
- Traffic Impact Studies
- Project Management
- Capital/Impact Fee Facilities Planning
- General Municipal Engineering

EXPERIENCE

Land Surveying

- Provo Canyon US-89 roadway construction staking
- CUWCD pipeline construction staking – Sandy, UT

Project Management

- General On-Call Engineering Services – Riverton, UT
- General On-Call Engineering Services – Saratoga Springs, UT
- Neighborhood Traffic Circulation Study – Kaysville, UT
- Transportation Master Plan, Capital/Impact Fee Facilities Plan - Saratoga Springs, UT
- Transportation Master Plan, Capital/Impact Fee Facilities Plan – American Fork, UT

Engineering

- West Davis Corridor EIS – Davis County, UT
- Geneva Rd/100 East Connection EA – Pleasant Grove, UT
- Utah County Convention Center TIS – Provo, UT
- Park Lane/12600 South Traffic Signal Warrant – Riverton City, UT
- UDC Pipeline – Bluffdale, UT



JOHN DORNY, P.E. - TRAFFIC ENGINEERING

John has more than 12 years of experience in traffic engineering and was recently in charge of the Neighborhood Safety Traffic Program for Sparks, Nevada. John was Project Manager for the Nye County Road Inventory, which consisted of inventorying nearly 3,000 miles of roadway. John also established the City of Sparks sign replacement program regarding the new MUTCD retro-reflectivity requirements. He also managed inventories for more than 12 Native American tribes in Nevada, California, and Utah through the Bureau of Indian Affairs (BIA). His BIA projects consisted of field inventorying signs, roads, and bridges and organizing the data in a presentable format.

EDUCATION

Bachelors of Science, Civil Engineering, Brigham Young University
Minors: Physics and Mathematics, Brigham Young University

LICENSES

UT PE No. 362134-2202

PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers

EXPERIENCE

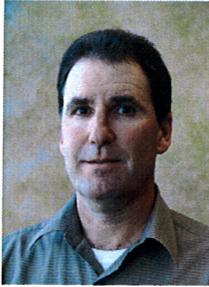
John has performed numerous traffic and transportation analyses and reports in Nevada, California, Utah, Colorado, and Idaho. This required a collaborative effort with developers and agencies, including problem-solving, public presentations, and project coordination for the following projects:

BIA Projects - Road Inventory and Long Range Transportation Plans

- Fallon Paiute-Shoshone Tribe
- Ely Shoshone Tribe
- Summit Lake Paiute Tribe
- Lovelock Paiute Tribe
- Walker River Paiute Tribe
- Washoe Tribe of Nevada and California
- Yomba Shoshone Tribe
- Reno-Sparks Indian Colony
- Wells Band of the Te-Moak Tribe of Western Shoshone Indians
- Yerington Paiute Tribe
- South Fork Band of the Te-Moak Tribe of Western Shoshone Indians
- Confederate Tribes of the Goshute Indian Reservation

Traffic Safety Projects

- Traffic Counter Equipment Accuracy Study - Sparks, NV
- Traffic Control Plan Review - Sparks, NV
- Springland Drive Roundabout Design - Sparks, NV



TRACY CONTI, P.E. - FUNDING

Tracy Conti joined the Horrocks staff over two years ago. Prior to that, he had over 27 years of experience in transportation engineering with the Utah Department of Transportation (UDOT), including nearly ten years on the Senior Leadership Team. He performed the assignments of Region 2 Deputy Director, Engineer for Maintenance; Region 3 Director, and Director of Operations at UDOT. Throughout his career, he has demonstrated the ability to develop and implement innovative solutions while considering the impact these decisions will have on future operations. He was a member of the UDOT TRANSMAT team that guided the implementation of the asset management system. He also was instrumental in the development of the Maintenance Management system that allows Region crews to manage their respective assets. He served on several AASHTO Sub Committees that set the priorities for transportation on a national perspective. Tracy is a proven leader in the transportation field who gets things done by working with various stakeholders to arrive at innovative solutions that resolve issues today and tomorrow.

EDUCATION

B.S. Civil Engineering, University of Utah
AASHTO Management Institute

LICENSES

UT PE No. 173293

PROFESSIONAL AFFILIATIONS

Utah Certified Public Managers

EXPERIENCE

- Project Manager North South Traffic Study in Salt Lake County
- Project Manager Brigham City Interchange Feasibility Study
- Development & Implementation of Project Management in UDOT
- TRANSMAT Leadership Team
- Olympic Early Action Projects
- Development & Implementation of Transportation Tech Program
- Olympic Transportation Planning & Execution
- Provo Canyon Realignment
- Performance Evaluation Quality Improvement Team (PEQIT) – AASHTO President's Award
- I-15 CORE EIS
- Utah County I-15 HOV Lane Addition
- Introduction of Cable Barrier to Utah
- Statewide Expansion of ITS
- Implementation of Express Lanes
- I-15 CORE Steering Committee
- I-15 CORE Selection Team



SANDI LAMP SHIRE - PUBLIC INVOLVEMENT

Sandi has been serving the design and construction industry for 15 years, eight years at Horrocks, in communications including: public involvement, public relations, media relations, database coordination, graphic design, event management, and marketing. She is a skilled communicator and graphic artist with experience in messaging and presenting technical engineering and construction information to the public. Sandi has been an integral part of several public involvement efforts providing: communication planning; project branding, web site design, and printed collateral; coordination of public information meetings; and coordination of special events. Sandi has provided transportation public involvement activities for all four UDOT Regions and several local governments including work on the US-40 pipeline project; 10400 South, Bangerter Highway to Redwood Road project; State Street Reconstruction in Midvale; Orem/UVU visioning project; MP 8 St. George Blvd DDI Reconstruction; and several canyon construction projects in Big Cottonwood, Little Cottonwood, Ogden Canyon, and Provo Canyon.

EDUCATION

B.A. Mass Communications, Mesa State College

EXPERIENCE

- Park City Comstock Sidewinder Pathway
- 40th Street Ogden
- Ogden O town downtown Master Plan Development
- State Street 6400 – 9000 Widening
- Ogden Canyon Pipeline
- Mesquite Interchange
- State Street American Fork to Orem
- North County Blvd.
- American Fork Pressurized Irrigation System
- 10400 South Construction
- State Street TRAX Replacement
- Geneva Road EIS
- SR-9 and 600 North EA
- 2002 Winter Olympics Emblem Unveiling to the public and media (Event Management and Media Relations)
- 2002 Winter Olympics School Day Event at the Salt Lake County Building (Event Management and Media Relations)
- 2002 Winter Olympics Meet the Utah Athletes Day Event (Event Management)
- United HealthCare “NYC Senior Health Walk in Central Park, NY” (Event Management)
- United HealthCare “NYC Fire Safety Event” for Senior Citizens (Event Management)
- National Geographic’s IMAX Theater release of “Mysteries of Egypt” Documentary (Press Releases/Media Relations)
- KSL Champions Challenge Golf Tournament at Thanksgiving Point (Event Management & Operation of Press Room)
- Protection One “DARE” sponsorship announcement activities (Overall PR Management and Media Relations)
- American Fork Pressurized Irrigation System (Public Involvement, Website, Graphics)
- UDOT Layton Interchange EIS (Public Involvement and Website)
- UDOT Fruit Heights Park and Ride Lot (Event Management)
- UDOT State Street TRAX Bridge Replacement (Event Management)



JASON ALLEN, P.E. - PUBLIC INVOLVEMENT

Jason has 10 years of experience in engineering design, project management, and public involvement. He has experience as a design engineer and water resources engineer in the private sector and received valuable municipal experience while working as the Morgan County Engineer and Public Works Director. Jason is very proficient in engineering design using AutoCAD. Jason's area of expertise is project management. He is efficient at ensuring that projects meet deadlines while maintaining a high level of quality control. He is skilled at communicating with both the public and outside agencies, and is able to communicate technical information to a wide variety of audiences.

EDUCATION

B.S. Civil and Environmental Engineering (Water Resources Emphasis), University of Utah
M.E. Civil and Environmental Engineering (Project Management Emphasis), University of Utah

LICENSES

UT PE No. 5337383

EXPERIENCE

- Weber County 3500 West Reconstruction Public Involvement
- Ogden Canyon Waterline Public Involvement
- Railroad Acres Stormwater & Runoff Analysis, City of Scottsdale Arizona
- Vernal Towne Center Commercial Development
- Boyer Hill Military Housing, Hill Air Force Base, Culinary Water Line Design
- Cottonwood Mutual Water Company Storage and Source Capacity Analysis
- Boyer Hill Military Housing, Hill Air Force Base, Base Housing Culinary Water Modeling
- Ogden City Harrisville Road Water Line Rehabilitation Public Involvement
- Ogden City 23rd Street Sewer Rehabilitation Public Involvement
- Davis County 2000 West Storm Drain Channel Construction
- Hidden Hollow Subdivision, Morgan County, Tank and Pump House Design Review and Inspection
- Morgan County Engineer and Public Works Director, 2007-2009
- Granite Ridge Subdivision, Willard, UT
- Wolf Creek Properties, Eden, UT



ROBIN D. SALVAGIO-LOWDER, ASLA, LEED AP – AESTHETICS

Robin has a B.S. in Landscape Architecture & Urban Planning and more than 20 years of design experience on projects for both private and public sector clients. Robin has been LEED AP Certified since 2004. Robin has assisted numerous clients in achieving their project goals by consulting in the areas of entitlements, planning, engineering, landscape architecture, urban design, master planning, public facilitation, and sustainability. Her projects and clients stretch across the Intermountain West, including nine states, with the majority of her focus being on projects in Utah, Idaho, and Colorado. Robin is accustomed to managing projects through due diligence, entitlements and permitting, and regularly leads the public involvement process from neighborhood meetings, to design review boards, and public hearings. She is an exceptional listener, who is proactive, strategic, and committed to her team, company, and clientele alike.

EDUCATION

B.S. Landscape Architecture & Urban Planning, Arizona State University

LICENSES

PLA UT No. 5197915-5301

EXPERIENCE

Robin has direct experience with the City of Layton on a number of private sector projects, including the development of the Layton WalMart Supercenter, the Layton WalMart Neighborhood Market near Hill Air Force Base, the Layton Sam's Club and the Les Schwab Tire Center in Layton, to name a few. On each of these projects, Robin worked in harmony with Layton staff members and other local jurisdictions to ensure that the objectives of both the City and the Owner were exceeded. Each of these projects required a multiple discipline design approach, which Robin managed through the Layton City approvals process. Robin led the public facilitation on these projects and performed the planning and landscape design work, which included drainage facilities, parking lots, roadways, buffer zones, structures and open space elements.

In addition to specific experience with Layton City, Robin has performed landscape design on a number of streetscapes, multi-modal transportation projects, and master plans. She has written design guidelines for residential communities, which include detailing cross sections of streets, determining sidewalk, planting strip, median, site triangle and ROW configurations, and selecting appropriate plant palettes, irrigation methods, hardscape materials, and site furnishings. Throughout her master planning experience, she has incorporate bike lanes, pedestrian paths, and trails with existing infrastructure to create comprehensive and connected systems that link neighborhoods and communities together. Work contracted directly with municipal clients includes: Broomfield, Thornton, Wheat Ridge, Golden, and Aurora, CO and Sedona, AZ. Many private sector projects have also incorporated path, trail, and streetscape design elements.

Municipal Master Planning

- Parks and Recreation Master Planning for the City of Thornton, Colorado
- Open Space Master Plan for Aurora Reservoir, Colorado
- Master Plan for Prospect Park in the City of Wheat Ridge, Colorado
- Trails and Pathways Master Plan for the City of Sedona, Colorado
- Streetscape Design and Master Planning for Thornton, Colorado and Broomfield, Colorado

**ERIC BUEHLER, GISP - GIS / ASSET MANAGEMENT**

Eric has seven years of GIS experience and a B.S. in Geographical Information Systems. His experience includes serving as the GIS Programmer/Analyst for the City of Greeley, Colorado, and the GIS/Spatial Analyst for the TSR Group. He specializes in Adobe Flex web mapping, ESRI GeoDatabases and Access Databases, database development, GPS data collection, and spatial analysis. His software use experience includes ArcGIS Suite, ArcSDE, ArcPad, Trimble Pathfinder Office, TerraSync, MapInfo, AutoCAD, MicroStation, Adobe Design Suite, Flex, VisualBasic.NET, Python, Model Builder, and Microsoft Access. Eric can also train our clients in GIS, GPS, and web mapping to allow our clients to manage their applications to the fullest extent. He has worked on a variety of projects involving municipal and federal government, land development, environmental court cases, and asset management.

EDUCATION

B.S. Geographical Information Systems, Brigham Young University
A.A. Spanish, Brigham Young University - Idaho

PROFESSIONAL AFFILIATIONS

Rocky Mountain Urban and Regional Information Systems Association (RMURISA)
The Society for Conservation GIS (SCGIS)

EXPERIENCEProgramming Experience

- GIS/Flex website development <http://gis.greeleygov.com/origin/propinfo.html>, Greeley, Colorado
- Custom VB.NET, Python, and Model Builder tools, Greeley, Colorado
- GPS customization, Greeley, Colorado

Analyst and GPS Experience

- Sanitary Sewer I&I Study, McCall, Idaho
- Saratoga Springs Capital Facilities and Impact Fee Facilities Plan, Utah
- Francis City Capital Facilities Plan Update, Utah
- Springdale Master Plan, Utah
- Asset Management: Storm Water, Sewer, Street Signs/Markings, Traffic Signals, and Forestry Departments in Greeley, Colorado
- Data migration to SDE Geodatabases, Greeley, Colorado
- SDE/SQL permissions, Greeley, Colorado
- ArcGIS Server and services, Greeley, Colorado
- Addresses and locator files, Greeley, Colorado
- Street Network Geocode, Federal Heights, Colorado
- Forest Service Erosion Study, Gross Reservoir, Boulder County, Colorado
- Federal Highway Administration – Road Inventory Program, Sterling, Virginia
- Assessor Map Annotation, Larimer County, Colorado
- Dodge City / Ford County Comprehensive Plan, Kansas

**JUSTIN BEDDOES, P.E. – ROADWAY DESIGN**

Justin is a Senior Associate of Horrocks with 15 years of experience. He has served as Design Manager and as a Lead Roadway Designer. Justin knows what it takes to move a project forward and get it to completion. He has design experience, as well as construction management experience. His design experience includes work on rural highways, urban arterials, and local street projects. He is very familiar with the AASHTO Green Book, The Roadside Design Guide, and UDOT Standard Drawings and Specifications.

EDUCATION

B.S. Civil and Environmental Engineering, Brigham Young University

LICENSES

Utah No. 362173

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers (ASCE)

EXPERIENCE

- 13400 South; 4000 West to Mountain View Corridor; Riverton; Reconstruction; 7-Lane Arterial
- 1300 West; 11750 S. to 11080 S.; South Jordan; Reconstruction; 5-Lane Arterial
- 7200 West; 3500 S. to SR-201; West Valley City; Reconstruction; 5-Lane Arterial
- SR-9; 300 West to 800 North Hurricane; Reconstruction; 5-Lane Arterial
- Mill Creek Drive; Grand County; Road Widening and Bridge Replacement
- Southern Parkway; New Airport to Washington Dam Road (Segment 3) (CMGC) - 2-Lane Highway w/ 2 Interchanges
- Southern Parkway; River Road to New St. George Airport (Segment 2) (CMGC) - 4-Lane Highway w/ 2 Interchanges; Including five advertising packages.
- Southern Parkway I-15 to River Road (Segment 1) (CMGC) - 4-Lane Highway w/ 2 Interchanges
- Atkinville Interchange (I-15 MP-2) (CMGC)
- I-15 Exit 4; Bloomington Interchange Modifications
- Brigham Road Widening; St. George; 5-Lane Arterial
- Bluff Street Corridor Study; I-15 to Winchester Hills, St. George
- St. George Boulevard Reconstruction; 5-Lane Arterial
- 200 East over Weber River; Morgan; Road Widening and Bridge Replacement
- Provo Center Street over Provo River; Provo; Road Widening and Bridge Replacement
- US-89, Reconstruction; Fruit Heights

**JAYSON CLUFF, P.E., PTOE – TRAVEL DEMAND MODELING**

Jayson has more than 19 years of experience in traffic and transportation engineering focusing on travel demand modeling and traffic operations analysis. His experience has ranged from large regional travel demand planning projects to small site specific traffic operations studies in Utah, Idaho, Nevada, Wyoming, and Arizona. Jayson is familiar with the MAG/WFRC travel demand model and with the major traffic operations and simulation software packages. He has broad experience in travel demand modeling, including creating subarea models, splitting traffic analysis zones, performing select link analyses and subarea trip extractions, and updating socio-economic data.

His experience includes planning and operations for all modes of travel, including vehicular, commuter rail, light rail, bus rapid transit, bus transit, bicycle, and pedestrian. Recent projects included using Cube, VISSIM, Synchro, SimTraffic, and Highway Capacity Software to project future traffic volumes and to model traffic operations. His current working knowledge of model software will ensure that the modeling tasks are performed in an efficient manner.

EDUCATION

B.S. Civil Engineering, Brigham Young University

LICENSES

Utah No. 318632

Professional Traffic Operations Engineer

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers

Institute of Transportation Engineers

EXPERIENCE

- Master Transportation Plans – Traffic engineering for various city master transportation plan updates. Tasks include travel demand modeling, future volume forecasting, and recommendation of future roadway improvements for Spanish Fork City, Sandy City, Pleasant Grove City, and Lehi City. The Sandy City study included analysis of transit including BRT, light rail, local shuttles, commuter rail, and bus.
- UDOT Region Three Program Management – Travel demand modeling, traffic volume forecasting, future turn volume calculations, and traffic operations analysis for three major roadway projects in Utah County, including SR-92, East-West Corridor, and Vineyard Connector.
- I-15 Program Management – Travel demand modeling which included a significant modification of the socioeconomic data and roadway networks in the WFRC/MAG travel demand model, traffic volume forecasting, future turn volume calculations, and traffic operations analysis for I-15 reconstruction in Utah County.
- Environmental Studies – Traffic engineer for the development of future travel demand projections and updating the travel demand model for social economic data. Operations analysis to determine viability of alternatives and recommend lane configurations. Projects include West Davis Corridor EIS, 1800 North EA, Layton Interchange EIS, Geneva Road EIS, and State Street EA.
- Over 120 traffic impact studies throughout the Intermountain West.



MICHAEL CHARLES MERKLEY, P.E. – ITS

Mike is a traffic engineer with six years of experience in Intelligent Transportation Systems (ITS), signal design, lighting design, signing and striping design, traffic control plan design, and traffic engineering projects. He is familiar with UDOT design requirements. He has experience calibrating TMS systems with UDOT and implementing signal timing plans along major corridors, including Logan City, Spanish Fork City, Provo City, SR-68, SR-77 detour route, SR-126, Region 3 Incident Management Plans, Region 1 Incident Management Plans, and I-15 CORE MOT. He also has experience working the Signal Desk at the Traffic Operation Center. He is proficient with TransSuite, Synchro, SimTraffic, I2, NextEdit, I2 Action Set Editor, and Microstation. He has experience programming ASC 2, ASC 3, and Eagle M-50 traffic signal controllers. He also has experience with VISSIM and AutoCAD.

EDUCATION

B.S. in Civil Engineering (Transportation Emphasis), Brigham Young University
M.S in Civil Engineering (Transportation Emphasis), Brigham Young University

LICENSES

Utah No. 8689076-2202

EXPERIENCE

ITS Experience

- UDOT Statewide Traffic Signal Timing Support
- US-6/I-70 ATMS Infrastructure Improvement Project
- I-15 CORE – MOT Signal Timing Support
- UDOT TMS Calibration – UDOT Traffic Operation Center
- UDOT Signal Timing:
 - 9000/10600 South – Sandy
 - Redwood Road Corridor – 6200 South to Bangerter Highway
 - SR-126 Corridor – Ogden
- Mountain View Corridor – ATMS Design
- I-15 Auxiliary Lane MOT Plans – 10000 South to 7200 South

Signal, Lighting, Signing, and Striping Design Experience

- North County Boulevard Signal Design
- Salt Lake City Signals 2010 Upgrades
- Salt Lake City Signal 2007-2008 Upgrades
- I-80 State to 1300 West Design – 700 West Interchange Signals
- Eagle Mountain Signal Relocation – SR-73 and Ranches Parkway

Other Traffic Experience

- American Fork Transportation Master Plan – ITS
- Brigham Young University Transportation Master Plan
- Pleasant Grove Transportation Master Plan



DAVID THOMPSON, P.E. - TRAFFIC ENGINEERING

David has 13 years of experience and is a recognized expert in the evaluation of complex traffic operations, a pioneer in the field of innovative intersections, and a master of cutting edge technical evaluation tools, including VISSIM. In pioneering the correct application of these technical tools, David has gained key insights to successfully define unique project approach and delivery methods. His meticulous attention to detail ensures sound technical evaluations, prepared with clarity and purpose. Utilizing visual communications to distill and extract the essential elements of complex technical analyses, David crafts simple and actionable narratives that allow clients and stakeholders to easily comprehend the risks and benefits of implementation.

From 2006 to 2008, David was responsible for evaluating, recommending, and guiding the design and implementation of the first Continuous Flow Intersection in Utah. He has since been instrumental in implementing a number of “first-of-their-kind” transportation solutions in Utah, which include: the first four-approach continuous flow intersection (CFI), the first managed lanes (FLEX Lanes), and the first median u-turn concept (ThrU Turn).

EDUCATION

Bachelors of Science, Civil Engineering, Brigham Young University

LICENSES

UT PE No. 4940493

EXPERIENCE

Transportation Planning & Environmental Documents

- Salt Lake County East-West Arterial Mobility Study, UT
- COMPASS MPO High-Volume Innovative Intersection Study, ID
- Canyons Parking Study, UT
- I-215 & 5400 South EIS, UT
- Bluff Street EA (Innovative Intersections), UT
- 5600 West Bus Rapid Transit Corridor Evaluation, UT
- WFRC “Life on State” Livable Corridors Planning Study, UT
- Legacy Highway EIS, UT

Arterial, Highway, and Transit Operations

- CFI Evaluation (First), Design & Implementation at 3500 South & Bangerter, UT
- CFI Evaluation (4-leg), Design & Implementation at 4100 South & Bangerter, UT
- CFI Study, Design & Implementation at 5400/4700 South & Bangerter, UT
- CFI Study, Design & Implementation at 5400 South & Redwood, UT
- CFI Study, Cat-Ex, Design & Implementation at 6200 South & Redwood, UT
- CFI Study & Preliminary Design at 13400 South & Redwood, UT
- H-GAC SH6 Access Management Study (Innovative Intersections), TX
- Innovative Intersection (ThrU Turn) Study & Design at 12300 South & State, UT
- FLEX Lanes (Reversible Lane) Corridor Evaluation & Design at 5400 South, UT



MEL BODILY, P.E. - TRAFFIC ENGINEERING

Mel has 16 years of experience guiding project management and technical evaluation efforts to meet project goals and make recommendations that are technically sound and constructible. He has directly performed or supervised the work of concept development, operations analysis, micro-simulation, roadway design, design review, cost/benefit analysis, and technical communications for a number of innovative intersection and transportation planning projects, including numerous CFIs, the Flex Lanes, and the ThrU Turn Intersection at 12300 South and Minuteman.

As a project manager with experience in high intensity private development as well as transportation, Mel also has a broad understanding of what motivates all stakeholders, including not only public officials, but adjoining commercial developers and the public at large. He uses this understanding to build bridges of trust and understanding that can help to convince skeptics and neutralize opposing arguments in moving projects forward.

EDUCATION

Bachelors of Science, Civil Engineering, Brigham Young University

LICENSES

UT PE No. 37488

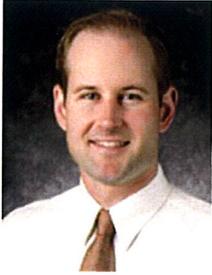
EXPERIENCE

Transportation Planning & Environmental Documents

- UDOT Planning Statewide Chokepoint Identification Project, UT - ongoing
- Canyons Parking Study, UT
- UTA 5600 West Bus Rapid Transit Corridor Evaluation, UT
- WFRC "Life on State" Livable Corridors Planning Study, UT
- COMPASS MPO High-Volume Innovative Intersection Study, ID
- Salt Lake County East-West Arterial Mobility Study, UT
- UDOT I-215 & 5400 South EIS, UT
- UDOT Bluff Street EA (Innovative Intersections), UT

Traffic Operations and Innovative Intersections

- UDOT Layton Interchanges Planning Study, UT
- UDOT 12300 South ThrU Turn, UT
- UDOT ThrU Turn Before-After Study, UT
- UDOT I-15 South Davis Program Management Traffic Support, UT
- UDOT Region 1 Innovative Interchanges Evaluation, UT
- UDOT 14600 South & I-15 Interchange Evaluation, UT
- UDOT 4100 South Bangerter CFI Evaluation (4-leg), Design & Implementation, UT
- UDOT 5400/4700 South Bangerter CFI Study, Design & Implementation, UT
- UDOT 5400 South Redwood CFI Study, Design & Implementation, UT
- UDOT 6200 South Redwood CFI Study, Cat-Ex, Design & Implementation, UT
- UDOT 5400 South FLEX Lanes Corridor Evaluation & Design at 5400 South, UT

**TRAVIS JENSEN, P.E. - BICYCLES & PEDESTRIANS/TRANSIT**

Travis has 10 years of experience planning and designing transportation projects. He has technical experience in bicycle/pedestrian planning, bicycle/pedestrian facility design, corridor studies, traffic analysis, traffic study reports, and roadway design. Travis has worked on large and small projects for government agencies and private companies throughout Utah, California, and Arizona. He also possesses strong oral and written communication skills, as evidenced by his numerous presentations at conferences and trade association meetings.

EDUCATION

Bachelor of Science, Civil and Environmental Engineering, 2002

LICENSES

UT PE No. 4939778

Professional Organizations

Institute of Transportation Engineers, Member

Publications/Presentations

- UDOT Bicycle Priority Routes Project, 2009 UDOT Engineering Conference
- UDOT Bicycle Priority Routes Project, Institute of Transportation Engineers, Utah Chapter July Luncheon, 2009
- Building Bicycle and Pedestrian Friendly Communities, Utah League of Cities and Towns, 2009 Road School Conference

EXPERIENCE

- University of Utah Bicycle Master Plan, UT
- Provo Bicycle Master Plan, UT
- American Fork Bicycle and Pedestrian Master Plan, UT
- Legacy Parkway Trail System, UT
- Davis Sch. Dist. Hazardous Walking Route Studies, UT
- Granite School District Hazardous Walking Route Studies (Salt Lake County, UT)
- South Davis Transit DEIS (Salt Lake/Davis County, UT)
- Airport LRT Line Preliminary Design (Salt Lake City, UT)
- SR-193 Extension (Davis County, UT)
- Lehi Junior High School Traffic Impact Study (Lehi, UT)
- Wells Fargo Building Traffic Impact Study (Provo, UT)
- Midtown Station Traffic Study (Murray, UT)
- Numerous Other Traffic Studies (Utah, Arizona, and California)

**SUSAN BECKER, AICP - IMPACT FEE**

Susie is the Vice President of Zions Bank Public Finance. For the past 19 years, Susie has specialized in economic consulting and planning and has been the lead consultant on some of the largest and most challenging projects in the intermountain region. Susie recently wrote the *Economic Best Practices* for Salt Lake County that is an integral part of the Cooperative County Plan, created an urban renewal area (URA) which is the largest in the State of Utah for the town of Vineyard (former Geneva Steel Site), testified before the Governor's Legislative Task Force on economic policies and procedures in Utah, and led a team that wrote and was awarded a \$5 million HUD sustainability grant for a consortium of government entities along the Wasatch Front, including UDOT, UTA, Envision Utah, Salt Lake City, Salt Lake County, the University of Utah, and others.

EDUCATION

Master of Business Administration, University of Utah
Bachelor of Arts, Humanities, Brigham Young University

EXPERIENCE

- Lincoln County, WY Economic Strategic Plan
- Business Expansion and Retention Economic Assessment (BEAR program) for Legislature
- UDOT Project Prioritization
- Draper/-eBay Fiscal Impacts of Major Development
- Lehi Downtown Revitalization Plan (award winning)
- 50+ Impact Fee Analyses and Capital Facility Plans
- Millcreek Incorporation Feasibility Study
- Cache Corridor Strategic Plan (award winning)
- Herriman Economic Strategic Plan
- South Jordan City Economic Strategic Plan
- Tooele County Economic Strategic Plan
- Lehi Economic Development Strategic Plan
- Herriman Towne Center CDA
- Cache County Pepperidge Farm CDA
- West Valley City Center Market Analysis
- Sugarhouse Streetcar Alternatives Analysis
- Syracuse SR-193 EDA
- West Utah Lake Vision Plan
- Salt Lake County Regional Public Works Feasibility
- Mountain Transportation Corridor Study
- Salt Lake County Townships
- Rexburg, ID General Plan
- Madison County, ID General Plan
- South Ogden General Plan
- Rawlins, WY General and Economic Plans
- Elko, NV General Plan

**EXHIBIT - PERSONNEL HOURLY RATES &
REIMBURSABLE LIST**

Layton City Transportation Master Plan and Capital Facilities Plan																	
PROJECTED LABOR HOURS AND COSTS																	
Task Description	Horrocks Engineers	Horrocks Engineers	Principal Engineer II, P.E.	Sr. Engineer	Engineer	Sr. Associate Engineer, P.E.	Sr. Principal Engineer, P.E.	Sr. Communication Specialist	Engineer, P.E.	Sr. Planner	Sr. Design Technician	Sr. Associate Engineer, P.E.	Principal Engineer, P.E.	Engineer	Engineering/Planning	Bike/Ped	Impact Fees
	Cost	Hours	\$158.00	\$156.00	\$90.00	\$136.00	\$182.00	\$145.00	\$103.00	\$146.00	\$93.00	\$136.00	\$140.00	\$90.00	\$150.00	\$150.00	\$150.00
			Ron Mortimer	George Benford	Steven Lord	John Dorny	Tracy Conti	Sandi Lampshire	Jason Allen	Robin Salvagio	Eric Buehler	Justin Beddoes	Jayson Cluff	Mike Merkley	Avenue Consultants	Alta P&D	Zions
Task 1: Project Administration	\$5,366	36	12	12	0	2	2	2	2	0	2	0	2	0	0	0	0
1.1: Project Schedule	\$628	4	2	2													
1.2: Coordination Meetings	\$2,802	18	8	8			2	2			2		2				
1.3: Quality Assurance/Quality Control Plan	\$1,936	14	2	2		2			2		2		8				
Task 2: Review Existing Layton Master Plan & Data	\$4,632	38	2	2	8	8			4	2	4				60		
Task 3: Data Gathering	\$11,176	76										16					
Task 4: Travel Demand Modeling & Traffic Forecasting	\$8,200	80			60								20				
Task 5: Transportation Master Plan Evaluation	\$38,690	282	8	12	44	20	16	0	4	16	6	16	4	8	56	32	40
5.1: Capital Improvement Project (CIP) Projection	\$6,764	52			16	2	2					8			4		20
5.2: Capital Facilities Plan (CFP) Projection/IFFP	\$6,764	52			16	2	2					8			4		20
5.3: Incorporation of the City's General Plan	\$4,000	28			4	4	4			8					8		
5.4: Agency Coordination	\$3,784	24	8	8		4	4										
5.5: Specific Areas of Concern	\$12,088	88		4	4	4	4		4	8	4		4	8	36	8	
5.6: Alternative Modes of Travel	\$5,290	38			4	4					2				4	24	
Task 6: Public Involvement	\$14,060	100	12	12	8	0	8	40	0	0	12	0	0	0	8	0	0
6.1: Public Involvement	\$8,132	60	2	2	4			40			8				4		
6.2: Planning Commission/City Council Approval	\$1,360	12	2	2	4						4						
6.3: Outside Agency Coordination	\$4,568	28	8	8			8								4		
Task 7: Master Plan Document Preparation	\$9,520	86	2		40	16			4	4	8	8			4		
Task 8: City Adoption of the Master Plan	\$4,796	40	4	4	16	8			4						4		
HORROCKS TOTAL COST & LABOR		738	40	42	176	54	26	42	18	22	32	40	34	8	132	32	40
HORROCKS TOTAL LABOR COST	\$96,440		\$6,320	\$6,552	\$15,840	\$7,344	\$4,732	\$6,090	\$1,854	\$3,212	\$2,976	\$5,440	\$4,760	\$720	\$19,800	\$4,800	\$6,000
DIRECT COSTS (2%)	\$1,929																
TOTAL PROJECT COSTS	\$98,369																

**LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET**

Item Number: 4B

Subject: Acceptance of Property for Traffic Signal – Resolution 13-51 – Intersection of Cherry Lane and Fairfield Road

Background: For some time now there has been an increasing need for a traffic signal at the intersection of Cherry Lane and Fairfield Road. With the completion of the Legacy Retirement Living Center the last corner of the intersection was completed. The owners of the property impacted by the traffic signal have dedicated a small parcel of their property for the location of the signal equipment and pedestals. Those Quit-Claim Deeds need to be accepted by the City. The City has proceeded with the construction of the traffic signal.

Alternatives: Alternatives are to 1) Adopt Resolution 13-51 accepting property at the intersection of Cherry Lane and Fairfield Road for the installation of a traffic signal; 2) Adopt Resolution 13-51 with any amendments the Council deems appropriate; or 3) Not adopt Resolution 13-51 and remand to Staff with directions.

Recommendation: Staff recommends the Council adopt Resolution 13-51 accepting property at the intersection of Cherry Lane and Fairfield Road for the installation of a traffic signal and authorize the Mayor to sign the necessary documents.

RESOLUTION 13-51

A RESOLUTION ACCEPTING PROPERTY FROM CATHERINE H. NALDER, TRUSTEE, AND LEGACY VILLAGE OF LAYTON, LLC FOR A TRAFFIC SIGNAL AT THE INTERSECTION AT CHERRY LANE AND FAIRFIELD ROAD.

WHEREAS, Catherine H. Nalder, Trustee, owns real property which is located at approximately 905 East Cherry Lane; and

WHEREAS, Legacy Village of Layton, LLC, owns real property which is located at approximately 1201 North Fairfield Road; and

WHEREAS, there has been an increasing need for a traffic signal at the intersection of Cherry Lane and Fairfield Road; and

WHEREAS, with the completion of the Legacy Retirement Living Center the last corner of the intersection at Cherry Lane and Fairfield Road was completed;

WHEREAS, the owners of property impacted by the traffic signal have dedicated a small parcel of their property for the location of the signal equipment and pedestals; and

WHEREAS, the City has received two (2) Quit-Claim Deeds which need to be accepted by the City prior to filing them with the Davis County Recorder's office; and

WHEREAS, it is in the best interests of the City and its citizens to accept the Deeds for the provision of a traffic signal at the intersection of Cherry Lane and Fairfield Road.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF LAYTON, UTAH:

1. That the City accept the Quit-Claims Deeds from Catherine H. Nalder, Trustee, and Legacy Village of Layton, LLC, which are attached hereto and incorporated herein by this reference.
2. That the Mayor be authorized to sign the acceptance of said Quit-Claim Deeds.

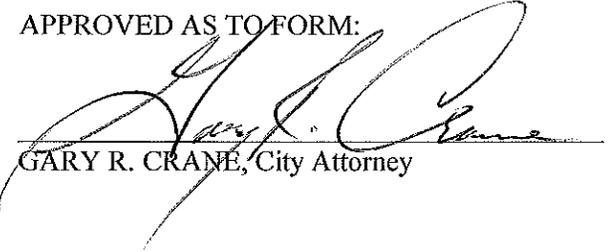
PASSED AND ADOPTED by the City Council of Layton, Utah, this 19th day of September, 2013.

J. STEPHEN CURTIS, Mayor

ATTEST:

THIEDA WELLMAN, City Recorder

APPROVED AS TO FORM:



GARY R. CRANE, City Attorney

Mail filed copy to:
Layton City Corporation
437 North Wasatch Drive
Layton, Utah 84041

QUIT-CLAIM DEED

CATHERINE H. NALDER, Trustee of the **CATHERINE H. NALDER LOVING TRUST DATED AUGUST 26, 1997** (GRANTOR), of 905 East Cherry Lane, Layton, County of Davis, State of Utah, hereby **QUIT-CLAIM** to **LAYTON CITY CORPORATION** (GRANTEE), of 437 North Wasatch Drive, Layton, County of Davis, State of Utah, for the sum of Ten Dollars (\$10.00) and/or other valuable consideration, the following described tract of land in Davis County, State of Utah:

Any interest in the following described property:

A PARCEL OF LAND LOCATED WITHIN THE SE ¼ OF SECTION 16, TOWNSHIP 4 NORTH, RANGE 1 WEST, SLB&M, LAYTON, DAVIS COUNTY, UT, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A PT THAT LIES S 00d04'30" W, 787.24 FT AND WEST, 194.67 FT FROM THE EAST QUARTER CORNER OF SEC. 16-T4N-R1W, SLM; TH WEST, 12.0 FT; TH NORTH, 7.56 FT; TH EAST, 12.0 FT; TH SOUTH 7.56 FT TO THE POINT OF BEGINNING.
CONTAINS 90.71 SF.
PARCEL NO. 10-023-0013

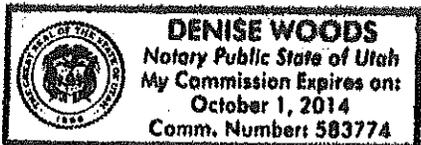
WITNESS the hand of said Grantor(s), this 1st day of July, 2013.

GRANTOR

Catherine H. Nalder
Catherine H. Nalder, Trustee of the
Catherine J. Nalder Loving Trust Dated
August 26, 1997

STATE OF UTAH)
 : ss.
COUNTY OF Davis)

On the 1st day of July, 2013, personally appeared before me Catherine H. Nalder, the signed of the foregoing instrument, who duly acknowledged to me that she is the Trustee of The Catherine H. Nalder Loving Trust Dated August 26, 1997, and that the document was signed by her on behalf of said Trust, and that said Trust executed the same.



Denise Woods
NOTARY PUBLIC

The Quit-Claim Deed signed by Catherine H. Nalder on behalf of the Catherine H. Nalder Trust Dated August Dated August 26, 1997, the _____ day of _____, 2013, has been accepted by Layton City on the _____ day of _____, 2013.

J. STEPHEN CURTIS, Mayor

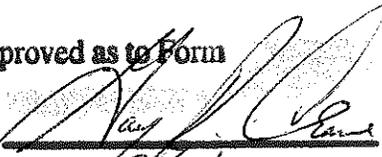
ATTEST:

THIEDA WELLMAN, City Recorder

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

On the _____ day of _____, 2013, personally appeared before me J. STEPHEN CURTIS, who duly acknowledged to me that he is the MAYOR of LAYTON CITY, and that the document was signed by him in behalf of said corporation, and J. STEPHEN CURTIS acknowledged to me that said corporation executed the same.

NOTARY PUBLIC

Approved as to Form
By 
Date 9/10/13

Mail filed copy to:

Layton City Corporation
437 North Wasatch Drive
Layton, Utah 84041

QUIT-CLAIM DEED

LEGACY VILLAGE OF LAYTON, LLC (GRANTOR), of 1018 West Atherton Drive, Taylorsville, County of Salt Lake, State of Utah, hereby **QUIT-CLAIM** to **LAYTON CITY CORPORATION** (GRANTEE), of 437 North Wasatch Drive, Layton, County of Davis, State of Utah, for the sum of Ten Dollars (\$10.00) and/or other valuable consideration, the following described tract of land in Davis County, State of Utah:

Any interest in the following described property:

A PARCEL OF LAND LOCATED WITHIN THE SE ¼ OF SECTION 16, TOWNSHIP 4 NORTH, RANGE 1 WEST, SLB&M, LAYTON, DAVIS COUNTY, UT, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEG AT A PT THAT LIES S 00d04'30" W, 868.39 FT AND N 89d55'30" W, 271.48 FT FROM THE EAST QUARTER CORNER OF SEC. 16-T4N-R1W, SLM; TH S 15d17'06" E, 14.95 FT; TH N 52d20'32" W, 18.70 FT; TH N 74d34'50" E, 11.27 FT TO THE POINT OF BEGINNING. CONTAINS 84.21 SF.

PARCEL NO. 10-023-0083

WITNESS the hand of said Grantor(s), this 15 day of August, 2013.

GRANTOR

Stephen P. Miles
By Stephen P. Miles
Its Manager
LEGACY VILLAGE OF LAYTON, LLC

STATE OF UTAH)
 : ss.
COUNTY OF Salt Lake)

On the 15 day of August, 2013, personally appeared before me Stephen P. Miles, the signer of the foregoing instrument, who duly acknowledged to me that he/she is Manager of LEGACY VILLAGE, LLC and that the document was signed by him/her on behalf of said company, and that said company executed the same.



Katreena Johnson
NOTARY PUBLIC

The Quit-Claim Deed signed by _____ on behalf of LEGACY VILLAGE, LLC dated the _____ day of _____, 2013, has been accepted by Layton City on the _____ day of _____, 2013.

J. STEPHEN CURTIS, Mayor

ATTEST:

THIEDA WELLMAN, City Recorder

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

On the _____ day of _____, 2013, personally appeared before me J. STEPHEN CURTIS, who duly acknowledged to me that he is the MAYOR of LAYTON CITY, and that the document was signed by him in behalf of said corporation, and J. STEPHEN CURTIS acknowledged to me that said corporation executed the same.

NOTARY PUBLIC

Approved as to Form

By _____

Date _____

9/10/13

**LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET**

Item Number: 4C

Subject: Preliminary Plat Approval – Oak Hills PRUD – Approximately 2500 East Oak Hills Drive

Background: The applicant, Jerry Preston, is requesting preliminary plat approval for the Oak Hills Planned Residential Unit Development (PRUD) to be developed on 7.35 acres of vacant land. Single-family residentially zoned subdivisions surround this proposed development.

On October 9, 2007, the Council approved the preliminary plat for this development. The development also received final plat approval from the Council on August 12, 2008. Both approvals have expired. The developer is now required to meet with the Planning Commission and Council for recommendations and approvals for both the preliminary and final plats for this development. The development will consist of eight patio home lots on the flatter east end of the property and two single-family lots will be further west. This proposed development falls under the guidelines of the sensitive land ordinance.

The patio home portion of the PRUD is 3.5 acres. The base density of the R-S zone is 2.5 units per acre. This would allow the development to have 9 patio homes and the developer is only proposing 8 patio homes. The development is not seeking any density bonus credits. The two single-family lots combined are 3.85 acres and easily meet the zoning requirements for frontage and area of the R-S zone.

The Design Review Committee (DRC) has met with Staff and the applicant and has provided recommendations for the Planning Commission and Council to consider in their decision to approve the PRUD development.

Alternatives: Alternatives are to 1) Grant preliminary plat approval to Oak Hills PRUD subject to meeting all Staff requirements as outlined in Staff memorandums; or 2) Deny granting preliminary plat approval.

Recommendation: On August 27, 2013, the Planning Commission unanimously recommended the Council grant preliminary plat approval to Oak Hills PRUD subject to meeting all Staff requirements as outlined in Staff memorandums.

Staff supports the recommendation of the Planning Commission.



**COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT
PLANNING DIVISION**

Staff Report

To: City Council

From: Kem Weaver, Planner II

Date: September 19, 2013

Re: Oak Hills PRUD Preliminary Plat

Location: Approximately 2500 East Oak Hills Drive

Zoning: R-S PRUD (Residential Suburban with the planned residential unit development overlay)

Background:

The applicant, Jerry Preston, is requesting preliminary plat approval for the Oak Hills Planned Residential Unit Development (PRUD) to be developed on 7.35 acres of vacant land. Single family residentially zoned subdivisions surround this proposed development.

On October 9, 2007, the Council approved the preliminary plat for this development. The development also received final plat approval from the Council on August 12, 2008. Both approvals have expired. The developer is now required to meet with the Planning Commission and Council for recommendations and approvals for both the preliminary and final plats for this development.

The development will consist of eight patio home lots on the flatter east end of the property and two single-family lots will be further west. This proposed development falls under the guidelines of the sensitive land ordinance.

The two single-family type lots present some development challenges based on the steep slopes on the rear of the property. However, the final recommendations from the geotechnical engineer state that the lots meet the factors of safety, and very little mitigation if any will be necessary. Staff recommends the developer to keep the buildable areas off the 30 percent slope areas. The patio homes are predominately outside the 30 percent slope areas.

The proposed PRUD has 3.5 acres where the patio homes are located. The base density of the R-S zone is 2.5 units per acre. This would allow the developer 9 units and the developer is proposing 8 units, thus the project is not seeking any bonus density credits. The Design

Review Committee reviewed the proposed PRUD and thought it was well designed considering the restraints with the topography. The open space will be concentrated around the patio homes with some possible use of the natural terrain and landscaping by incorporating some trails and sitting areas.

The Design Review Committee had only a few items to pass onto the Planning Commission and City Council as part of the approval.

- Install privacy fence to the east of units 1 through 4.
- Make minor changes to the front elevations and use different colors on the two-story units.

The development will require its own private drive because UDOT will only allow one access point onto Oak Hills Drive, which needs to line up with the Red Fox Ridge Subdivision across the street. Between the UDOT right-of-way and the private drive there is a landscape buffer requirement, which will include a 6-foot privacy fence.

The utilities for the development will have to be directed to the existing lines in Oak Hills Drive.

Staff Recommendation:

Staff recommends preliminary plat approval be granted subject to meeting all Staff requirements and DRC recommendations as outlined in Staff memorandums.

Engineering D.R.

Planning [Signature]

Fire [Signature]

Planning Commission Action: On August 27, 2013, the Planning Commission voted unanimously to recommend the Council grant preliminary plat approval subject to meeting all Staff requirements.

The Commission asked for public comment. No public comments were given.



Memorandum

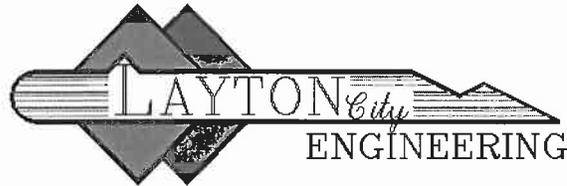
To: Planning Commission
From: Scott Carter, Parks Planner
Date: July 29, 2013
Re: Oakhills Patio Homes PRUD – Preliminary – 2500 East Oakhills Drive

The Parks & Recreation Department sees no adverse impacts to existing facilities or the long-term plans of the department related to the proposed Oakhills Patio Homes PRUD. The nearest existing public park is Chapel Park. This proposed development is outside the service area of Chapel Park. The development will be serviced by the future park that is located on Boynton Road and the Holmes Creek natural space that is found below Holmes Creek Reservoir (Company Pond).

Note #11 on the plat identifies the maintenance responsibilities of the project HOA. That note should also include any street buffer improvements including landscaping, irrigation and fencing or walls.

Recommendation

Parks & Recreation supports preliminary approval of the proposed Oakhills Patio Homes PRUD.



MEMORANDUM

TO: Jerry Preston - jerry@elitecrafthomes.com
Derek Lloyd - dlloyd@wildingengineering.com

CC: Community Development Department
Fire Department

FROM: Stephen Jackson, Engineering Department

DATE: August 5, 2013

SUBJECT: Oak Hills Patio Homes PRUD - preliminary review (2nd submittal)
2650 East Oakhills Drive

I have reviewed the dedication plat and preliminary plan set received in engineering on July 22, 2013 for the proposed Oak Hills Patio Homes PRUD project located at 2650 East Oak Hills Drive. The plans have been stamped "Approved as Corrected." The following comments and corrections must be addressed with the final plan submittal:

Streets

1. A preliminary approval letter from UDOT must be submitted.
2. An approval letter/permit from UDOT will be required with the final plans.

Utilities

1. The new 8" gravity sewer line from the manhole where the pressure sewer laterals for lots 1 and 2 connect to the main in Oakhills Drive will be privately owned and maintained by the HOA (station 1+72 to 1+79.27 on sheet P-1). The ownership and maintenance of this line must be addressed in the CCR's.
2. Layton City recommends that an energy dissipation measure, i.e. 45° bend, be installed at the ends of the pressure sewer laterals from lots 1 and 2 where the laterals enter the manhole at station 1+72.
3. A letter from Weber Basin indicating service can be provided must be submitted to Layton City for preliminary approval. An approval letter from Weber Basin for the final plans will be required.
4. Street lighting will be required along Oak Hills Drive. The developer will be required pay for four (4) SL-04 lights and the installation. Layton City will order and install the lights. The light locations shown are acceptable. The light and installation costs will be determined with the final plan approval.
5. In order to avoid making 4 street cuts for utilities in Oakhills Drive, it is recommended that the storm drain be extended from the inlet box in Oakhills Drive in front of lot 2 to the inlet box on the east side of the private street entrance. The 3" water service line can also be extended to the south to service lots 1 and 2 instead of cutting Oakhills Drive for the service laterals for these lots.

General

1. The hatching showing the areas with 30%+ slopes should be adjusted to allow for readability of the contours. This should be corrected on the final plan submittal.

2. Every new development within Layton City is required to provide irrigation water shares to meet projected culinary water demand. Based on area to be landscaped and the installation of a secondary water system for outdoor irrigation, this requirement will be 2.0 acre-feet. Layton City accepts Davis-Weber Canal Company, Kays Creek Irrigation, and Holmes Creek Irrigation water shares. The stock certificate must be submitted prior to scheduling a pre-construction meeting.
3. CC&R's will be required with the final plan submittal. The CC&R's must address the maintenance and ownership of private utility mains and laterals, common area, and private streets.

Dedication Plat

The information on the dedication plat will be verified with the final plan approval. The dedication plat was briefly checked for required corrections. Corrections to the plat must be made with the final plan submittal.

1. A paper copy of the corrected plat be submitted to Layton City Engineering for review prior to printing the final mylar to verify that all corrections and comments have been addressed.
2. It appears from the road centerline information given that the road centerline is not actually centered. This should be corrected.
3. The hatching showing the areas with 30%+ slopes should be adjusted to allow for readability of the plat and labels.
4. There is a missing line from the monument in front of UNIT 4 that intersects/indicates the connection of curve C7 and the line 63.08'.
5. For consistency, the eastern centerline with a length of 93.58' should also include "(MON. TO MON.)"
6. The western ends of the private drive are missing totals lengths, L8+L7 and L5+L4.
7. The eastern and western edges of the right of way in front of units 1, 2, and 3 are mathematically off by about 10 feet. i.e. the lines/curves (western edge) 63.08', C5, L22, L21, L20, 18.50', C4, and 21.50' does not equal the of 153.58' (eastern edge).
8. The property owner of Lot 74 of Fernwood Hollow #6 must sign the dedication plat or a lot line adjustment must be completed and a copy must be submitted prior to scheduling the pre-construction meeting. This is required to resolve the boundary issue with Fernwood Hollow.
9. The gap between Oak Hills Patio Homes and the Hofstetter property to the east must be resolved by a quit claim or boundary line agreement.
10. All easements shown on the title report must be shown on the plat and a signature block provided for the easement owner.



Mayor • J. Stephen Curtis
City Manager • Alex R. Jensen
Asst. City Manager • James S. Mason

• Fire Department •
Kevin Ward • Fire Chief
Telephone: (801) 336-3940
FAX: (801) 546-0901

MEMORANDUM

TO: Community Development, Attention: Julie Jewell

FROM: Dean Hunt, Fire Marshal

RE: Oak Hills PRUD @ 2400 East Oak Hills Drive

CC: 1) Engineering
2) Derek Lloyd, dllloyd@wildingengineering.com
3) Jerry Preston, jerry@elitecraftthomes.com

DATE: April 24, 2013

I have reviewed the site plan submitted on April 10, 2013 for the above referenced project. The Fire Prevention Division of this department has the following comments/concerns.

1. This property is within the designated wildland urban interface area of Layton City and must meet the requirements of the 2006 International Wildland Urban Interface Code as adopted in Layton City Municipal Code 16.10.010. Requirements to meet this code will include a fire protection plan that is based on a site-specific wildfire risk assessment. Also the buildings are to be constructed of fire resistant materials. The extent and type of these fire resistant materials is based on results of a wildfire risk assessment. The Fire Department can assist with this assessment. This must be done prior to the design of the homes, as well as excavation and preparation of the land for building.
2. The minimum fire flow requirement is 1,000 gallons per minute for homes that do not exceed 3,600 square feet. The fire flow requirement for homes greater than 3,600 square feet may require additional fire flow for the development. Provide documentation that the fire flow has been confirmed through the Layton City Engineering Division, Water Model.
3. An additional fire hydrant will be required in the area just west of Unit #8. Fire hydrants and access roads shall be installed prior to construction of any buildings. All hydrants shall be placed with the 4 ½" connection facing the point



of access for Fire Department Apparatus. Provide written assurance that this will be met.

4. Prior to beginning construction of any buildings, a fire flow test of the new hydrants shall be conducted to verify the actual fire flow for this project. The Fire Prevention Division of this department shall witness this test and shall be notified a minimum of 48 hours prior to the test.
5. All fire apparatus access roads shall be a minimum all-weather, driveable and maintainable surface. There shall be a minimum clear and unobstructed width of not less than 26 feet and an unobstructed vertical clearance of not less than 13 feet 6 inches. Dead-end roads created in excess of 150 feet in length shall be provided with an approved turn-around. The "No Parking" signs which are indicated on the plans are acceptable to Layton City Fire Department. However, this can also be accomplished by one sign at the entrance into the subdivision that indicates that on street parking is prohibited throughout the subdivision and red curb painting will be included with either of these no parking options.

These plans have been reviewed for Fire Department requirements only. Other departments must review these plans and will have their requirements. This review by the Fire Department must not be construed as final approval from Layton City.

DBH/Oak Hills PRUD:kn
Plan #S13-043, District #33
Project Tracker #LAY 1304101360



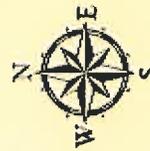
CITY COUNCIL

September 19, 2013

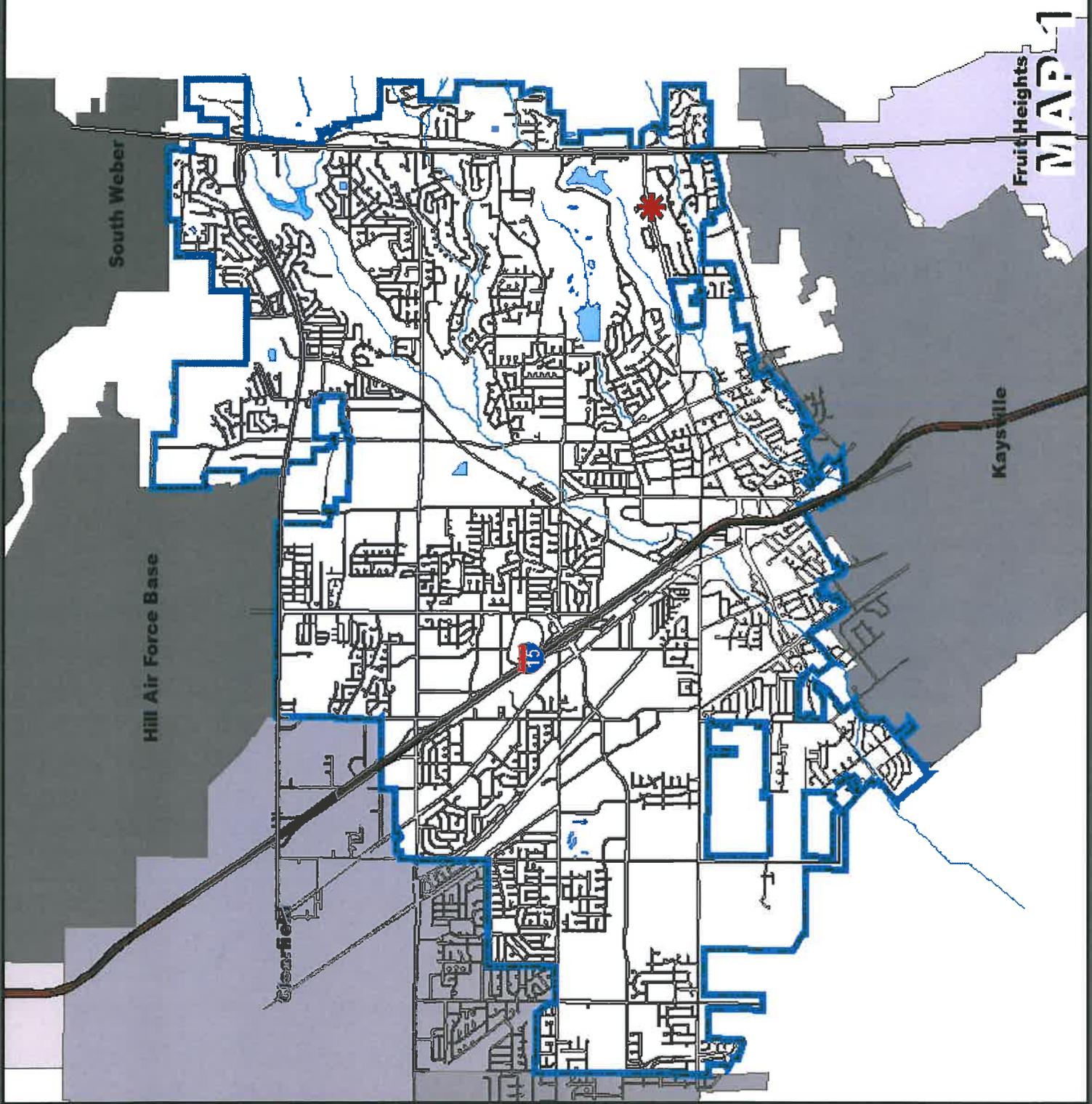
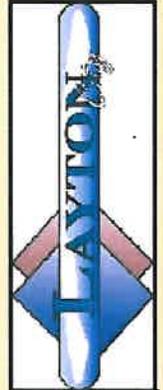
Oak Hills PRUD Preliminary Plat

Legend

- City Boundary
- Interstate 15
- Highways
- Lakes
- Streams



1 inch = 5,000 feet



CITY COUNCIL

September 19, 2013

Oak Hills PRUD Preliminary Plat

Legend

Centerlines

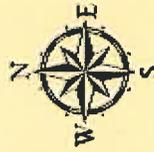
City Boundary

Interstate 15

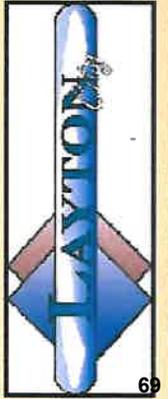
Highways

Lakes

Streams



1 inch = 208 feet



OAK HILLS PATIO HOMES P.R.U.D.

INCLUDING A PART OF LOT 74 OF FERNWOOD HOLLOW NO. 6
 LOCATED IN THE SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 4 NORTH,
 RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN, U.S. SURVEY
 DAVIS COUNTY, LAYTON CITY, UTAH



SCALE 1" = 60'

RED FOX RIDGE SUBDIVISION

THIS WILL BE REQUIRED FOR ALL UNITS AND LOTS. A REPORT FROM Y2 GEOTECHNICAL ENGINEERING, INC. AT 2885 S. 1000 E. FROM TERRAZZO AT 827 TELEPHONE 771-4200. THE REPORT SHALL BE ACCESSIBLE AT THE OFFICE OF THE ENGINEER OR FROM THE CITY ENGINEER. THE ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE FOUNDATION. THE ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE FOUNDATION. THE ENGINEER SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE FOUNDATION.

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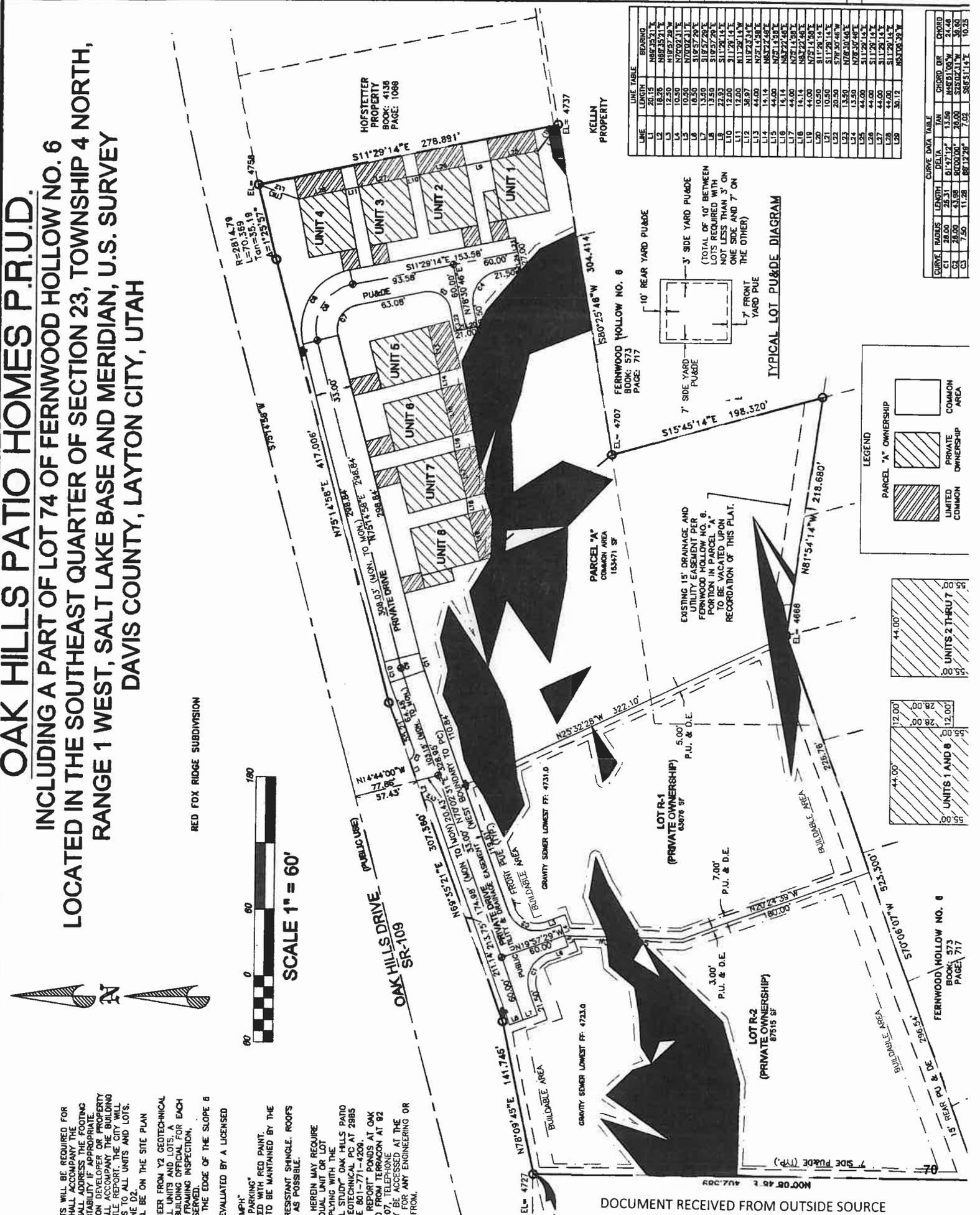
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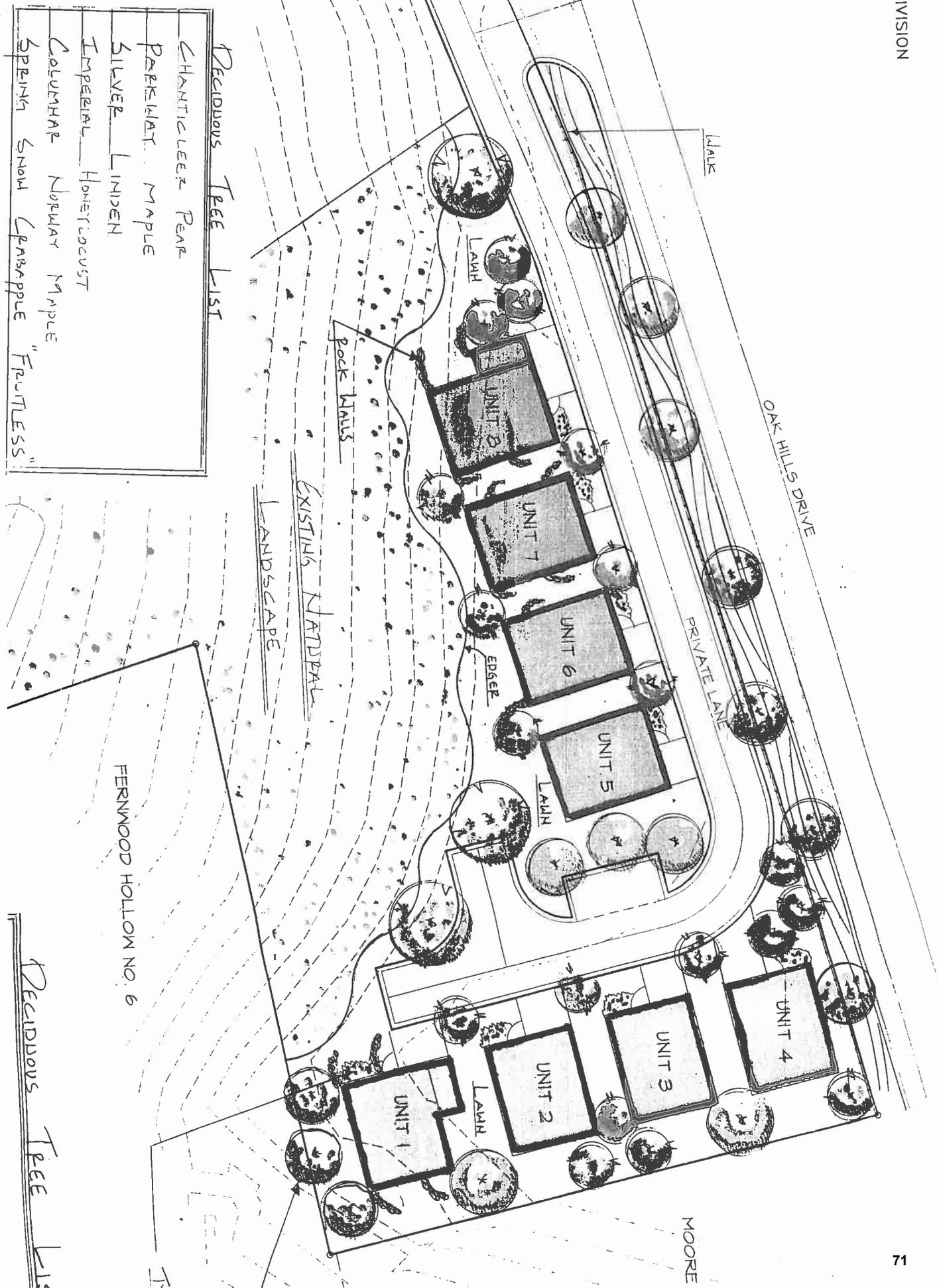
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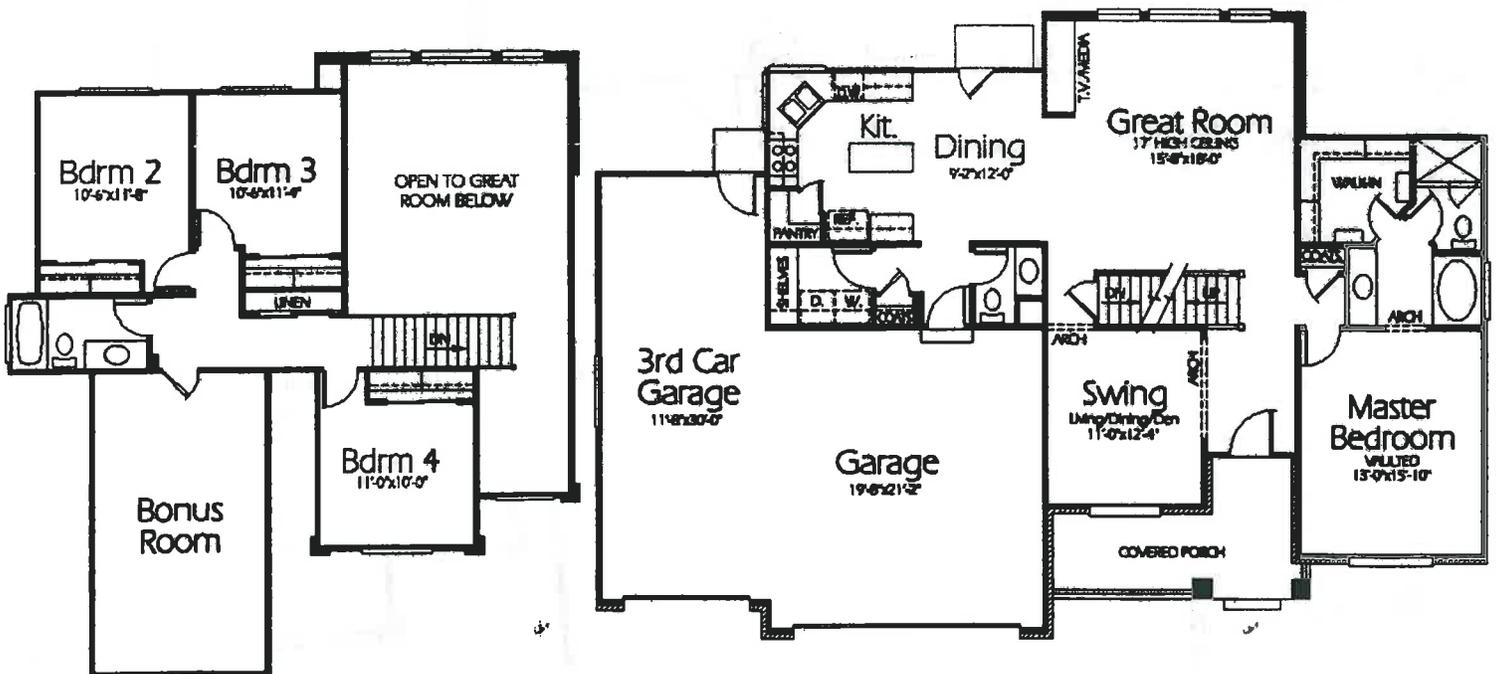
Deciduous Tree List

CHANTICLEER	PEAR
PARKLANT	MAPLE
SILVER	LINDEN
IMPERIAL	HONEYLOCUST
COLUMBAR	NORWAY MAPLE
SPRING SNOW	GRASSAPPLE "FRUITLESS"

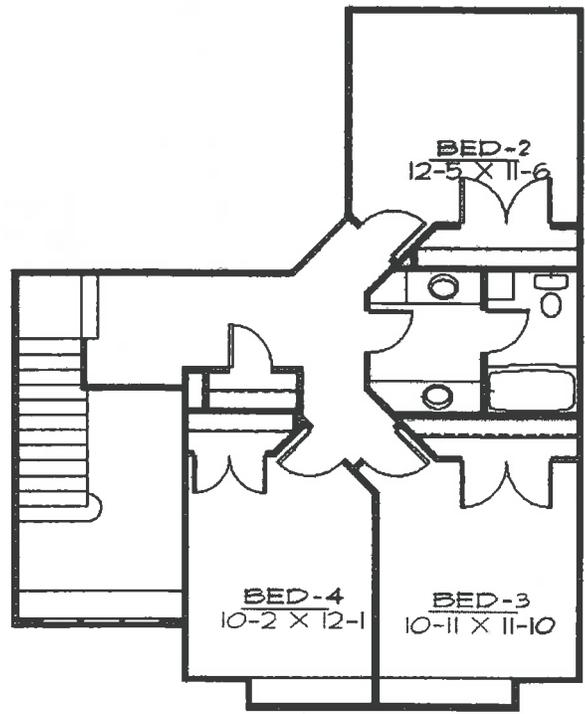
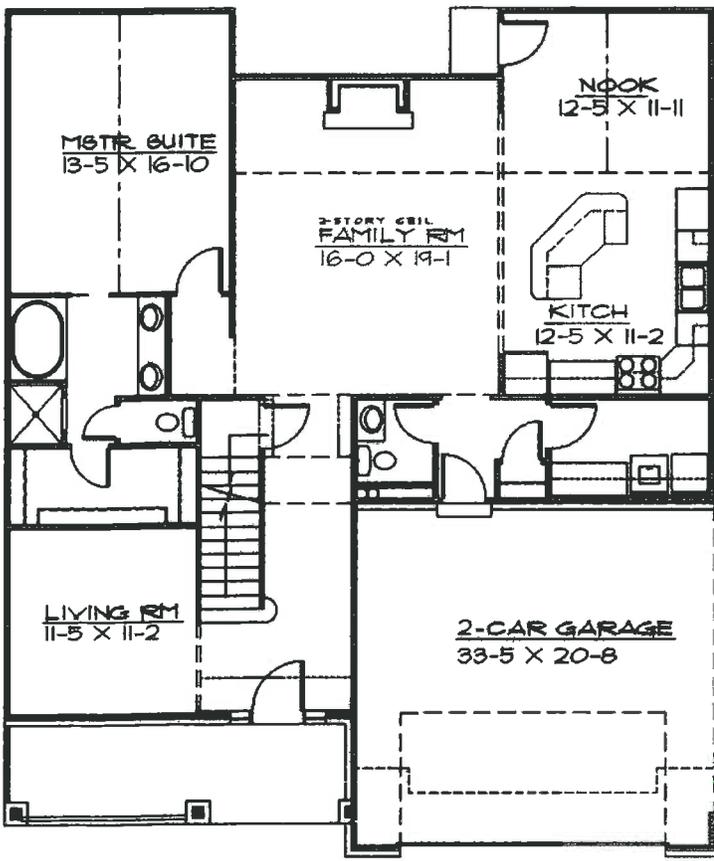
Deciduous Tree List

Two Story • 2,002c Sq. Ft.
 Finished with 3 Car Garage

Elite CRAFT
 HOMES

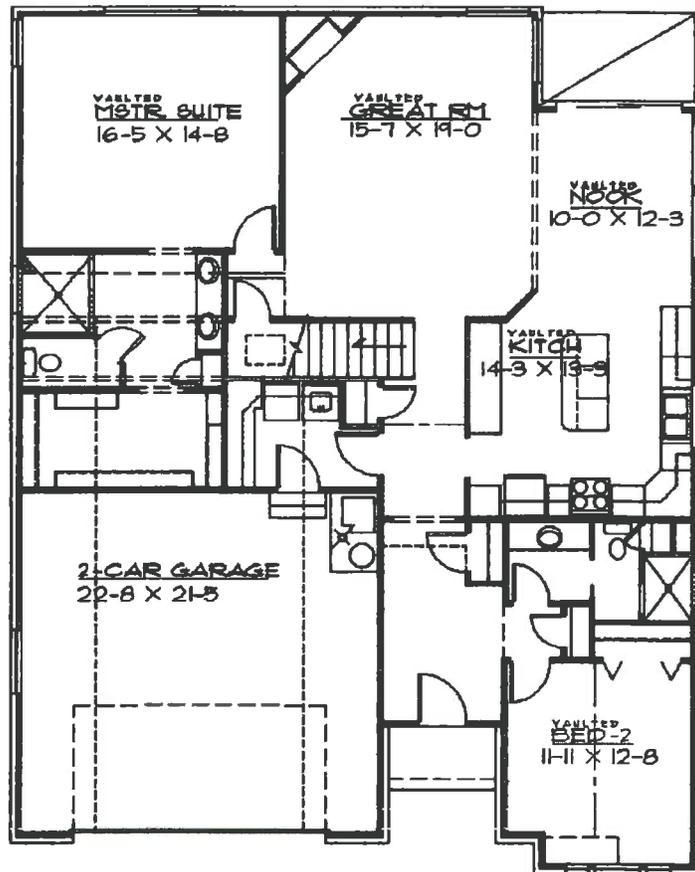


PUD • 2,259 Sq. Ft.
Finished with 2 Car Garage



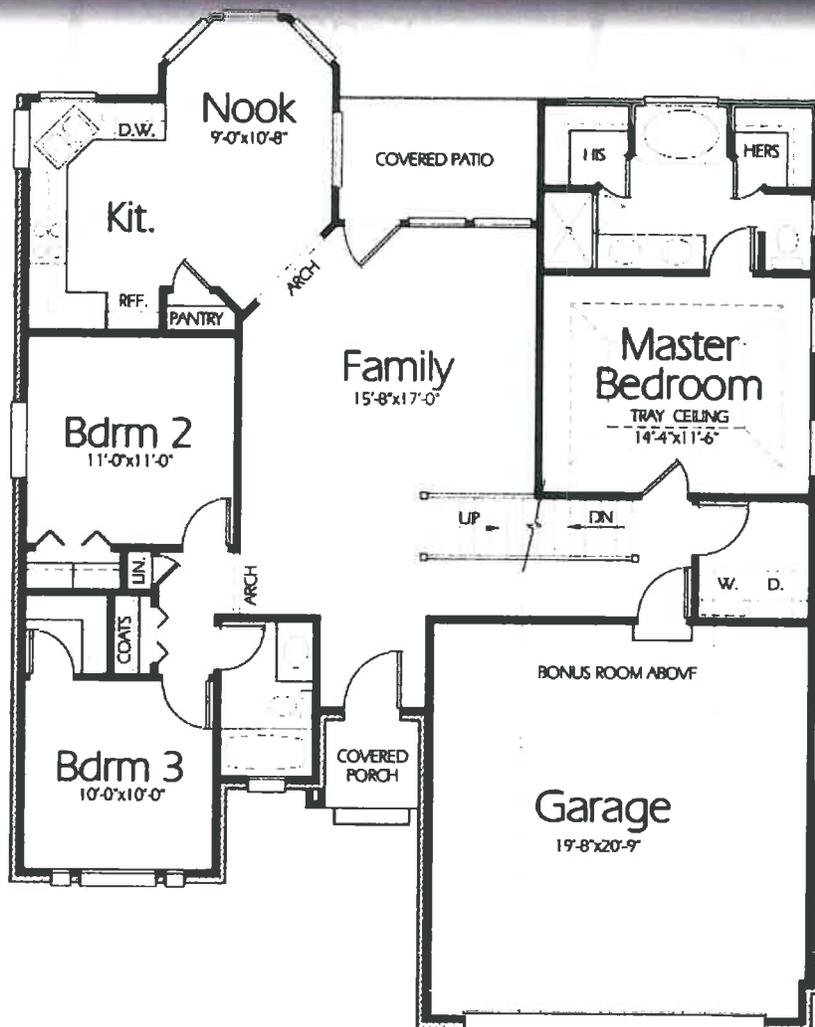
PUD • 1,654 Sq. Ft. with Bonus Room
Finished with 2 Car Garage

EliteCRAFT
HOMES



PUD • 1,388a Sq. Ft.
Finished with 2 Car Garage

Elite CRAFT HOMES



**LAYTON CITY COUNCIL MEETING
AGENDA ITEM COVER SHEET**

Item Number: 4D

Subject: Final Plat Approval – Foothills at Cherry Lane PRUD Phases 1 and 2 – Approximately 2100 East Oakridge Drive

Background: The applicant, Brighton Homes, is requesting final plat approval for the Foothills at Cherry Lane Planned Residential Unit Development (PRUD) Phases 1 and 2 to be developed on 5.50 acres of vacant land. Single-family residentially zoned subdivisions are to the west and south and R-M1 zoning is adjacent to the east.

On August 15, 2013, the Council approved the preliminary plat. Based on the acreage of the combined two zones, the development could receive a maximum of 48 units. A density bonus is not required based on the 28 proposed patio home style lots being significantly less than 48 units.

The applicant has addressed the recommendations of the Design Review Committee (DRC) that were approved with the preliminary plat. Staff has received a revised landscape plan and architectural drawings that incorporate the recommendations of the DRC.

A homeowners association will be organized through covenants and by-laws and will maintain the common areas around the patio homes and the open space areas. The HOA will also maintain the private streets and the utilities located within the private streets.

Alternatives: Alternatives are to 1) Grant final plat approval to Foothills at Cherry Lane PRUD Phases 1 and 2 subject to meeting all Staff requirements as outlined in Staff memorandums; or 2) Deny granting final plat approval.

Recommendation: On September 10, 2013, the Planning Commission unanimously recommended the Council grant final plat approval to Foothills at Cherry Lane PRUD Phases 1 and 2 subject to meeting all Staff requirements as outlined in Staff memorandums.

Staff supports the recommendation of the Planning Commission.



**COMMUNITY AND ECONOMIC
DEVELOPMENT DEPARTMENT
PLANNING DIVISION**

Staff Report

To: City Council

From: Kem Weaver, Planner II

A handwritten signature in black ink, appearing to read "Kem Weaver", written over a horizontal line.

Date: September 19, 2013

Re: Foothills at Cherry Lane PRUD Phases 1 and 2 Final Plat

Location: Approximately 2100 East Oakridge Drive

Zoning: R-1-10 PRUD (Single Family Residential with the planned residential unit development overlay) and R-M1 PRUD (Low / Medium Density Residential with the planned residential unit development overlay)

Background:

On August 15, 2013, the City Council approved the preliminary plat for Foothills at Cherry Lane PRUD (Planned Residential Unit Development). The development includes 2.59 acres of R-1-10 PRUD zoned property and 2.91 acres of R-M1 PRUD zoned property.

The applicant, Brighton Homes, is requesting final plat approval for Phases 1 and 2 of the Foothills at Cherry Lane PRUD development. The base density for the R-1-10 zone in a PRUD is 3.5 units per acre (u/a). With the 2.59 acres, the base density would allow for 9 total units. The R-M1 zone has a base density in the PRUD ordinance of 14 u/a. With 2.91 acres the base density would allow for 39 total units. By combining the acreage in the two zones the proposed development could yield 48 total units as a base density. The 28 proposed total units is significantly less than what could be allowed in the two zones combined under the PRUD ordinance.

Phase 1

Phase 1 of the PRUD will have the majority of the lots with 19 patio home style building pads on 3.12 acres. Other than the six lots that front onto a public street, that being Oakridge Drive, the remaining 13 lots in this phase will front onto private streets to be owned and maintained by the required homeowners association. Phase 1 will connect with Phase 3 of Foothills at Cherry Lane Subdivision with the proposed 1200 North street that will transition from a public street in Phase 3 of Foothills at Cherry Lane to Phase 1 of the PRUD.

Phase 2

Phase 2 of the PRUD will have the remaining 9 patio home style building pads on 2.38 acres. This phase will have a street connection from the private drive to Oakridge Drive. The private street will be owned and maintained by the required homeowners association. The majority of the common area for the entire development will be in this phase. The common area will be located within the petroleum pipeline easement as well as around the building pads. The petroleum pipeline companies have strict guidelines for development within their easement. Any form of a structure is not allowed within the easement area. Trees and other large species of vegetation are not allowed in the easement area. Brighton Homes has contacted the petroleum pipeline company to allow a rock gravel trail and some seating areas. The City has not heard the determination of their request.

The land surrounding the building lots for both phases will be common area. The entire development will meet the required base open space of 25 percent by having 37 percent open space.

The applicant has resubmitted a landscape plan that incorporates the Design Review Committee's (DRC) recommendations. The applicant has resubmitted building elevations that have addressed the DRC's comments with regards to the side elevations of the homes. Both the landscape plan and building elevations are part of the packet.

A homeowners association will be organized through covenants and by-laws and will maintain the common areas around the patio homes and the open space areas. The HOA will also maintain the private streets and the utilities located within the private streets.

Staff Recommendation:

Staff recommends final plat approval be granted subject to meeting all Staff requirements and DRC recommendations as outlined in Staff memorandums.

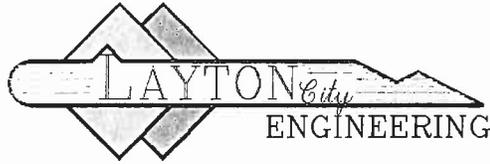
Engineering D.R.

Planning [Signature]

Fire [Signature]

Planning Commission Action: On September 10, 2013, the Planning Commission voted unanimously to recommend the Council grant final plat approval subject to meeting all Staff requirements.

The Commission asked for public comment. No public comments were given.



MEMORANDUM

TO: Patrick Scott, patrick@brightonhomes-utah.com
Greg Day, gday@focusutah.com

CC: COMMUNITY DEVELOPMENT & FIRE DEPARTMENT

FROM: Ryan Bankhead, Staff Engineer

DATE: September 3, 2013

**SUBJECT: Foothills at Cherry Lane PRUD Phase 1 and Phase 2 (Final 2nd Submittal)
2100 East Oakridge Drive -**

I have reviewed the construction drawings and CC&R's received on August 28, 2013, for the proposed Foothills at Cherry Lane PRUD located at 2100 East Oakridge Drive. The plans for Phase 1 and Phase 2 have been stamped "**APPROVED AS CORRECTED**". The following comments and corrections must be addressed:

The following must be addressed prior to scheduling a pre-construction meeting:

1. The developer will be required to pay for the lights and installation. The Phase 1 cost for the two SL-04 lights is \$5,000.00 and the cost for the installation of the lights is \$3,930.00. For a total cost of \$8,930.00. There are no public lights required in Phase 2. The developer will be responsible to install any transformer that may be needed for the lights.
2. The developer will be required to obtain a UPDES Construction Storm Water Permit from the State for this site. This permit can be located online at <https://secure.utah.gov/swp/client>. A copy of this permit must be submitted to Layton City. The developer may be able to update the acreage of the previous phase by calling Monique Rodriguez with the DWQ at 801-536-4319.
3. A letter from Kays Creek Irrigation Company approving the plans and indicating that the fees have been paid must be submitted.
4. A cost estimate for the development must be submitted.
5. 11X17 utility plans must be submitted for approval. These plans will be submitted to the Division of Drinking Water for approval. See section 4 – Culinary Water Section item VII (D) located at: <https://www.laytoncity.org/public/Depts/PubWorks/downloads.aspx>
6. A water/sewer crossing table must be submitted. See section 4 – Culinary Water Section item VII (E) located at: <https://www.laytoncity.org/public/Depts/PubWorks/downloads.aspx>
7. An electronic file in AutoCAD format must be submitted.
8. The CC&R's must address the maintenance of the private streets and utilities within the development. The CC&R's must also address the sewer lateral that is being provided for the existing home to the east including who will own and maintain the laterals.

9. An approval from both petroleum companies addressing the proposed grading, retaining wall, and sewer lateral within their easement must be submitted.
10. 5 complete sets of drawings that have been stamped and signed by a PE and that include the following corrections will need to be submitted prior to scheduling a preconstruction meeting.

Phase 1 Plat

1. The owner's dedication must address the common and limited common areas.
2. A final title report must be submitted.
3. The private drive to lots 109-113 will need to be labeled as such, and the street number will need to be added (2100 E in the construction drawings).
4. The note will need to be modified to indicate that 1200 North and 2100 East and culinary water, sanitary sewer, land drain, and storm drain are to be privately owned and maintained by the HOA.
5. The signature block for Kays Creek Irrigation should be removed from the plat unless they have an easement, in which case the easement should be identified.

Phase 2 Plat

1. A final title report must be submitted.
2. The owner's dedication must address the common and limited common areas.
3. The phase 2 plat does not match up to the Oakridge Estates dedication plat, there is a gap of 0.18' along the northeast line.
4. The private ROW will need to be labeled with the street number (2125 East in the construction drawings).

PP01

1. In SSMH 502 the invert in from the south is 0.20' lower than the invert out to the west at STA 14+49.12. The invert out should be 0.20' lower than the invert in.
2. If the development is to be constructed in phases the following items will need to be addressed;
 - a. A temporary turn-a-round will need to be installed at the end of 1200 North. The turn-a-round must be a minimum 80-foot diameter drivable surface. An easement must be submitted for review prior to recording for the temporary turn-a-round.
 - b. A flushing hydrant will need to be installed at the end (on the southeast corner of Lot 107) of the water line of Phase 1 for flushing purposes.
 - c. SSMH 502 and LDMH 506 will need to be installed with the construction of phase 1.

PP02

1. The proposed sewer lateral for lot 201 that ties into SSMH 503 at STA 10+40.75 must be a 6" sewer lateral, a 4" lateral will need to be tied into the sewer main.
2. The match line east of 2125 East will need to be corrected to PP05.
3. The invert from the northeast has been mislabeled as an invert out.

PP04

1. The invert in and invert out labels are swapped at all land drain manholes.
2. The invert out of LDMH 507 (4697.51) is higher than the invert in (4697.50)

PP05 & PP02

1. The storm drain line from SDCB 506 and SDMH 511 will need to be labeled. The label will need to include the size, slope, length, and material of the line.

SWPPP

1. The contours elevations should be labeled

General

1. Add the horizontal scale to all sheets.

Title Sheet

1. The benchmark will need to be changed to match the benchmark found in the construction drawings.
2. Note 6 under the general notes has been combined with note 5.



Memorandum

To: Planning Commission
From: Scott Carter, Parks Planner
Date: August 14, 2013
Re: Foothills at Cherry Lane PRUD, Phase 1 & 2 Final – 2100 East Oakridge Drive

The Parks & Recreation Department will not be adversely affected by Foothills at Cherry Lane PRUD, Phases 1 & 2.

It is expected that all open spaces including any buffer along Oakridge Drive will be maintained in perpetuity by an HOA and not by the City. Parks & Recreation would like to review the CC&R's when they are available to ensure that there are proper provisions to protect the City from any maintenance responsibilities.

Recommendation

Parks & Recreation supports granting final approval to Foothills at Cherry Lane PRUD, Phases 1 & 2.



• Fire Department •
Kevin Ward • Fire Chief
Telephone: (801) 336-3940
FAX: (801) 546-0901

Mayor • J. Stephen Curtis
City Manager • Alex R. Jensen
Asst. City Manager • James S. Mason

MEMORANDUM

TO: Community Development, Attention: Julie Jewell

FROM: Douglas K. Bitton, Fire Prevention Specialist 

RE: Foothills at Cherry Lane PRUD @ 2019 East Oak Ridge Drive

CC: 1) Engineering
2) Greg Day, gday@focusutah.com
3) Patrick Scott, pscott@brightonhomes-utah.com

DATE: August 13, 2013

I have reviewed the plat submitted on August 9, 2013 for the above referenced project. The Fire Prevention Division of this department has no comments regarding the plat at this time and **recommends final approval for this phase.**

These plans have been reviewed for Fire Department requirements only. Other departments must review these plans and will have their requirements. This review by the Fire Department must not be construed as final approval from Layton City.

DKB\Foothills at Cherry PRUDL :kn
Plan # S13-117, District #23
Project Tracker #LAY 130121393

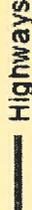
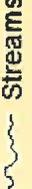


CITY COUNCIL

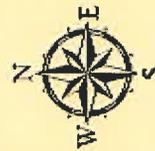
September 19, 2013

Foothills at Cherry Lane PRUD Final Plat

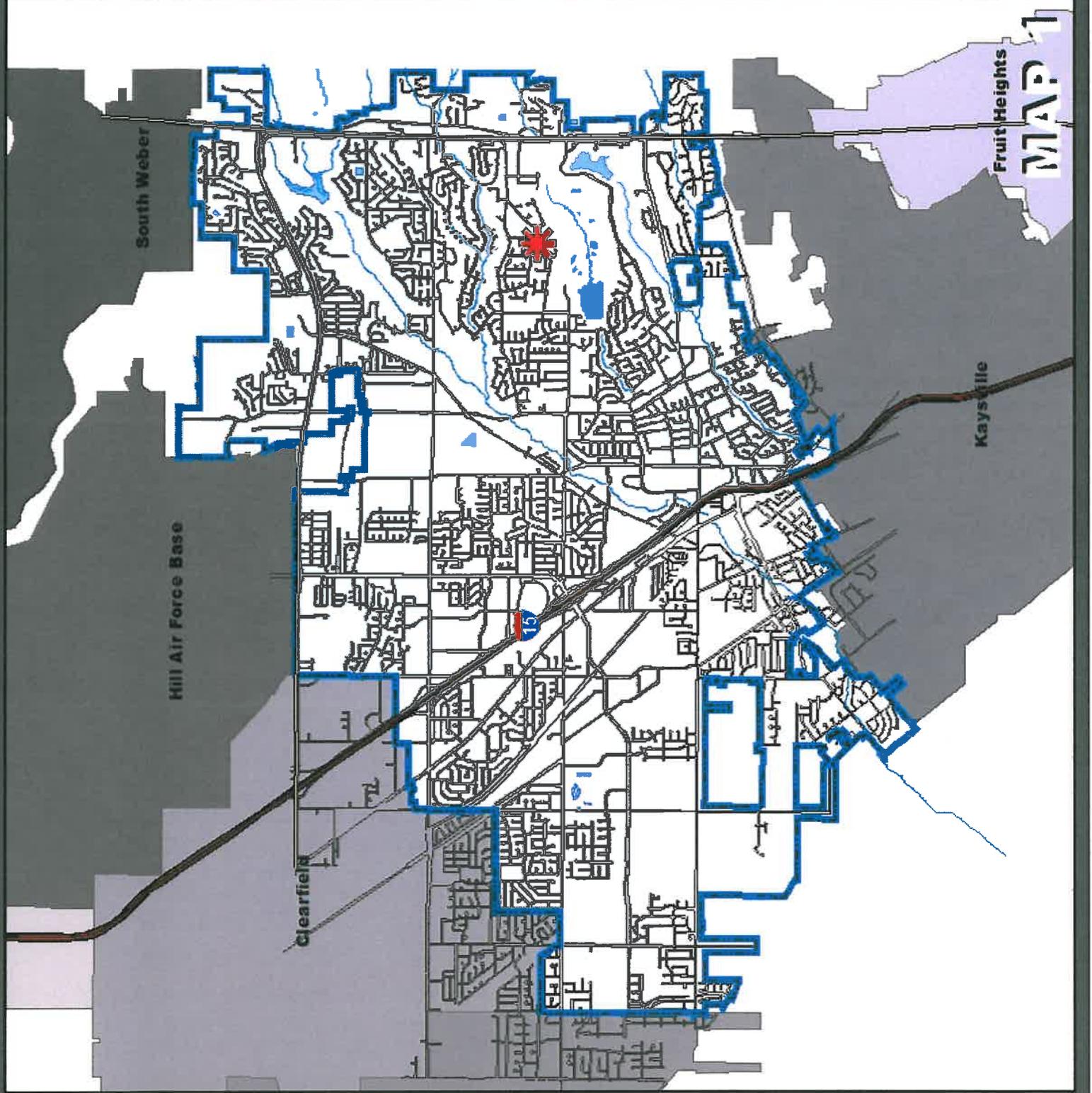
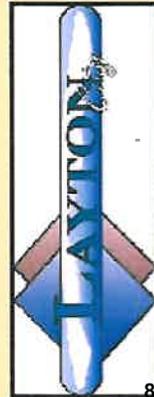
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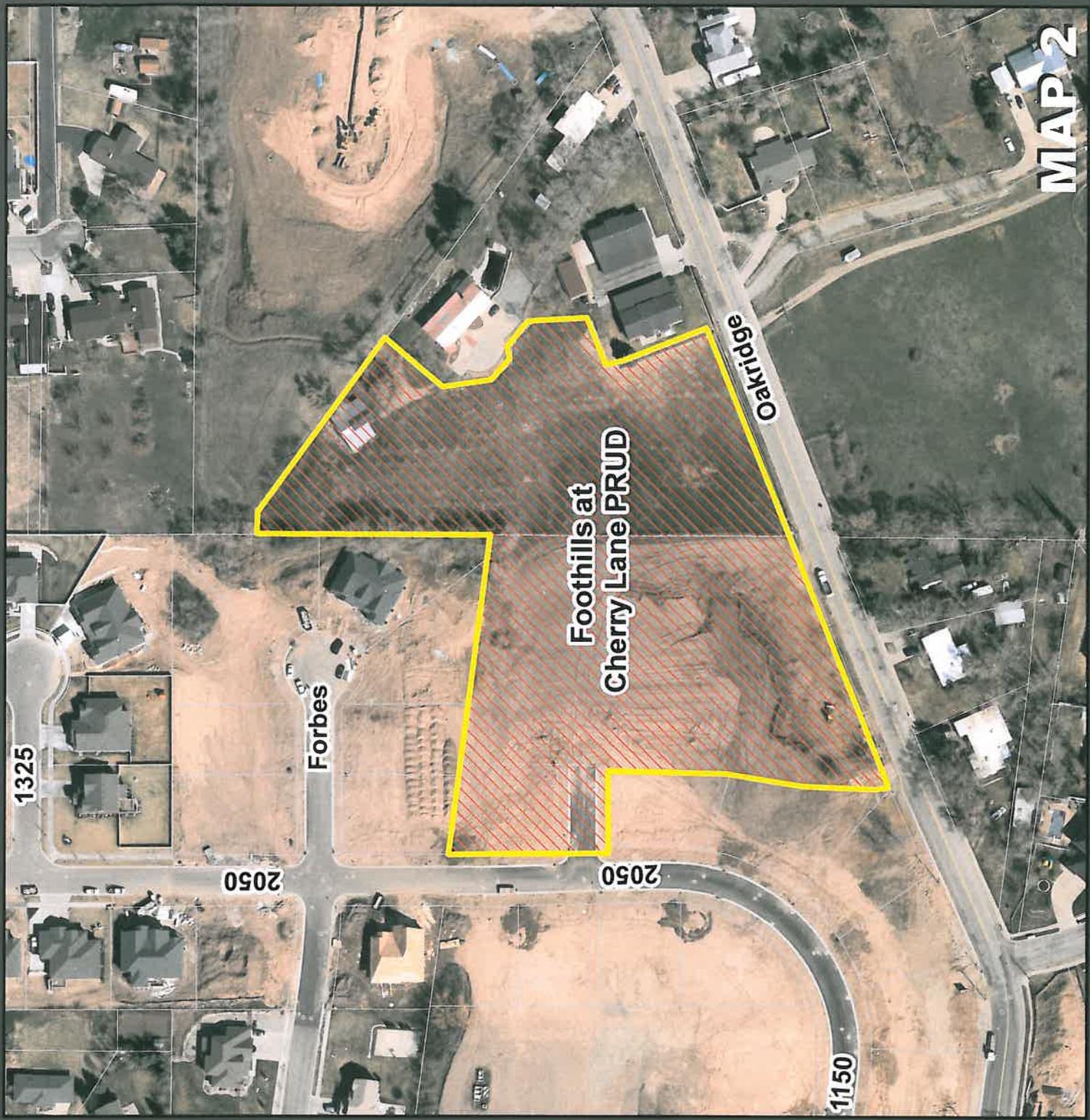
-  City Boundary
-  Interstate 15
-  Highways
-  Lakes
-  Streams

 Project Site



1 inch = 5,188 feet





CITY COUNCIL

September 19, 2013

Foothills at Cherry Lane PRUD Final Plat

Legend

Centerlines

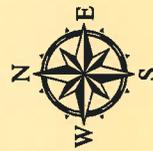
 City Boundary

 Interstate 15

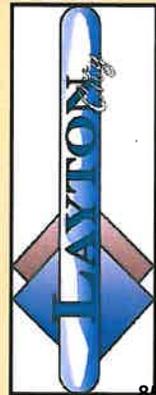
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 Lakes

 Streams

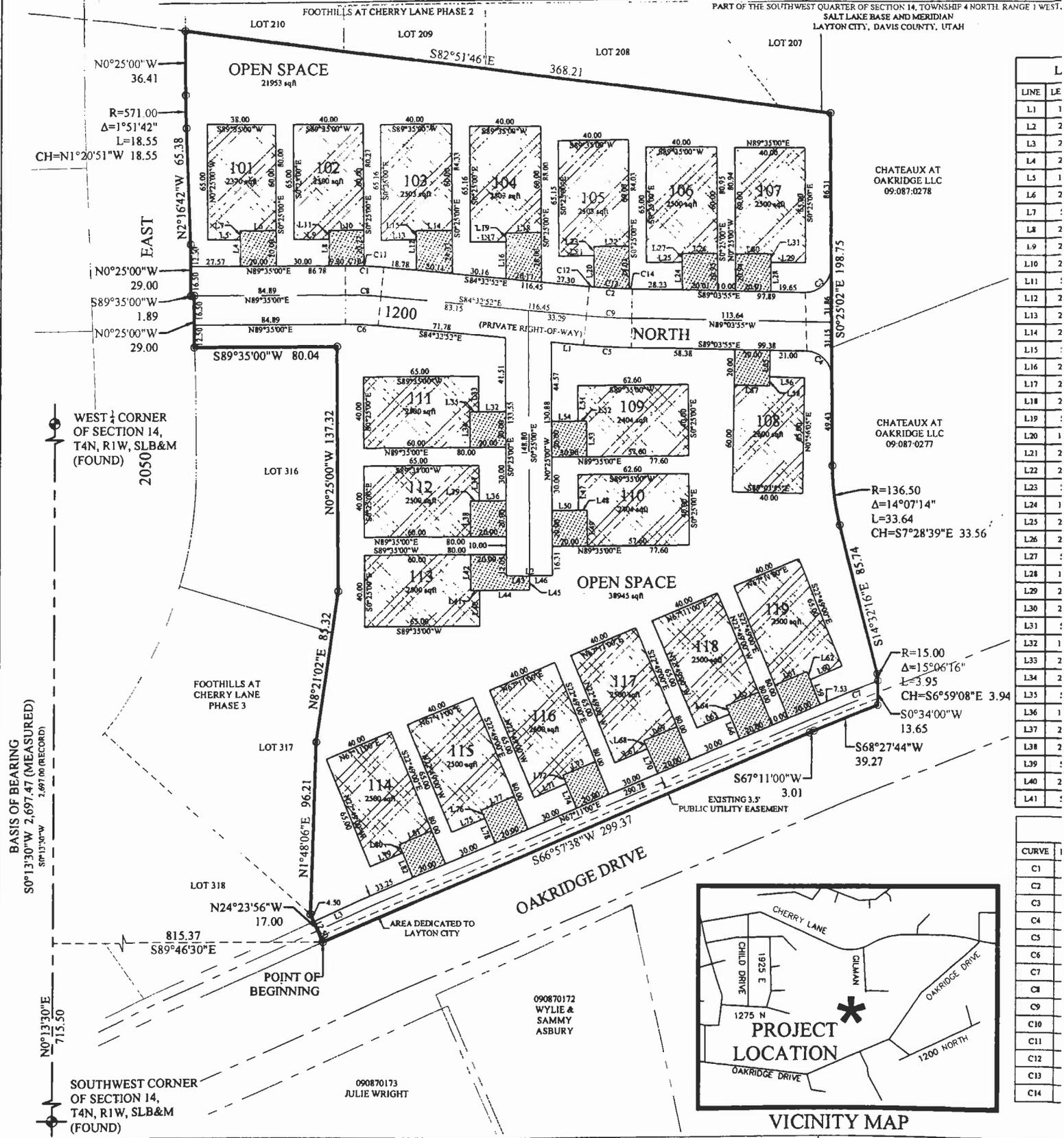


1 inch = 150 feet



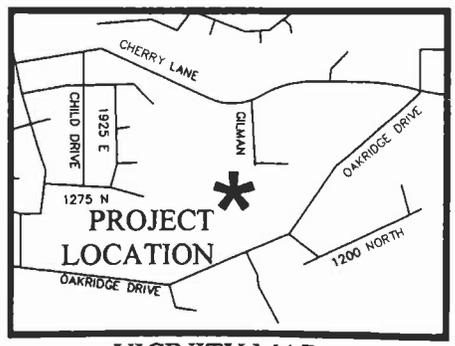
FOOTHILLS AT CHERRY LANE PHASE 1 PRUD

PART OF THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 4 NORTH, RANGE 1 WEST, SALT LAKE BASE AND MERIDIAN LAYTON CITY, DAVIS COUNTY, UTAH



L	LINE	LE
1	L1	1
2	L2	2
3	L3	2
4	L4	2
5	L5	1
6	L6	2
7	L7	2
8	L8	2
9	L9	2
10	L10	2
11	L11	2
12	L12	2
13	L13	2
14	L14	2
15	L15	2
16	L16	2
17	L17	2
18	L18	2
19	L19	1
20	L20	1
21	L21	2
22	L22	2
23	L23	2
24	L24	1
25	L25	2
26	L26	2
27	L27	2
28	L28	1
29	L29	2
30	L30	2
31	L31	2
32	L32	1
33	L33	2
34	L34	2
35	L35	2
36	L36	1
37	L37	2
38	L38	2
39	L39	2
40	L40	2
41	L41	2

CURVE	1
C1	
C2	
C3	
C4	
C5	
C6	
C7	
C8	
C9	
C10	
C11	
C12	
C13	
C14	



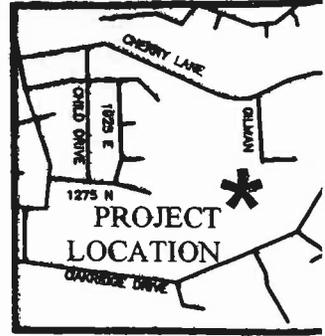
BASIS OF BEARING
S0°13'30"W 2,697.47 (MEASURED)
S0°13'30"W 2,697.00 (RECORD)

SOUTHWEST CORNER OF SECTION 14, T4N, R1W, SLB&M (FOUND)
090870173 JULIE WRIGHT

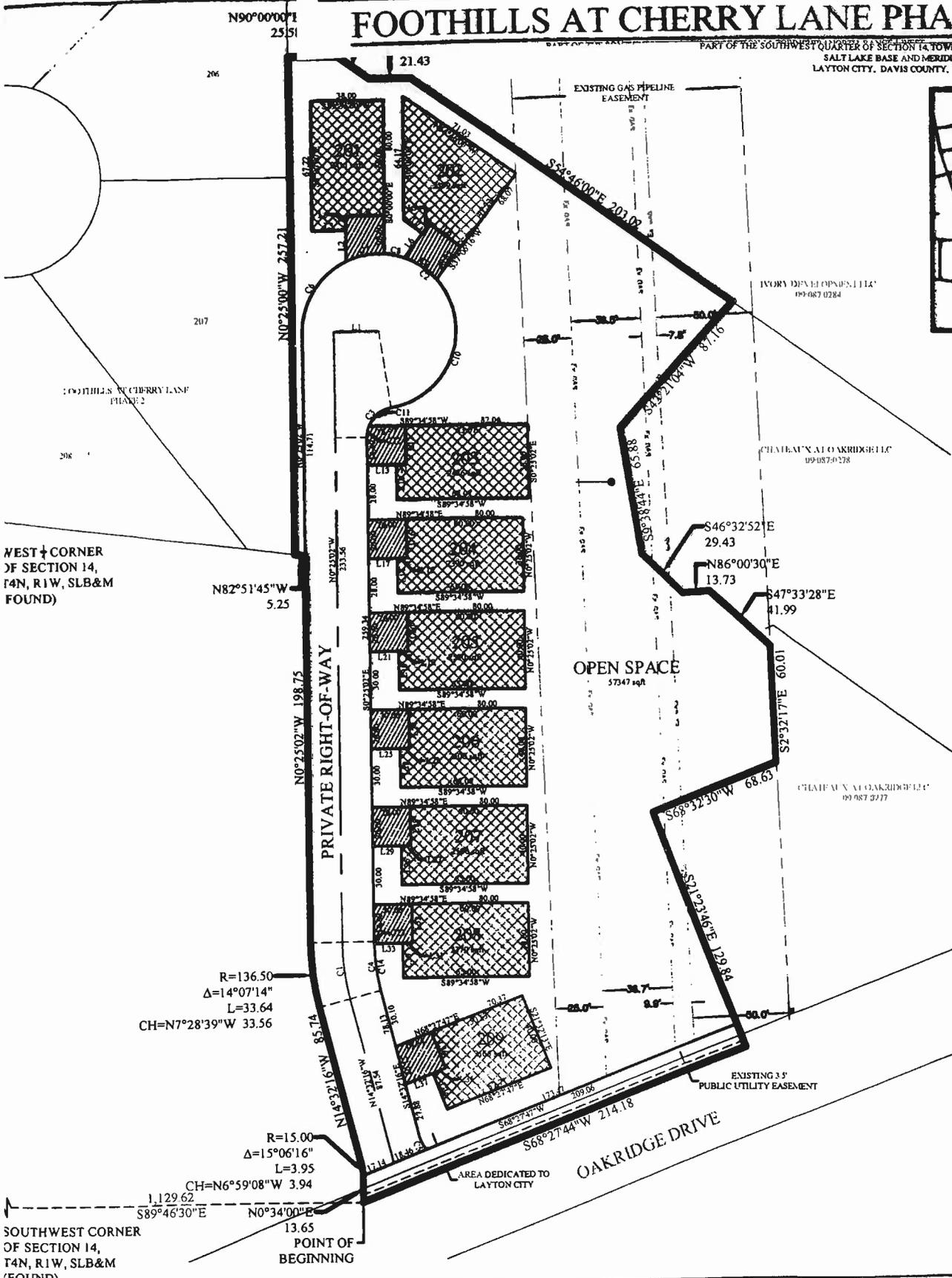
PLANNING COMMISSION CITY ENGINEER CITY ATTORNEY CITY CLERK

FOOTHILLS AT CHERRY LANE PHASE 2 PRUD

PART OF THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 4 NORTH, RANGE 1 WEST.
SALT LAKE BASE AND MERIDIAN
LAYTON CITY, DAVIS COUNTY, UTAH



VICINITY MAP



Line Table			
LINE	LENGTH	DIRECTION	LINE
L1	23.50	N89°34'58"E	L20
L2	16.07	S00°00'00"E	L21
L3	18.00	N90°00'00"E	L22
L4	20.00	S89°34'58"W	L23
L5	7.35	N00°00'00"E	L24
L6	15.50	S37°06'16"W	L25
L7	12.78	S52°53'44"E	L26
L8	20.00	N52°53'44"W	L27
L9	6.28	S37°06'16"W	L28
L10	18.00	S00°25'02"E	L29
L11	5.00	N89°34'58"E	L30
L12	20.00	N00°25'02"W	L31
L13	15.00	S89°34'58"W	L32
L14	18.00	N00°25'02"W	L33
L15	5.00	N89°34'58"E	L34
L16	20.00	N00°25'02"W	L35
L17	15.00	S89°34'58"W	L36
L18	20.00	N00°25'02"W	L37
L19	5.00	N89°34'58"E	

Curve T			
CURVE	RADIUS	DELTA	LENGTH
C1	120.00	14°07'14"	29.57
C2	40.00	262°03'09"	182.95
C3	15.00	81°38'07"	21.37
C4	103.50	14°07'14"	25.51
C5	15.00	218°30'34"	7.46
C6	40.00	66°01'09"	46.09
C7	40.00	29°23'17"	20.54
C8	40.00	15°21'32"	10.72
C9	40.00	28°59'12"	20.24
C10	40.00	122°15'59"	85.36
C11	15.00	60°17'33"	15.78
C12	15.00	21°20'34"	5.59
C13	103.50	0°39'55"	1.20
C14	103.50	13°27'19"	24.31

PLANNING COMMISSION CITY ENGINEER CITY ATTORNEY CITY COUNCIL

