

MEMORANDUM

TO: Mayor and City Council

FROM: Matthew J. Dixon, City Manager

RE: March 03, 2020 Council Meeting

WORK SESSION

- Strategic Plan Review During the work session we will walk through the Draft FY21 Strategic Plan we worked on during the retreat. I've done my best to word each Strategic Initiative in a way that hopefully captures the essence of the group discussions. Please review the plan in the packet and make notes on any Initiatives you believe need better defining. On some of the Initiatives I've listed other items that were on the wall and included beneath the larger Initiatives so we can remember as we discuss. Some of those items (in parentheses) will be incorporated as Action Plans we will create and will be listed in the plan beneath the Initiative.
- Community Garden Yes, spring will soon be upon us and if the City is interested in creating a Community Garden, we will need to start planning for it. As such, Councilmember Orr and Mayor Porter have requested that the council return to discussions regarding whether or not you want to support having a community garden. Last year the city gathered some data through a Community Garden Survey (results in the packet) to help get a better understanding on the community's interest. The city has also had a resident offer some land (on 5600 S.) and is willing to allow the public to use the land if the city would like it to be used for a community garden. During this discussion, it will be important to consider the city's role related to certain things such as; prepping/maintaining the garden grounds (especially during the off-season), irrigation and payment for the water, liability, public parking/access, and overall oversight and management of the garden.

DISCUSSION/ACTION ITEMS

• Ordinance 10-08 – Adopting a Streets Capital Facilities Plan and Impact Fee Analysis. One of the goals within the FY20 Strategic Plan is to complete updates of the city's Capital Facilities Master Plans and related Impact Fee Analysis. These studies are completed for the city's Parks, Storm Sewer, Water, Roads and Sewer systems. Each plan outlines the needed capital projects over the next 6-10 years in order to keep these systems properly maintained. In addition to updating the Capital Facilities Plans, the city is also updating the Impact Fee Analysis for each system. An Impact fee is a fee charged on new

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development (through the building permit process) that is used to help fund the portion of the Capital Projects that are necessary, as a result of the new growth (impacts).

This study is an update to the City's Streets Capital Facilities Plan and Impact Fee Analysis. The plan outlines the large capital street improvement projects the city anticipates completing within the next 6-10 years. This plan was last updated in 2009. Based on this Capital Facilities Plan and Impact Fee Analysis, the maximum allowable impact fee the city can charge is \$55.42/ERU (Equivalent Residential Unit).

DISCUSSION ITEMS

• Recommendation to allow small-scale manufacturing in the city. Several weeks ago, the City Council reviewed a recommendation by the Planning Commission to amend the city code to allow none-retail, small-scale manufacturing in the Riverdale Road General zone. This would allow small-scale manufacturing to exist without the current requirement that the business must have a retail storefront. The council sent this back to the Planning Commission and asked that they reconsider this recommendation to see if this type of use should be allowed in other zones in the city. Upon further review and discussion, the Planning Commission's recently recommendation (Feb. 13, 2020) is that the city not allow non-retail manufacturing anywhere in the city. With this recommendation the City Council has the ability to: 1) Agree with the recommendation and prohibit non-retail manufacturing in the city, 2) Disagree with the Planning Commission recommendation and decide what zone the council would like them to go in, or 3) Table for additional discussion.



NOTICE AND AGENDA SOUTH OGDEN CITY COUNCIL WORK SESSION

TUESDAY, MARCH 3, 2020 WORK SESSION - 5 PM COUNCIL MEETING - 6 PM

Notice is hereby given that the South Ogden City Council will hold a work session beginning at 5 pm Tuesday, March 3, 2020, in the EOC located at 3950 Adams Avenue, South Ogden, Utah. No action can or will be taken on any items discussed during pre-council work sessions. Discussion of agenda items is for clarification only.

WORK SESSION AGENDA

- I. CALL TO ORDER Mayor Russell Porter
- II. REVIEW OF AGENDA
- III. DISCUSSION ITEMS
 - A. Review of FY2021 Strategic Plan
 - B. Discussion on Community Garden
- IV. ADJOURN

Posted to the State of Utah Website February 27, 2020

The undersigned, duly appointed City Recorder, does hereby certify that a copy of the above notice and agenda was posted at the Municipal Center (1st and 2nd floors), on the City's website (southogdencity.com) and emailed to the Standard Examiner on February 27, 2020. Copies were also delivered to each member of the governing body.

Leesa Kapetanov, City Recorder

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during the meeting should notify the City Recorder at 801-622-2709 at least 48 hours in advance.

GOALS & ACTION PLANS

Overall Progress: 36%

1. FISCAL SUSTAINABILITY: ENSURE THE ABILITY OF THE CITY TO PROVIDE QUALITY PUBLIC SERVICES THROUGH CAREFUL LONG-RANGE PLANNING AND EVALUATION OF CURRENT DECISIONS IN THE CONTEXT OF FUTURE FISCAL IMPACTS.

GOALS/ACTION PLANS/TASKS	OWNER	RESOURCES	DUE DATE	UPDATES	PROGRESS
1.1 Demonstrate our continued commitment to Sustainability (grants, maintain C.T.R., interlocal agreements (WSU), impact fee policies, staffing levels in departments, etc.)	Council / Manager	Steve, Matt	06/30/2020	Update	91%
1.2 Find quantifiable efficiencies across the organization.	Council / Manager	Department Directors	06/30/2020	Update	82%
1.3 Conduct a Policy Reevaluation of the City's Sustainability Model (enterprise fund sustainability models, parks maintenance).	Steve Liebersbach	City Council, Matt	08/31/2020	Update	0%

2. EMPLOYEES: RECRUIT, DEVELOP AND RETAIN QUALITY EMPLOYEES BY MAINTAINING MARKET COMPETITIVE PAY RATES AND DEMONSTRATING A COMMITMENT TO THE GROWTH AND DEVELOPMENT OF OUR STAFF.

GOALS/ACTION PLANS/TASKS	OWNED	DECOLIDEES	DUE DATE	UPDATES	PROGRESS
GUALS/ACTION PLANS/TASKS	OWNER	RESOURCES	DUE DATE	UPDATES	PROGRESS

2.1 Update the City's Compensation & Salary Administration Guidelines to incorporate compensation and benefits of Elected Officials & enhanced benefits (i.e. leave buy-back) to remain competitive within the market.	Doug Gailey	City Council, Mayor Porter	08/31/2020	Update	0%	
2.2 Create a recruitment & retention plan	Doug Gailey	Department Heads, City Council, Mayor Porter	06/30/2021	Update	0%	
2.3 Improve the City's Employee Wellness program.	Doug Gailey	Department Heads	06/30/2021	Update	0%	
2.4 Complete a second South Ogden Leadership Academy	Council / Manager	Department Heads, Mayor Porter	04/30/2021	Update	0%	
3. INFRASTRUCTURE: INVEST IN THE UPKEEP AND MAINTENANCE OF EXISTING CITY INFRASTRUCTURE (I.E. UTILITIES, PARKS, ROADS, ETC.) AND PLAN FOR NEW INFRASTRUCTURE DEVELOPMENT NEEDS AND OPPORTUNITIES TO SUPPORT THE GROWTH OF OUR COMMUNITY.						
GOALS/ACTION PLANS/TASKS	OWNER	RESOURCES	DUE DATE	UPDATES	PROGRESS	

3.1 Complete a minimum of \$1,300,000.00 in road maintenance and improvement projects identified for 2018 in the Sustainability Plan	Jon Andersen	Brad Jensen	11/30/2020	O1/28/2020 City Engineer has been taksed to move forward with the design of road project. Major projects will be identified with the Street CFP	75%
3.2 Update Capital Facilities Master Plans	Jon Andersen	Brad Jensen	06/30/2020	Update 09/24/2019 The Water & Parks CFP have been completed. The City Engineer is working on the Sewer & Streets CFp and is plannin on having them ready for the Mayor & City Council's meeting in December>	50%
3.3 Complete Burch Creek Park	Jon Andersen	Mark Vlasic, Brad Jensen, City Council, Financial Resources in FY19	11/30/2020	Update	79%

3.4 Complete a plan for the Public Works relocation/remodel project.	Jon Andersen	Matt, Steve	01/31/2020 Past Due	Update	0%
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4. ECONOMIC DEVELOPMENT: FOSTER QUALITY ECONOMIC DEVELOPMENT IN OUR COMMUNITY BY FOCUSING ON NEW DEVELOPMENT (I.E. BUSINESSES, HOUSING, ETC.) OPPORTUNITIES, ZONING OPTIONS, INCREASED LEVERAGE OF DEVELOPMENT RESOURCES AND EFFECTIVE BRANDING IMPLEMENTATION.

GOALS/ACTION PLANS/TASKS	OWNER	RESOURCES	DUE DATE	UPDATES	PROGRESS
4.1 Strengthen the city's relationship with our business community	Jamie Healy	City Council, Matt, Doug	06/30/2020	Update	90%
4.2 Acquire and assemble parcels of land for redevelopment.	Council / Manager	CDRA Agency, Adam Long	06/30/2021	Update	0%
4.3 Identify and implement ways the City can assist in creating more affordable housing.	Council / Manager	City Planner	06/30/2021	Update	0%
4.4 Complete an Economic Development Strategy for South Ogden City (edcUtah, aggressive ED, property	Council / Manager	Adam Hensley, Brent Strate, Industry Experts, Mayor Porter	04/30/2018 Past Due	Update 11/17/2017 EdcUtah has committed to completing an ED Strategy for S. Ogden by Dec.	25%

acquisition, housing	31, 2017.	
v commercial/retail)		

5. COMMUNITY ENGAGEMENT: CREATE OPPORTUNITIES FOR RESIDENTS AND BUSINESSES THROUGHOUT THE COMMUNITY TO WORK AND SERVE TOGETHER WHILE FEELING CONNECTED TO AND VALUED BY THE CITY.

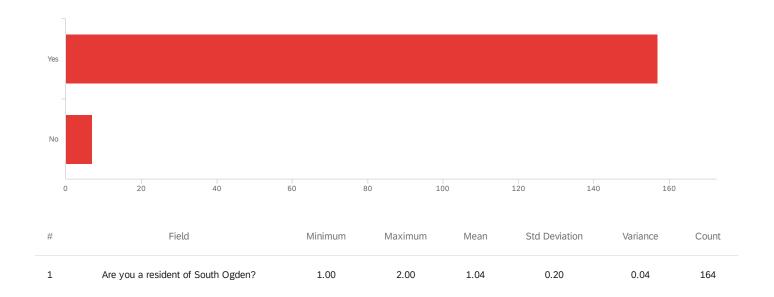
TOGETHER WHILE FEELIN	G CONNE	CIED IO	AND VALU	DED BY THE C	JIY.
GOALS/ACTION PLANS/TASKS	OWNER	RESOURCES	DUE DATE	UPDATES	PROGRESS
5.1 Improve/Strengthen the city's communication and relationship with residents & businesses (code red, council, newsletter, survey re: projects and desire to help)	Jamie Healy	City Council, Mayor Porter	06/30/2021	Update	0%
5.2 Complete one major neighborhood cleanup project.	City Council	Mayor Porter, Jon Andersen	06/30/2020	Council discussed this goal on 10/15 and decided to do it in the spring, possibly in conjunction with the National Day of Service. Mayor Porter volunteered to lead out on this goal.	0%
5.3 Establish a Community Steering Committee	Leesa Kapetanov	Consultant, Planning Commission,	06/30/2020	Update	100%

for the General Plan Update Project		Doug Gailey			
5.4 Increase utilization of City facilities (i.e. amphitheater, parks, etc.)	Jamie Healy	City Council, Mayor Porter	06/30/2021	Update	0%

Default Report

Community Garden February 29, 2020 12:28 PM MST

Q6 - Are you a resident of South Ogden?

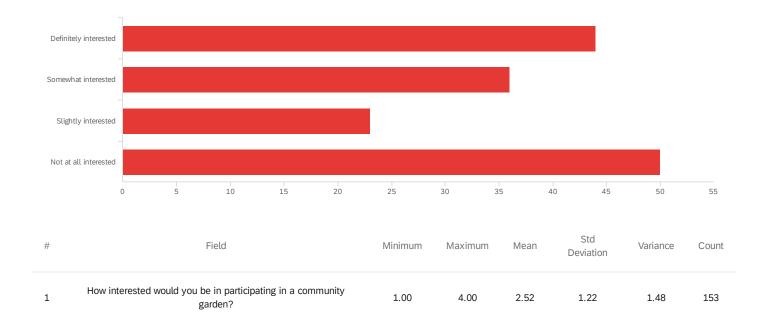


#	Field	Choice Count
1	Yes	95.73% 157
2	No	4.27% 7

164

Showing rows 1 - 3 of 3 $\,$

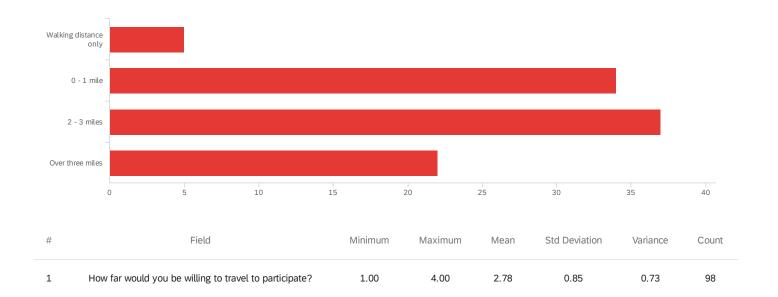
Q1 - How interested would you be in participating in a community garden?



#	Field	Choice Count
1	Definitely interested	28.76% 44
2	Somewhat interested	23.53% 36
3	Slightly interested	15.03% 23
4	Not at all interested	32.68% 50

Showing rows 1 - 5 of 5 $\,$

Q2 - How far would you be willing to travel to participate?

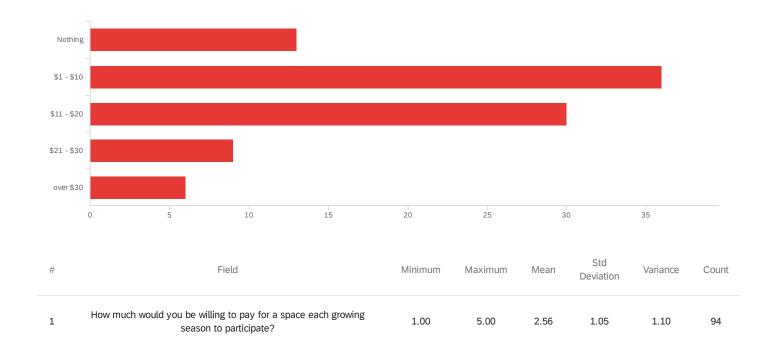


#	Field	Choice Count
1	Walking distance only	5.10% 5
2	0 - 1 mile	34.69% 34
3	2 - 3 miles	37.76% 37
4	Over three miles	22.45% 22

Showing rows 1 - 5 of 5

Q3 - How much would you be willing to pay for a space each growing season to

participate?



#	Field	Choice Count
1	Nothing	13.83% 13
2	\$1 - \$10	38.30% 36
3	\$11 - \$20	31.91% 30
4	\$21 - \$30	9.57% 9
5	over \$30	6.38% 6
		94

Showing rows 1 - 6 of 6

Q5 - Please provide us with any additional questions or comments you may have.

Please provide us with any additional questions or comments you may have.

Great Idea! Looking forward to hearing more info about this project!

Not able to use a tiller but can provide my time during the growing season, i.e. plant, weed, water .

I have a green house and a tractor to help with.

I think this is an excellent idea!

I'm interested, as long as NO pesticides are used on the crops.

We are both 76 years old, and we probably would not participate ourselves, but we would be willing to pay a little more in our taxes to support this. It would be an asset to our city.

I would be willing to volunteer to help maintain the garden area, and offer educational clinics on vegetable gardening, composting, and seed saving.

Making the space handicap accessible for someone in a power wheelchair or manual wheelchair is the deciding factor in my ability to participate. It would also be helpful to have classes available to teach about gardening basics. When to plant, how much water, etc.

Soil can be purchased at a cheap rate from local land fills or other digging/drilling businesses. Secondary water could be used for the gardens. A drip system, garden boxes, green house, shading, etc. can easily be purchased with the communities help. I think this is a wonderful idea for the South Ogden Community. More communication and a clearer plan would be needed to understand who would pay for what and how much space a resident would be allowed to grow on the property. Rules would need to be made clear too. I hope this happens!

I only eat free range potatoes

I would support others who use the gardens, but would probably only be interested in volunteering there from time to time. I would be interested in further info about such a program and/or project.

Doesn't Ogden City use Brent money for their community garden?

Good idea.

We would be thrilled if this area is improved however how will water be supplied for the community garden? We have taken care of this piece of city property for many years now, weed eating, watering trees and perennials plants we planted there in a effort to improve the aesthetics of this property.

This survey doesn't give any information about how exactly a community garden works. I've never been part of one, so it's difficult to comment without much knowledge.

I'd like to know if what is planted and where in the garden would be decided by someone or a committee in charge, or if each person would be assigned a plot/space.

It would be a good idea to tie the cost to the size of garden plot you would like to use. Smaller plots cost less, larger plots cost more.

Personally, I have a large enough garden of my own in my backyard, but think this would be great for those that live in apartments or in an area where they cannot have a garden.

Please provide us with any additional questions or comments you may have.

How will the garden be protected as harvest time approaches?

We need more of this type of "development" in our community!

I would love a community garden and am willing to help with organization or maintenance. Brenda Empie, 801 603 2331. Text is good.

I absolutely love this idea!

We need more information with this survey. What is the charge towards? Just the land? Garden boxes? Water? Soil? Seeds/starters? Or is everyone in charge of their own materials? Thanks

I love the idea of more space to bring community together. Especially in this area. Kids in this area only have open space at Glassman Park (kiddos and their friends would love a basketball court or somewhere to be with friends. I like the idea of a garden to give them a space to be hands on with something positive

What a wonderful idea to bring the neighborhoods together.

It would offer so many benefits, including letting the school children participate to older learning how to grow food. Seniors, businesses and organizations could all play a role along with the residents.

Any classes for beginners who don't have a green thumb.

It would be fun for my kids

End of Report



NOTICE AND AGENDA SOUTH OGDEN CITY COUNCIL MEETING

TUESDAY, MARCH 3, 2020

WORK SESSION — 5 PM

REGULAR COUNCIL MEETING - 6 PM

Notice is hereby given that the South Ogden City Council will hold their regularly scheduled City Council Meeting, Tuesday, March 3, 2020, beginning at 6:00 p.m. in the Council Chambers located at 3950 So. Adams Avenue, South Ogden, Utah. Any member of the council may be joining the meeting electronically.

CITY COUNCIL MEETING AGENDA

- I. OPENING CEREMONY
 - A. Call to Order Mayor Russell Porter
 - B. Prayer/Moment of Silence -
 - C. Pledge of Allegiance Council Member Sallee Orr
- II. PUBLIC COMMENTS This is an opportunity to address the mayor and council with any concerns, suggestions, or praise. No action can or will be taken at this meeting on comments made. *Please limit your comments to three minutes.*
- III. RESPONSE TO PUBLIC COMMENT
- IV. RECOGNITION OF SCOUTS AND STUDENTS
- V. CONSENT AGENDA
 - **A.** Approval of February 18, 2020 Council Meeting Minutes
 - B. Set Date for Public Hearing (March 17, 2020 at 6 pm or as soon as the agenda permits) to Receive and Consider Comments on Proposed Amendments to SOCC 8-1-3B Concerning Utility Billing and Collections

VI. PUBLIC HEARING

To Receive and Consider Comments on the Proposed Streets Capital Facilities Plan, Impact Fee Facilities Plan, and Impact Fee Analysis

VII. DISCUSSION / ACTION ITEMS

A. Consideration of **Ordinance 20-08** – Adopting a Street Capital Facilities Plan, Impact Fee Facilities Plan, and Impact Fee Analysis

VIII. DISCUSSION ITEMS

A. Discussion on Recommendation from Planning Commission on Allowing Non-Retail Manufacturing in the City

IX. REPORTS/DIRECTION TO CITY MANAGER

- A. City Council Members
- **B.** City Manager
- C. City Attorney
- **D.** Mayor

X. ADJOURN

Posted to the State of Utah Website February 27, 2020

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Leesa Kapetanov, City Recorder



MINUTES OF THE SOUTH OGDEN CITY COUNCIL PRE-COUNCIL WORK SESSION AND CITY COUNCIL MEETING

TUESDAY, FEBRUARY 18, 2020

WORK SESSION - 5 PM IN EOC ROOM

COUNCIL MEETING - 6 PM IN COUNCIL ROOM

WORK SESSION MINUTES 1 2 3 COUNCIL MEMBERS PRESENT 4 Mayor Russell Porter, Council Members Sallee Orr, Brent Strate, Susan Stewart, Mike Howard, and 5 Jeanette Smyth 6 7 STAFF MEMBERS PRESENT 8 City Manager Matt Dixon, Assistant City Manager Doug Gailey, City Attorney Ken Bradshaw, Fire 9 Chief Cameron West, Police Chief Darrin Parke, Parks and Public Works Director Jon Andersen, and 10 Recorder Leesa Kapetanov 11 CITIZENS PRESENT 12 No one else attended this meeting 13 14 15 Note: The time stamps indicated in blue correspond to the audio recording of this meeting, which 16 17 can be found by clicking the link https://www.southogdencity.com/document_center/Sound%20Files/2020/CC200218_1702.mp3 18 19 or by requesting a copy from the office of the South Ogden City Recorder. 20 21 22 CALL TO ORDER 23 | 24 • Mayor Porter called the meeting to order at 5:03 pm and reported that Council Member Howard 25 would be arriving soon 26 00:00:00 27 28 29 30 II. REVIEW OF AGENDA 31 00:00:17 32 33 Note: Council Member Howard arrived at 5:12 pm at the end of the agenda review.

35	
36	
37 III .	DISCUSSION ITEMS
38	A. Discussion on Strategic Plan
39	00:09:57
40	
41	
42	
43 IV.	ADJOURN
44	At 6:01 pm, Mayor Porter called for a motion to adjourn the work session.
45	
46	Council Member Howard moved to adjourn, followed by a second from Council Member Orr
47	The voice vote was unanimous in favor of the motion.
48	00:59:56
49	

50 COUNCIL MEETING MINUTES 51 52 53 54 COUNCIL MEMBERS PRESENT 55 Mayor Russell Porter, Council Members Sallee Orr, Brent Strate, Susan Stewart, Mike 56 Howard, and Jeanette Smyth 57 58 59 STAFF MEMBERS PRESENT 60 City Manager Matt Dixon, City Attorney Ken Bradshaw, Parks and Public Works Director Jon 61 Andersen, Police Chief Darin Parke, Fire Chief Cameron West, Assistant City Manager Doug 62 Gailey, and Recorder Leesa Kapetanov 63 64 CITIZENS PRESENT 65 66 Wendy Dallimore, Susan DeBruin, Tamara Taylor, Bruce & Joyce Hartman 67 68 Note: The time stamps indicated in blue correspond to the audio recording of this 69 meeting, which can be found by clicking this link https://www.southogdencity.com/document_center/Sound%20Files/2020/CC200218 1807.mp3 70 71 or by requesting a copy from the office of the South Ogden City Recorder. 72 73 74 | OPENING CEREMONY 75 A. Call To Order 76 • Mayor Porter called the meeting to order at 6:09 pm and called for a motion to convene 77 00:00:16 78 79 Council Member Strate so moved, followed by a second from Council Member Howard. 80 In a voice vote Council Members Orr, Strate, Stewart, Howard, and Smyth all voted aye. 81 82 B. Prayer/Moment Of Silence 83 The mayor led everyone in a moment of silence. 84 C. Pledge Of Allegiance 85 Council Member Jeanette Smyth led the Pledge of Allegiance. 86 87 88 89 90 ||-PUBLIC COMMENTS 91 Wendy Dallimore-00:01:26 92

94 .	RESPONSE TO PUBLIC COMMENT
95	There were no comments.
96	
97	
98 <mark>IV</mark> .	RECOGNITION OF SCOUTS/STUDENTS PRESENT
99	No scouts or students attended.
100	
101	
102 V.	CONSENT AGENDA
103	A. Approval of February 4, 2020 Council Minutes
104	B. Approval of Proclamation Recognizing South Ogden City Resident Tamara Taylor as a 2020
105	<u>Utah Mothers Honoree</u>
106	C. Approval of Noise Ordinance Exception Permit for UDOT for Night Time Construction On
107	Highway 89
108	Mayor Porter read the consent agenda, ending with a tribute to South Ogden resident Tamara To describe the consent agenda, ending with a tribute to South Ogden resident Tamara To describe the consent agenda, ending with a tribute to South Ogden resident Tamara.
109	Taylor and the proclamation recognizing her. He presented her with a bouquet of flowers
110 111	and the proclamation. 00:02:41
111	00.02.41
113	• The mayor asked if there were any questions on the consent agenda, and seeing none, called
114	for a motion to approve the consent agenda
115	00:05:02
116	
117	Council Member Howard moved to approve the consent agenda. The motion was seconded
118	by Council Member Strate. The voice vote was unanimous in favor of the motion.
119	
120	
121	
122 VI .	DISCUSSION ITEMS/ACTION ITEMS
123	A. Consideration of Ordinance 20-04 - Approving Proposed Amendments to SOCC 10-17,
124	Requiring Hard Surface Driveways and Parking Pads in South Ogden and Requiring a Building
125	Permit to Install Them
126	• Staff overview 00:05:17
127	• Council discussion 00:06:39
128	• Motion 00:07:19
129	
130	Council Member Strate moved to adopt Ordinance 20-04. Council Member Howard
131	seconded the motion. There was no discussion concerning the motion. Mayor Porter
132 133	made a roll call vote:
133	Council Member Orr- Yes
135	Council Member Strate- Yes
136	Council Member Stewart- Yes
100	Council Member Stewart 165

137 138			Council Mem		Yes Yes
139					
140		Ordinance 20-04 was adopt	ed.		
141					
142					
143	В.				ton Boulevard CRA Project Area
144		 Staff overview 	00:07:40	, .	Matt Dixon gave an overview of
145					-05 thru 20-07, since they were all
146					pointed out that Council Member
147					und some typographical errors in
148				the ordinances	that needed to be corrected.
149		 Council discussion 	00:11:44		
150		 Motion 	00:12:49		
151					
152		Council Member Strate mo			
153		· · · · · · · · · · · · · · · · · · ·			loward. The mayor asked if
154		there was any discussion, ar	nd seeing none,	he called the vo	te:
155					
156			Council Mem		Yes
157			Council Mem		Yes
158			Council Mem		Yes
159			Council Mem		Yes
160			Council Mem	ber Strate-	Yes
161					
162		The motion stood.			
163					
164					
165	C.	Consideration of Ordinance	20-06 – Dissolv	ing the Northwes	st CRA Project Area
166		 Staff overview 	The overview	took place as par	t of the previous item
167		Council discussion	There was no o	liscussion on this	s item
168		 Motion 	00:13:26		
169					
170					
171		Council Member Smyth mo	ved to approve	Ordinance 20-0	06. The motion was seconded
172		by Council Member Strate.	The mayor ma	de a roll call vo	te:
173					
174			Council Mem	ber Howard-	Yes
175			Council Mem	ber Smyth-	Yes
176			Council Mem	ber Strate-	Yes
177			Council Mem	ber Stewart-	Yes
178			Council Mem	ber Orr-	Yes
179					

The ordinance dissolving the Northwest CRA Project was approved.

181	D.	Consideration of Ordinance	20-07 – Dissolving the Hinckley	y Commons CRA Project Area
182		 Staff overview 	The overview took place as pa	rt of Item B
183		 Council discussion 	There was no discussion on the	is item
184		 Motion 	00:13:57	
185				
186		Council Member Howard	noved to approve Ordinance 2	0-08. The motion was seconded
187		by Council Member Smyth	. After determining there wa	s no further discussion, Mayor
188		Porter called the vote:		
189				
190			Council Member Smyth-	Yes
191			Council Member Strate-	Yes
192			Council Member Orr-	Yes
193			Council Member Howard-	Yes
194			Council Member Stewart-	Yes
195				
196		The motion stood.		
197				
198				
199	E.	Consideration of Resolution	20-01 – Approving an Agreeme	nt with Shums Coda Associates for
200		Building Plan Review Service	<u>ees</u>	
201		 Staff overview 	00:14:15	
202		 Council discussion 	00:16:59	
203		 Motion 	00:17:22	
204				
205		Council Member Strate mo	oved to adopt Resolution 20-01	, followed by a second from
206			Mayor Porter asked if there	-
207			d that the item had gone through	*
208		approved and appropriate for	obtaining bids. The mayor the	n called the vote:
209				
210			Council Member Strate-	Yes
211			Council Member Howard-	Yes
212			Council Member Orr-	No
213			Council Member Stewart-	No
214			Council Member Smyth-	Yes
215				
216		The motion stood. The ag	reement was approved.	
217				
218				
219				
220	BEGE	00 1870 00	MENT DENEMAL AGENCY DOLLE	MEETING
22 1 .			MENT RENEWAL AGENCY BOARD	MEETING
222	See s	separate meeting minutes.		
223				

225 IX .	RECONVENE CITY COUNCIL MEETING		
226	Motion from CDRA meeting	g	
227		00:20:56	
228			
229	Board Member Howard moved to	adjourn the CDRA Board meeting and r	econvene as the South
230	Ogden City Council. Board M	Member Strate seconded the motion.	The voice vote was
231	unanimous in favor of the motion	•	
232			
233		(
234			
235 X.	REPORTS/DIRECTION TO CITY MAI	NAGER	
236	A. City Council Members		
237	 Council Member Howard 	- Nothing to report	
238	• Council Member Strate -	00:21:35	
239	 Council Member Stewart - 		
240	• Council Member Smyth -		
241	• Council Member Orr -	00:24:10	
242			
243	B. <u>City Manager</u>	00:25:10	
244245	C. <u>City Attorney</u>	Nothing to report	
245	E. Mayor Porter	00:34:34	
247			
248			
249 XI.	ADJOURN		
250	• At 6:46 pm, Mayor Porter called	for a motion to adjourn	
251		00:37:16	
252			
253	Council Member Orr so moved.	The motion was seconded by Council M	lember Howard. The
254	voice vote was unanimous in favo	r of the motion.	
255			
256			
257			
258			
259	•		
260			
261	I hereby certify that the foregoing is a	true, accurate and complete record of the South	n Ogden City Pre-Council
262	Work Session and Council Meeting hel	d Tuesday, February 18, 2020.	
263			
264	Lese Capetanor	-	Leesa
265	Kapetanov, City Recorder	Date Approved by the City (Council

ORDINANCE NO. 20-08

AN ORDINANCE OF SOUTH OGDEN CITY, UTAH, ADOPTING A STREET CAPITAL FACILITIES PLAN, IMPACT FEE FACILITIES PLAN, AND IMPACT FEE ANALYSIS; AMENDING THE CITY'S CONSOLIDATED FEE ORDINANCE AND ESTABLISHING AN EFFECTIVE DATE FOR THE PLAN.

Section 1 - Recitals

WHEREAS, the City of South Ogden ("City") is a municipal corporation duly organized and existing under the laws of Utah; and,

WHEREAS, the City Council finds that in conformance with Utah Code ("UC") §10-3-717, the governing body of the city may exercise all administrative powers by resolution; and,

WHEREAS, the City Council finds that in conformance with, and UC §10-3-701, the governing body of the city may pass any ordinance to regulate, require, prohibit, govern, control or supervise any activity, business, conduct or condition authorized by State law or any other provision of law; and,

WHEREAS, the City Council finds that in conformance with UC §11-36a-102, et.seq., & §11-36a-201, et.seq., the governing body of the city must prepare and adopt a comprehensive, Roadway Facilities Capital Facilities Plan for the present and future growth and development needs of the city, to provide for and justify imposing certain impact fees within the city; and,

WHEREAS, the City Council finds that in conformance with UC §11-36a-303, et.seq., the governing body of the city must prepare and adopt a Roadway Facilities Impact Fee Analysis; and,

WHEREAS, the City Council finds that in conformance with UC §11-36a-504 and UC §10-9a-205, the capital facilities plan is adopted following a public hearing before the City Council or Planning Commission, as required, said hearings having now been held; and,

WHEREAS, the City Council finds that in conformance with UC §11-36a-102, that the revised Roadway Facilities Capital Facilities Plan contemplated identifies, as required: (i) the impact of the new development on public infrastructure; and (ii) the proposed means by which the City will meet those demands; and,

WHEREAS, the City Council finds that the other requirements of law, as recited in state statutes and prior Ordinances, have been set out and that conformance therewith by way of this amendment is maintained; and,

WHEREAS, the City Council finds that the Roadway Facilities Capital Facilities Plan, as contemplated herein, and developed by the City, is based on and considers each requirement of law; and,

WHEREAS, the City Council finds that the City has chosen, in conformance with UC §11-36a-302 to prepare and adopt an independent Roadway Facilities Capital Facilities Plan, as amended, rather than including a capital facilities element in the City's general plan; and,

WHEREAS, the City Council finds it has given public notice of the proposed Roadway Facilities Capital Facilities Plan Amendment and has provided a copy of the plan to the public at least 14 days before the date of the public hearing on the plan; and,

WHEREAS, the City Council finds it has held a public hearing to hear public comment on the plan under the notice and hearing requirements of UC §11-36a-504 and UC §10-9a-205; and,

WHEREAS, the City Council finds that UC §11-36a-601 requires special individualized accounting for impact fees; and,

WHEREAS, the City Council finds, based on the foregoing, that the Roadway Facilities Impact Fee should be recalculate and readopted; and,

WHEREAS, the City Council finds that the City seeks to comply with current statutory requirements; and,

WHEREAS, the City Council finds that impact fees should be reviewed regularly and adjusted for inflation and changing economic conditions, which this ordinance contemplates; and,

WHEREAS, the City Council finds that the public convenience and necessity, public safety, health and welfare is at issue and requires the adoption of the Roadway Facilities Capital Facilities Plan by the City; now,

THEREFORE, BE IT ORDAINED by the City of SOUTH OGDEN:

<u>Section 2</u> - <u>Roadway Facilities Capital Facilities Plan Adoption; Roadway Facilities Impact</u> Fee Facilities Plan Adoption; and, Roadway Facilities Impact Fee Analysis Adoption:

That the Roadway Facilities Capital Facilities Plan, Roadway Facilities Impact Fee Plan, and Roadway Facilities Impact Fee Analysis, by Wasatch Civil Consulting Engineering, revised as of February, 2020, set out in Attachment "A", and incorporated by this reference as if set out fully, should be and the same is adopted as, and now constitutes, the Roadway Facilities Capital Facilities Plan for South Ogden City as required by UC §11-36a-301 et. seq.. And, further, in consideration of the above-listed findings of the City Council, said Roadway Facilities Capital Facilities Plan, Roadway Facilities Impact Fee Facilities Plan, and Roadway Facilities Impact Fee Analysis having been determined to comport as required with applicable law, are hereby adopted as if fully set out herein. The Service Area is defined as all of South Ogden City.

The Park Impact Fee is \$_____, and shall be effective 90 days after the effective date of this Ordinance (UC §11-36a-401(2)) The foregoing recitals are incorporated herein. **Section 3 - Repealer Of Conflicting Enactments:** All orders, ordinances and resolutions regarding the changes enacted and adopted which have been adopted by the City, or parts, which conflict with this Ordinance, are, for such conflict, repealed, except this repeal will not be construed to revive any act, order or resolution, or part, repealed. **Section 4 - Prior Ordinances And Resolutions:** The body and substance of all prior Ordinances and Resolutions, with their specific provisions, where not otherwise in conflict with this Ordinance, are reaffirmed and readopted. **Section 5 - Savings Clause:** If any provision of this Ordinance be held or deemed or will be invalid, inoperative or unenforceable such reason will render no other provision or provisions invalid, inoperative or unenforceable to any extent whatever, this Ordinance being deemed the separate independent and severable act of the City Council of South Ogden City. **Section 6 - Date Of Effect** BE IT FURTHER ORDAINED this Ordinance will be effective on the 3rd day of March, 2020, and after publication or posting as required by law. DATED the 3rd day of March, 2020 SOUTH OGDEN, a municipal corporation Mayor Russell Porter Attested and recorded

Leesa Kapetanov, CMC

City Recorder

ATTACHMENT "A"

ORDINANCE NO. 20-08

An Ordinance Of South Ogden City, Utah, Adopting A Street Capital Facilities Plan, Impact Fee Facilities Plan, And Impact Fee Analysis; Amending The City's Consolidated Fee Ordinance And Establishing An Effective Date For The Plan.

03 Mar 20

[Attachment to be provided by City Engineer / Public Works Director]

SOUTH OGDEN CITY CORPORATION

TRAFFIC CAPITAL FACILITIES PLAN, IMPACT FEE FACILITIES PLAN AND IMPACT FEE ANALYSIS

February 2020



TRAFFIC CAPITAL FACILITIES PLAN AND IMPACT FEE UPDATE

February 2020

Owner

South Ogden City Corporation 3850 Adams Avenue South Ogden City, Utah 84403 (801) 622-2700

Engineer atch Civil (

WASATCH CIVIL
Consulting Engineering

Wasatch Civil Consulting Engineering 1150 South Depot Drive, Suite 225 Ogden, Utah 84404 (801) 775-9191



SOUTH OGDEN CITY CORPORATION

Traffic Capital Facilities Plan, Impact Fee Facilities Plan and **Impact Fee Analysis**

TABLE OF CONTENTS

SECTION 1 - Introduction	
Background	1-1 1-2
Figure 1-1 Study Area Map	
SECTION 2 Capital Facilities Plan	
Existing Roadway Facilities Service Standard Level of Service Projected Impacts From New Development Trip Generation Determination of Equivalent Residential Units (ERUs) Capital Improvement Projects Cost Estimates Conclusions and Recommendations Figure 2-1 Existing Transportation System Figure 2-2 Capital Improvement Projects	2-2 2-3 2-3 2-4 2-4 2-6
Section 3 Impact Fee Facilities Plan	
Description. Existing Roadway Facilities Service Standard. Population and Growth Projections Determination of Equivalent Residential Units (ERUs) Projected Impacts From New Development Capital Improvement Projects Future Capital Facilities Plan Updates	3-1 3-1 3-2 3-2 3-3

Section 4 Impact Fee Analysis

Description			 	4	I-1
Methodology			 	4	I-1
Proportionate S	hare Analysis		 	4	I-1
Future Capital I	mprovements		 	4	I-2
Assessing Impa	ct Fees to New Developme	ent	 	4	I-4
Summary of Co	nclusions		 	4	I-4
Summary of Re	commendations		 	4	1-4
Certification			 	4	I-5
References			 	R	≀- 1
Appendix 1	Project Estimates				
Appendix 2	Trip Generation Calcu	lations			

SECTION 1
INTRODUCTION

Consulting Engineering

SECTION 1

INTRODUCTION

BACKGROUND

South Ogden City is located in southeastern Weber County, approximately 2 miles south of Ogden City. South Ogden currently has a mixture of residential areas and business districts. The City is bordered by incorporated communities on all sides and there is relatively small amount of vacant land within the Study Area.

This study is divided into three section including a Capital Facilities Plan (CFP), an Impact Fee Facilities Plan (IFFP) and and Impact Fee Analysis (IFA). The CFP is a long term planning tool that establishes the level of services currently provided by City, project demands for City services due to new development and plans, establishes new capital facilities required to meet the projected transportation needs. The Impact Fee Facilities Plan (IFFP) is similar to the CFP but is concerned with a 6 to 10-year planning window. It is then used as a basis for establishing an impact fee. The purposes of the Impact Fee Analysis (IFA) is to identify capital facilities that are to be financed in part by impact fees and to calculate an appropriate impact fee amount.

PURPOSE AND SCOPE

The road networks in a community support both the study are population and local commerce. This study is an effort to ensure the road network in the Study Area continues to provide an acceptable level of service to its businesses and residents. This is done by evaluating future growth patterns and planning improvements that will allow the road network to continue the desired level of service. This document describes the planning criteria, analysis, proposed improvements, and construction priorities for these improvements.

The CFP and IFFP both include the following steps:

- Investigations into existing traffic volume;
- Evaluations of areas future growth;
- 3 Analysis of growth related traffic; and
- 4. Developing recommendations for transportation network improvements.

The IFA includes the following steps:

- 1. Identify the impact on the existing transportation system by development activity.
- 2. Demonstrate how those impacts are reasonable related to growth.
- 3. Estimate the proportionate share of the costs that are reasonable related to new development.
- 4. Based on the above steps and requirements of the Utah Code, Title 111, Chapter 36, Identify how the impact fee is calculated.

STUDY AREA

The Study Area for South Ogden City consists of all of the area within the City boundaries. The current boundaries encompass approximately 2,505 acres. There is limited potential for adding additional acreage due to local topography and the proximity of adjacent incorporated communities.

This study was prepared under the assumption that future boundaries of the City will remain essentially the same and that future growth will occur inside the current study area boundary (Exhibit 1-1).

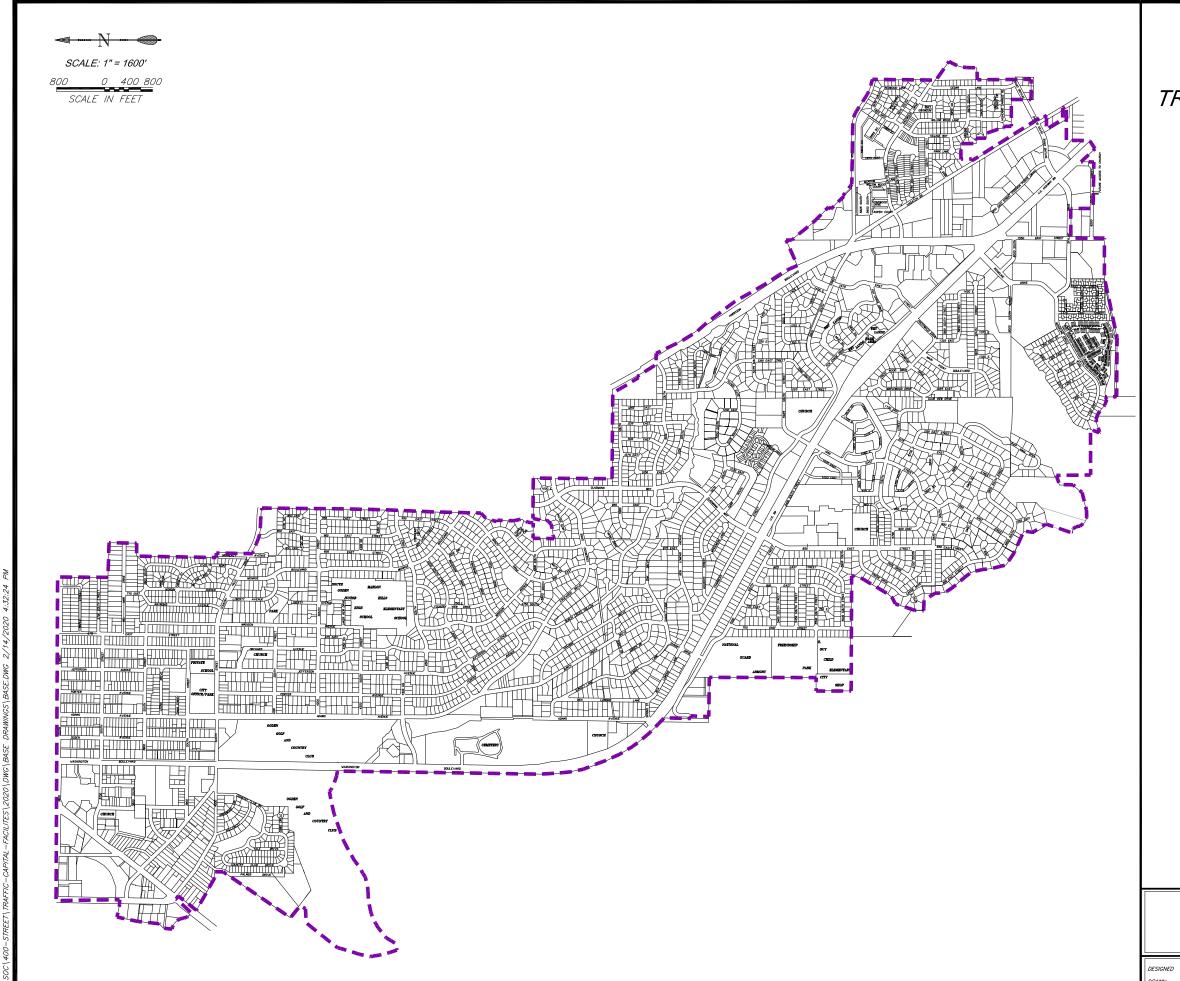
POPULATION AND GROWTH PROJECTIONS

The Study Area has experienced a relatively low growth rate in recent years. The 2000 Census reported an average annual rate of change of 1.7% during the previous 10 years. During the time period between 2000 and 2010, the annual growth rate was estimated to be 1.3%. Growth estimates for the years between 2010 and 2019 indicate an annual rate of change of approximately 0.46% and a current estimated population of 17,308.

The relatively slow growth rate appears to be largely due limited vacant land available for new development. It is expected that population growth within the South Ogden Service Area will continue to be relatively slow as the City approaches build-out. At build out, development activity will shift away from the development of vacant ground to the redevelopment. For the purposes of this study, an annual growth rate of 0.46% will be used to estimate future growth. Build-out is expected when the population reaches approximately 18,250. However, growth rates can vary greatly due to economic conditions and various other factors. Consequently, planning based on future population must be re-evaluated regularly. Based on the current growth rates the build-out population is estimated to occur prior to by the year 2030. Projections for population growth in the Study Area are presented in Table 1-2.

Table 1-2 Population Growth Estimate

Year	Population		
2020	17,308		
2025	18,101		
2030	18,931		
2035	19,798		
2040	20,705		



SOUTH OGDEN CITY CORPORATION TRAFFIC CAPITAL FACILITIES PLAN & IMPACT FEE ANALYSIS



LEGEND

STUDY AREA BOUNDARY -----

STUDY AREA MAP

1-1

DESIGNED B.C.J

DRAWN B.D.H.

CHECKED B.C.J.

DATE <u>FEB. 14, 2020</u> SCALE: ___1"=1600'



SECTION 2 CAPITAL FACILITIES PLAN

WASATCH CIVIL
Consulting Engineering

SECTION 2

CAPITAL FACILITIES PLAN

EXISTING ROADWAY FACILITIES

Typical of most cities, South Ogden is served by a network of various types of roads including arterials, collectors and residential streets. Roadways are classified by the level and type of service they provide. The classifications are generally defined as:(1) Local Roads and Streets; (2) Collector Roads and Streets; (3) Rural and Urban Arterials; and (4) Freeways.

<u>Local Roads and Streets</u> - These streets are defined as those under a local jurisdiction such as a local road or residential street primarily serving farms, residences, businesses or other abutting properties. Even though these streets sometimes include design features that are used for larger collector streets, the through traffic is normally only local in nature. These types of streets constitute the highest proportion of roadway mileage in the United States. This is also true is South Ogden City since the majority of the transportation network within the City consists of these types of streets.

<u>Collector Roads</u> - The function of these types of streets are defined by their upper and lower limits, the arterial and the local road and street. In other words, collectors typically channel traffic between local neighborhood roads and arterial streets and serve through traffic within local areas. The collector street is a public highway usually serving local traffic at moderate volumes. Examples of streets within South Ogden City that function as collectors are Adams Avenue and Glasmann Way.

Arterials - Arterials usually carry large traffic volumes within and through built-up areas. The principal characteristic of the arterials is mobility with limited or restricted access to local services. Although in special circumstances, the design of the arterial can vary from this by providing limited access to abutting property, however, access to these services and properties should be secondary to the primary function of the street. The only street within the Study Area that meets the strict definition of an arterial is 40th Street. Other streets within the Study Area that also function as arterials are Washington Boulevard (S.R. 89) Harrison Boulevard (U-203) and Riverdale Road (U-26). It is important to note however, that all three of these streets are owned by the State of Utah. Consequently, they are operated and maintained by the Utah Department of Transportation (UDOT). South Ogden City has no jurisdiction over construction, improvements or maintenance related to these streets.

<u>Freeways</u> - Freeways are the highest capacity type of arterial highway, which is defined as an expressway with full control of access. The principal advantages of this control are preservation of capacity, higher speed and improved safety. Freeways are designed as principal arterial corridors that provide for high levels of safety in the movement of large volumes of traffic at high speeds. There are no freeways located within the corporate limits of South Ogden City.

Each of the streets within the Study Area were evaluated and classified. Collector and arterial streets have been identified based on an evaluation of how traffic moves from residential areas to arterial streets, (Exhibit 2-1). The other streets not specifically identified on the exhibit should be considered as local roads and streets.

The existing roads within the Study Area are generally fully improved. Although there are exceptions, a fully improved road refers to a road that is constructed with the an asphalt surface course, a granular base course; curb and gutter; sidewalk; a park strip along with signage; and striping.

SERVICE STANDARDS

The roads and streets within the Study Area that are owned and maintained by South Ogden City have been constructed in accordance with applicable City standards are based upon the roadway type and the desired level of service. The current City standard roadway widths and dimensions are presented in Table 1-1.

Table 2-1 South Ogden City Roadway Standards

Street Category	Right-of-Way Width (feet)	Pavement Width (feet)
Private (minor)	50	26
Std. Residential	60	36
Collector	66	42
Minor Arterial	80	56
Major Arterial	100	76

LEVEL OF SERVICE

Through the years, techniques and procedures for evaluating roadways and highways and relating them to a volume-to-capacity standard have been developed. This volume to capacity evaluation resulted in a level-of-service classification. The results of this type of evaluation can then be used to implement traffic improvements to maintain a specific level-of-service within the Study Area. The level-of-service classifications along with a brief description are presented in Table 2-2.

Table 2-2 General Definitions of Levels of Service

Level of Service	General Operating Conditions
А	Free Flow
В	Reasonably Free Flow
С	Stable Flow
D	Approaching Unstable Flow
E	Unstable Flow
F	Forced or Breakdown Flow

Generally, levels-of-service A through C are acceptable for most communities. As a rule, a local jurisdiction should attempt to attain the highest level of service feasible. For some heavily developed urban areas, a level-of-service D for arterials and freeways may be necessary due to economic restraints. In most urban and suburban areas, a level-of-service of C should be strived for. It should be noted that few communities can afford to attain a level-of-service of B or higher. Based on our observations with some exceptions, South Ogden City provides a level of service of C or higher within the Study Area. We recommend the City use this as a minimum standard. It is the intent of this study to propose improvements that will maintain the current level-of-service within the Study Area.

PROJECTED IMPACTS FROM NEW DEVELOPMENT

Continued improvement of the road network within the Study Area will be required as the population increases and as development continues. The increased population and traffic resulting from future development will directly impact the transportation system within the Study Area by creating additional traffic. This impact will require improvements and upgrades in order to maintain public safety and provide an acceptable level-of-service.

TRIP GENERATION

In order to determine the impact that new growth has on the transportation network, the future traffic conditions must be estimated. This is accomplished by estimating traffic volumes

Traffic demand on a transportation system is typically identified in the form of trip generation. A trip generation analysis is the process by which the number of vehicle trips that will begin, or end within the Study Area. Since trips are estimated without regard to their destination, they are referred to as trip ends. Trip generation analysis has two functions as follows: (1) to develop a relationship between trip end production or attraction and land use; and (2) to use the relationship developed to estimate the number of trips generated at some future date. Both categories of trips are counted in the trip generation rate for a specific land use and are given as total daily trips generated by each land use or activity.

Trip generation projections for various land uses are published in manuals produced by the Institute of Transportation Engineers. According to these publications, a typical residence generates approximately 9.6 trips/day where a multi-family dwelling unit typically generates approximately 6.67 trips/day. Due to the variation inherent in the development of commercial property, trips are measure per acre, trips generated by commercial development are estimated to be 195.58 trips/acre. Individual calculations for each land use can be found in Appendix 2.

Table 2-3 shows current number of trips is related to the number of dwellings in the service area relates to the number of trips that are generated. It then projects the estimated growth rates forward to obtain the trips generated at 10-years and 20-years. The values found in the table were obtained from an analysis using current city zoning information, aerial photographs and information obtained from South Ogden City.

DETERMINATION OF EQUIVALENT RESIDENTIAL UNITS (ERUs)

As dicussed above, the traffic demand on a transportation system is evaluated based on traffic generated by a particular land use. The generated traffic is determined using a trip generation analysis. For the purposed of this CFP, an ERU is a measure of a single trip. Individal trip values for each land use used in this study can be found in Appendix 2. Total trips generated within the study area for the current year, 2013 and 2040 are presented below in Table 2-3.

Table 2-3 Trip Generation Summary

Land Use	Unit of		Dwellings		Trips per	Current	10.00	elated to owth	
	Measure	Current	10-yr	20-yr	Unit	Trips	10-yr	20-yr	
Single Family - Low	Dwelling	2,938	2,938	2,938	9.60	28,201	0	0	
Single Family - Med	Dwelling	1,175	1,134	1,080	9.60	11,275	-394	-907	
Multiple Family	Dwelling	2,500	3,238	4,375	6.67	16,675	4,922	12,506	
Commercial	Acre	295	320	315	195.58	57,696	4,890	5,225	
		***************************************		**	Totals	113,847	9,418	16,824	

CAPITAL IMPROVEMENT PROJECTS

The proposed improvements outlined in this section identify improvement projects that should be completed to maintain the recommended level-of-service. A summary of the estimated costs are presented in Table 2-4. Individual cost estimates for each project are included Appendix 1

Table 2-4 Capital Projects

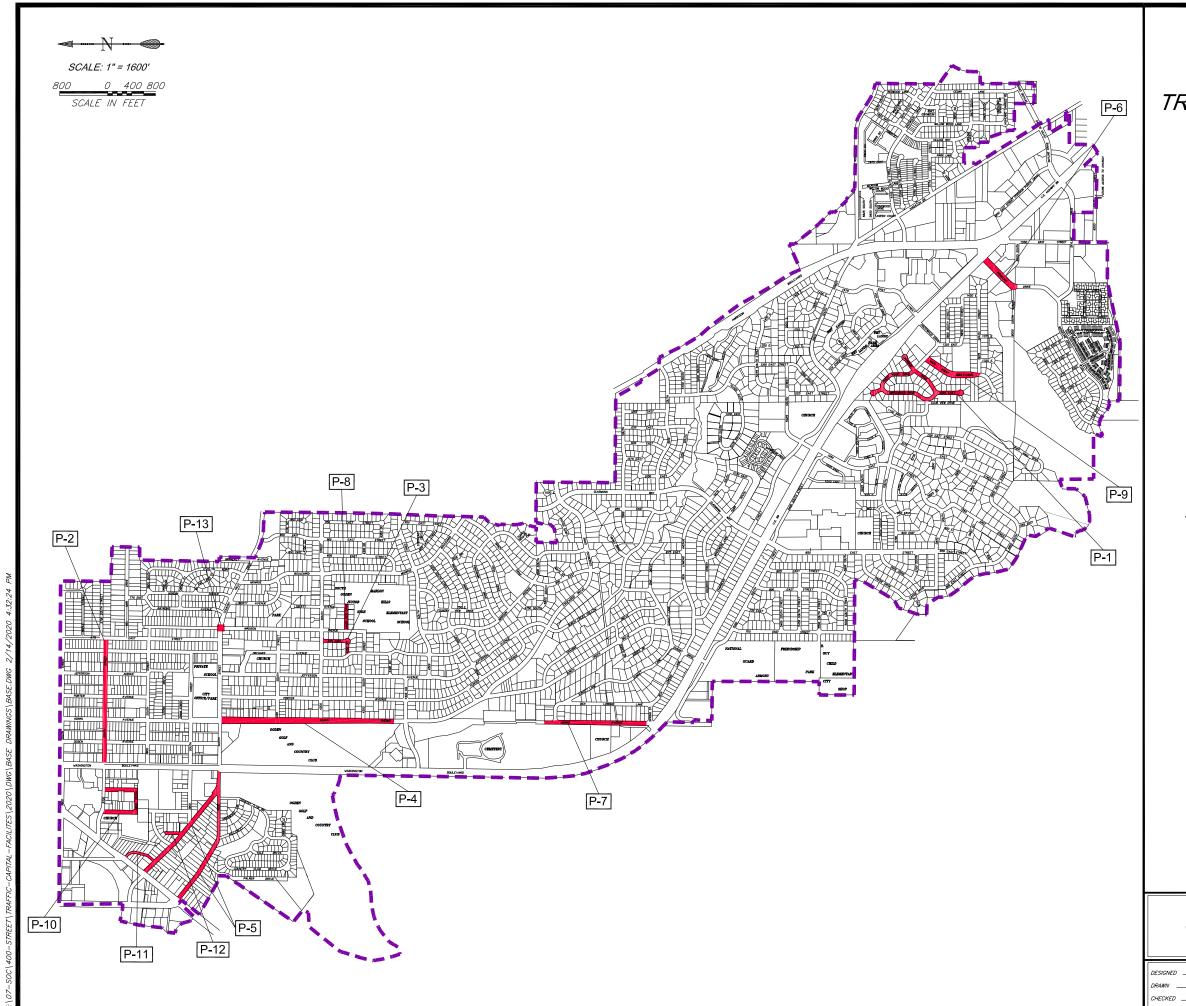
Project No.	Location	Description	Estimated Cost
~	Oakwood, Crestwood and Maplewood Drive	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk	\$ 1,484,521.88
2	37th Street Between Washington Blvd. To Orchard Drive	Rebuild Road Section, Replace Selected Curb and Gutter	\$ 922,638.75
8	675 East and 4250 South from 42nd Street to Orchard Drive	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk	\$ 295,021.88
4	Adams Avenue Between 40th Street and 4350 South	Rebuild west half of road and add curb, gutter and sidewalk. Replace selected concrete	\$ 715,821.00
5	40th Street and Chimes View Drive Between Washington Blvd. and Riverdale Road	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk. Add New Sidewalk Where Needed	\$ 2,114,481.25
9	Ridgeline Drive at Highway 89	Evaluate and Rebuild Road Between Highway 89	\$ 638,846.88
7	Adams Avenue From 4924 South to the North Side of the Intersection at Ben Lomond Ave.	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk	\$ 340,356.25
8	Laker View Drive from Madison Ave to Liberty Ave.	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk	\$ 214,167.00
o	Main Point Blvd. From Crestwood Drive to 5875 South	Rebuild Road Section, Remove Islands, Reconfigure Road, Replace Selected Curb, Gutter and Sidewalk. Install new Sidewalk.	\$ 526,565.00
10	Grant Ave. and Kiesel Ave. from 37th Street to 38th Street and 38th Street from Kiesel Ave. to Grant Ave.	Rebuild Road Section, Replace Selected Curb, Gutter, Drive Approaches and Sidewalk. Install new Sidewalk.	\$ 489,978.13
11	Chimes View Circle from Riverdale Road to Chimes View Drive	Redesign and Rebuild Road Section, Install curb, gutter, Sidewalk and Drive Approaches.	\$ 337,862.50
12	Childs Ave from 40th Street to the end	Rebuild Road Section, Replace Selected Curb, Gutter, Drive Approaches and Sidewalk. Install new Sidewalk	\$ 167,231.25
13	The Intersection of 40th Street and Madison Avenue	Construct a New Traffic Signal.	\$ 383,750.00
14	Update Capital Facilities Plan, Impact Fee Facilities Plan and Impact Fee Analysis		\$ 48,000.00
		Total	\$ 8,679,241.77

COST ESTIMATES

Construction costs are based on conceptual level engineering and based on conservative bid prices. However, recent price and economic trends indicate that future costs are difficult to predict with certainty. Engineering cost estimates given in this study should be regarded as conceptual level as appropriate for use as a planning guide. Only during final design can a definitive and more accurate estimate be expected. Detailed cost estimates for each project are included in the Appendix.

CONCLUSIONS AND RECOMMENDATIONS

This report represents the City's best effort to project the need for new facilities. However, it is important to note that planning of this nature is not a one-time event but should be an on-going process. Projected capital improvement projects may change in the future due to changing growth patterns, new regulatory requirements or unanticipated needs. We recommend, this CFP should be reviewed and updated on a regular basis.



SOUTH OGDEN CITY CORPORATION TRAFFIC CAPITAL FACILITIES PLAN & IMPACT FEE ANALYSIS



LEGEND

STUDY AREA BOUNDARY ---

LOCATION OF CAPITAL IMPROVEMENT PROJECT

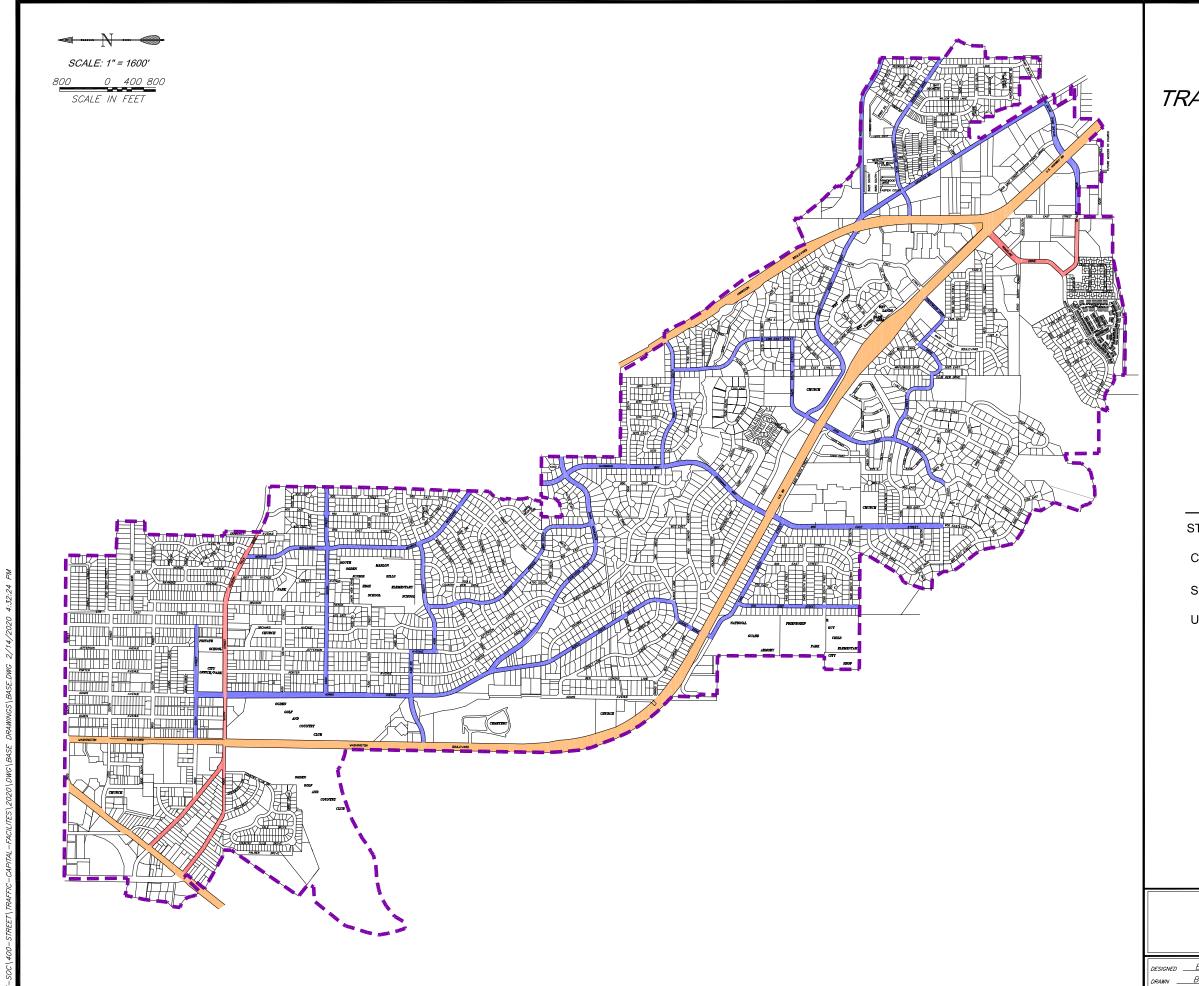
CAPITAL IMPROVMENT PROJECTS

2-2

DESIGNED B.C.J
DRAWN B.D.H.
CHECKED B.C.J.

DATE <u>FEB. 14, 2020</u> SCALE: ___1"=1600'





SOUTH OGDEN CITY CORPORATION TRAFFIC CAPITAL FACILITIES PLAN & IMPACT FEE ANALYSIS



LEGEND

STUDY AREA BOUNDARY

COLLECTOR

SOUTH OGDEN CITY ARTERIAL

UDOT ARTERIAL

EXISTING TRANSPORTATION NETWORK

2-1

EXHIBIT

DESIGNED B.C.J

DRAWN B.D.H.

CHECKED B.C.J.

DATE <u>FEB. 14, 2020</u> SCALE: <u>1"=1600'</u>



WASATCH CIVIL
Consulting Engineering
1150 DEPOT DRIVE, SUITE 225
OGDEN, UTAH 84404 (801) 775-9191

SECTION 3 IMPACT FEE FACILITIES PLAN

WASATCH CIVIL Consulting Engineering

SECTION 3

IMPACT FEE FACILITIES PLAN

DESCRIPTION

This Impact Fee Facilities Plan (IFFP) is included as part of this document and is required by the Impact Fee Act and is a basis for calculating an impact fee. The IFFP differs from the CFP in that the IFFP is concerned with a 6 to 10-year planning window while the CFP looks at the system from a long-term planning perspective. Consequently, projects listed in the CFP may not be listed in the IFFP. Both the IFFP and the CFP described herein represent the City's best effort at this point in time to project the need for roadway network improvements. However, as with the CFP, facilities planning is not a one-time event, but rather an ongoing process. Projected capital facilities may change in the future due to changing growth patterns, new regulatory requirements, or unanticipated needs.

EXISTING ROADWAY FACILITIES

Typical of most cities, South Ogden is served by a network of various types of roads including arterials, collectors and residential streets. Roadways are typically classified by the level and type of service they provide. The classifications are generally defined as:(1) Local Roads and Streets; (2) Collector Roads and Streets; (3) Rural and Urban Arterials; and (4) Freeways. A discussion of each of these road classifications is presented in the CFP. Each of the streets within the study area were classified into the categories indicated. Both collector and arterial streets have been identified within the Study Area based on an evaluation of how traffic moves from residential areas to arterial streets. Both collectors and arterials in the study area are specifically identified on Exhibit 2-1. All other streets shown on the exhibit should be considered local roads and streets.

SERVICE STANDARD

The roads and streets within the Study Area that are owned and maintained by South Ogden City have been constructed in accordance with applicable City standards. They are based upon the roadway type and the desired level-of-service. The current City standard roadway widths and dimensions are presented in Table 2-1.

POPULATION AND GROWTH PROJECTIONS

The average annual rate of change in population used for this study was discussed in detail in the introduction. The current population is estimated to be 17,308 The South Ogden Area has experienced a relatively low growth rate in recent years and is expected to remain relatively low for the near future. Growth will continue but will be in the form of "fill-in" developments and the redevelopment of existing properties. Since the IFFP is only concerned with a 6 to10-year planning window, Table 3-1 present a population growth estimate for the next 10-years.

Table 3-1 Population Growth Estimate

Year	Population
2020	17,308
2025	18,101
2030	18,931

DETERMINATION OF EQUIVALENT RESIDENTIAL UNITS (ERUs)

As dicussed in the CFP, an ERU is a measure of a single trip end or "trip". Individal trip values for each land use used in this study can be found in Appendix 2. Total trips generated within the study area for the current year and 2030 are presented below in Table 3-2.

Table 3-2 IFFP Trip Generation Summary

Land Use	Unit of Measure	Dwellings		Trips per Unit	Current Trips	Trips Related to Growth
		Current	10-yr			Glowth
Single Family - Low	Dwelling	2,938	2,938	9.60	28,205	0
Single Family - Med	Dwelling	1,175	1,134	9.60	11,275	-394
Multiple Family	Dwelling	2,500	3,238	6.67	16,675	4,922
Commercial	Acre	295	320	195.58	57,696	4,890
				Totals	113,847	9,418

PROJECTED IMPACTS FROM NEW DEVELOPMENT

Improvements made to the transportation system will continue to be required as a direct impact from population growth and development. Typically, it is expected that development will construct local streets that would be required to serve new subdivisions. However, since there is little vacant land available for development, it is anticipated that few new roads will be constructed. It is expected as in-fill development and re-development occurs, improvements will be required. This is due to the necessity to increase capacity to accommodate additional trips generated by development. It is anticipated that capital facilities projects for the transportation system will be constructed as indicated herein.

CAPITAL IMPROVEMENT PROJECTS

The proposed improvements outlined in this section identify improvement projects that are required to maintain the identified level of service. It is anticipated that these projects will be completed within a 10-year planning window. Each of the projects are described in Table 3-3 below. Project locations are depicted on 2-3.

Table 3-3 Capital Facilities Project Cost Estimate Summary

Project No.	Location	Description	Estimated Cost
-	Oakwood, Crestwood and Maplewood Drive	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk	\$ 1,484,521.88
2	37 th Street Between Washington Blvd. To Orchard Drive	Rebuild Road Section, Replace Selected Curb and Gutter	\$ 922,638.75
ಣ	675 East and 4250 South from 42 nd Street to Orchard Drive	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk	\$ 295,021.88
4	Adams Avenue Between 40 th Street and 4350 South	Rebuild west half of road and add curb, gutter and sidewalk. Replace selected concrete improvements on the east side.	\$ 715,821.00
ري ا	40th Street and Chimes View Drive Between Washington Blvd. and Riverdale Road	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk. Add New Sidewalk Where Needed	\$ 2,114,481.25
9	Ridgeline Drive at Highway 89	Evaluate and Rebuild Road Between Highway 89 and	\$ 638,846.88
7	Adams Avenue From 4924 South to the North Side of the Intersection at Ben Lomond Ave.	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk	\$ 340,356.25
8	Laker View Drive from Madison Ave to Liberty Ave.	Rebuild Road Section, Replace Selected Curb, Gutter and Sidewalk	\$ 214,167.00
o	Main Point Blvd. From Crestwood Drive to 5875 South	Rebuild Road Section, Remove Islands, Reconfigure Road, Replace Selected Curb, Gutter and Sidewalk. Install new Sidewalk.	\$ 526,565.00
10	Grant Ave. and Kiesel Ave. from 37th Street to 38th Street and 38th Street from Kiesel Ave. to Grant Ave.	Rebuild Road Section, Replace Selected Curb, Gutter, Drive Approaches and Sidewalk. Install new Sidewalk.	\$ 489,978.13
11	Update Capital Facilities Plan, Impact Fee Facilities Plan and Impact Fee Analysis		\$ 24,000.00
		Total	\$ 7,766,398.02

The total cost of these improvements is estimated to be \$ 7,766,398.02. Transportation and road network improvements necessary to maintain the current level of service will benefit both existing residents and future development and both should share proportionately in costs. The total future service base for these improvements is 123,265 ERUs. It is likely additional funding for the planned improvements will also need to be obtained from sources other than impact fees.

FUTURE CAPITAL FACILITIES PLAN UPDATES

It is anticipated that growth will require updates of the transportation system capital facilities plan approximately every 5 years. It should be noted that Impact fees can be charged for planning studies. The cost of updating the CFP, IFFP and IFA is estimated to be approximately \$12,000. Assuming at least two updates over the next 10 years, this represents a cost of \$24,000 that could be shared by the projected growth during the 10-year planning period.

CERTIFICATION

I certify that the Impact Fee Facilities Plan presented herein includes only the costs of public facilities that are allowed under the Impact Fee Act, actually incurred, or projected to be incurred or encumbered within 6-years after the day on which each impact fee is paid. It does not include the following: (1) costs of operation and maintenance of the public facilities; (2) costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; (3) an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and methodological standards set forth by the Federal Office of Management and Budget for federal grant reimbursement; (4) offsets costs with grants or other alternate sources of payment; and (5) complies in each and every relevant respect with the Impact Fee Act.

Brad C. Jensen P.E.

Wasatch Civil Consulting Engineering

SECTION 4

IMPACT FEE ANALYSIS

Consulting Engineering

SECTION 4

IMPACT FEE ANALYSIS

DESCRIPTION

The purposes of the Impact Fee Analysis (IFA) is to identify capital facilities that are to be financed in part by impact fees and to calculate an appropriate impact fee amount. Impact fees are a one-time charge on new development for the purpose of funding new or expanded public facilities necessitated by that development. In 1995, the Utah State Legislature passed the Impact Fee Act (Title 11, Chapter 35 of the Utah Code), which regulates how impact fees can be calculated, implemented, and challenged. Discussions in this document relating to impact fees are intended to provide the basis for planning and justification as required by the most current version of the Impact Fees Act.

METHODOLOGY

As outlined in the Impact Fees Act, the following steps are taken to calculate the impact fee.

- 1. Identify the impact on the existing system required by development activity.
- 2. Demonstrate how those impacts on the system improvements are reasonable related to growth.
- 3. Estimate the proportionate share of the costs of impacts on the system improvements that are reasonable related to new development.
- 4. Based on the above steps and requirements of the Utah Code, Title 111, Chapter 36, Identify how the impact fee is calculated.

PROPORTIONATE SHARE ANALYSIS

It is important the both existing resident and future development pay their proportionate share of the costs for improvements to the transportation system. An impact fee calculated by proportionate share analysis is necessary to achieve an equitable sharing of costs. The amount of the impact fee is calculated by using an analysis that considers only the costs of future capital improvements. The impact fee calculation contained in this document does not include recoupment of costs for the investment by current residents in existing facilities. Some recoupment amount may be justified for existing system facilities. However, detailed studies would be required to provide justification for any recoupment fee. The approach detailed in this document gives a lower but easily defendable impact fee.

FUTURE CAPITAL IMPROVEMENTS

New development will use capacity that has been constructed in the existing transportation system and may require the improvement of existing infrastructure or construct new capital facilities. A transportation (traffic) impact fee will be charged to all new development to equitably distribute the costs of facilities between existing residents and future growth.

As identified in Table 3-3, the total estimated construction cost for all proposed improvements identified in the Impact Fee Facilities Plan is \$ 7,766,398.02. However, not all of the costs are eligible to be funded from impact fees. Some improvements may be constructed by existing residents, others by developments and still others by South Ogden City. Table 4-1 presents a summary of each of the estimated cost of anticipated capital projects and a recommendation as to how much of the estimated project costs should be funded from impact fees.

Table 4-1 Cost Allocation Summary

1 Maple 37th S Blvd.	Location	Description	Upgrade 1	System 2	Growth 3	Project Total
	Oakwood, Crestwood and Maplewood Drive	Rebuild Road	\$1,484,521.88	\$0.00	\$0.00	\$1,484,521.88
1 110	37th Street Between Washington Blvd. To Orchard Drive	Rebuild Road	\$992,638.75	\$0.00	\$0.00	\$992,638.75
3 073 E	675 East and 4250 South from 42nd Street to Orchard Drive	Rebuild Road	\$295,021.88	\$0.00	\$0.00	\$295,021.88
4 Adam	Adams Avenue Between 40th Street and 4350 South	Rebuild west half of road	\$510,921.53	\$107,373.15	\$97,526.32	\$715,821.00
40th 3 5 Drive and F	40th Street and Chimes View Drive Between Washington Blvd. and Riverdale Road	Rebuild Road	\$1,509,223.68	\$317,172.19	\$288,085.38	\$2,114,481.25
6 Ridge	Ridgeline Drive at Highway 89	Evaluate and Rebuild Road	\$455,980.79	\$95,827.03	\$87,039.05	\$638,846.88
Adan 7 to the Inters	Adams Avenue From 4924 South to the North Side of the Intersection at Ben Lomond Ave.	Rebuild Road Section,	\$340,356.25	\$0.00	\$0.00	\$340,356.25
8 Ave to	Laker View Drive from Madison Ave to Liberty Ave.	Rebuild Road	\$214,167.00	\$0.00	\$0.00	\$214,167.00
9 Main Drive	Main Point Blvd. From Crestwood Drive to 5875 South	Rebuild Road Section, Remove Islands	\$447,580.25	\$79,984.75	\$0.00	\$526,565.00
10 Grant	Grant Ave. and Kiesel Ave.	Rebuild Road	\$489,978.13	\$0.00	\$0.00	\$489,978.13
11 Upda	Update CFP, IFFP and IFA				\$ 24,000.00	\$ 24,000.00
		Total	\$6,670,390.15	\$599,357.12	\$472,650.75	\$7,766,398.02

These are upgrades to the existing system that are not eligible for funding by impact fees.

These are projects that will benefit the entire system so are funded by impact fees. The cost is spread over the entire service base population (ERUs).

These are project that are required because of growth so are funded by impact fees. The cost is spread over the by future population base (future ERUs only).

7. 2. 6.

The information used for the impact fees analysis represents the City's best effort at this point in time to project the need for new facilities. However, facilities planning is not a one time event, but rather an ongoing process. Projected capital facilities may change in the future due to changing growth patterns, new regulatory requirements, or unanticipated needs. As the City prepares further planning, the impact fee analysis should be reviewed and updated accordingly.

Impacts to the road network will be measured in equivalent residential units (ERUs). The impact fee is calculated by proportionate share analysis for future capital improvements. The proportionate share analysis accomplished by dividing the total cost of the projected capital improvements by the appropriate service base. Results are presented in Table 4-2.

Table 4-2 Impact Fee Calculation

Description	Capital Cost (\$)	Service Base (ERUs)	Cost per ERU (\$/ERU)
Costs to Existing System	\$ 599,357.12	113,847	\$5.26
Costs to New Growth	\$ 472,650.75	9,423	\$50.16
		Total	\$55.42

ASSESSING IMPACT FEES TO NEW DEVELOPMENT

A \$55.42 per ERU impact fee was calculated with the proportionate share analysis. This represents the maximum impact fee that can be charged to new development. The impact fee for a development is obtained by multiplying the estimated ERUs that would be generated by the development by the established impact fee.

SUMMARY OF RECOMMENDATIONS

- 1. Formally adopt the Capital Facilities Plan, the Impact Fee Facilities Plan and the Impact Fee Analysis.
- Establish the amount for the impact fee.
- Proceed with constructing the improvements as noted in the plan.
- 4. Implement a long-term capital facilities financing plan that will provide funding for construction of the park improvements and amenities.
- 5. Continue to review the needs of the population within the study area related to parks. Update the transportation network projects as required.

CERTIFICATION

I certify that the Impact Fee Analysis presented herein includes only the costs of public facilities that are allowed under the Impact Fee Act, actually incurred, or projected to be incurred or encumbered within 6 years after the day on which each impact fee is paid. It does not include the following: (1) costs of operation and maintenance of the public facilities; (2) costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; (3) an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and methodological standards set forth by the Federal Office of Management and Budget for federal grant reimbursement; (4) offsets costs with grants or other alternate sources of payment; and (5) complies in each and every relevant respect with the Impact Fee Act.

Brad C. Jensen P.E.

Wasatch Civil Consulting Engineering

REFERENCES

WASATCH CIVIL
Consulting Engineering

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APPENDIX 1

PROJECT ESTIMATES

WAS ATCH CIVIL
Consulting Engineering

Project No. 1

Description: Rebuild Road, Replace Selected Curb,Gutter and Sidewalk and Drive Approaches

Location: Along Crestwood, Oakwood and Maplewood Drive

	Description	Quantity	Units	Unit Price	Total Amount
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.0
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$ 5,000.00	\$ 5,000.0
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.0
4	Prelower and Raise Existing Valve Box	5	Each	\$550.00	\$2,750.0
5	Prelower and Raise Existing Manhole:	28	Each	\$750.00	\$21,000.0
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	1,605	C.Y.	\$18.00	\$28,890.0
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	8,525	C.Y.	\$ 14.00	\$ 119,350.0
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	1,635	C.Y.	\$ 14.50	\$ 23,707.5
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	3,680	Tons	\$ 70.00	\$ 257,600.0
10	Furnish & Install Untreated Base Course (Road Section Only):	5,305	Tons	\$ 20.00	\$ 106,100.0
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	10,500	Tons	\$ 15.00	\$ 157,500.0
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	3,600	Tons	\$ 17.00	\$ 61,200.0
13	Furnish & Install 1-1/2" Crushed Trench Stabilization Rock:	1,000	Tons	\$ 20.00	\$ 20,000.0
14	Furnish & Install 6" Minus Crushed Subgrade Stabilization Rock:	1,690	Tons	\$ 28.00	\$ 47,320.0
15	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	16,250	S.Y.	\$ 2.00	\$ 32,500.0
16	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	4,950	S.Y.	\$ 2.00	\$ 9,900.0
17	Furnish & Install Geogrid (Mirafi 280 rsi):	1,925	S.Y.	\$ 4.00	\$ 7,700.0
18	Furnish and Install Pedestrian Access Ramp:	2	Each	\$1,200.00	\$2,400.0
19	Remove and Replace Existing Pedestrian Access Ramp:	8	Each	\$ 1,800.00	\$ 14,400.0
20	Remove and Replace Existing Concrete Curb and Cutter:	2,000	L.F.	\$ 32.00	\$ 64,000.0
21	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	1,200	L.F.	\$ 32.00	\$ 38,400.0
22	Remove and Replace of Existing 6" Thick Concrete Sidewalk:	350	L.F.	\$ 34.00	\$ 11,900.0
23	Remove Existing Radius Drive Approach and Replace with New Drop Down Drive Approach	3,000	S.F.	\$ 8.00	\$ 24,000.0
24	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	4,100	S.F.	\$ 8.00	\$ 32,800.0
25	Furnish and Install 6" Rigid Perforated PVC Land Drain Pipe w/ Drain Rock and Fabric Filter:	400	L.F.	\$35.00	\$14,000.0
26	Furnish and Install 20 l.f. of 4" SDR-35 PVC Land Drain Service Lateral w/ End Cap:	4	Each	\$200.00	\$800.0
27	Furnish and Install 15" Diameter RCP:	50	L.F.	\$45.00	\$2,250.0
28	Furnish and Install 30" Diameter Clean-out Manhole w/ Ring Cover and Concrete Collar (3'-4' Depth):	4	Each	\$1,200.00	\$4,800.0
29	Remove Existing Storm Drain Cleanout Box and Replace with 5' Diameter Storm Drain Manhole w/ Ring Cover and Concrete Collar (4' to 5' Depth):	1	Each	\$3,800.00	\$3,800.0
30	Remove and Replace Existing Curb Inlet Frame and Grate:	3	Each	\$ 1,000.00	\$ 3,000.0
31	Furnish and Install Storm Drain Inlet Box w/ Frame and Grate:	3	Each	\$ 2,500.00	\$ 7,500.0
32	Restore Landscaping, Sod & Repair Sprinklers:	8,000	S.F.	\$ 2.50	\$ 20,000.
33	Remove and Dispose of Existing Tree and Stump (12" Caliper):	1	Each	\$ 1,200.00	\$ 1,200.
34	Remove and Dispose of Existing Tree and Stump (16" Caliper):	1	Each	\$ 1,400.00	\$ 1,400.
35	Remove and Dispose of Existing Tree and Stump (24" Caliper):	1	Each	\$ 1,600.00	\$ 1,600.
36	Remove and Dispose of Existing Tree and Stump (30" Caliper):	1	Each	\$ 1,800.00	\$ 1,800.
37	Landscaping and Sprinkler Repair	2,100	Each	\$ 2.50	\$ 5,250.
38	Remove and Replace Existing Mailboxes:	56	Each	\$ 300.00	\$ 16,800.
			-	Subtotal	\$1,187,617.
		Eng	gineering a	and Inspection	\$59,380.8
				6 Contingency	\$237,523.5
				Total	\$1,484,521.8

South Ogden City Traffic Capital Facilities Plan Project No. 2

Description: Rebuild an Existing Road

Location: On 37th Street Between Washington Blvd. and Madison Ave.

2	Description	Quantity	Units	Unit Price	Total Amount
	econstruction				
1	Remove and Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	665	C.Y.	\$18.00	\$11,970.0
2	Remove and Dispose of Existing Unsuitable Subgrade Material:	4,050	C.Y.	\$14.00	\$56,700.0
3	Clearing and Grubbing for New Sidewalk:	1,400	S.Y.	\$3.85	\$5,390.0
4	Tree Removal:	3	Each	\$1,000.00	\$3,000.0
5	Furnish and Install Hot Mix Asphalt:	1,350	Tons	\$72.00	\$97,200.0
6	Furnish and Install Untreated Base Course:	2,550	Tons	\$20.00	\$51,000.0
7	Furnish and Install Granular Borrow (3" Crushed):	7,750	Tons	\$16.50	\$127,875.0
8	Furnish and Install Geotextile Fabric on Sub-grade	7,965	S.Y.	\$1.50	\$11,947.5
9	Remove and Dispose of Existing Storm Drain Cleanout Box:	3	Each	\$600.00	\$1,800.0
10	Remove and Dispose of Existing Valve Box. Furnish and Install New Valve Box and Concrete Collar:	7	Each	\$935.00	\$6,545.0
11	Remove and Replace Existing Frame, Grate and Concrete Apron (Box to Remain):	2	Each	\$850.00	\$1,700.0
12	Remove Existing Catch Basin and Grate, Furnish and Install New Catch Basin Complete:	3	Each	\$2,500.00	\$7,500.0
13	Remove and Replace Existing Dip-Stone Outlet:	2	Each	\$4,400.00	\$8,800.0
14	Pre-lower and Raise Manhole Ring and Cover to Match New Finished Asphalt Elevation, Construct Concrete Collar:	4	Each	\$1,100.00	\$4,400.0
15	Remove and Dispose of Existing 12" and 15" Storm Drain Pipe:	250	L.F.	\$6.50	\$1,625.0
16	Furnish and Install 12" Ductile Iron Pipe (Storm Drain):	145	L.F.	\$75.00	\$10,875.0
17	Furnish and Install 12" Diameter RCP Storm Drain:	50	L.F.	\$50.00	\$2,500.0
18	Furnish and Install Concrete 21" Diameter RCP Storm Drain:	70	L.F.	\$45.00	\$3,150.0
19	Furnish and Install 5' Diameter Concrete Manhole w/ Flat Lid (0-4" Deep)	2	Each	\$3,500.00	\$7,000.0
20	Furnish and Install 2' x 3' Storm Drain Junction Box w/ Non-Traffic Rated Solid Lid	1	Each	\$2,000.00	\$2,000.0
21	Furnish and Install 2' x 3' Storm Drain Junction Box w/ Traffic Rated Solid Lid	2	Each	\$2,425.00	\$4,850.0
22	Remove and Replace Existing Curb and Gutter (Various Locations):	1,440	L.F.	\$31.00	\$44,640.0
23	Remove and Replace Existing 4" Thick Concrete Sidewalk (Various Locations):	1,300	S.F.	\$11.00	\$14,300.0
24	Remove Existing Ramp. Furnish and Install New Pedestrian Access Ramp:	12	Each	\$1,800.00	\$21,600.0
25	Remove Existing Concrete Waterway. Furnish and Install New Concrete Waterway.	1,110	S.F.	\$13.00	\$14,430.0
26	Remove Existing Concrete Drive Approach. Furnish and Install 6" Thick Concrete Drive Approach:	1,325	S.F.	\$13.00	\$17,225.0
27	Furnish and Install 4' Wide, 4" Thick Concrete Sidewalk:	1,430	L.F.	\$25.00	\$35,750.0
28	Furnish and Install 4' Wide, 6" Thick Concrete Sidewalk:	180	L.F.	\$27.50	\$4,950.0
29	Remove Existing Concrete Drive Approach. Furnish and Install 6" Thick Concrete Drive	1,025	S.F.	\$8.00	\$8,200.0
30	Remove Existing Concrete Driveway as Required. Furnish and Install New 4" Concrete	1,800	S.F.	\$8.00	\$14,400.0
31	Furnish and Install Topsoil (Various Locations as Required):	240	C.Y.	\$46.00	\$11,040.0
32	Landscaping, Sod and Sprinkler Repair:	1400	S.Y.	\$30.00	\$42,000.0
	Sub-Total				\$656,362.5
ulina					
33	Furnish and Install 8" Diameter C900 PVC Water Pipe:	1110	L.F.	\$40.00	\$44,400.0
34	Furnish & Install 8" x 6" D.I .M.J. Reducer:	8	Each	\$650.00	\$5,200.0
35	Furnish & Install 8" x 4" D.I. M.J. Reducer:		Each	\$600.00	\$1,200.0
36	Furnish & Install 8" Through x 8" Branch D.I. M.J. Cross:	4	Each	\$4,000.00	\$16,000.0
37	Connect to Existing Waterline by Removing Existing Pipe and Pipe Fittings as Requirec	9	Each	\$1,000.00	\$9,000.0
38	Connect to Existing Waterline by Removing Existing Pipe and Pipe Fittings as Requirec		Each	\$950.00	\$1,900.0
39	Furnish & Install 8" M.J. Water Valve:		Each	\$2,000.00	\$32,000.0
40	Furnish & Install New Fire Hydrant Assembly Complete:		Each	\$6,000.00	\$12,000.0
41	Remove and Dispose of Existing Water Service Lateral. Furnish and Install New Culina		Each	\$1,000.00	\$8,000.0
42	Remove and Dispose of Existing Water Service Lateral. Furnish and Install New Culina		Each	\$1,200.00	\$14,400.0
43	Relocate Water Meter Box Location to Park Strip:		Each	\$800.00	\$6,400.0
44	Furnish and Install New Meter Yoke/Setter and Meter Box w/ Ring and Cover, Connect		Each	\$900.00	\$18,000.0
45	Remove and Dispose of Existing Fire Hydrant Assembly.		Each	\$600.00	\$1,200.0
46	Furnish & Install 8" Water Line Utility Loop:		L.S.	\$4,600.00	\$9,200.0
47	Furnish and Install Storm Water BMPs and comply with the requirements of the Site St		L.S.	\$3,500.00	\$3,500.0
1000	Sub-Total	· ·	account)		\$182,400.0
_	Sub-rour		-	Subtotal	\$838,762.5
	10% Conti	ngency Ro	ad Rec	onstruction	\$83,876.2

Project No. 3

Description: Road Rebuild Project

Location: 675 East and 4250 South from 42nd Street to Orchard Drive

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
4	Prelower and Raise Existing Valve Box	2	Each	\$550.00	\$1,100.00
5	Prelower and Raise Existing Manhole:	4	Each	\$750.00	\$3,000.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	445	C.Y.	\$18.00	\$8,010.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	1,050	C.Y.	\$14.00	\$14,700.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	265	C.Y.	\$14.50	\$3,842.50
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	600	Tons	\$70.00	\$42,000.00
10	Furnish & Install Untreated Base Course (Road Section Only):	1,060	Tons	\$20.00	\$21,200.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	1,330	Tons	\$15.00	\$19,950.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	400	Tons	\$17.00	\$6,800.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	2,520	S.Y.	\$2.00	\$5,040.00
14	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	650	S.Y.	\$2.00	\$1,300.00
15	Remove and Replace Existing Pedestrian Access Ramp:	4	Each	\$1,800.00	\$7,200.00
16	Remove and Replace Existing Concrete Curb and Cutter:	400	L.F.	\$33.00	\$13,200.00
17	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	660	L.F.	\$33.00	\$21,780.00
18	Remove and Replace of Existing 6" Thick Concrete Sidewalk:	375	L.F.	\$35.00	\$13,125.00
19	Remove Existing Radius Drive Approach and Replace with New Drop Down Drive Approach	1,690	S.F.	\$8.00	\$13,520.00
20	Landscaping and Sprinkler Repair	4,500	S.F.	\$2.50	\$11,250.00
21	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	1,125	S.F.	\$8.00	\$9,000.00
				Subtotal	\$236,017.50
		Engineer	ing and	d Inspection	\$11,800.88
			20% (Contingency	\$47,203.50
				Total	\$295,021.88

Project No. 4

Description: Rebuild the West half of the Existing Road and Construct Curb, Gutter and Sidewalk

Location: In Adams Avenue From 40th Street and 4250 South

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requirements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
4	Prelower and Raise Existing Valve Box	12	Each	\$550.00	\$6,600.00
5	Prelower and Raise Existing Manhole:	12	Each	\$750.00	\$9,000.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	680	C.Y.	\$18.00	\$12,240.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	3,390	C.Y.	\$14.00	\$47,460.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	675	C.Y.	\$14.50	\$9,787.50
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	1,825	Tons	\$70.00	\$127,750.00
10	Furnish & Install Untreated Base Course (Road Section Only):	2,725	Tons	\$20.00	\$54,500.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	3,450	Tons	\$15.00	\$51,750.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	860	Tons	\$17.00	\$14,620.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	8,200	S.Y.	\$2.00	\$16,400.00
14	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	2,050	S.Y.	\$2.00	\$4,100.00
15	Remove and Replace Existing Pedestrian Access Ramp:	4	Each	\$1,800.00	\$7,200.00
15	Furnish and Install Concrete Curb and Cutter:	2,030	L.F.	\$30.00	\$60,900.00
16	Remove and Replace Existing Concrete Curb and Cutter:	610	L.F.	\$33.00	\$20,130.00
16	Furnish and Install 4" Thick Concrete Sidewalk:	2,030	L.F.	\$30.00	\$60,900.00
17	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	610	L.F.	\$33.00	\$20,130.00
18	Remove and Replace of Existing 6" Thick Concrete Sidewalk:	550	L.F.	\$35.00	\$19,250.00
19	Remove Existing Radius Drive Approach and Replace with New Drop Down Drive Approach	2,475	S.F.	\$8.00	\$19,800.00
19	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	500	S.F.	\$8.00	\$4,000.00
20	Lansdscaping and Sprinkler Repair	4,000	S.F.	\$2.50	\$10,000.00
				Subtotal	\$596,517.50
		Enginee	ring an	d Inspection	\$29,825.88
			15%	Contingency	\$89,477.63
				Total	\$715,821.00

Project No. 5

Description: Rebuild Road, Replace Selected Curb,Gutter and Sidewalk, Construct New Sidewalk Where Needed

Location: Along 40th Street and Chimes View Drive from Washington Blvd. and Riverdale Road

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
3	Striping and Marking	1	L.S.	\$6,000.00	\$6,000.00
4	Prelower and Raise Existing Valve Box	15	Each	\$550.00	\$8,250.00
5	Prelower and Raise Existing Manhole:	24	Each	\$750.00	\$18,000.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	2,800	C.Y.	\$18.00	\$50,400.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	14,983	C.Y.	\$14.00	\$209,762.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	2,800	C.Y.	\$14.50	\$40,600.00
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	6,070	Tons	\$70.00	\$424,900.00
10	Furnish & Install Untreated Base Course (Road Section Only):	9,600	Tons	\$20.00	\$192,000.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	13,300	Tons	\$15.00	\$199,500.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	3,400	Tons	\$17.00	\$57,800.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	18,000	S.Y.	\$2.00	\$36,000.00
14	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	5,500	S.Y.	\$2.00	\$11,000.00
15	Remove and Replace Existing Pedestrian Access Ramp:	10	Each	\$1,800.00	\$18,000.00
16	Remove and Replace Existing Concrete Curb and Cutter:	2,456	L.F.	\$33.00	\$81,048.00
17	Furnish and Install 4" Thick Concrete Sidewalk:	1,900	L.F.	\$30.00	\$57,000.00
18	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	3,600	L.F.	\$33.00	\$118,800.00
19	Remove and Replace of Existing 6" Thick Concrete Sidewalk:	775	L.F.	\$35.00	\$27,125.00
20	Remove Existing Radius Drive Approach and Replace with New Drop Down Drive Approach	5,000	S.F.	\$8.00	\$40,000.00
21	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	3,800	S.F.	\$8.00	\$30,400.00
22	Landscaping and Sprinkler Repair	4,000	S.F.	\$2.50	\$10,000.00
23	Reconfigure Concrete Islands	1	L.S.	\$35,000.00	\$35,000.00
				Subtotal	\$1,691,585.00

Engineering and Inspection \$84,579.25

20% Contingency \$338,317.00

Total \$2,114,481.25

Project No. 5

Description: Rebuild Road, Replace Selected Curb, Gutter and Sidewalk, Construct New Sidewalk Where Needed

Location: Along 40th Street and Chimes View Drive from Washington Blvd. and Riverdale Road

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
3	Striping and Marking	1	L.S.	\$6,000.00	\$6,000.00
4	Prelower and Raise Existing Valve Box	15	Each	\$550.00	\$8,250.00
5	Prelower and Raise Existing Manhole:	24	Each	\$750.00	\$18,000.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	2,800	C.Y.	\$18.00	\$50,400.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	14,983	C.Y.	\$14.00	\$209,762.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	2,800	C.Y.	\$14.50	\$40,600.00
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	6,070	Tons	\$70.00	\$424,900.00
10	Furnish & Install Untreated Base Course (Road Section Only):	9,600	Tons	\$20.00	\$192,000.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	13,300	Tons	\$15.00	\$199,500.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	3,400	Tons	\$17.00	\$57,800.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	18,000	S.Y.	\$2.00	\$36,000.00
14	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	5,500	S.Y.	\$2.00	\$11,000.00
15	Remove and Replace Existing Pedestrian Access Ramp:	10	Each	\$1,800.00	\$18,000.00
16	Remove and Replace Existing Concrete Curb and Cutter:	2,456	L.F.	\$33.00	\$81,048.00
17	Furnish and Install 4" Thick Concrete Sidewalk:	1,900	L.F.	\$30.00	\$57,000.00
18	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	3,600	L.F.	\$33.00	\$118,800.00
19	Remove and Replace of Existing 6" Thick Concrete Sidewalk:	775	L.F.	\$35.00	\$27,125.00
20	Remove Existing Radius Drive Approach and Replace with New Drop Down Drive Approach	5,000	S.F.	\$8.00	\$40,000.00
21	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	3,800	S.F.	\$8.00	\$30,400.00
22	Landscaping and Sprinkler Repair	4,000	S.F.	\$2.50	\$10,000.00
23	Reconfigure Concrete Islands	1	L.S.	\$35,000.00	\$35,000.00
				Subtotal	\$1,691,585.00
		Enginee	ring an	d Inspection	\$84,579.25

 Subtotal
 \$1,691,585.00

 Engineering and Inspection
 \$84,579.25

 20% Contingency
 \$338,317.00

 Total
 \$2,114,481.25

Project No. 6

Description: Traffic Study and Rebuild Road

Location: Along Ridgeline Drive Between U.S. 89 and the 6000 South Cul-de-Sac

Item	Description	Quantity	Units	Unit Price	Total
1	Traffic Study at Intersection	1	L.S.	\$8,000.00	\$8,000.00
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
4	Prelower and Raise Existing Valve Box	8	Each	\$550.00	\$4,400.00
5	Prelower and Raise Existing Manhole:	4	Each	\$750.00	\$3,000.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	5,425	C.Y.	\$18.00	\$97,650.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	3,350	C.Y.	\$14.00	\$46,900.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	1,625	C.Y.	\$14.50	\$23,562.50
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	1,850	Tons	\$70.00	\$129,500.00
10	Furnish & Install Untreated Base Course (Road Section Only):	2,875	Tons	\$20.00	\$57,500.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	3,450	Tons	\$15.00	\$51,750.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	1,025	Tons	\$17.00	\$17,425.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	5,420	S.Y.	\$2.00	\$10,840.00
14	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	1,625	S.Y.	\$2.00	\$3,250.00
15	Remove and Replace Existing Pedestrian Access Ramp:	2	Each	\$1,800.00	\$3,600.00
16	Remove and Replace Existing Concrete Curb and Cutter:	375	L.F.	\$33.00	\$12,375.00
17	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	275	L.F.	\$33.00	\$9,075.00
17	Remove and Replace of Existing 6" Thick Concrete Sidewalk:	100	L.F.	\$35.00	\$3,500.00
18	Landscaping and Sprinkler Repair	3,500	L.F.	\$2.50	\$8,750.00
				Subtotal	\$511,077.50
		Enginee	ring an	d Inspection	\$25,553.88
			20%	Contingency	\$102,215.50
	Total				\$638,846.88

Project No. 7

Description: Rebuild Road, Replace Selected Curb, Gutter and Sidewalk

Location: Along Adams Avenue from 4924 South to the North Side of the Intersection at Ben Lomond Ave.

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
4	Prelower and Raise Existing Valve Box	4	Each	\$550.00	\$2,200.00
5	Prelower and Raise Existing Manhole:	6	Each	\$750.00	\$4,500.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	250	C.Y.	\$18.00	\$4,500.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	1,400	C.Y.	\$14.00	\$19,600.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	280	C.Y.	\$14.50	\$4,060.00
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	1,000	Tons	\$70.00	\$70,000.00
10	Furnish & Install Untreated Base Course (Road Section Only):	900	Tons	\$20.00	\$18,000.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	1,775	Tons	\$15.00	\$26,625.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	530	Tons	\$17.00	\$9,010.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	2,800	S.Y.	\$2.00	\$5,600.00
1,4	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	850	S.Y.	\$2.00	\$1,700.00
15	Remove and Replace Existing Pedestrian Access Ramp:	2	Each	\$1,800.00	\$3,600.00
16	Furnish and Install Curb and Gutter	650	L.F.	\$30.00	\$19,500.00
17	Remove and Replace Existing Concrete Curb and Cutter:	190	L.F.	\$33.00	\$6,270.00
18	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	190	L.F.	\$33.00	\$6,270.00
19	Furnish and Install 4" Thick Concrete Sidewalk:	630	L.F.	\$35.00	\$22,050.00
20	Remove Existing Radius Drive Approach and Replace with New Drop Down Drive Approach	800	S.F.	\$8.00	\$6,400.00
21	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	675	S.F.	\$8.00	\$5,400.00
21	Remove and Replace Existing Inlet Box Grate	2	Each	\$1,000.00	\$2,000.00
22	Landscaping and Sprinkler Repair	6,000	S.F.	\$2.50	\$15,000.00
				Subtotal	\$272,285.00
		Enginee	neering and Inspection		\$13,614.25
			20%	Contingency	\$54,457.00
				Total	\$340,356.25

Project No. 8

Description: Rebuild Road, Replace Selected Curb, Gutter and Sidewalk

Location: Along Laker View Drive from Madison Ave. to Liberty Ave.

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
4	Prelower and Raise Existing Valve Box	2	Each	\$550.00	\$1,100.00
5	Prelower and Raise Existing Manhole:	3	Each	\$750.00	\$2,250.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	1,720	C.Y.	\$18.00	\$30,960.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	860	C.Y.	\$14.00	\$12,040.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	275	C.Y.	\$14.50	\$3,987.50
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	400	Tons	\$70.00	\$28,000.00
10	Furnish & Install Untreated Base Course (Road Section Only):	575	Tons	\$20.00	\$11,500.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	1,095	Tons	\$15.00	\$16,425.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	350	Tons	\$17.00	\$5,950.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	1,750	S.Y.	\$2.00	\$3,500.00
14	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	520	S.Y.	\$2.00	\$1,040.00
15	Remove and Replace Existing Pedestrian Access Ramp:	3	Each	\$1,800.00	\$5,400.00
16	Remove and Replace Existing Concrete Curb and Cutter:	275	L.F.	\$33.00	\$9,075.00
17	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	215	L.F.	\$33.00	\$7,095.00
18	Remove and Replace of Existing 6" Thick Concrete Sidewalk:	50	L.F.	\$35.00	\$1,750.00
19	Remove Existing Radius Drive Approach and Replace with New Drop Down Drive Approach	950	S.F.	\$8.00	\$7,600.00
20	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	100	S.F.	\$8.00	\$800.00
21	Landscaping and Sprinkler Repair	4,000	S.F.	\$2.50	\$10,000.00
				Subtotal	\$178,472.50
		Enginee	ring and	d Inspection	\$8,923.63
			15% (Contingency	\$26,770.88
			¥	Total	\$214,167.00

Project No. 9

Description: Remove Islands, Rebuild Road, Replace Selected Curb, Gutter and Sidewalk

Location: Along Main Point Blvd. From Crestwood Drive to 5875 South

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
4	Remove and Dispose of Existing Trees (12" to 18" Caliper)	15	Each	\$1,800.00	\$27,000.00
5	Remove and Dispose of Existing Islands and Landscaping	1	L.S.	\$20,000.00	\$20,000.00
6	Prelower and Raise Existing Valve Box	5	Each	\$550.00	\$2,750.00
7	Prelower and Raise Existing Manhole:	6	Each	\$750.00	\$4,500.00
8	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	500	C.Y.	\$15.50	\$7,750.00
9	Remove & Dispose of Existing Unsuitable Subgrade Material:	2,800	C.Y.	\$12.00	\$33,600.00
10	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	560	C.Y.	\$14.50	\$8,120.00
11	Furnish & Install Hot Mix Asphalt (H.M.A.):	1,275	Tons	\$66.00	\$84,150.00
12	Furnish & Install Untreated Base Course (Road Section Only):	1,825	Tons	\$20.00	\$36,500.00
13	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	3,550	Tons	\$14.00	\$49,700.00
14	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	1,060	Tons	\$14.00	\$14,840.00
15	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	5,610	S.Y.	\$2.00	\$11,220.00
16	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	1,700	S.Y.	\$2.00	\$3,400.00
17	Remove and Replace Existing Pedestrian Access Ramp:	2	Each	\$1,800.00	\$3,600.00
18	Remove and Replace Existing Concrete Curb and Cutter:	580	L.F.	\$30.00	\$17,400.00
19	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	500	L.F.	\$30.00	\$15,000.00
20	Remove and Replace of Existing 6" Thick Concrete Sidewalk:	80	L.F.	\$32.00	\$2,560.00
21	Remove Existing Radius Drive Approach and Replace with New Drop Down Drive Approach	1,520	S.F.	\$8.00	\$12,160.00
22	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	1,350	S.F.	\$8.00	\$10,800.00
23	Landscaping and Sprinkler Repair	8,000	S.F.	\$2.50	\$20,000.00
10				Subtotal	\$405,050.00
		Engineer	Engineering and Inspection		\$20,252.50
		-	20% (Contingency	\$101,262.50
				Total	\$526,565.00

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Project No. 10

Description: Rebuild Road, Replace Selected Curb, Gutter, Drive Approaches and Sidewalk. Install New Sidewalk

Location: Along Grant and Kiesel Avenues From 37th Street and 38th Street From Kiesel Ave to Grant Ave.

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
4	Prelower and Raise Existing Valve Box	4	Each	\$550.00	\$2,200.00
5	Prelower and Raise Existing Manhole:	5	Each	\$750.00	\$3,750.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	550	C.Y.	\$18.00	\$9,900.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	2,800	C.Y.	\$14.00	\$39,200.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	575	C.Y.	\$14.50	\$8,337.50
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	1,375	Tons	\$70.00	\$96,250.00
10	Furnish & Install Untreated Base Course (Road Section Only):	1,800	Tons	\$20.00	\$36,000.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	3,550	Tons	\$15.00	\$53,250.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	1,075	Tons	\$17.00	\$18,275.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	5,600	S.Y.	\$2.00	\$11,200.00
14	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	1,700	S.Y.	\$2.00	\$3,400.00
15	Remove and Replace Existing Pedestrian Access Ramp:	4	Each	\$1,800.00	\$7,200.00
16	Remove and Replace Existing Concrete Curb and Cutter:	840	L.F.	\$33.00	\$27,720.00
17	Remove and Replace of Existing 4" Thick Concrete Sidewalk:	500	L.F.	\$33.00	\$16,500.00
18	Remove and Replace of Existing 6" Thick Concrete Sidewalk:	300	L.F.	\$35.00	\$10,500.00
19	Remove Existing Radius Drive Approach and Replace with New Drop Down Drive Approach	1,400	S.F.	\$8.00	\$11,200.00
19	Landscaping and Sprinkler Repair	3,000	S.F.	\$2.50	\$7,500.00
20	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	1,200	S.F.	\$8.00	\$9,600.00
				Subtotal	\$391,982.50
		Engineering and Inspection			\$19,599.13
		20% Contingency			\$78,396.50
				Total	\$489,978.13

Project No. 11

Description: Redesign and Rebuild Road, Install Curb, Gutter Sidewalk and Drive Approaches

Location: Along Chimes View Circle From Riverdale Road to Chimes View Drive

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$10,000.00	\$10,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$5,000.00	\$5,000.00
3	Traffic Control and Barricades	1	L.S.	\$5,000.00	\$5,000.00
4	Prelower and Raise Existing Valve Box	4	Each	\$550.00	\$2,200.00
5	Prelower and Raise Existing Manhole:	4	Each	\$750.00	\$3,000.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	3,900	C.Y.	\$18.00	\$70,200.00
7	Remove & Dispose of Existing Concrete Sidewalk:	2,000	S.F.	\$6.00	\$12,000.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	770	C.Y.	\$14.00	\$10,780.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	200	C.Y.	\$14.50	\$2,900.00
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	400	Tons	\$70.00	\$28,000.00
10	Furnish & Install Untreated Base Course (Road Section Only):	575	Tons	\$20.00	\$11,500.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	1,000	Tons	\$15.00	\$15,000.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	350	Tons	\$17.00	\$5,950.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	1,750	S.Y.	\$2.00	\$3,500.00
14	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	4,700	S.Y.	\$2.00	\$9,400.00
15	Furnish and Install Pedestrian Access Ramp:	2	Each	\$1,800.00	\$3,600.00
16	Furnish and Install Concrete Curb and Cutter:	1,040	L.F.	\$30.00	\$31,200.00
17	Furnish and Install 4" Thick Concrete Sidewalk:	920	L.F.	\$30.00	\$27,600.00
18	Furnish and Install 6" Thick Concrete Sidewalk:	120	L.F.	\$33.00	\$3,960.00
19	Furnish and Install Concrete Drive Approach	100	S.F.	\$8.00	\$800.00
19	Landscaping and Sprinkler Repair	1,560	S.F.	\$2.50	\$3,900.00
20	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	600	S.F.	\$8.00	\$4,800.00
				Subtotal	\$270,290.00
		Engineering and Inspection			\$13,514.50
			20% (Contingency	\$54,058.00
	Total				\$337,862.50

South Ogden City Traffic Capital Facilities Plan

Project No. 12

Description: Redesign and Rebuild Road, Install Curb, Gutter Sidewalk and Drive Approaches

Location: Along Childs Avenue From 40th Street to the End of the Street

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$5,000.00	\$5,000.00
2	Furnish & Install Storm Water BMPs and Comply with the Requriements of the Site Storm Water Pollution Prevention Plan:	1	L.S.	\$1,500.00	\$1,500.00
3	Traffic Control and Barricades	1	L.S.	\$800.00	\$800.00
4	Prelower and Raise Existing Valve Box	1	Each	\$550.00	\$550.00
5	Prelower and Raise Existing Manhole:	2	Each	\$750.00	\$1,500.00
6	Remove & Dispose of Full Width and Depth of Existing Asphalt (Approx. 3" Thickness):	100	C.Y.	\$18.00	\$1,800.00
7	Remove & Dispose of Existing Concrete Sidewalk:	250	S.F.	\$6.00	\$1,500.00
7	Remove & Dispose of Existing Unsuitable Subgrade Material:	600	C.Y.	\$14.00	\$8,400.00
8	Remove & Dispose of Existing Subgrade Material for Soft Spot Repair:	100	C.Y.	\$14.50	\$1,450.00
9	Furnish & Install Hot Mix Asphalt (H.M.A.):	275	Tons	\$70.00	\$19,250.00
10	Furnish & Install Untreated Base Course (Road Section Only):	375	Tons	\$20.00	\$7,500.00
11	Furnish & Install 3" Minus Crushed Granular Barrow (Road Section Only):	700	Tons	\$15.00	\$10,500.00
12	Furnish & Install 3" Minus Crushed Granular Barrow for Soft-Spot Repair:	200	Tons	\$17.00	\$3,400.00
13	Furnish & Install Geotextile Fabric (Mirafi bxg7 Equal):	1,100	S.Y.	\$2.00	\$2,200.00
14	Furnish & Install Geotextile Fabric (Mirafi bxg7 or Equal) For Soft Spot Repair:	200	S.Y.	\$2.00	\$400.00
15	Furnish and Install Pedestrian Access Ramp:	2	Each	\$1,800.00	\$3,600.00
16	Furnish and Install Concrete Curb and Cutter:	650	L.F.	\$30.00	\$19,500.00
17	Furnish and Install 4" Thick Concrete Sidewalk:	700	L.F.	\$30.00	\$21,000.00
18	Furnish and Install 6" Thick Concrete Sidewalk:	125	L.F.	\$33.00	\$4,125.00
19	Furnish and Install Concrete Drive Approach	570	S.F.	\$8.00	\$4,560.00
19	Landscaping and Sprinkler Repair	4,900	S.F.	\$2.50	\$12,250.00
20	Remove and Replace Existing Concrete Driveway Transitions (6" thick)	375	S.F.	\$8.00	\$3,000.00
				Subtotal	\$133,785.00
		Enginee	ring and	d Inspection	\$6,689.25
			20% (Contingency	\$26,757.00
				Total	\$167,231.25

South Ogden City Traffic Capital Facilities Plan

Project No. 13

Description: Install a Signalized Intersection

Location: In 40th Street at the Intersection of 40th Street and Madison Avenue

Item	Description	Quantity	Units	Unit Price	Total
1	Mobilization and Demobilization	1	L.S.	\$20,000.00	\$20,000.00
2	Traffic Control and Barricades	1	L.S.	\$12,000.00	\$12,000.00
3	Furnish and Install Signal, Masts, Poles, Lights, Cameras, Sensors and Striping	1	L.S.	\$275,000.00	\$275,000.00
				Subtotal	\$307,000.00
		Engine	ering ar	nd Inspection	\$15,350.00
			20%	Contingency	\$61,400.00
				Total	\$383,750.00

APPENDIX 2

TRIP GENERATION CALCULATIONS

WASATCH CIVIL
Consulting Engineering

Land Use: 220 Apartment

Description

Apartments are rental dwelling units that are located within the same building with at least three other dwelling units, for example quadraplexes and all types of apartment buildings. The apartments in this land use include both low-rise or "walk-up" dwellings and high-rise, multifamily dwellings. Studies that did not identify whether the apartment was a low-rise or a high-rise were included in this category.

Additional Data

The peak hour of the generator typically coincides with the peak hour of the adjacent street traffic.

The sites were surveyed from the late 1960s to the mid-1990s throughout the United States and Canada.

This land use includes data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there is a wide variation in trips generated within this category. As expected, dwelling units that were larger in size, more expensive, or farther away from the central business district (CBD) had a higher rate of trip generation per unit than those smaller in size, less expensive, or closer to the CBD. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Source Numbers

2, 4, 5, 6, 9, 10, 11, 12, 13, 14, 16, 19, 20, 34, 35, 40, 72, 91, 100, 108, 188, 192, 204, 211, 253, 283, 357, 436

Apartment (220)

Average Vehicle Trip Ends vs: Dwelling Units

On a: Weekday

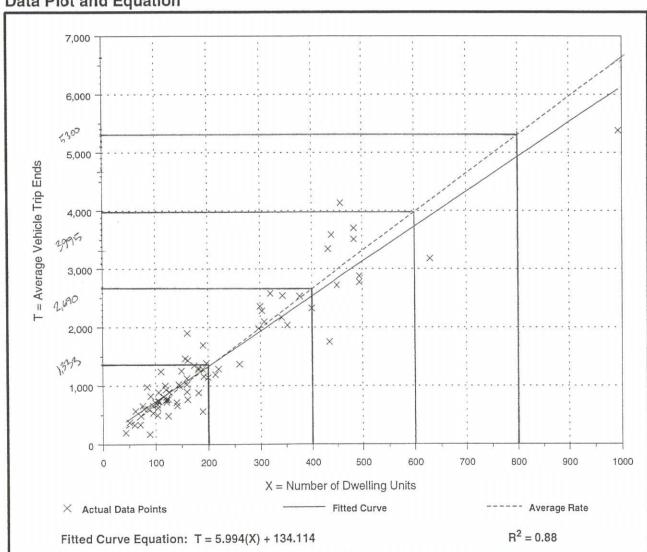
Number of Studies: Avg. Number of Dwelling Units: 211

Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.63	2.00 - 11.81	2.98

Data Plot and Equation



High Density Residential

Case 1

Trips 1333 Dwelling Units 200

Trips per Dwelling Unit 6.67

Case 2

Trips 2690 Dwelling Units 400

Trips per Dwelling Unit 6.73

Case 3

Trips 3995

Dwelling Units 600 Trips per Dwelling Unit 6.66

Case 4

Trips 5300

Dwelling Units 800 Trips per Dwelling Unit 6.63

Average Trips per Dwelling Unit 6.67

Land Use: 750 Office Park

Description

Office parks are usually suburban subdivisions or planned unit developments containing general office buildings and support services such as banks, savings and loan institutions, restaurants, and service stations, arranged in a park- or campus-like atmosphere. General office building (land use 710), corporate headquarters building (land use 714), single tenant office building (land use 715), research and development center (land use 760), and business park (land use 770) are related uses.

Additional Data

The sites were surveyed from the 1970s to the 1990s throughout the United States, with many conducted in New York.

Trip Characteristics

The trip generation for the A.M. and P.M. peak hours of the generator typically coincide with the peak hours of the adjacent street traffic; therefore, only one A.M. peak hour and one P.M. peak hour, which represent both the peak hour of the generator and the peak hour of the adjacent street traffic, are shown for office parks.

Source Numbers

4, 15, 160, 161, 184, 185, 193, 253, 268, 300, 301, 356

Office Park

(750)

Average Vehicle Trip Ends vs: Acres

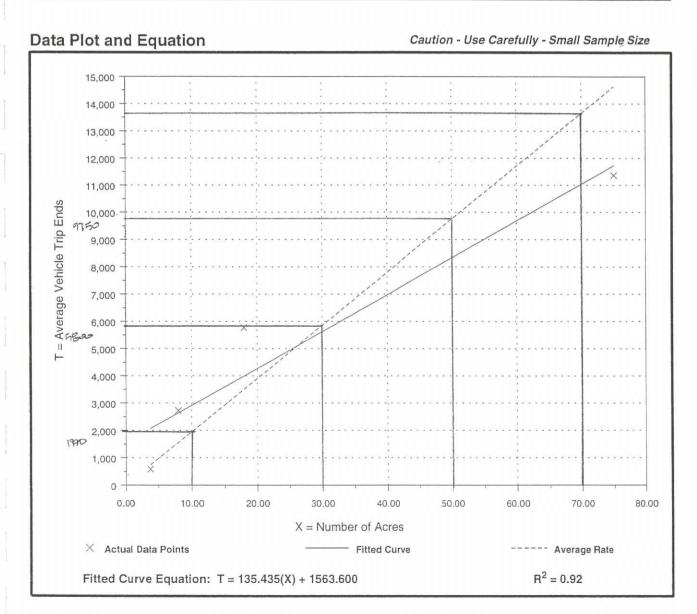
On a: Weekday

Number of Studies: 4
Average Number of Acres: 26

Directional Distribution: 50% entering, 50% exiting

Trip Generation per Acre

Average	e Rate	Range	of Rates	Standard Deviation	
195.	11	151.51	- 340.88	77.46	



Commercial Development

Case 1

Trips	1990		
Dwelling Units	10	Trips per Dwelling Unit	199.00

Case 2

Trips	5800		
Dwelling Units	30	Trips per Dwelling Unit	193.33

Case 3

Trips	9750		
Dwelling Units	50	Trips per Dwelling Unit	195.00

Case 4

Trips	13650		
Dwelling Units	70	Trips per Dwelling Unit	195.00

Average Trips per Dwelling Unit	195.58
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Land Use: 210 Single-Family Detached Housing

Description

Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.

Additional Data

The peak hour of the generator typically coincides with the peak hour of the adjacent street traffic.

The sites were surveyed from the late 1960s to the mid-1990s throughout the United States and Canada.

The number of vehicles and the number of residents have a high correlation with average weekday vehicle trip ends. The use of these variables is limited, however, because the number of vehicles and residents is often difficult to obtain or predict. The number of dwelling units is generally used as the independent variable of choice because it is usually readily available, easy to project, and has a high correlation with average weekday vehicle trip ends.

This land use includes data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there is a wide variation in trips generated within this category. As expected, dwelling units that were larger in size, more expensive, or farther away from the central business district (CBD) had a higher rate of trip generation per unit than those smaller in size, less expensive, or closer to the CBD. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Single-family detached units have the highest trip generation rate per dwelling unit of all residential uses, because they are the largest units in size and have more residents and more vehicles per unit than other residential land uses; they are generally located farther away from shopping centers, employment areas, and other trip attractors than are other residential land uses; and they generally have fewer alternate modes of transportation available, because they are typically not as concentrated as other residential land uses.

Source Numbers

1, 4, 5, 6, 7, 8, 11, 12, 13, 14, 16, 19, 20, 21, 26, 34, 35, 36, 38, 40, 71, 72, 84, 91, 98, 100, 105, 108, 110, 114, 117, 119, 157, 167, 177, 187, 192, 207, 211, 246, 275, 283, 293, 300, 319, 320, 357, 384, 435

Single-Family Detached Housing (210)

Average Vehicle Trip Ends vs: Dwelling Units On a: Weekday

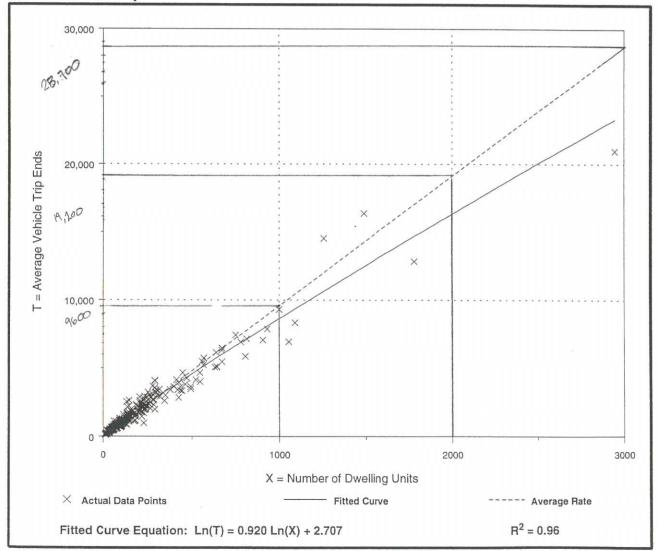
Number of Studies: 348 Avg. Number of Dwelling Units: 198

Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.57	4.31 - 21.85	3.69

Data Plot and Equation



Single-Family Detached

Case 1

Trips 9600 Dwelling Units 1000

Trips per Dwelling Unit 9.60

Case 2

Trips 19200

Dwelling Units 2000 Trips per Dwelling Unit 9.60

Case 3

Trips 28700

Dwelling Units 3000 Trips per Dwelling Unit 9.57

Average Trips per Dwelling Unit

9.59

REPORT OF ACTION

South Ogden City Planning Commission

MEETING DATE: February 13, 2020

ITEM: Reconsideration of Allowing Non-Retail Manufacturing

Manufacturing in the City

LINK: February 13, 2020 PC Audio

Time stamps in blue (00:00:00) correspond to the audio

recording



ACTION OF PLANNING COMMISSION

The Planning Commission recommended to the City Council that non-retail manufacturing not be allowed anywhere in the city.

PLANNING COMMISSION DISCUSSION

Several commissioners had changed their minds since this item was last before the planning commission and felt there was no good place in the city to allow non-retail manufacturing. Others felt the recommendation should remain the same as before, that non-retail manufacturing should be allowed in only the Riverdale Road General Subdistrict. In the end, the vote ended in a tie, requiring the commission chair to vote.

00:51:29

MOTION 01:05:20

Commissioner Bradley moved to recommend that small scale manufacturing not be allowed anywhere in the city. The motion was seconded by Commissioner Pruess. Chair Rounds called the vote:

Commissioner PruessCommissioner LaytonCommissioner JonesCommissioner BradleyCommissioner HoweCommissioner AmosChair RoundsYes
Yes
Yes

ATTACHMENTS

Planning Commission Staff Report

STAFF REPORT

SUBJECT: Additional Information on Item Remanded by City

Council: Allowing Non-Retail Manufacturing in the

Riverdale Road Subdistrict - Continued Discussion

AUTHOR: Mark Vlasic DEPARTMENT: Planning

DATE: February 13, 2020



BACKGROUND

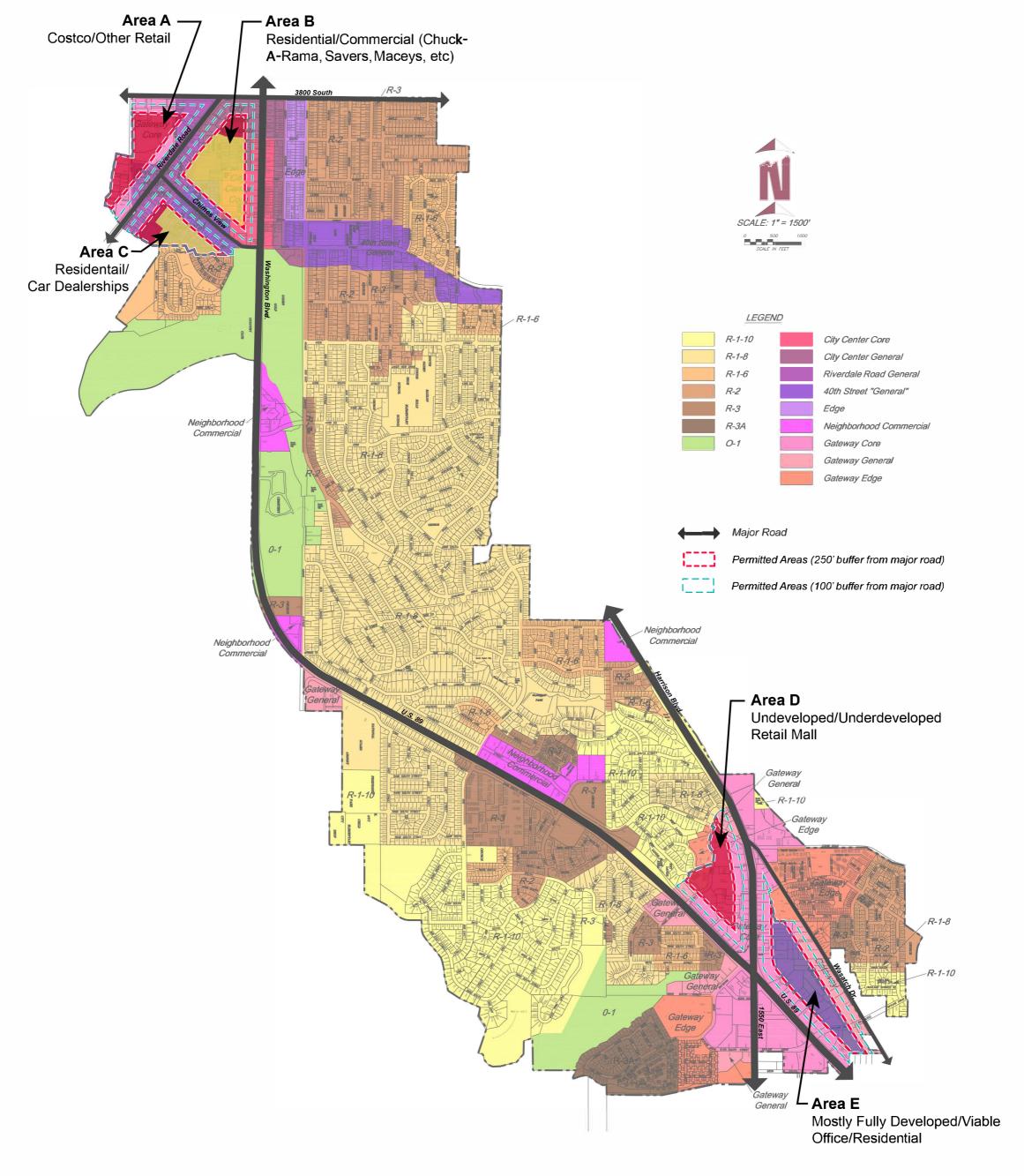
This is a continuation of the item remanded by the City Council regarding the potential allowance of non-retail manufacturing uses in the Riverdale Road Subdistrict. Staff was requested to provide additional information to help guide the Planning Commission as they reconsider their previous recommendation, as follow:

- 1. Illustrate 100' buffers in addition to the previously-provided 250' buffers along major roads
- 2. Indicate existing uses within the potential zones where non-retail uses might be included.

See attached map.

As indicated, there are four areas that potentially might be considered for allowing non-retail manufacturing when applying the 100' and 25' no-build buffers. A general description of exiting land uses follows:

- AREA A
 - Costco/restaurant (Texas Roadhouse)
- AREA B
 - Residential to south (primarily higher-density) with a restaurant and retail to north (Chuck-A-Rama/Macy's).
- AREA C
 - Residential to the east, car lots along Riverdale Road
- AREA D
 - Undeveloped/underutilized portion of commercial shopping center
- AREA E
 - Fully-developed with new multi-family residential and established office/ commercial pad developments.







Staff Comment: Area C is the only location that has land available for the development of such use. The site is envisioned to be significant retail location and probably not the best location for industrial-type uses.

3. Provide input on the proposed 20,000 SF gross floor area limitation for the proposed Non-retail Industrial use.

20,000 GSF was selected as a maximum square footage since it is aligned with the maximum permitted in the established Craftsman Industrial uses. The Planning Commission has the prerogative to recommend a smaller or larger footprint to help ensure a good fit.

Staff Comment: 20,000 GSF is a large structure, most suited for large-format uses. Typical building sizes could be 200'x 100' or 140' x145. Even with the inclusion of retail along the street frontage, such buildings/uses are not particularly pedestrian-friendly.

4. Future of Brick and Mortar Retail.

Staff conducted a web-search for recent literature. To summarize;

Old models of brick-and-mortar are more susceptible to decline than those that are innovative and responsive to or which embrace e-commerce. E-commerce is still a relatively small component of retail sales, but it will continue to grow, which will have significant impact on the way people shop. In this sense, it is altering expectations and demands by the public.

Staff Comment: This is a hot topic. Rather than accepting the decline of brick-and-mortar, a better approach is to re-shape retail in a manner that embraces new models of shopping in a manner that is aligned with changing needs, desires and perspectives.

That is what the form-based code is attempting to do - encourage the transformation of the city's commercial areas in a manner that meets future needs and desires. The right kind of brick-and-mortar certainly will have more staying power than models that are already struggling and in decline.

Key question - how does non-retail industrial fit into this model? The primary question is the same as first posed when this topic emerged: is non-retail industrial a good use in a city center that wants to transform into a real city center and great pedestrian destination?

STAFF COMMENTS

The higher-level of analysis provided in this report indicates there is little or no space to accommodate non-retail industrial uses if buffered from the major roadways.

Industrial-type uses are currently permitted or permitted with design standards as Craftsman Industrial uses. Such uses are mandated to include a retail component that serves as the "face" of the project, helps provide a good fit with other commercial uses, and promotes a continuous and positive pedestrian experience along the adjacent streets/sidewalks that interface with such uses.

The Planning Commission recommended to the City Council that non-retail Industrial uses be permitted in the Riverdale Road "General Subdistrict. They felt that non-retail uses should be permitted somewhere in the city, which in essence lacks industrial areas typically found in many larger communities.

After significant discussion and deliberation, the Planning commission felt the Riverdale Road "General" is the only sub-district that is semi-industrial in nature. This interpretation is supported by the form-based code, which indicates that sub-district should encourage and promote outdoor large-scale, industrial-type uses including car lots, auto-service and repair garages, drive-throughs and large-format uses, none of which are particularly pedestrian-friendly. As such, they felt it is the best location in the city for industrial uses at all. This is further supported by the fact that Craftsman Industrial uses are permitted in the Riverdale Road "General" Subdistrict.

Staff therefore recommends that the Planning Commission first reconsider whether stand-alone industrial uses are a desirable and necessary use in the city. If it is determined they are, they should discuss whether the existing Craftsman Industrial use meets the general needs for such uses, possibly as a compromise for meeting the needs of the city/commercial core of the city and the needs and desires of landowners and developers.