



CENTERVILLE CITY PLANNING COMMISSION AGENDA

Due to Planning Commission Chair Daly's Determination public meetings will be held electronically via Zoom. Public meetings conducted via Zoom may be terminated at any time due to hackers or inappropriate content.

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY PLANNING COMMISSION WILL HOLD ITS REGULAR PUBLIC MEETING AT 7:00 PM ON FEBRUARY 24, 2021 AT THE CENTERVILLE CITY HALL COUNCIL CHAMBERS, 250 NORTH MAIN STREET, CENTERVILLE, UTAH. THE AGENDA IS SHOWN BELOW.

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

Centerville City, in compliance with the Americans With Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance, including hearing devices. Persons requesting these accommodations for City-sponsored public meetings, services, programs, or events should call Jacob Smith, Administrative Services Director, at 801-295-3477, giving at least 24 hours notice prior to the meeting.

The full packet of backups can be found at <http://centerville.novusagenda.com/agendapublic>.

A. ROLL CALL

B. PLEDGE OF ALLEGIANCE

1. Chair Determination Letter

In accordance with Utah Code 52-4-207(4) of the Utah Open and Public Meeting Act, I have determined that conducting an electronic meeting of the Centerville Planning Commission with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. This determination is based on the facts and circumstances surrounding the COVID-19 pandemic.

Join Zoom Meeting

<https://zoom.us/j/92618214386?pwd=RWtxa3FvYUJxSEJxRXRnQ01rd2JRZz09>

Meeting ID: 926 1821 4386

Passcode: 555284

Dial by your location +1 669 900 9128 US

C. PRAYER OR THOUGHT

Cheylynn Hayman, Commissioner

D. COMMISSION BUSINESS

2. Administrative Decisions - The Hive Development 555 North 400 West

Development Approval Reviews are as follows:

- *Final Site Plan - Commercial Office Space, 18,000 sq. ft.*
- *Final Site Plan - Residential Uses, 18 Single-family Dwellings & 50 Multi-family Dwellings*
- *Final PUD Subdivision Plat - 6.63.acres, Entire Project*

3. Land Use Training - Municipal Land Use, Development, and Management Act - Part 2 - Notice

Land use training and discussion regarding Part 2 (Notice) of the Municipal Land Use, Development, and Management Act

4. Community Development Director's Report

Next Planning Commission Meeting is March 10, 2021:

- There are three (3) pending applications

City Council Actions:

- Nothing to Report

E. MINUTES REVIEW AND ACCEPTANCE

January 13, 2021

January 27, 2021

F. ADJOURNMENT

Mackenzie Wood
Centerville Assistant Planner

CENTERVILLE

Staff Backup Report 2/24/2021

Item No. 1.

Short Title: Chair Determination Letter

Initiated By:

Scheduled Time:

SUBJECT

In accordance with Utah Code 52-4-207(4) of the Utah Open and Public Meeting Act, I have determined that conducting an electronic meeting of the Centerville Planning Commission with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. This determination is based on the facts and circumstances surrounding the COVID-19 pandemic.

Join Zoom Meeting

<https://zoom.us/j/92618214386?pwd=RWtxa3FvYUJxSEJxRXRnQ01rd2JRZz09>

Meeting ID: 926 1821 4386

Passcode: 555284

Dial by your location +1 669 900 9128 US

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

□ February 2021 Determination Letter



CENTERVILLE CITY

250 North Main Centerville, Utah 84014-1824 • (801) 295-3477 • Fax: (801) 292-8034

Incorporated in 1915

Mayor

Clark A. Wilkinson

City Council

Tamilyn Fillmore

William Ince

Stephanie Ivie

George McEwan

Robyn Mecham

City Manager

Brant T. Hanson

Public Body: Planning Commission

Date: 2/5/2021 | 10:43 AM PST

Written Determination Letter to Conduct

Electronic Meetings without an Anchor Location Due to Substantial Health and Safety Risk

In accordance with Utah Code 52-4-207(4) of the Utah Open and Public Meeting Act, I have determined that conducting an electronic meeting of the Planning Commission of Centerville City with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. This determination is based on the facts and circumstances surrounding the COVID-19 pandemic.

I hereby authorize the above listed public body of Centerville City to conduct electronic meetings without an anchor location for the duration of this determination. This determination and the reasons stated herein shall be included in the public notice for each meeting held electronically without an anchor location and shall be read at the beginning of each meeting. Public notice for each meeting shall also include directions for accessing the online meeting and information on how a member of the public may view or make a comment at the meeting.

This determination shall be effective for 30 days from the date of this determination and will continue to be reviewed and monitored for possible reissuance.

DocuSigned by:

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Name: Kevin Daly

Title: Chair



**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
2/24/2021**

Item No. 2.

Short Title: Administrative Decisions - The Hive Development 555 North 400 West

Initiated By: Community Development Director

Scheduled Time:

SUBJECT

Development Approval Reviews are as follows:

- *Final Site Plan - Commercial Office Space, 18,000 sq. ft.*
- *Final Site Plan - Residential Uses, 18 Single-family Dwellings & 50 Multi-family Dwellings*
- *Final PUD Subdivision Plat - 6.63.acres, Entire Project*

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ❑ 02-24-2021 PC Staff Report - The Hive Development
- ❑ Final Site Plan Narrative
- ❑ Final Site Plan Layout
- ❑ Final Subdivision Plat
- ❑ Building Design & Materials
- ❑ Entry Monumentation & Amenity Design
- ❑ Civil Plans
- ❑ PDO Rezone Ordinance
- ❑ Utility Provider Responses
- ❑ Traffic Study
- ❑ Title & Warranty Deed Documents

**CENTERVILLE CITY
COMMUNITY DEVELOPMENT DEPARTMENT
655 North 1250 West, Centerville, Utah 84014
801-292-8232**

STAFF REPORT AGENDA: ITEM 1

PROPERTY OWNER/

APPLICANT: ***CW THE HIVE, LLC***
 LEGACY CROSSING BLVD. #6
 CENTERVILLE, UTAH 84014
 Project Manager: Jeff Allen, jeff@builtbycw.com

PROPERTY: ***555 NORTH 400 WEST***
 Parcel #02-024-0027

PARCEL ACREAGE: **6.63 ACRES**

ZONING: **RESIDENTIAL-HIGH/PLANNED DEVELOPMENT (R-H/PD) & COMMERCIAL HIGH/PLANNED DEVELOPMENT (C-H/PD)**

- APPLICATIONS:** **1. FINAL SITE PLAN APPROVALS**
 a. Office Site (18,000 sq. ft.)
 b. Multi-Family Residential Dwellings (50 units) & Single-Family Dwellings (18 Units)
 2. FINAL SUBDIVISION PLAN & PLAT
 APPROVAL – a planned unit development (PUD) subdivision
-

BACKGROUND & GENERAL INTRODUCTION OF THE PROJECT

The project consists of a proposed two-part development site which is to be converted to a planned development (PUD) subdivision plat for future ownership of commercial lot and the individual housing units.

The total number of housing units being proposed is 68 dwellings (*i.e. 18 single-family and 50 townhomes*). Each dwelling unit will have a two-car garage, with alleys providing drive access to each townhome with a garage. The commercial lot will be used for the construction of an 18,000 sq. ft. office building, which currently the developer intends to relocate their corporate offices to this new building.

The entire development will be served by private internal 30-foot-wide main roadway with two access points, which are located at Frontage Road and at 400 West, with some shared parking and common open space amenities for all the proposed uses.

GENERAL APPLICATION REVIEW AND APPROVAL PROCESS OVERVIEW

The development application consists of master planning approximately 6.6 acres of property (*see Final Site Plan Exhibits*). With this PDO project proposal, there are two mandatory application processes that the Planning Commission will be considering. These two review processes are as follows:

- ✓ **Final Site Plans** – The Planning Commission will be approving two (2) final sites plans, one for the commercial site and the other for the residential units. However due to some shared access and parking between the sites, the plans were drawn as one master Final Site Plan for ease of review and ultimately infrastructure construction and installation.
- ✓ **Final Subdivision Plans and Plat** – According to the PDO approval provisions, the commercial zoning for the office site does not take effect until a final subdivision. Therefore, the applicant is submitting the Final Planned Unit Development (PUD) Subdivision Plat that will separate the commercial lot from the residential units and jointly allow the residential units to be platted and offered for individual purchase.

COMMERCIAL LOT - FINAL SITE PLAN STANDARDS REVIEW

- A. **Approval Standards** – The following table is provided as a summary of the applicable C-H/PD standards, which includes the applicable related PDO approval:

CZC 12.34.300, Development Standards for C-H Zone, plus PDO Approved Design

Development Standard	Requirement	Depicted	Compliance
Allowed Use	Single Office Building (18,000 sq. ft Maximum)	Single Office Building (SIZE – 18,000)	YES
Maximum height	Max. 42 feet – per PDO Approval	42 feet	YES
Front setback	20 ft	20 ft	YES
Side setback	None Required	As per PDO Approval	YES
Rear setback	None Required*	As per PDO Approval	YES

** The office area is integrated with the open space area between the office building and the residential uses, which inherently functions as an alternative buffer, as per PDO approval.*

CZC 12.51, Landscaping and Screening

Required Landscaping Summary CZC 12.51			
Guidelines	Standard	Proposed	Compliance
Total Area Landscaping	15%	33%	YES
Total Required Trees	1 Tree per 500	36 Trees/ on-site	

	square feet of <i>required</i> landscaping		YES
Trees for Street Frontage	1 per 25 linear feet = 12 Trees Req.	13 Trees	YES
Building Frontage/Foundation along Public Street	50%	2/3 rd of Bldg. Depicted	YES
Total Interior Parking Lot Landscaping	7% required (1 tree, 2 shrubs For every six <i>required</i> stalls)	Percent not Provided	Likely, as depicted
Landscape Architectural Approval	All Sites 1 acre or larger	0.96 acres – No LS Architect approval required	Yes – LS Architect Designed Entire Site
Utility Screening	Must be screened from Public Street View	Not Called Out	Feasible

CZC 12.52, Off Street Parking and Loading

Parking requirement	Calculation	Stalls Needed	Provided	Compliance
Office Uses	1 space per 200 sq. ft. of gross floor area	75 stalls	77 on-site stalls 12 off-site (shared) Total = 89 stalls	Yes

CZC 12.51.110, Screening

The plans do not show any detail concerning the trash enclosures. The dumpster must be completely screened from view with an opaque six-foot wall or fence. The wall or fence must be compatible in material and color of the main buildings on the site.

Additionally, all ground-mounted utilities need to be screened from view of a public street. All roof top utilities need to be screened from view from a public street.

CZC 12.54, Signs

No additional signs have been submitted for the office use site – if any additional signing is desired, the signs will need to comply with CZC 12.54 (Signs) or the PDO approved monumentation and submit and obtain the required sign permit.

CZC 12.55.140 Outdoor Lighting

The use of outdoor lighting requires that lighting fixtures shall be arranged to direct light away from adjoining residential property. All pole lighting must use cut-off shields. All other detached lighting must be directed downward. Up lighting may be approved as part of the landscape plan. The Final

Site Plan submittal **COMPLIES** with the ordinance requirement.

Additional PDO Exhibit Approval Compliance

Overall Approved Conceptual Plan – The Final Site Plan submittal appears to substantially **COMPLY** with the approved PDO Conceptual Site Plan.

Hive LoCi Rework Design Booklet – The design booklet addressed the following:

- i. *Monument Entry* – The Final Site Plan submittal provides the expected monumentation consisting of structural elements integrated into the architecture and placed at entry points. This theme was to be carried throughout the development.
- ii. *Cross Access and Parking* – The Final Site Plan **COMPLIES** with providing cross access and parking.
- iii. *Amenity Details* – The Final Site Plan **COMPLIES** by providing the play courts, the expected gathering area, string lights, and walled outdoor space design concepts.

Commercial Building Exterior Elevations – The Final Site Plan submittal **COMPLIES** with the expected PDO Approved Exterior Material Design. The expected material approved consisted of a glass store front system, cast in place concrete, and metal panel entry.

Traffic Impact Study – The Final Site Plan submittal appears to **COMPLY** with the Traffic Study Recommendations. The City Engineer will need to verify that the access points meet City Specifications.

R-H/PD ZONE DEVELOPMENT STANDARDS REVIEW

- B. Approval Standards** – The following table is provided as a summary of the applicable R-H/PD standards, which includes the applicable related PDO approval:

R-H Development Standards Table 12.32.300			
Development Standard	Requirement	Proposed	Compliance
Building Standards			
Maximum Height	31 Feet, Max PDO allowance	SF height – 30 feet or less Townhome height – 30feet.	Yes
Distance Between Buildings	PDO Approved 10 feet between buildings	Min. 10 feet provided	Yes

Lot and Parcel Standards			
Minimum Development Area	10,000 sq. ft.	5.67 Acres (Net)	Yes
Setbacks			
Front Yard	PDO Approved 20 Feet	400 West = 20 feet	Yes
Rear Yards	PDO Plan Requirement is 20 feet for the residential zone to the east	20 Feet – SF rear yards	Yes
Side	10 Feet	Min. 10 feet provided	Yes
Site Standards			
Landscaping, Non-Single-Family Projects	40% of Site	47% of Site	Yes
Open Space Trees & Shrubs Requirement	1 Tree & 2 Shrubs per Dwelling Unit Up to 20% of trees can be substituted w/ 10 shrubs per tree	110 Trees/ on-site 3,836 shrubs (entire development site)	Yes
Landscape Architectural Approval	All Sites 1 acre or larger	5.6 acres – LS Architect approval required	Yes

CZC 12.52, Off Street Parking and Loading

Parking requirement	Calculation	Stalls Needed	Provided	Compliance
Multi-family Residential Uses	2 spaces per dwelling unit 0.5 visitor per dwelling unit	136 stalls	136 garage stalls 36 SF Driveway stalls 16 on-street stalls 12 (shared) Total = 200 stalls	Yes

CZC 12.51.110, Screening

The plans do not show any the use of dumpsters. The residential uses will be seeking individual owner collection services from the City.

Additionally, all ground-mounted utilities need to be screened from view of a public street. If any roof top utilities are planned, this equipment will need to be screened from view from a public street.

CZC 12.54, Signs

No additional signs have been submitted for the office use site – if any additional signing is desired, the signs will need to comply with CZC 12.54 (Signs) or the PDO approved monumentation and submit and obtain the required sign permit.

Additional PDO Exhibit Approval Compliance

Overall Approved Conceptual Plan – The Final Site Plan submittal appears to substantially **COMPLY** with the approved PDO Conceptual Site Plan.

Hive LoCi Rework Design Booklet – The design booklet addressed the following:

- i. *Monument Entry* – The Final Site Plan submittal **COMPLIES** with the expected monumentation consisting of structural elements integrated into the architecture and placed at entry points. This theme was to be carried throughout the development.
- ii. *Cross Access and Parking* – The Final Site Plan **COMPLIES** with providing cross access and parking.
- iii. *Amenity Details* – The Final Site Plan **COMPLIES** by providing the play courts, the expected gathering area, string lights, and walled outdoor space design concepts.
- iv.

Residential Building Exterior Elevations – The Final Site Plan submittal **MAY OR MAY NOT FULLY COMPLY** with the expected PDO Approved Exterior Material Design, more specifically for the Single-family homes. The **expected SF building design and material appears to be altered** from what was approved in the PDO Approval. Nonetheless, applicant argues that the original designs were conceptual in scope and the final designs still incorporate and maintain the expected R-H Zone design standards and are significantly more cohesive to the over theme of the development.

Staff believes that new proposed SF designs are more consistent with the overall built theme of the development. The Planning Commission will need to determine if the altered designs significantly deviate to warrant an amendment to the PDO Approval. Here are the four (4) policy considerations.

- CZC 12.21.110 (f)(1) – A final site plan shall conform to its associated conceptual site plan.
- CZC 12.21.110 (f)(1) – A site plan shall conform to applicable standards set forth in this Title and other applicable provisions of the Centerville Municipal Code. Conditions may be imposed as necessary to achieve compliance with applicable code requirements.

- CZC 12.32.055 - Exterior Design Standards. All sides of primary buildings within the R-M and R-H Zones shall receive design consideration with particular attention given to areas exposed to public view.
 1. *All primary buildings within a development project shall possess an overall building architectural theme, including, but not limited to, exterior building materials, textures, colors, and signage.*
 2. *The apparent mass of primary buildings or structures shall be minimized through design, articulation, and use of materials. An open design is desired that visually and physically breaks up the mass and footprint of buildings. Approaches such as the use of vertical and horizontal planes, roof pitches, roof lines, windows, reveals, and alcoves shall be used to create façade variation, shadows, corners, and architectural interest. Articulation approaches should not appear to be applied randomly or merely a surface treatment. In addition, the use of any multiple articulation approaches shall be coordinated to affect a complementary building design.*
 3. *Natural or natural-appearing materials, such as stone, cultured stone, brick, and wood, shall be the design gestures used in the architectural design of all primary buildings. Wood siding, cement fiber board siding, and other similar appearing materials shall be the other main materials used in the design of all residential buildings. Substantial or prominent use of synthetic stucco, and unnatural appearing materials, such as metal, vinyl, and plastics are to be used sparingly. Use of such secondary and/or accent materials shall not exceed 20% of the building or structure's exterior.*
 4. *The Planning Commission shall review and approve architectural design of buildings within the R-M and R-H Zones in accordance with the provisions set forth herein during conditional use permit and/or site plan review.*
- PDO Conditions of Approval for SF – “Building Exterior Elevations, Sheets A201; Single Family Options A & B, Sheet A102c; Townhome Elevations, Sheets- A-000 and A-201, submitted with the Conceptual Site Plan Application.

As to the Townhome Residential Building Design, it appears that the Final Design Scheme **COMPLIES** with the original PDO Approved Building Design.

Traffic Impact Study – The Final Site Plan submittal appears to **COMPLY** with the Traffic Study Recommendations. The City Engineer will need to verify that the access points meet City Specifications.

OTHER OVERALL SITE PLAN DEVELOPMENT MATTERS

Overall Fencing Plan – During the PDO Approval, there was discussion regarding perimeter fencing. Along the south side of the development there is an existing privacy fence. The Final Site Plan indicates that **similar style fence will be used along the north boundary of the development.**

Development Phasing Schedule – The PDO approval allowed for phasing the development

project, specifically allowing the SF dwellings to be built on an as needed basis. The Final Site Plan submittal **provides a development schedule** that is summarized as follows:

- All supporting infrastructure for the entire development will be installed in conjunction with the Final Subdivision Plat recordation.
- There will be four (4) differing phases for vertical construction within the development.

Vertical Construction of the Commercial Lot – As a reminder, **the PDO Final Site Plan along with the Office Building Construction are dependent upon the recordation of the applicable subdivision plat to enact the change from R-H to C-H/PD**, see Section 2.e. of the PDO Approval.

SUBDIVISION PLAN AND PLAT - PLANNED UNIT DEVELOPMENT REVIEW

- C. **Approval Standards** – The development proposal includes submittal of a Final Subdivision Plat. In this case, the plat will be recorded as a planned unit development, which is subject to CMC 15.06.010 Planned Unit Development.

Design Standards – As a result of the related PDO Development Approval, the proposed PUD subdivision **would be deemed consistent** with the City's General Plan and the design standards recommended by the Planning Commission and the City Council.

Provisions for Common Open Space – As result of the related PDO Development Approval, the development project meets the expectations for providing open space and open space facilities.

Guarantee of Common Open Space Improvements – As part of the both the Final Site Plan and Subdivision approvals, **the developer will either construct the elements prior to recordation of the subdivision plat, or as part of recording the subdivision plat post the related improvements bond with the City.**

Continuation of Common Open Space – The Final Subdivision Plat **labels the common open space areas as "Common Area."**

Maintenance of the Common Open Space - In order to ensure maintenance of the common open space and other improvements where so required, the subdivider, prior to the recording of the final plat, shall cause to be incorporated under the laws of the State of Utah, a homeowners or property owners association. The submitted Final Subdivision Plat they are in the process writing the **expected draft of the Articles of Incorporation, along with covenants, conditions, and restrictions** for the subdivision.

PDO Related Conditions and Restrictions for the Subdivision – According to the PDO Approval **the following elements need to be addressed:**

- a. Cross Access and Parking between the commercial and residential sites

- b. Accessory Use Restrictions for the Single-Family lots
- c. Accessory Use Restrictions for the Multi-family units.
- d. Recreational Vehicle Use and Storage Restrictions for both single family and multi-family uses.
- e. Home Occupations and Household Pet Allowances and Limitations.

The Final Subdivision Plat provides a reference that the development is subject to a PDO approval requiring compliance with the provisions of the approval. Additionally, the applicable CC&Rs prepared for the PUD Subdivision should include these limitations and restrictions.

Lot 201 Property Boundary/Commercial Lot – From staff’s review of the PUD Subdivision Plat, it appears that there is an incomplete eastern lot boundary separating the lot from the residential portion of the PUD development.

OTHER APPLICABLE DEVELOPMENT STANDARDS

CZC 12.55.050, Adequate Public Facilities – The Final Site Plan and Final Subdivision submittals include all required utility response sheets. These provider sheets generally indicate that services from all of the entities are available, subject to compliance with obtaining services.

Additionally, the Final Site Plan and Subdivision submittals include a Geotechnical Engineering Report along with the Civil Engineering Plans. The City Engineer will need to review these documents and approve the final site drainage plan to ensure that the additional hard surfacing and associated runoff will be properly managed with the redevelop site.

CMC 15.05.060(h) Utility Easements – The subdivision plat submittal provides the expected utility easements applicable to the PUD Subdivision layout and design.

CMC 15.04.070 Subdivision [also Site Plan] Construction Plans – The City Engineer is currently reviewing the construction plans submittals. The City Engineer will need to verify that that the subdivision and the construction plans fully comply with the applicable improvement standards, that the survey description is correct, and that all easements are correctly described and located.

PLANNING STAFF RECOMMENDATION

Despite a few shortcomings mentioned in this report, as a whole, the development proposals substantially reflect the Conceptual Site Plan Exhibits related to the approved 2020-12 PDO Ordinance applied to the property. Staff recommends the following motions for approving the related final application submittals:

[Motion 1] *"I hereby motion for the Planning Commission to **APPROVE** the Final Site Plan for the Commercial Office Site for the Hive Development, also to be known as Lot 201 when the PUD Plat is recorded, as follows:*

- 1. The Approved Use shall be for a maximum of 18,000 sq. ft. of gross Office space and any C-H allowed accessory uses, if approved by the City.*
- 2. The site shall be developed and constructed, as per the related Final Site Plan Submittals, unless otherwise amended by this or any future City approval.*
- 3. The Building Elevation Plan for the Office Use shall comply with the applicable PDO Approved Exhibits, unless otherwise amended by the City.*
- 4. The applicant shall finalize the Entry Monumentation and Amenity Elements prior to installation or issuance of related building permits. The City Zoning Administrator shall review and deem the final design acceptable in accordance with the designs provided at Final Site Plan. Any disputes resulting from such review shall return to the Commission for resolution.*
- 5. The development shall be subject to the terms and conditions of providing adequate utilities to the project, in accordance with applicable law from all related utility providers.*
- 6. The Building Permit for the Office Building shall not be issued until the Final Subdivision Plat has been approved by the City and recorded by the County, thereby separating the commercial acreage from the residential acreage.*

[Motion 2] *"I hereby motion for the Planning Commission to **APPROVE** the Final Site Plan for the Residential Site for the Hive Development, as follows:*

- 1. The Approved Uses shall be 18 single-family detached dwellings, and 50 townhome attached dwellings.*
- 2. Accessory Uses shall be limited to the restrictions and limitations of Ordinance 2020-12 approving a PDO Overlay for the property.*
- 3. The site shall be developed and constructed, as per the related Final Site Plan Submittals, unless otherwise amended by this or any future City approval.*
- 4. The Building Elevation Plan for the Residential Uses shall comply with...
[Commission will need to determine compliance]***
- 5. The applicant shall finalize the Entry Monumentation and Amenity Elements prior to installation or issuance of related building permits. The City Zoning Administrator shall review and deem the final design acceptable in accordance with the designs provided at Final Site Plan. Any disputes resulting from such review shall return to the Commission for resolution.*
- 6. The development shall be subject to the terms and conditions of providing adequate utilities to the project, in accordance with applicable law from all related utility providers.*

[Motion 3] *"I hereby motion for the Planning Commission to **RECOMMEND APPROVAL** of the Final PUD Subdivision Plans and Plat for the Hive Development*

to the City Council, as follows:

1. *The Applicant shall prepare the Articles of Incorporation and the related covenants, conditions, and restrictions (CC&R's). Such documents shall be submitted and review by the City Attorney for compliance with state statute, as part of the City Council's Review and Approval.*
2. *The expected cross access and shared parking shall be noted on the Final PUD Plat and if deemed applicable, in the related CC&R's.*
3. *The related CC&R's shall address the applicable PDO and Ordinance restrictions and limitations regarding common open space, allowable uses, recreational vehicle parking.*
4. *Subdivision development shall be subject to the terms and conditions of providing adequate utilities to the project, in accordance with applicable law from all related utility providers.*
5. *The incomplete eastern lot boundary separating the Lot 201 (commercial lot) from the residential portion of the PUD development shall be corrected and deemed acceptable by the City Attorney and Engineer, as part of the City Council's review and approval.*
6. *The Subdivision Construction Plans and Plat shall be subject to City Engineer review verifying that it fully complies with the applicable improvement standards, that the survey description is correct, and that all easements are correctly described and located."*

[Suggested Reasons for Action -Findings for all three (3) Motions]

1. *The Planning Commission finds that proposed Final Site Plans for both the C-H/PD and R-H/PD are consistent or conditioned to be consistent with Ordinance 2020-12 for the Hive Development PDO Approval, as outlined in the related Planning Staff Report.*
2. *The Planning Commission finds that the Final Site Plans conform or are conditioned to conform with the Conceptual Site Plan of the PDO Approval, as per CZC 12.21.110(f), as outlined in the related Planning Staff Report.*
3. *The Planning Commission finds that the associated PUD Subdivision Plat conforms or is conditioned to conform with CMC 15.06.010 for Planned Unit Developments, or other applicable subdivision ordinance requirements, as listed in the related Planning Staff Report.*

February 19, 2021

Dear Centerville City,

Attached are the updated documents from our 1/28/2021 Final Site Plan submittal for the Hive.

- 1 – Summary
- 2 – Phasing Narrative
- 3 – Plat and Civil Plans (Utility plans starts on sheet C3 .0)
- 4 – Planting and Lighting Plans
- 5 – Conceptual Landscape and Monumentation imagery
- 6 – Elevations for the Office Building, Townhomes and Detached SF homes

Please let me know if additional documents are needed. I look forward to working with you throughout this process,

Sincerely,



C.W.
URBAN

JEFF ALLEN

DIRECTOR OF LAND

801.673.8664 | www.builtbycw.com

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 [c.w.urban](https://www.instagram.com/c.w.urban)

 [C.W. Urban](https://www.youtube.com/C.W.Urban)

We are seeking a final site plan approval for both the Office and Residential lots that comprise the Hive Development. After reviewing our application and based on conversations with Staff, we would like to further clarify the following issues:

Office Building – Our office building will not exceed the development standards of 18,000 sq. ft. and a 42' max height. The plat shows the 20' set back as required. As shown in conceptual renderings, the building material will consist of glass, cast-in-place concrete, and metal paneling.

Lighting - All lighting fixtures shown on the lighting plan will be arranged to direct light away from adjoining residential properties.

Monument Signs – The project will include 3 monument signs. The location of these signs is shown on the landscaping plan. We have included conceptual monumentation as our final product is still being designed. We intend to design monumentation of similar quality and materiality.

Amenity Details – Due to drainage requirements, we relocated the gathering area portion of our amenities to the lawn area near the office building. This is shown on the plat and landscape plan with accompanying conceptual renderings.

Solid Waste Disposal – For the residential portion of the project, we will work with the City's Public Works Department to develop a solid waste plan that utilizes the Black and Blue bins. Our CC&R's will include language on where cans are to be placed and limit the window that they can be on the street. Included with the office building, is our design for dumpster screening.

Residential Building Elevations – As part of the PDO process, we submitted a rendering of one conceptual single-family home with 2 different facades. The conceptual renderings provided complied with the development standards of the applicable zone and were used as a tool to obtain approval of the PDO and illustrate the advantages of single-family homes in the project. The concept renderings attached to the PDO package were conceptual and not a fully developed plan. Upon approval of the PDO, we started to fully develop single-family plans. We determined we wanted to offer 3 distinct home plans to meet the needs of various buyers. We developed these plans with varying square footages and features, one being a master on the main floor. The fully developed single-family home plans are attached and, while their look and materials differ from the conceptual rendering previously presented, we do not believe the changes are substantial as they follow the development standards of the applicable zone and ultimately accomplish the same purpose. We feel the fully developed architecture for the single-family homes is more cohesive with the townhomes and commercial architecture and will significantly increase the curb appeal of the community. We request that our final site plan be approved with the new single-family architecture without a PDO amendment giving the changes are not substantial.

Fencing Plan – The plans show a fence on the north property line. We intended to build a fence of similar quality and materiality as the existing fence on the southern property line.

CC&R's – We are drafting the CC&R's for the community and will include all necessary language requiring members to conform to the PDO Conditions and Restrictions approved 10/6/2020.

We have updated the required documentation and included additional conceptual renderings to help better illustrate our vision for the community. These renders are conceptual and subject to changes, but we will conform in likeness and materiality.

Construction Phasing Narrative

Phase 1

CW will install all underground infrastructure improvements, asphalt, and curb and gutter along the spine road (620 N). CW will bond for all civil improvements at recordation of the final plat.

Phase 2A

CW will begin vertical improvements on two out of the ten townhome buildings, once the buildings are framed CW will asphalt the alley's and pour the associated sidewalk. It will install limited common area landscaping associated with the townhomes at C of O subject to weather and seasonality. CW will bond for these improvements at building permit.

Phase 2B

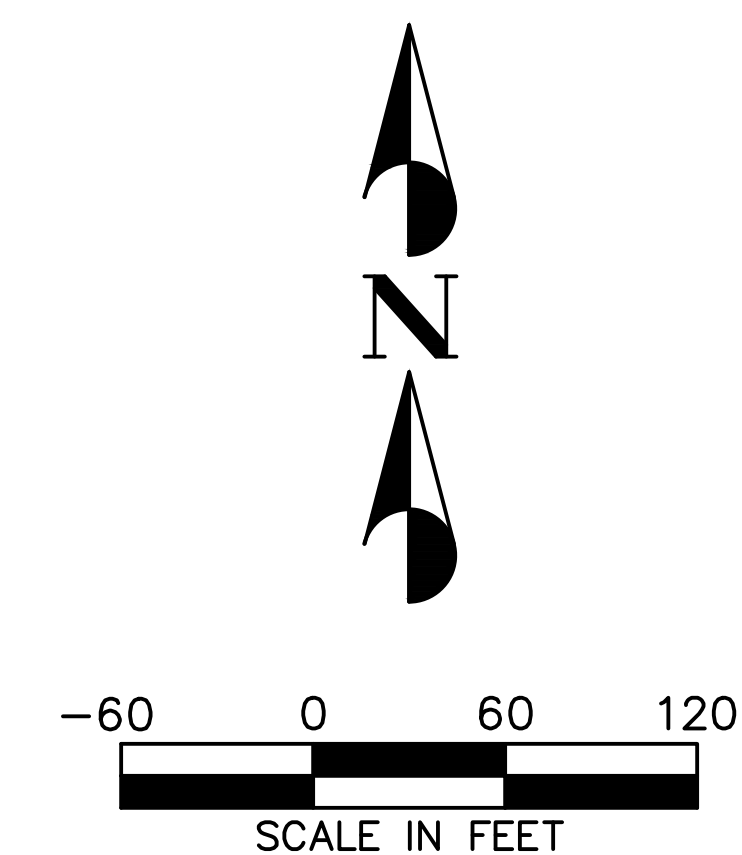
CW will begin vertical improvements on three out of the eighteen single family homes and will install limited common area landscaping associated with the single-family homes at C of O subject to weather and seasonality. CW will bond for these improvements at building permit.

Phase 2C

CW will begin vertical improvements on the commercial office building and will install limited common area landscaping associated with the commercial office building at C of O subject to weather and seasonality. CW will bond for these improvements at building permit.

Phase 2D

CW will install common area amenities, open space, and landscaping within 1-year of the first building permit that is pulled. CW will bond for these improvements at recordation of the final plat.



The diagram illustrates the proposed building footprint and its relationship to existing and proposed infrastructure. It includes the following elements from top to bottom:

- PROPOSED BOUNDARY:** Indicated by a thick black line at the top.
- EXISTING CURB & GUTTER:** Represented by a dashed line.
- EXISTING SIDEWALK:** Represented by a solid line.
- EXISTING FENCE:** Represented by a line with 'X' markers.
- PROPOSED BUILDING:** Represented by a solid black rectangle.
- PROPOSED CURB & GUTTER:** Represented by a dashed line.
- PROPOSED SIDEWALK:** Represented by a solid line.
- PROPOSED FENCE:** Represented by a line with 'X' markers.
- MATCH LINE:** Indicated by a thick black line at the bottom.

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH GOVERNING AGENCY STANDARDS AND SPECIFICATIONS. IN THE ABSENCE OF PROJECT STANDARD AND SPECIFICATIONS APWA STANDARD AND SPECIFICATIONS SHALL GOVERN.
2. CONTRACTOR SHALL RETAIN AND PROTECT ALL EXISTING IMPROVEMENTS UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE TO REPAIR ALL SIDEWALK, PAVEMENT, GRAVEL, UTILITIES, LANDSCAPING, IRRIGATION, FENCING AND EXISTING IMPROVEMENTS DAMAGED AS PART OF CONSTRUCTION.
3. ALL CURB DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
4. ALL WORK SHALL COMPLY WITH THE PROJECT PLANS, PROJECT SPECIFICATIONS, AND PROJECT GEOTECHNICAL ENGINEERING REPORT, WHICHEVER IS THE MOST STRINGENT.
5. ALL STRIPING, PAVEMENT MARKINGS, AND SIGNAGE TO COMPLY WITH THE CURRENT M.U.T.C.D. EDITION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR LOCAL CODE, WHICHEVER IS MORE STRINGENT.
6. CONTRACTOR IS RESPONSIBLE FOR PERFORMING WORK ON OR ADJACENT TO A PUBLIC ROAD TO PROVIDE, INSTALL, AND MAINTAIN APPROPRIATE TRAFFIC CONTROL DEVICES, AS WELL AS ANY ADDITIONAL TRAFFIC CONTROL DEVICES THAT MAY BE REQUIRED TO INSURE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC AND PEDESTRIANS THROUGH OR AROUND THE WORK AREA AND TO PROVIDE MAXIMUM PROTECTION AND SAFETY TO ROAD WORKERS.
7. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN CONTACT ENGINEER FOR CLARIFICATION.

LAND USE SUMMARY			
	LANDSCAPE	HARDSCAPE	TOTAL (SF)
COMMERCIAL	13,888	27,920	41,808
	33.2%	66.8%	100%
RESIDENTIAL	111,875	136,276	248,151
	47.8%	52.2%	100%

[illegible]

ORIG. DATE :	5/20
SURVEY BY :	PEPG CREW
DRAWN BY :	TRC
DESIGNED BY :	TRC
CHECKED BY :	RLK
SCALE :	1"=60'

PEPG CONSULTING LLC

CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT
GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS

THE HIVE
555 NORTH 400 WEST

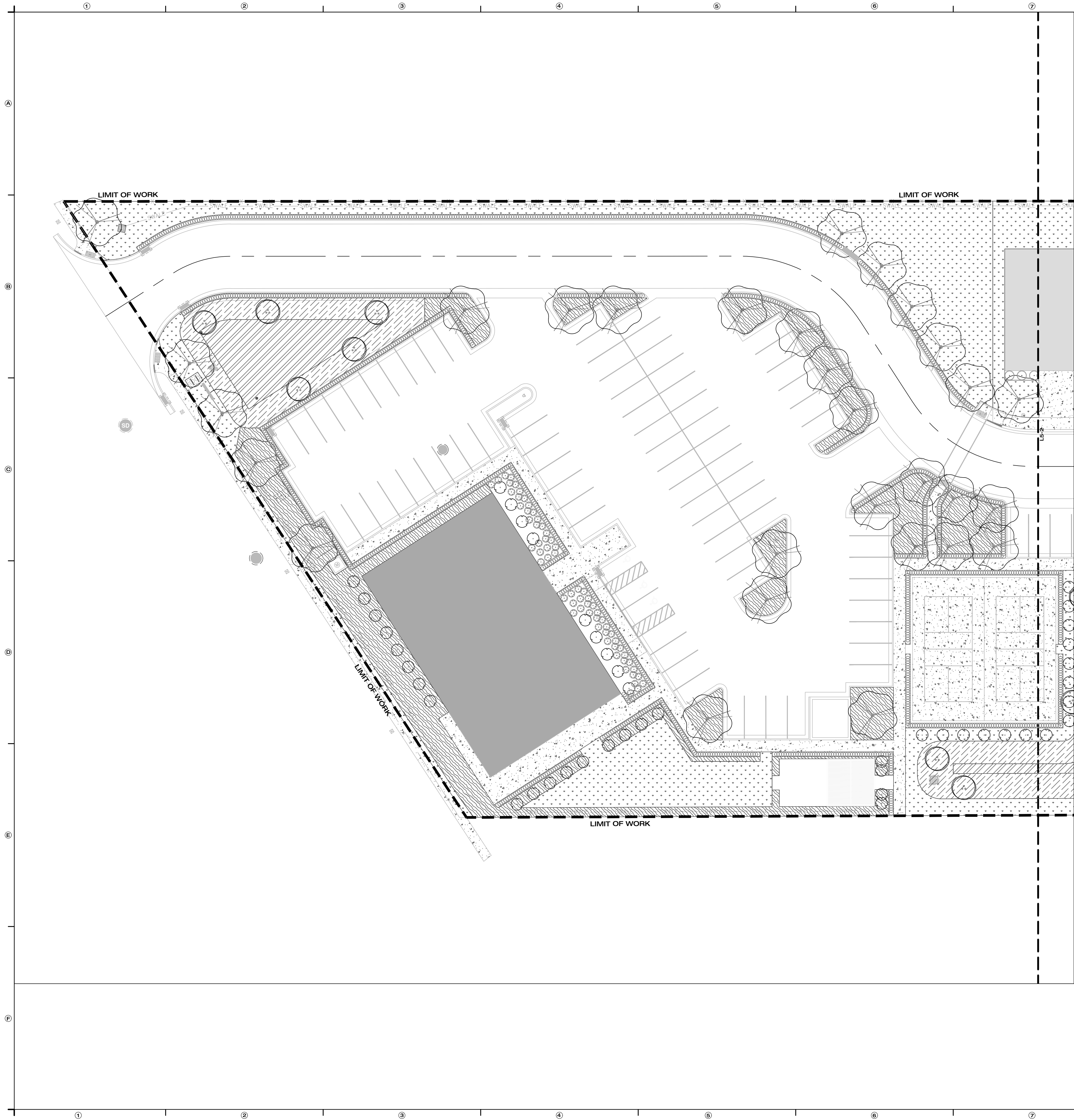
OVERALL SITE

FEbruary 19, 2021	1257.2011	DWG\02-SITE--01
LAST REVISED	PROJECT NUMBER	DRAWING FILE

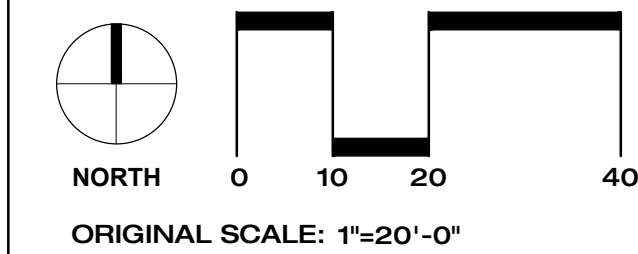
CENTERVILLE
CITY

SHEET NO. **C2.0**

Feb 19, 2021, 1:57pm
C:\Users\loci\OneDrive\Projects\The Hive - Centerville\0086-CW - The Hive - Centerville\0086-CW - L5 - Planting Plan.dwg



PLANT SCHEDULE				
TREES	BOTANICAL / COMMON NAME	SIZE	CAL	QTY
	Acer griseum / Paperbark Maple	B & B	Multi-Stem, Height 8'-10'	4
	Betula nigra "BNMTF" TM / Dura Heat River Birch	B & B	Multi-Stem, Height 8'-10'	12
	Juniperus virginiana "Taylor" / Taylor Eastern Redcedar (or similar variety)	B & B	2"	45
	Maackia amurensis "JFS-Schectel" TM / MaackHcent Maackia	B & B	2"	71
	Quercus shumardi / Shumard Red Oak	B & B	2"	12
SHRUBS	BOTANICAL / COMMON NAME	SIZE		QTY
	Buddleia x "Lochinch" / Butterfly Bush	5 gal		54
	Buxus microphylla / Littleleaf Boxwood	5 gal		3,757
	Lavandula angustifolia / English Lavender	5 gal		142
GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
	Bio Native / Bio GrassTM Bio NativeTM	sod		6,739 sf
	Desert Green / Desert Green	sod		7,417 sf
	Poa pratensis / Kentucky Bluegrass	sod		71,394 sf
	WetlandGrassland Mix / Wetland Mix	1.5" X 8" Plug	18" o.c.	4,120 sf



PROJECT NAME:
The Hive
C.W. Land
Centerville, Utah

loci

801 906 0399
www.loci-slc.com
569 East 2nd Avenue
Building B
SLC, UT 84103

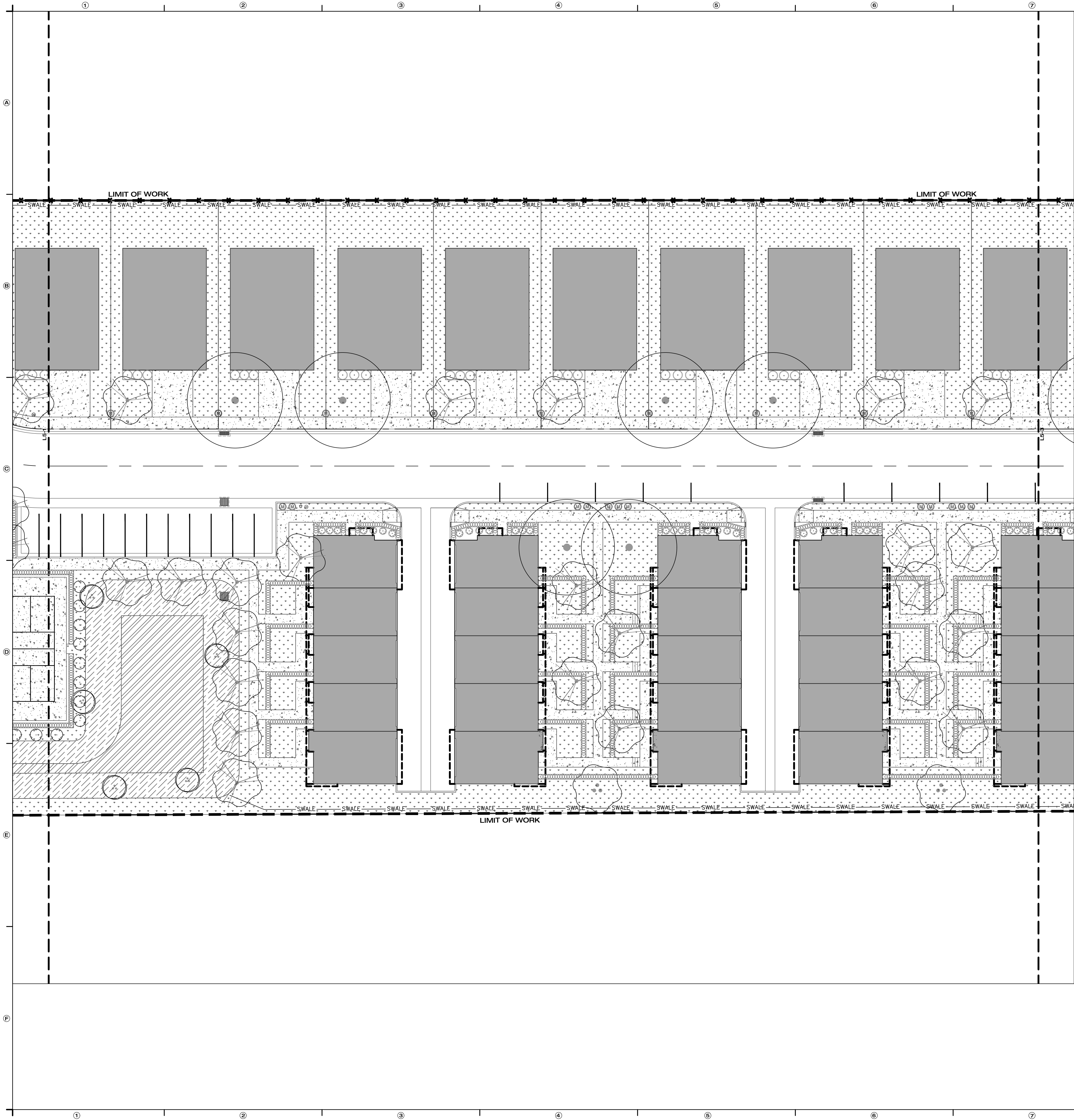
Principal M. Budge
Project Manager S. Molinaro
Drawn By S. Molinaro

Job No. _____
Creation Date _____
Edit Date Feb 19, 2021

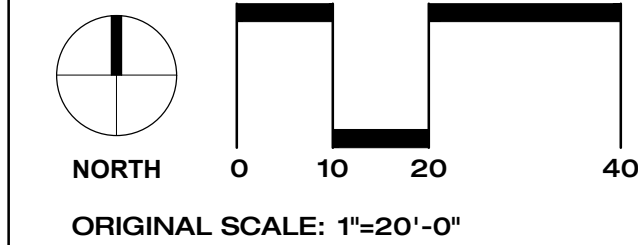
PLANTING
PLAN

L5-01

Feb 19, 2021 - 1:58pm
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PLANT SCHEDULE				
TREES	BOTANICAL / COMMON NAME	SIZE	CAL	QTY
	Acer griseum / Paperbark Maple	B & B	Multi-Stem, Height 8'-10'	4
	Betula nigra "BNMTF"™ / Dura Heat River Birch	B & B	Multi-Stem, Height 8'-10'	12
	Juniperus virginiana "Taylor" / Taylor Eastern Redcedar (or similar variety)	B & B	2"	45
	Maackia amurensis "JFS-Schiesel"™ / MaackiiCent Maackia	B & B	2"	71
	Quercus shumardi / Shumard Red Oak	B & B	2"	12
SHRUBS	BOTANICAL / COMMON NAME	SIZE		QTY
	Buddleia x "Lochinich" / Butterfly Bush	5 gal		54
	Buxus microphylla / Littleleaf Boxwood	5 gal		3,757
	Lavandula angustifolia / English Lavender	5 gal		142
GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
	Bio Native / Bio GrassTMBio NativeTM	sod		6,739 sf
	Desert Green / Desert Green	sod		7,417 sf
	Poa pratensis / Kentucky Bluegrass	sod		71,394 sf
	WetlandGrassland Mix / Wetland Mix	1.5" X 8" Plug	18" o.c.	4,120 sf



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loci

801 906 0399
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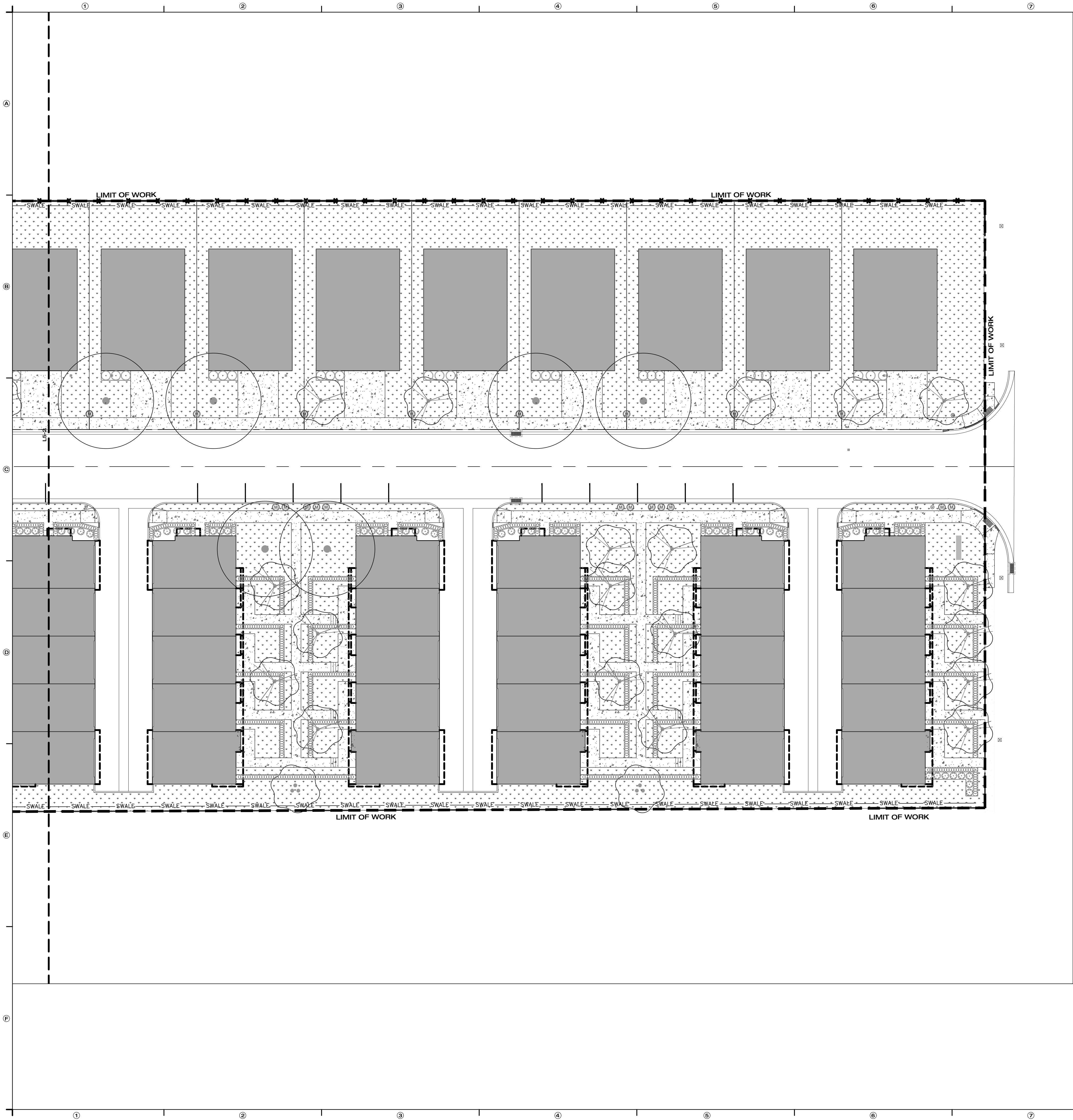
Principal M. Budge
Project Manager S. Molinaro
Drawn By S. Molinaro

Job No. _____
Creation Date _____
Edit Date Feb 19, 2021

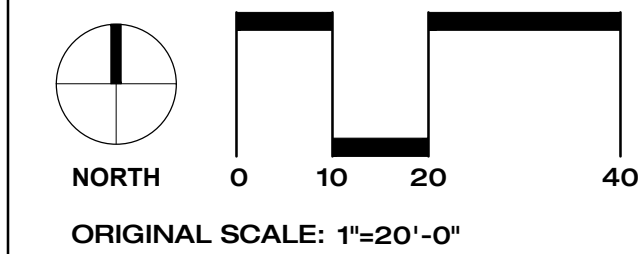
PLANTING
PLAN

L5-02

Feb 19, 2021 - 1:58pm
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PLANT SCHEDULE				
TREES	BOTANICAL / COMMON NAME	SIZE	CAL	QTY
	Acer griseum / Paperbark Maple	B & B	Multi-Stem, Height 8'-10'	4
	Betula nigra "BNMTF"™ / Dura Heat River Birch	B & B	Multi-Stem, Height 8'-10'	32
	Juniperus virginiana "Taylor" / Taylor Eastern Redcedar (or similar variety)	B & B	2"	45
	Maackia amurensis "JFS-Schectel"™ / MaackHcent Maackia	B & B	2"	71
	Quercus shumardi / Shumard Red Oak	B & B	2"	32
SHRUBS				
	Buddleia x "Lochinch" / Butterfly Bush	5 gal		54
	Buxus microphylla / Littleleaf Boxwood	5 gal		3,757
	Lavandula angustifolia / English Lavender	5 gal		342
GROUND COVERS				
	Bio Native / Bio GrassTM/Bio NativeTM	sod		6,739 sf
	Desert Green / Desert Green	sod		7,417 sf
	Poa pratensis / Kentucky Bluegrass	sod		71,394 sf
	WetlandGrassland Mix / Wetland Mix	1.5" X 8" Plug	18" o.c.	4,120 sf



PROJECT NAME:
The Hive
C.W. Land
Centerville, Utah

loci

801 906 0399
www.loci-slc.com
569 East 2nd Avenue
Building B
SLC, UT 84103

Principal M. Budge
Project Manager S. Molinaro
Drawn By S. Molinaro

Job No. _____
Creation Date _____
Edit Date Feb 19, 2021

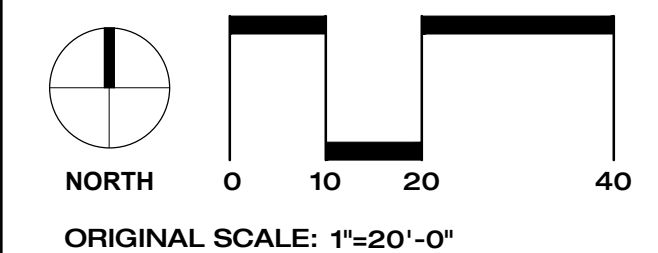
PLANTING
PLAN

L5-03

Feb 19, 2021, 1:35pm
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Planting Counts		
	Street Frontage Trees	13
	Interior Parking Trees	19
	Interior Parking Shrubs (<i>Buxus microphylla</i> + <i>Lavandula angustifolia</i>)	806



PROJECT NAME:
The Hive
C.W. Land
Centerville, Utah

loci

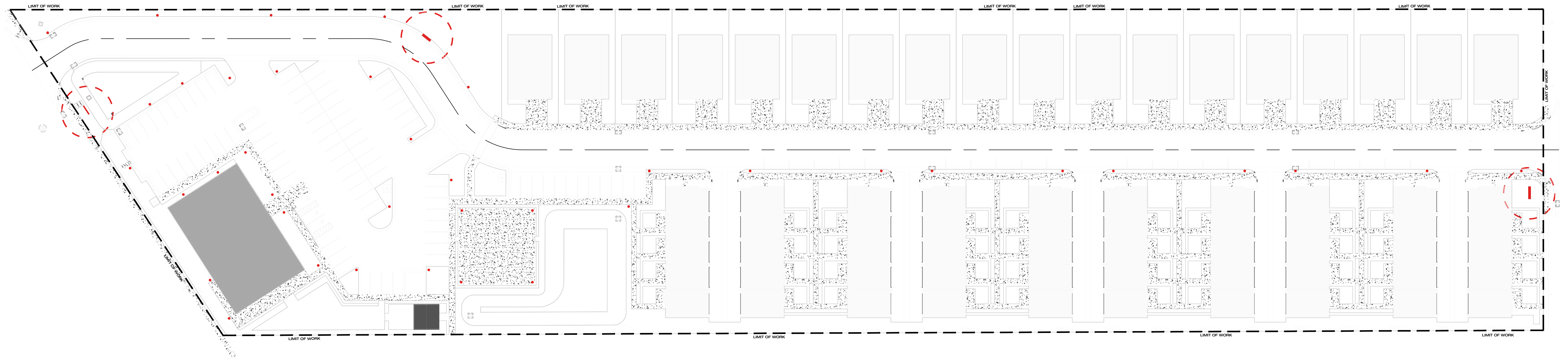
801 906 0399
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569 East 2nd Avenue
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Principal M. Budge
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Creation Date _____
Edit Date Feb 19, 2021

PLANTING
PLAN

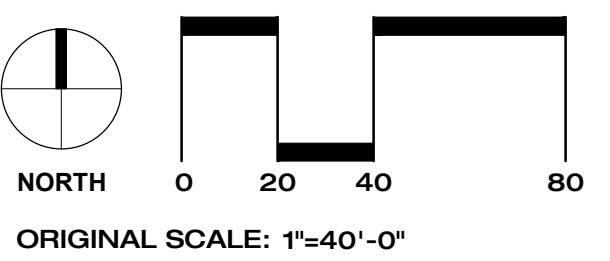
TREE
COUNT



Legend

■ Monumentation

● Lighting



THE HIVE P.U.D.

LOCATED IN THE NORTHWEST QUARTER OF SECTION 7,
TOWNSHIP 2 NORTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN.
CENTERVILLE, DAVIS COUNTY, UTAH



NARRATIVE

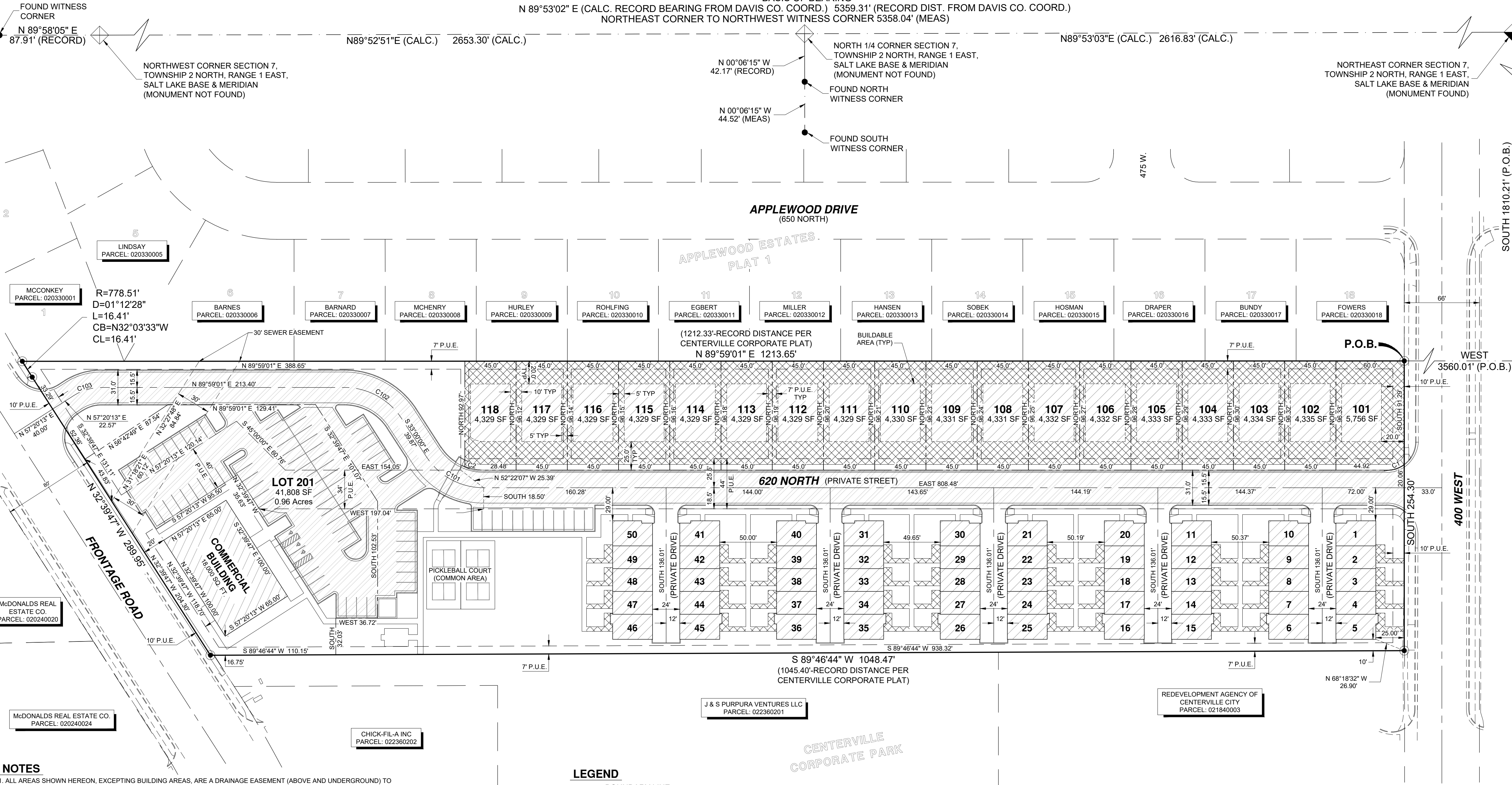
THE PURPOSE OF THIS PLAT IS TO CREATE A P.U.D. SUBDIVISION WITH THE DESCRIBE PROPERTY. ALL BOUNDARY CORNERS AND REAR LOT CORNERS WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "PEPG 9679988". ALL FRONT LOT CORNERS WERE SET WITH A LEAD PLUG IN THE TOP BACK OF CURB AT THE EXTENSION OF THE SIDE LOT LINES.

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD BEARING	CHORD
C101	60.00'	59.69'	57°00'00"	32.58'	N 61°30'00" W	57.26'
C102	60.00'	59.71'	57°00'59"	32.59'	N 61°30'29" W	57.27'
C103	45.06'	24.99'	31°46'36"	12.83'	S 74°05'08" W	24.67'

CURVE TABLE (LOT LINE)

CURVE	RADIUS	LENGTH	DELTA	TANGENT	CHORD BEARING	CHORD
C1	25.00'	16.19'	37°06'06"	8.39'	S 71°26'57" W	15.91'
C2	44.50'	16.93'	21°47'31"	8.57'	N 79°06'14" W	16.82'

BASIS OF BEARING
N 89°53'02" E (CALC. RECORD BEARING FROM DAVIS CO. COORD.) 5359.31' (RECORD DIST. FROM DAVIS CO. COORD.)
NORTHEAST CORNER TO NORTHWEST WITNESS CORNER 5358.04' (MEAS)



NOTES

- ALL AREAS SHOWN HEREON, EXCEPTING BUILDING AREAS, ARE A DRAINAGE EASEMENT (ABOVE AND UNDERGROUND) TO ALLOW CONVEYANCE OF STORM WATER ACROSS PARCEL/LOT BOUNDARIES EFFECTUATED BY THE RECORDING OF THIS PLAT.
- IRRIGATION WATER, SANITARY SEWER, STORM DRAIN LINES, STREET IMPROVEMENTS, AND DETENTION BASIN WITHIN P.U.D. ARE TO BE PRIVATE AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION. CENTERVILLE CITY SHALL OWN AND MAINTAIN CULINARY WATER LINES AND METERS.
- APPROVAL OF THIS SUBDIVISION PLAT BY CENTERVILLE CITY DOES NOT CONSTITUTE ANY REPRESENTATION AS TO THE ADEQUACY OF SUB-SURFACE SOIL CONDITIONS NOR THE LOCATION OR DEPTH OF THE GROUNDWATER TABLE.
- UTILITIES SHALL HAVE THE RIGHT TO INSTALL, MAINTAIN, AND OPERATE THEIR EQUIPMENT ABOVE AND BELOW GROUND AND ALL OTHER RELATED FACILITIES WITHIN THE PUBLIC UTILITY EASEMENTS IDENTIFIED ON THIS PLAT MAP AS MAY BE NECESSARY OR DESIRABLE IN PROVIDING UTILITY SERVICES WITHIN AND WITHOUT THE LOTS IDENTIFIED HEREIN, INCLUDING THE RIGHT OF ACCESS TO SUCH FACILITIES AND THE RIGHT TO REQUIRE REMOVAL OF ANY OBSTRUCTIONS, INCLUDING STRUCTURES, TREES AND VEGETATION THAT MAY BE PLACED WITHIN THE PUBLIC UTILITY EASEMENT. THE UTILITY MAY REQUIRE THE LOT OWNER TO REMOVE ALL STRUCTURES WITHIN THE PUBLIC UTILITY EASEMENT AT THE LOT OWNER'S EXPENSE, OR THE UTILITY MAY REMOVE SUCH STRUCTURES AT THE LOT OWNER'S EXPENSE. AT NO TIME MAY ANY PERMANENT STRUCTURES BE PLACED WITHIN THE PUBLIC UTILITY EASEMENT OR ANY OTHER OBSTRUCTION WHICH INTERFERES WITH THE USE OF THE P.U.E. WITHOUT THE PRIOR WRITTEN APPROVAL OF THE UTILITIES WITH FACILITIES IN THE PUBLIC UTILITY EASEMENT.
- SEE LOT SETBACK NOTES FOR BUILDABLE AREA.
- THE HIVE P.U.D. IS SUBJECT TO A PLANNED DEVELOPMENT OVERLAY APPROVAL, KNOWN AS ORDINANCE 2020-12, DATED OCTOBER 6, 2020, AND IS SUBJECT TO THE TERMS AND CONDITIONS OF THIS APPROVAL.
- ALL GROUND MOUNTED UTILITIES SHALL BE SCREENED FROM PUBLIC STREET VIEW.

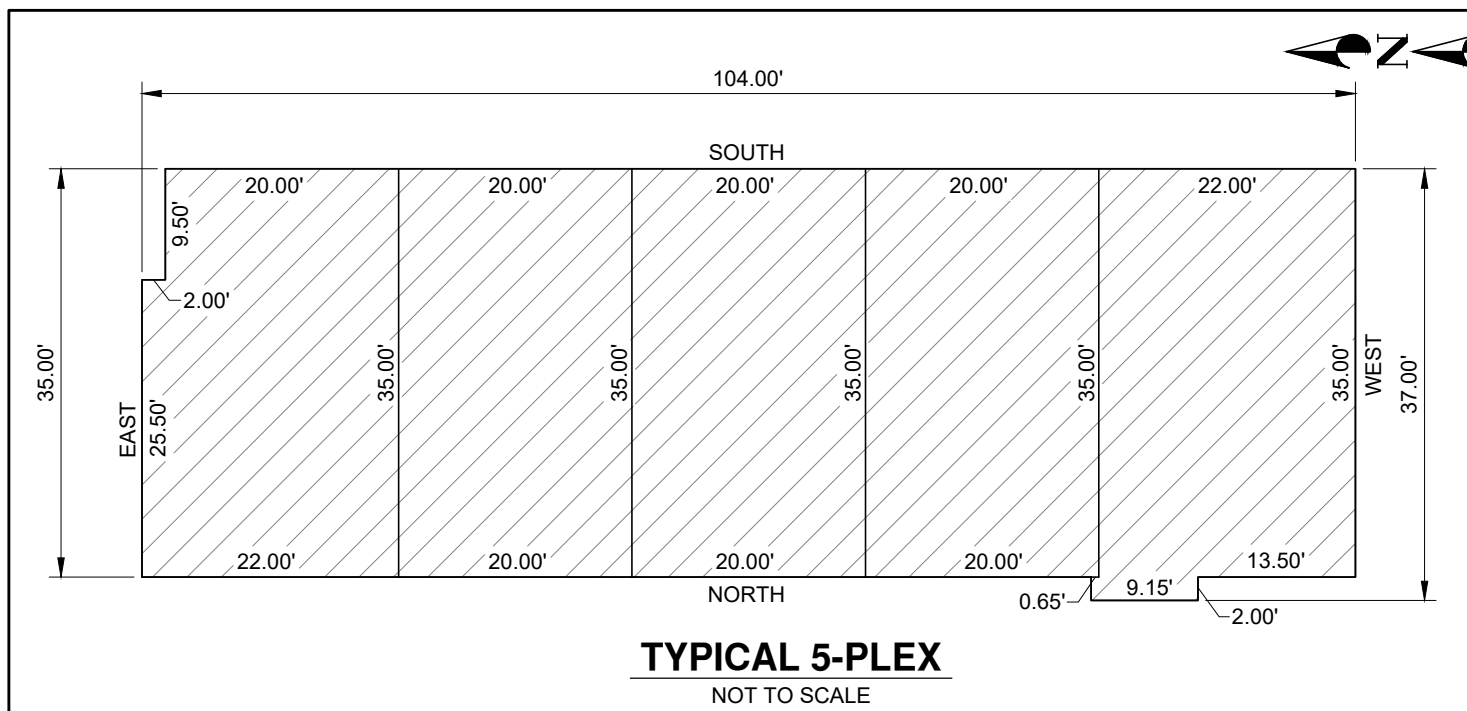
LEGEND

—	BOUNDARY LINE
---	SECTION LINE
----	LOT LINE
- - - - -	SETBACK LINE
- - - - -	PUBLIC UTILITY EASEMENT (P.U.E.)
—	CENTERLINE
—	ADJOINING PARCELS
- - - - -	EASEMENTS
[Hatched Box]	PRIVATE AREA (SEE NOTE 1)
[Cross-hatched Box]	LIMITED COMMON
[No Hatch Box]	COMMON AREA
[Diagonal Hatch Box]	CROSS ACCESS EASEMENT

- SET 5/8" REBAR WITH BLUE PLASTIC CAP OR NAIL STAMPED "PEPG" LS #9679988
- ◆ SECTION CORNER FOUND
- ◆ SECTION CORNER NOT FOUND
- WITNESS CORNER FOUND

LOT SETBACKS

FRONT SETBACK: 25 FEET
REAR SETBACK: 20 FEET
SIDE SETBACK: 5 FEET



TYPICAL 5-PLEX
NOT TO SCALE

SURVEYOR'S CERTIFICATE

I, Robert Law, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 9679988 as prescribed under the laws of the State of Utah. I further certify that by the authority of the owner(s) I have made a survey of the tract of land shown on this plat and described hereon (record of survey on file at the Davis County Surveyor's Office as Entry No. _____), and have subdivided said tract of land into lots and streets, together with easements, hereafter to be known as THE HIVE P.U.D., and that the same has been correctly surveyed and monumented on the ground

BOUNDARY DESCRIPTION

Beginning at a point on the westerly right of way of 400 West Street; said point being the southwest corner of Applewood Estates Plat I, Recorded No. 491633; said point also being South, 1810.21 feet and West, 3560.01 feet from the Northeast Corner of Section 7, Township 2 North, Range 1 East, Salt Lake Base and Meridian; and running thence South, along said westerly right of way line of 400 West Street, 254.30 feet to a point on the northerly boundary line of the Centerville Corporate Park, Entry No. 1595245; thence South 89°46'44" West, along said northerly boundary line, 1048.47 feet to a point on the easterly right of way line of a Frontage Road; thence along said easterly right of way line the following two (2) courses: North 32°39'47" West, 289.95 feet to a point on a 778.51 foot radius curve to the right; thence 16.41 feet along said curve through a central angle of 01°12'28" (chord bears North 32°03'33" West, 16.41 feet) to a point on the southerly boundary line of said Applewood Estates Plat I; thence North 89°59'01" East, along said southerly boundary line, 1213.65 feet to the point of beginning.

Contains: 6.66 Acres (19 Lots, 50 Units, 1-Private Road)

ROBERT LAW

DATE

OWNERS DEDICATION

Know all men by there presents that we the undersigned are the owners of the above described tract of land, and hereby caused the same to be divided into lots, parcels and streets, together with easements as set forth to be hereafter know as

THE HIVE P.U.D.

and do hereby dedicate for the perpetual use of the public all roads and other areas shown this plat as intended for public use. The undersigned owner(s) also hereby convey to any and all public utility companies a perpetual, non-exclusive easement over the public utility easements shown on this plat, the same to be used for the installation, maintenance and operation of utility easements as shown on this plat to the parties indicated and for the purposes shown hereon. In witness we/I have herunto set our hands the _____ day of _____ A.D. 20 ____.

CW The Hive, LLC,

By: _____

Print Name: _____

Its: _____

NOTARY ACKNOWLEDGEMENT

State of Utah
County of Davis

} S.S.

On this _____ day of _____, in the year 20____, personally appeared before me, the undersigned notary public, _____ being by me duly sworn, acknowledged to me that she is the manager of CW The Hive, LLC and that she signed the above Owners Dedication freely, voluntarily, and in behalf of said CW The Hive, LLC for the purposes therein mentioned.

Commission Number _____

My Commission Expires _____

Print Name: _____

A Notary Public Commissioned in Utah

THE HIVE P.U.D.

LOCATED IN THE NORTHWEST QUARTER OF SECTION 7,
TOWNSHIP 2 NORTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN,
CENTERVILLE, DAVIS COUNTY, UTAH

RECOMMENDED FOR APPROVAL

ON THIS _____ DAY OF _____ A.D. 20 ____

CITY ATTORNEY

RECOMMENDED FOR APPROVAL

ON THIS _____ DAY OF _____ A.D. 20 ____

CITY ENGINEER

RECOMMENDED FOR APPROVAL

ON THIS _____ DAY OF _____ A.D. 20 ____
BY THE CENTERVILLE CITY PLANNING COMMISSION.

CHAIRMAN PLANNING COMMISSION

CITY COUNCIL'S APPROVAL

PRESENTED TO THE CITY COUNCIL OF CENTERVILLE, UTAH THIS _____ DAY OF _____ A.D. 20 ____
AT WHICH TIME THIS SUBDIVISION WAS
APPROVED AND ACCEPTED

LAYTON CITY MAYOR

ATTEST:

CITY RECORDER

PREPARED BY:

PEPG CONSULTING L.L.C.
2270 SOUTH 300 WEST • SANDY, UT 84070
PHONE: (801) 562-2521 • FAX: (801) 562-2551

DATE: FEBRUARY 17, 2021

FILE: p:\1257.2011\dwg\plat-01

COUNTY RECORDER

ENTRY NO. _____ FEED PAID _____

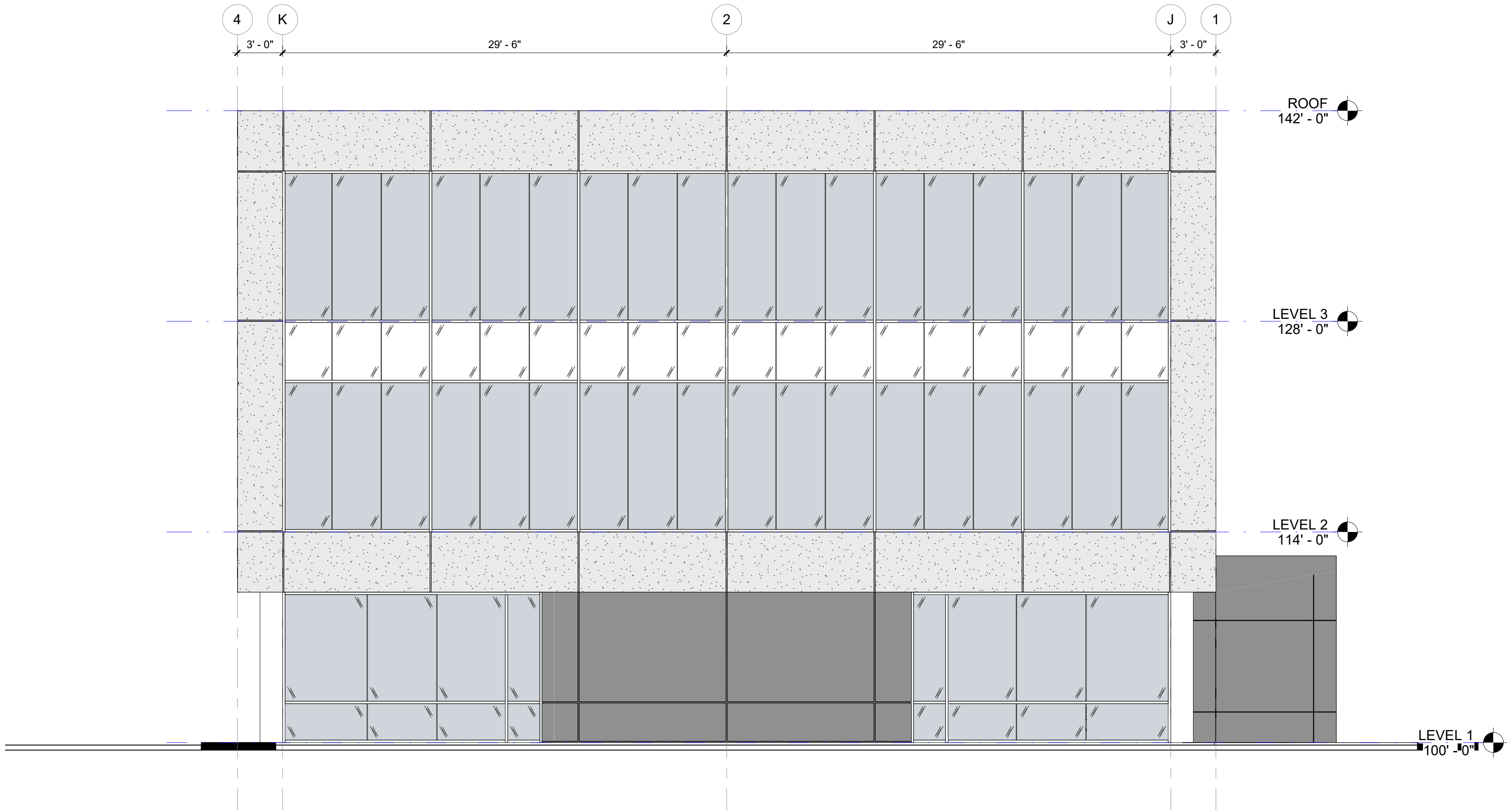
FILED FOR RECORD AND RECORDED THIS ON THIS _____ DAY OF _____ A.D. 20 ____

AT _____ IN BOOK _____ OF _____

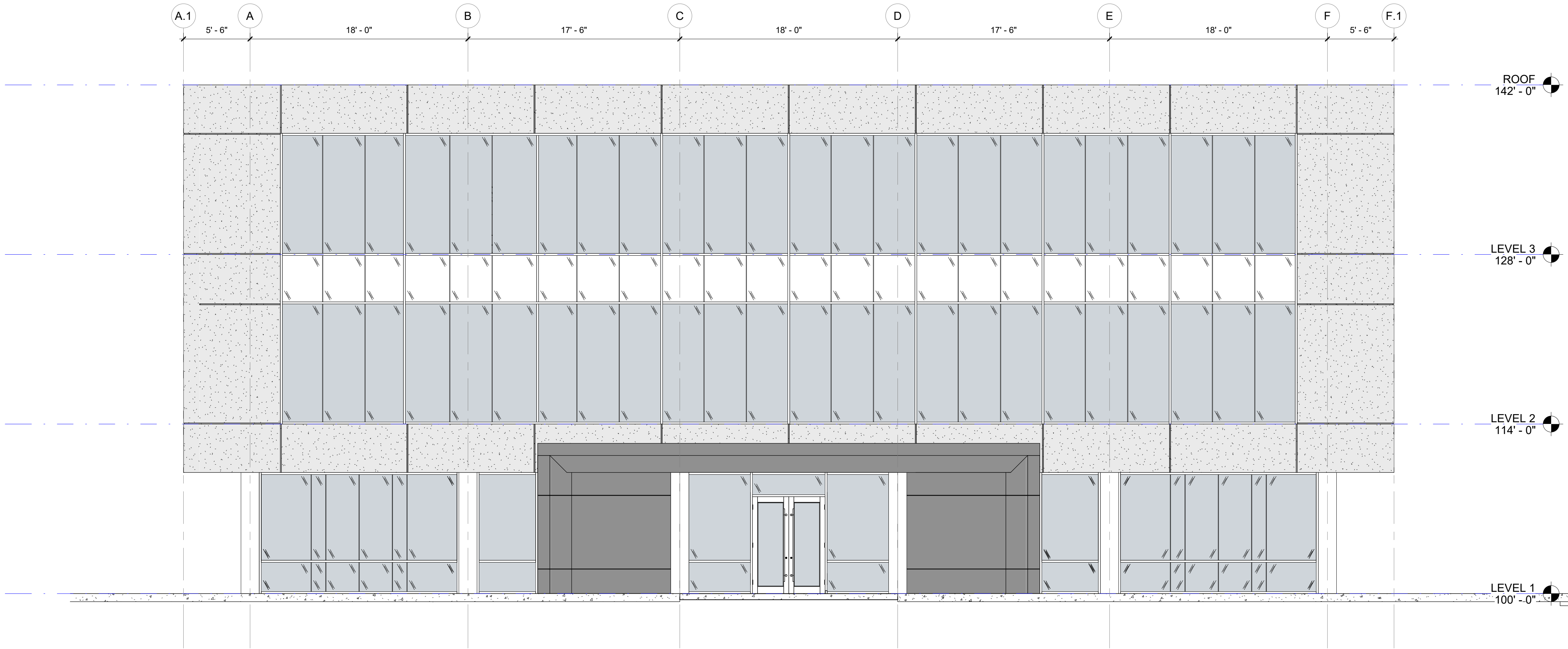
COUNTY RECORDER

BY: _____

DEPUTY



2 Exterior Elevation - North
3/16" = 1'-0"



1 Exterior Elevation - East
3/16" = 1'-0"

SHEETNOTES

EXTERIOR MATERIAL LEGEND

EM-1		4x4x16 HONED CMU VENEER
EM-2		METAL PANEL
EM-3		EXPOSED CONCRETE

NOTE: PARAPET & MECHANICAL SCREEN WALLS TO EXTEND 48"-60" ABOVE ROOF

GLAZING PERCENTAGE FROM 3 FROM
SIDEWALK TO 8 FEET FROM SIDE WALK
EAST ELEVATION IS 810 SF WITH 420 SF
OF GLAZING. TOTAL GLAZING AREA 51,8%
NORTH ELEVATION IS 420 SF WITH 210 SF
OF GLAZING. TOTAL GLAZING AREA 51,9%

UNLESS A PROFESSIONAL SEAL WITH SIGNATURE AND DATE IS
AFFIXED, THIS DOCUMENT IS PRELIMINARY AND IS NOT INTENDED
FOR CONSTRUCTION, RECORDING PURPOSES, OR IMPLEMENTATION

C.W.
URBAN

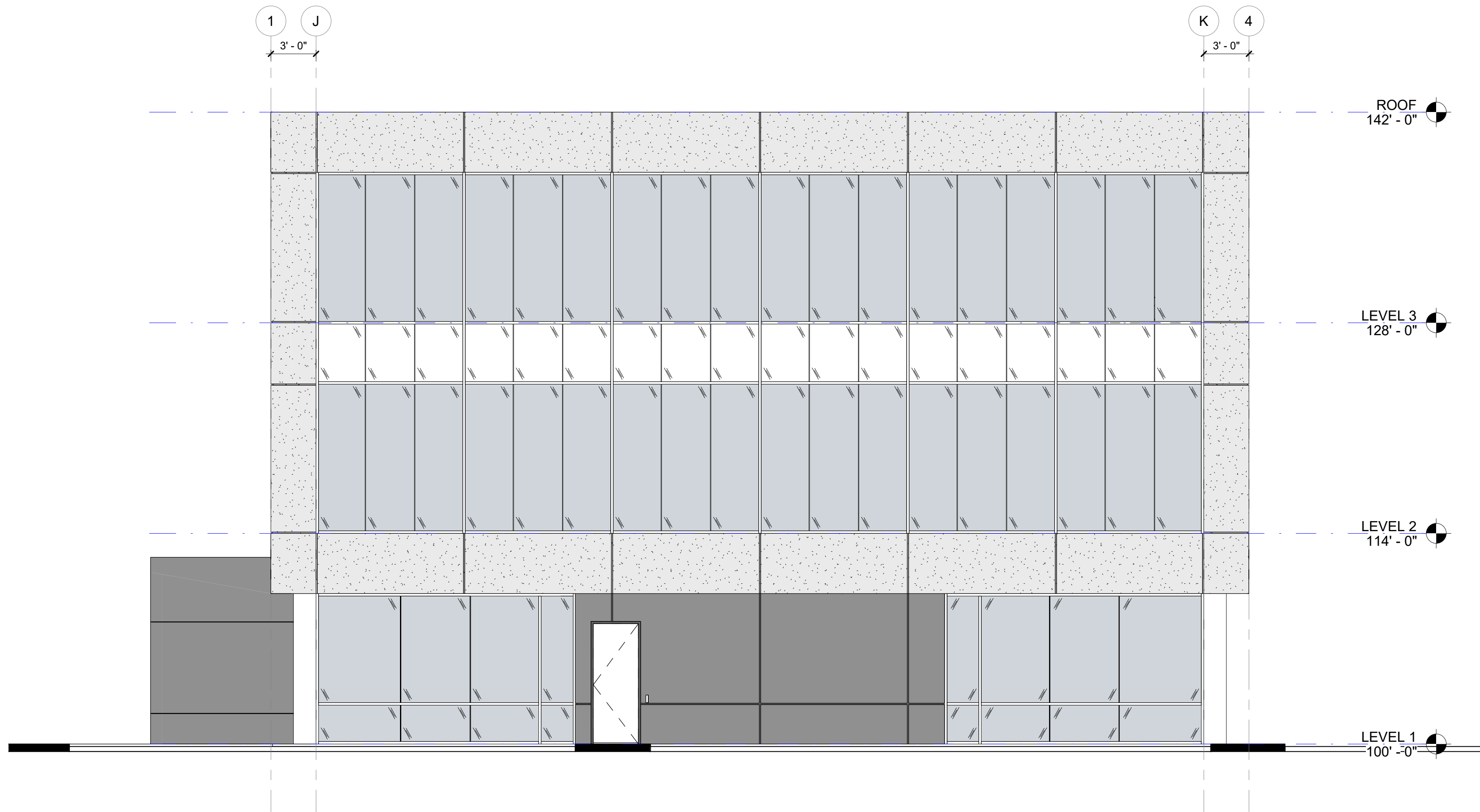
THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL
TECHNICAL DRAWINGS, GRAPHIC REPRESENTATIONS & MODELS
HEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, DUPLICATED,
OR COMMERCIALY EXPLOITED IN WHOLE OR IN PART WITHOUT THE
SOLE AND EXPRESS WRITTEN PERMISSION FROM C.W. URBAN

PROJECT:
CW GROUP OFFICE
CENTERVILLE, UT

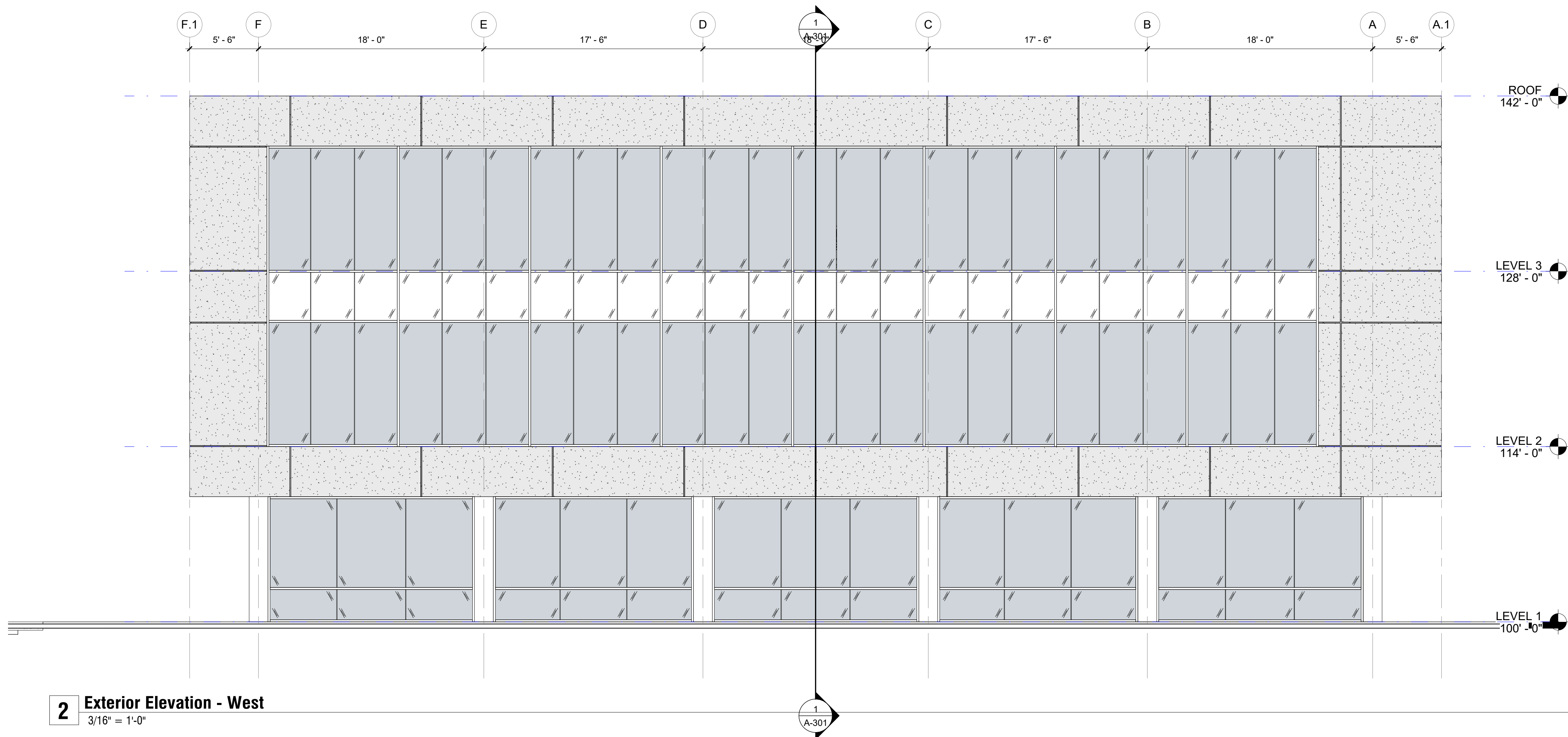
REVISIONS:
A AM&M COMMENTS 8/6/2018

TITLE:
**EXTERIOR
ELEVATIONS**

SHEET:
A-201
ISSUE DATE: 11/6/2020
CONCEPTUAL DESIGN



1 Exterior Elevation - South
3/16" = 1'-0"



2 Exterior Elevation - West
3/16" = 1'-0"

SHEETNOTES

EXTERIOR MATERIAL LEGEND

EM-1		4x4x16 HONED CMU VENEER
EM-2		METAL PANEL
EM-3		EXPOSED CONCRETE

NOTE: PARAPET & MECHANICAL SCREEN WALLS TO EXTEND 48"-60" ABOVE ROOF

GLAZING PERCENTAGE FROM 3 FROM
SIDEWALK TO 8 FEET FROM SIDE WALK
EAST ELEVATION IS 810 SF WITH 420 SF
OF GLAZING. TOTAL GLAZING AREA 51.8%
NORTH ELEVATION IS 420 SF WITH 210 SF
OF GLAZING. TOTAL GLAZING AREA 51.9%

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URBAN

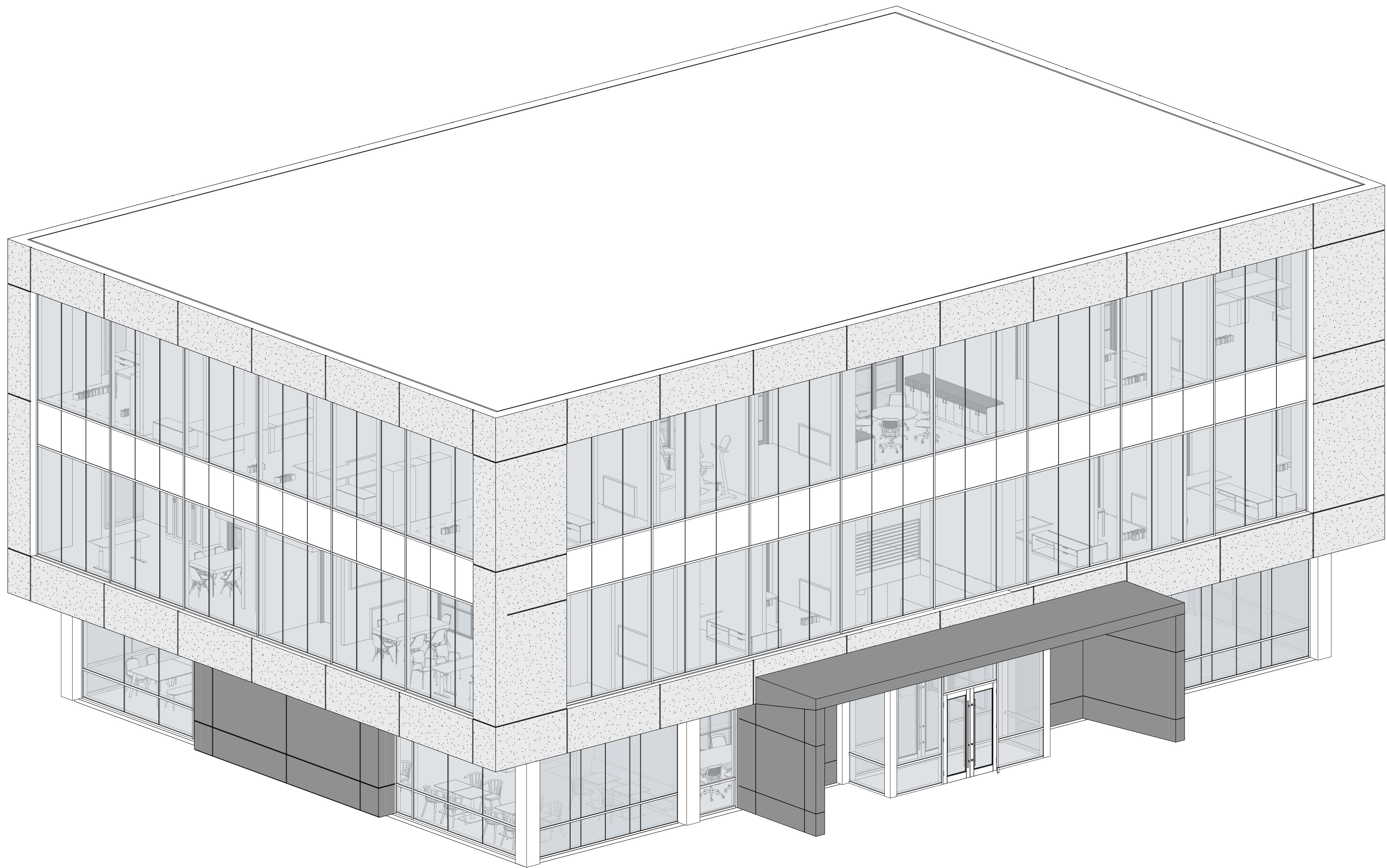
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PROJECT:
CW GROUP OFFICE
CENTERVILLE, UT

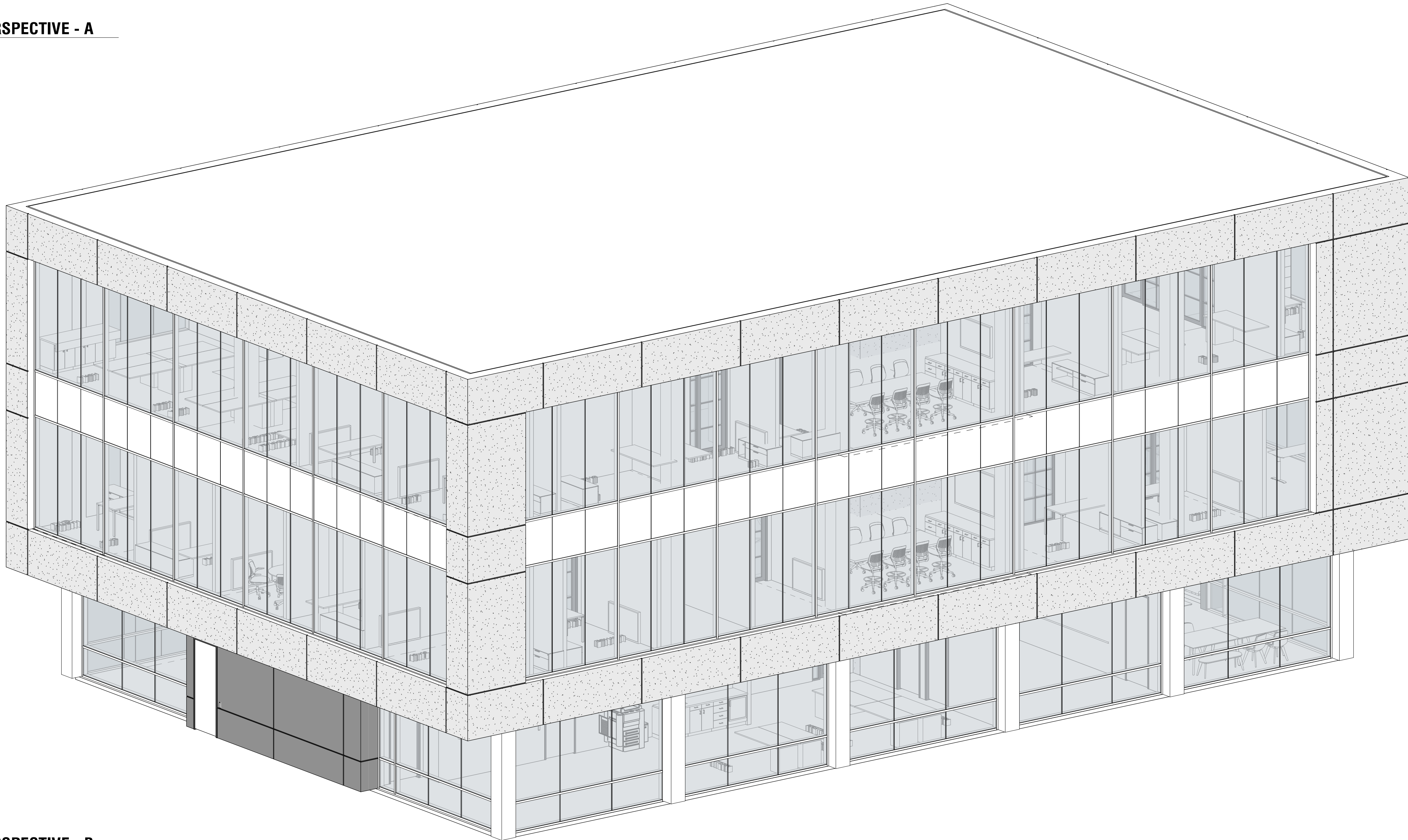
REVISIONS:
A AM&M COMMENTS 8/6/2018

TITLE:
**EXTERIOR
ELEVATIONS**

SHEET:
A-202
ISSUE DATE: 11/6/2020
CONCEPTUAL DESIGN



1 3D PERSPECTIVE - A



2 3D PERSPECTIVE - B

EXTERIOR MATERIAL LEGEND

EM-1		4x4x16 HONED CMU VENEER
EM-2		METAL PANEL
EM-3		EXPOSED CONCRETE

NOTE: PARAPET & MECHANICAL SCREEN WALLS TO EXTEND 48"-60" ABOVE ROOF

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PROJECT:
CW GROUP OFFICE
CENTERVILLE, UT

REVISIONS:

TITLE:
3D PERSPECTIVE

SHEET:

A-203

ISSUE DATE: 11/6/2020

CONCEPTUAL DESIGN



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PROJECT:
CW GROUP OFFICE

CENTERVILLE, UT

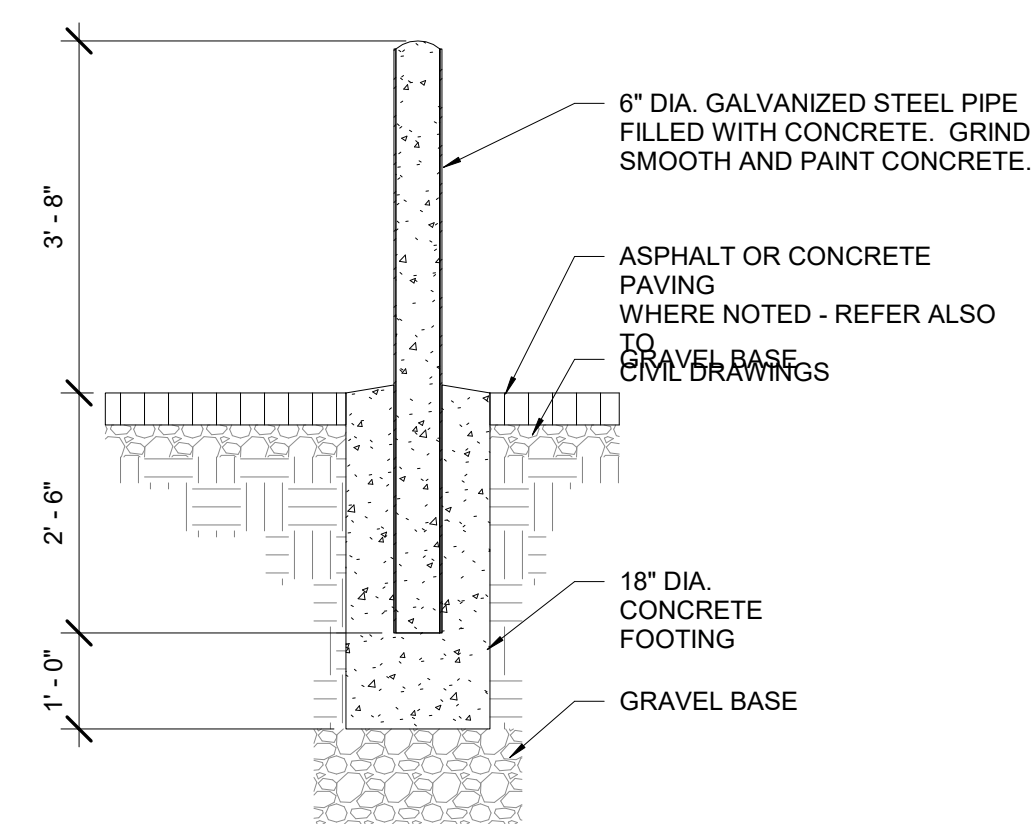
REVISIONS:

TITLE:
RENDERING

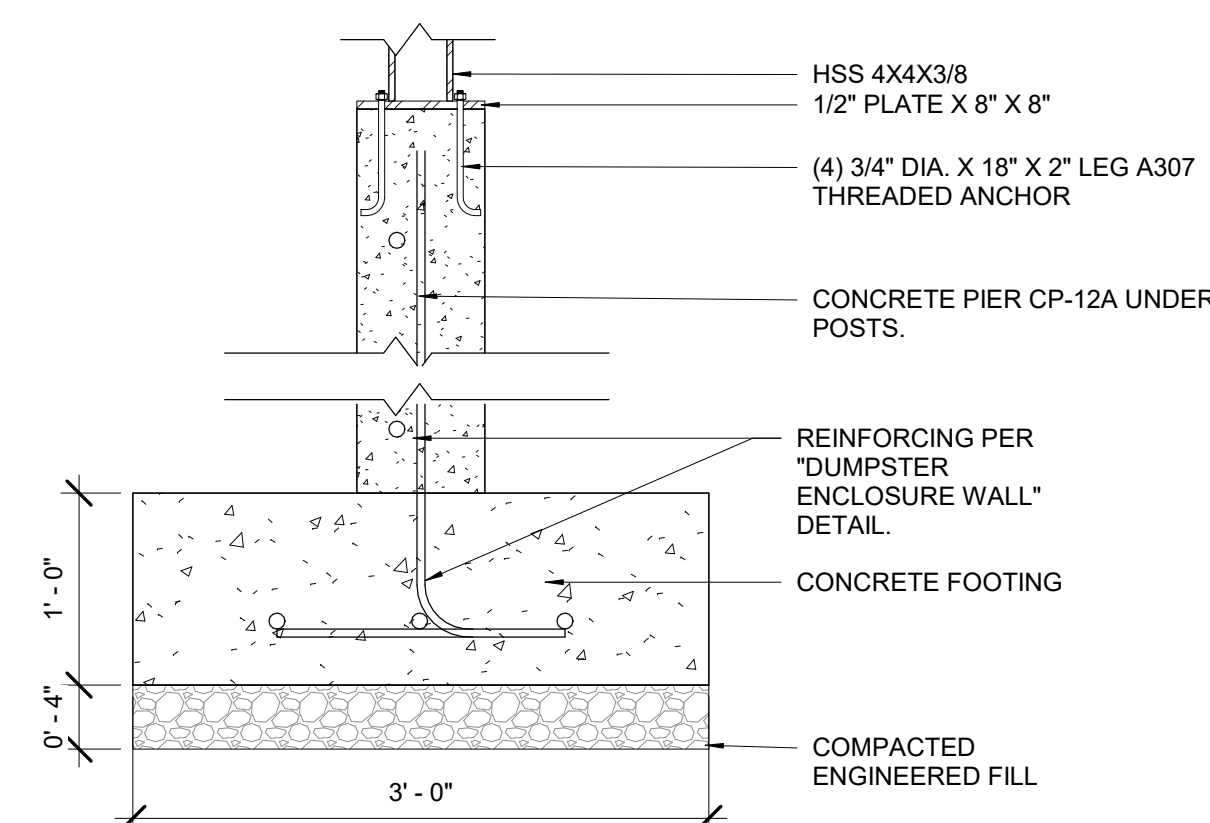
SHEET:
A-204

ISSUE DATE: 11/6/2020

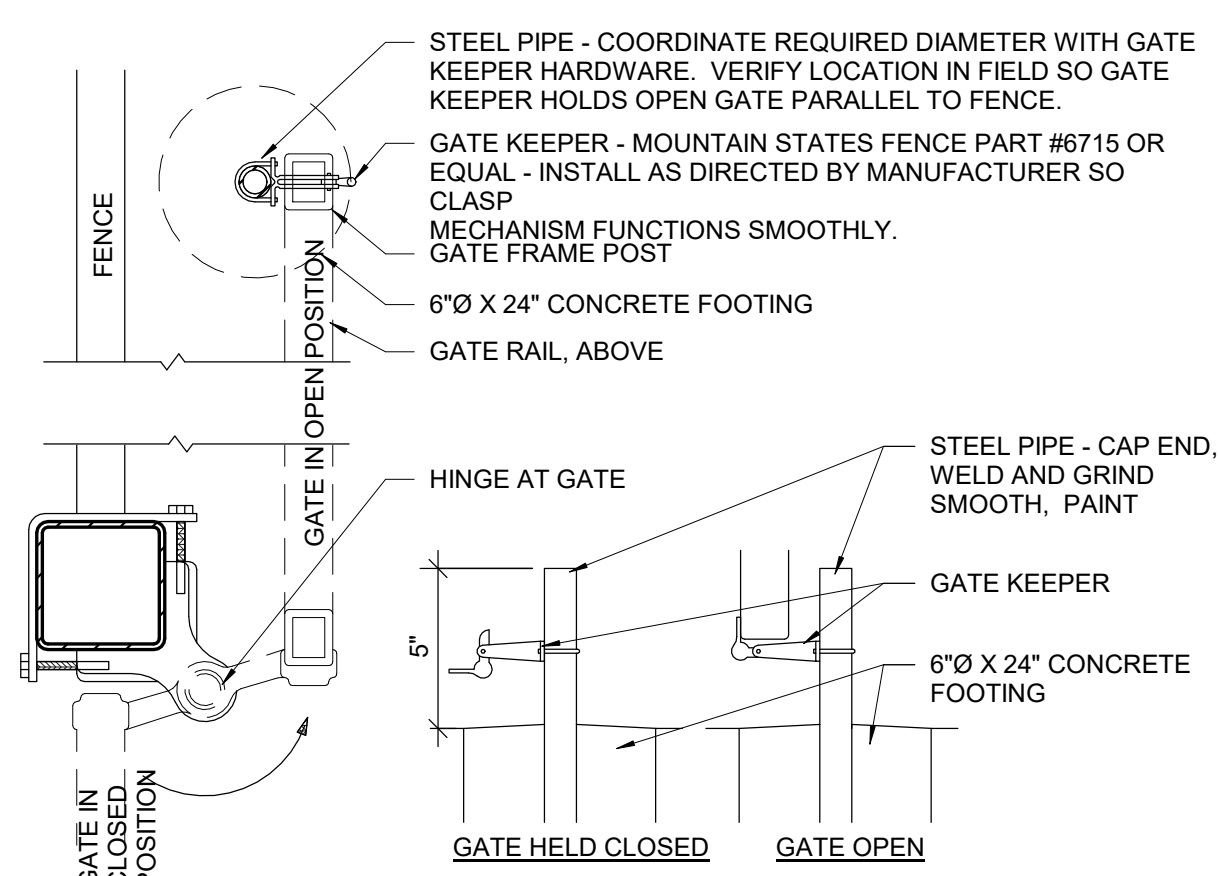
CONCEPTUAL DESIGN



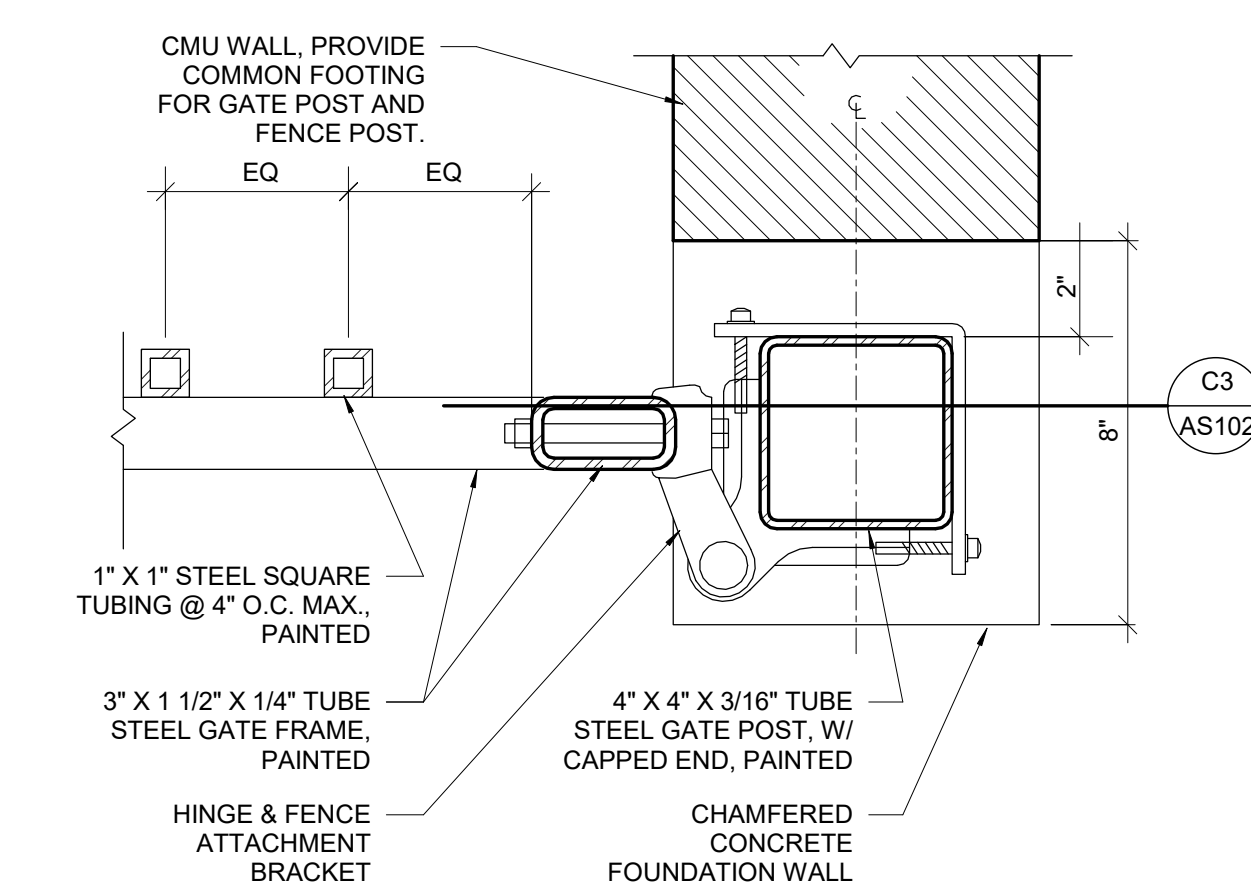
D3 PIPE BOLLARD DETAIL
1/2" = 1'-0"



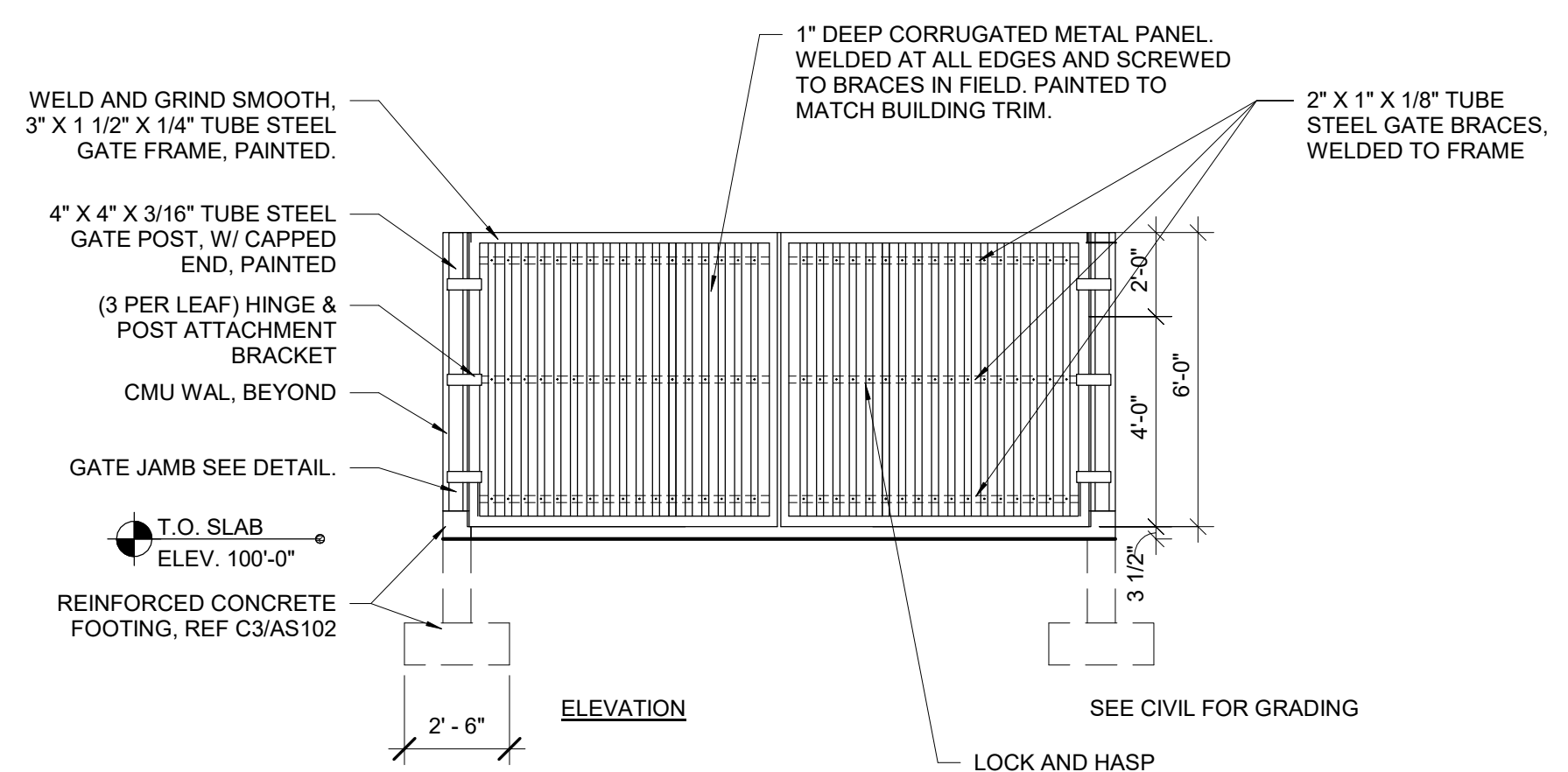
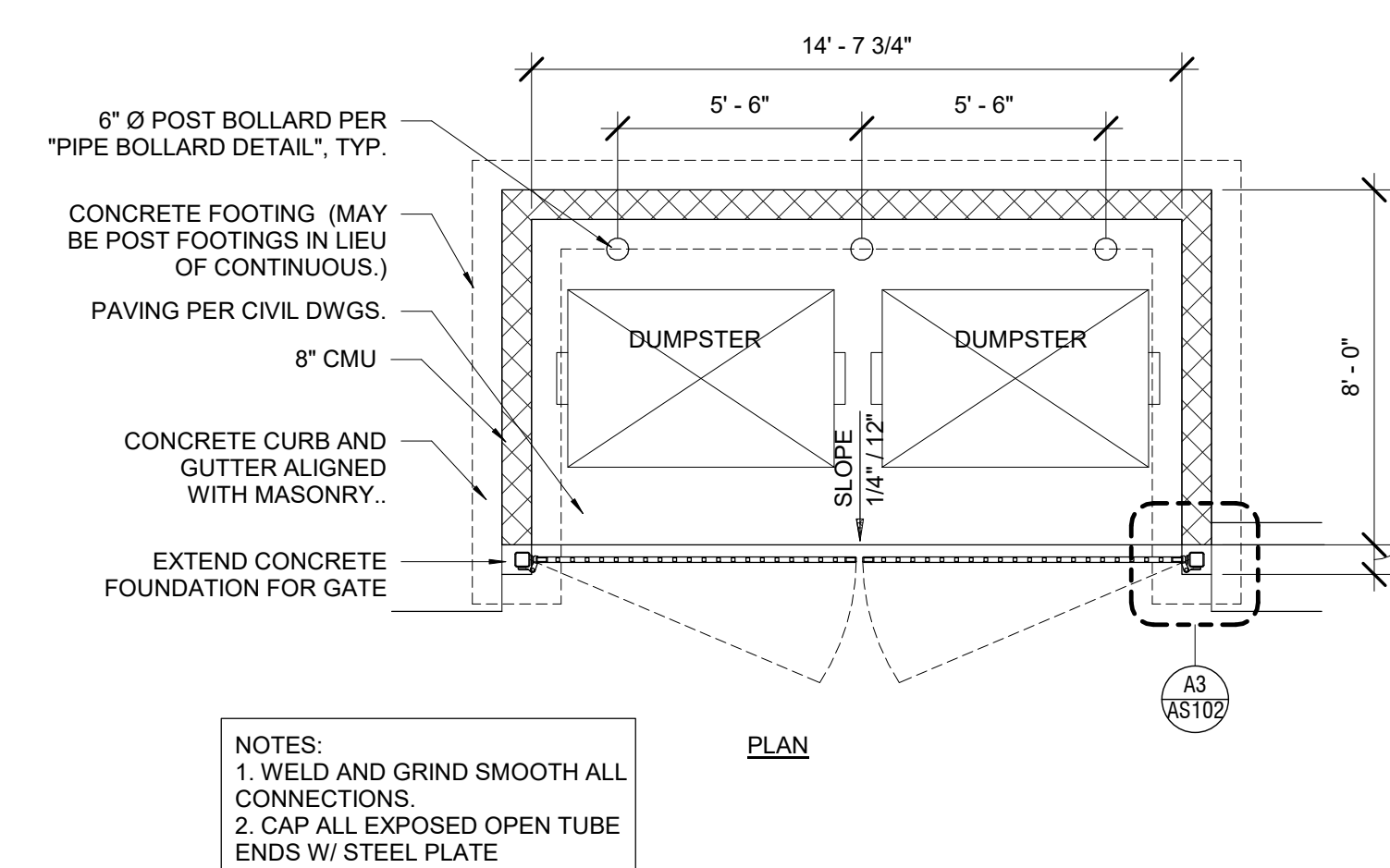
C3 **GATE POST SECTION DETAIL**
1" = 1'-0"



B3 GATE KEEPER2
1:6



A3 GATE JAMB DETAIL (PLAN VIEW)
3" = 1'-0"



A4 **DOUBLE DUMPSTER ENCLOSURE**
1/4" = 1'-0"



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PROJECT:
THE HIVE

CENTERVILLE, UT 84014

REVISIONS:

TITLE:
**TOWNHOME
PERSPECTIVE**

SHEET:

A-210

ISSUE DATE : Issue Date

CONCEPTUAL DESIGN

MATERIAL RATIOS

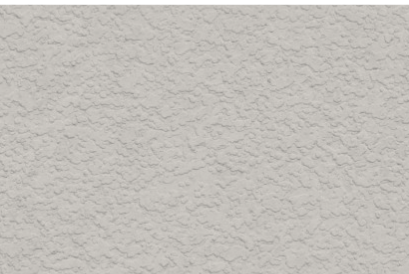
	FRONT		LEFT (NORTH) PRIVATE DRIVE FACING		REAR (ALLEY)		RIGHT (SOUTH)		TOTAL	
BRICK	1098	37%	360	33%	322	11%	350	31%	2130	26%
SIDING	788	26%	410	38%	820	28%	645	58%	2663	33%
WOOD	401	13%	37	3%	0	0%	27	2%	465	6%
STUCCO	198	7%	61	6%	1055	36%	36	3%	1350	17%
WINDOW/DOORS	511	17%	218	20%	204	7%	60	5%	993	12%
GARAGE DOOR	0	0%	0	0%	560	19%	0	0%	560	7%
	2996		1086		2961		1118		8161	



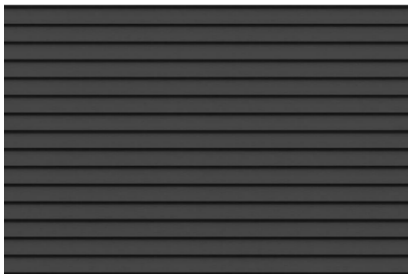
BRICK: INTERSTATE BRICK
COLOR: ASH



REAL OR FAUX WOOD CLADDING



STUCCO: SMOOTH FINISH
COLOR:SW 7004 SNOWBOUND



FIBER CEMENT LAP SIDING
COLOR:SW 7069 IRON ORE

TOWN HOME MATERIAL LEGEND

12" = 1'-0"

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1 NORTH ELEVATION

3/16" = 1'-0"

2 FRONT ELEVATION

3/16" = 1'-0"



3 SOUTH ELEVATION

3/16" = 1'-0"

4 REAR ELEVATION

3/16" = 1'-0"

PROJECT:
THE HIVE

CENTERVILLE, UT 84014

REVISIONS:

TITLE:
TOWNHOME
ELEVATIONS

SHEET:

A-211

ISSUE DATE : Issue Date

CONCEPTUAL DESIGN

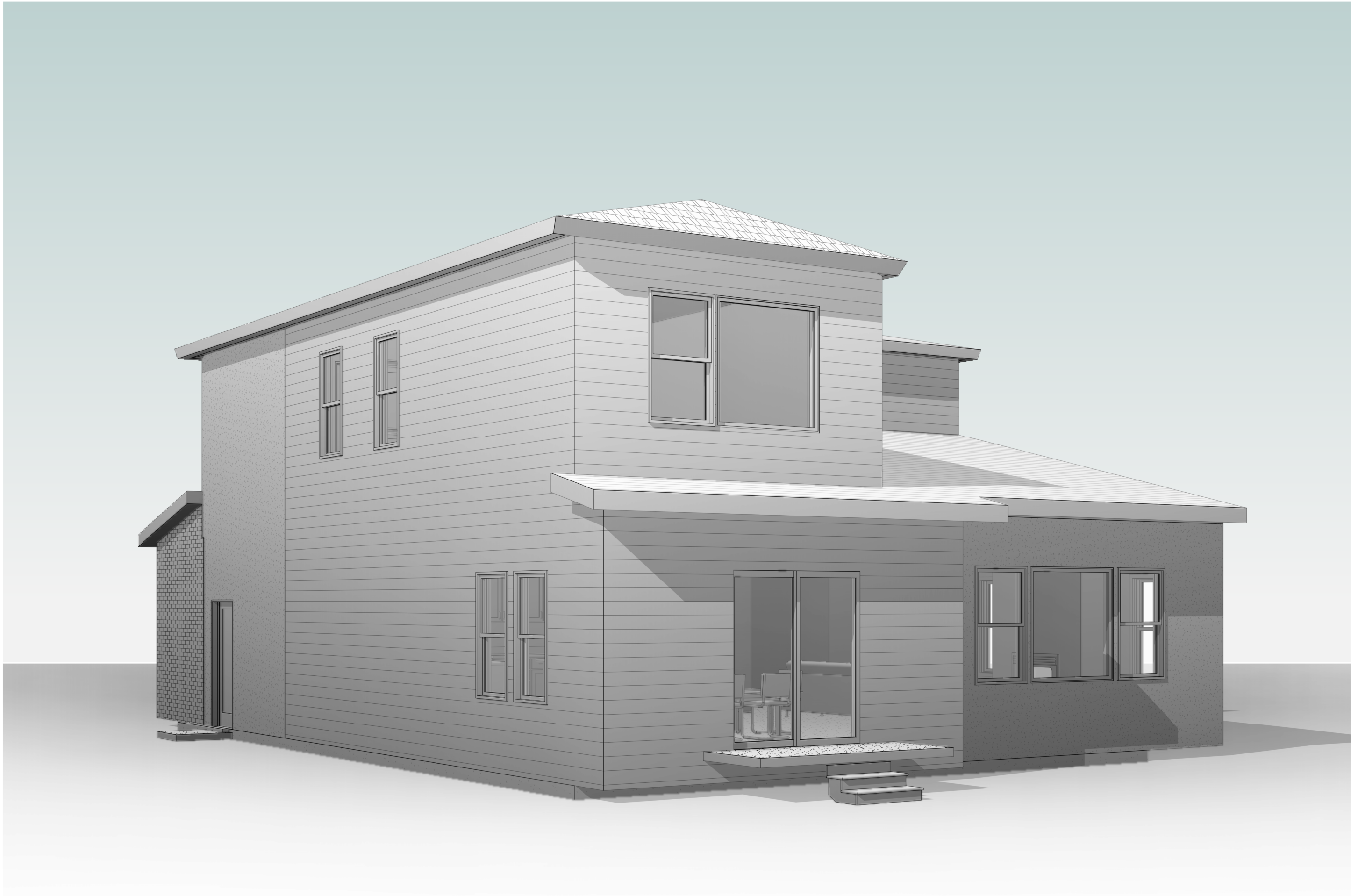
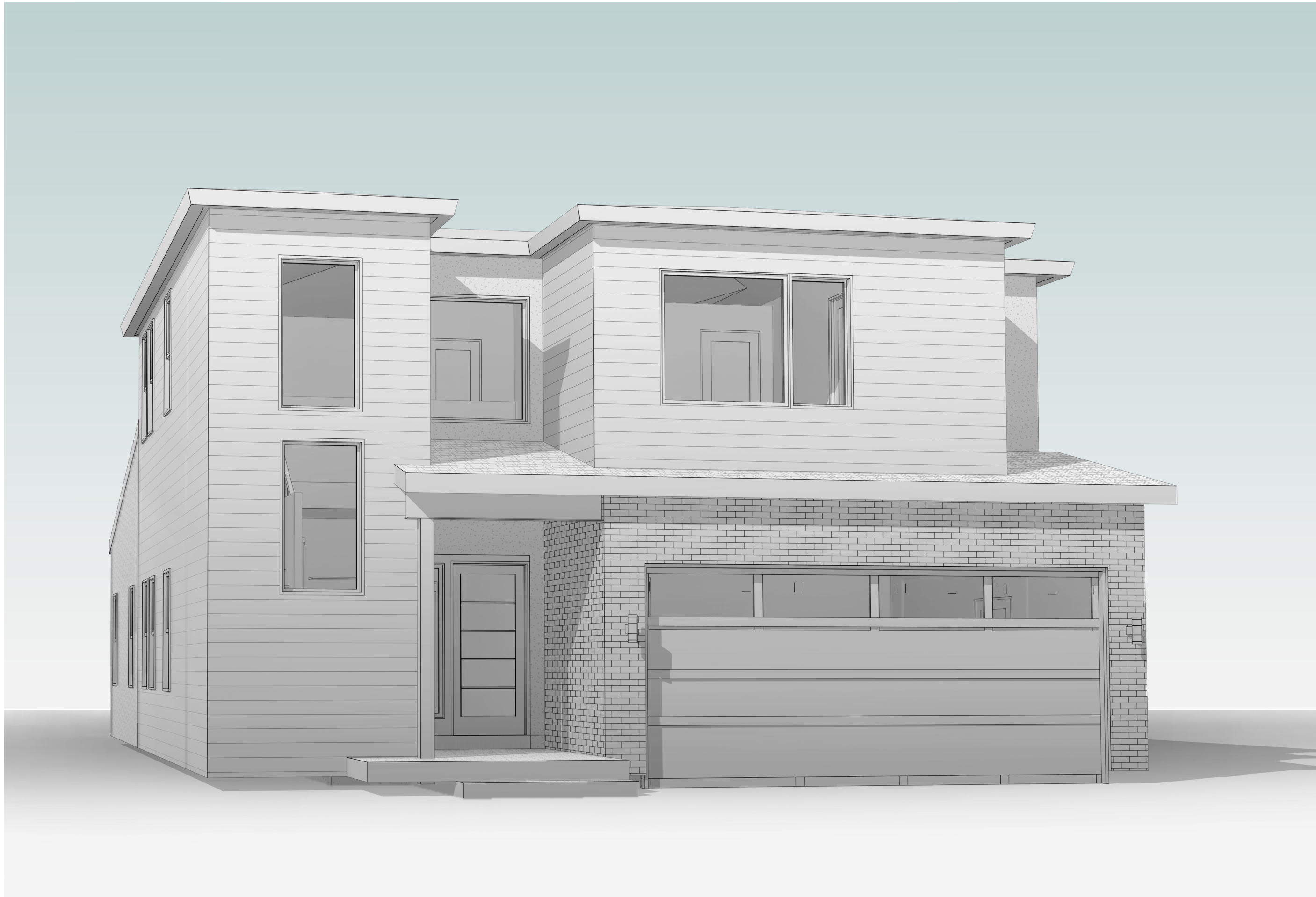
Single Family Exteriors



Conceptual Elevations from PDO Approval

Conceptual Rendering 1





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PROJECT
BLACK STONE - ELEV. B

196 E North View Way, North Salt Lake, UT
84054

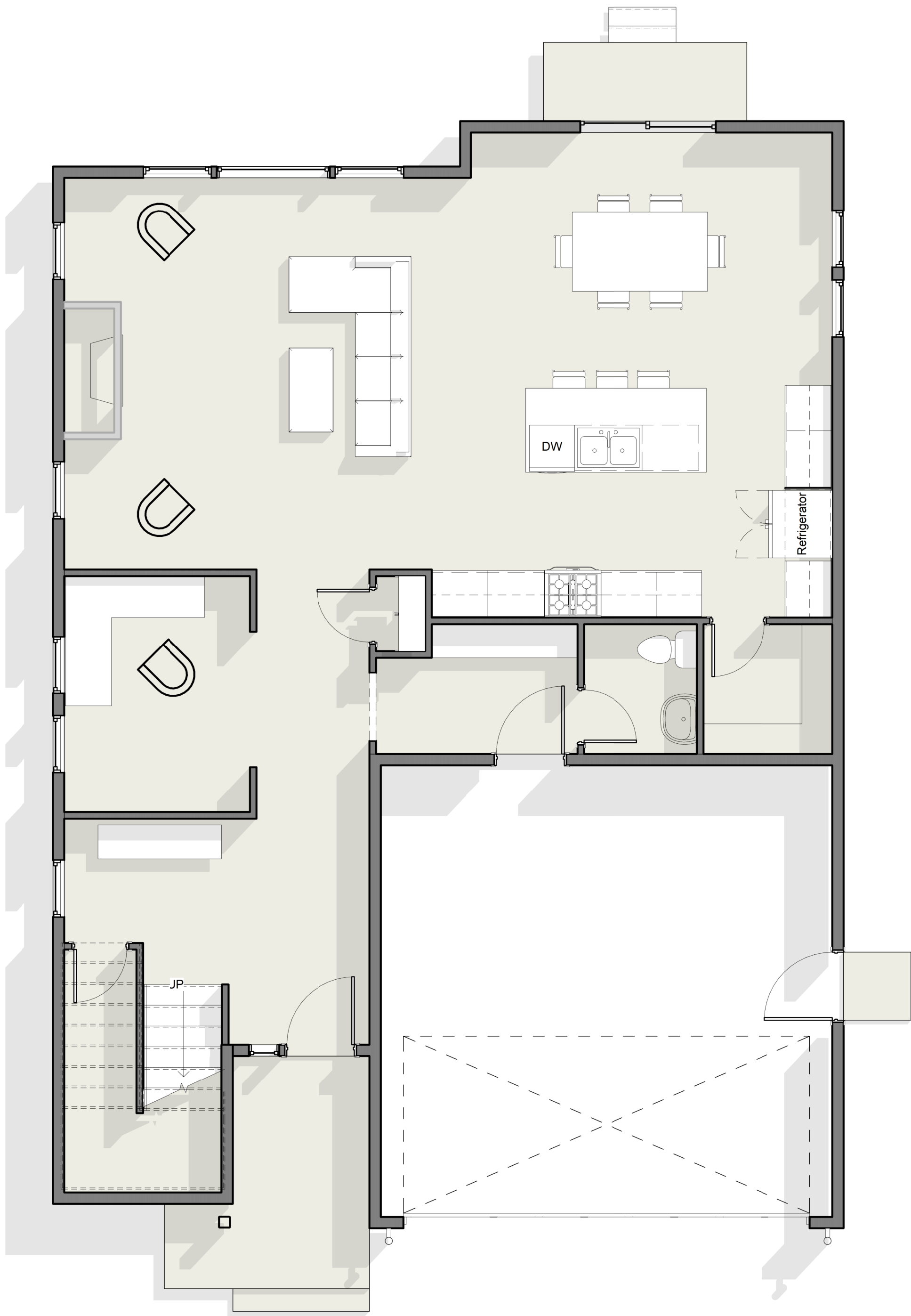
REVISIONS:

TITLE:
3d views

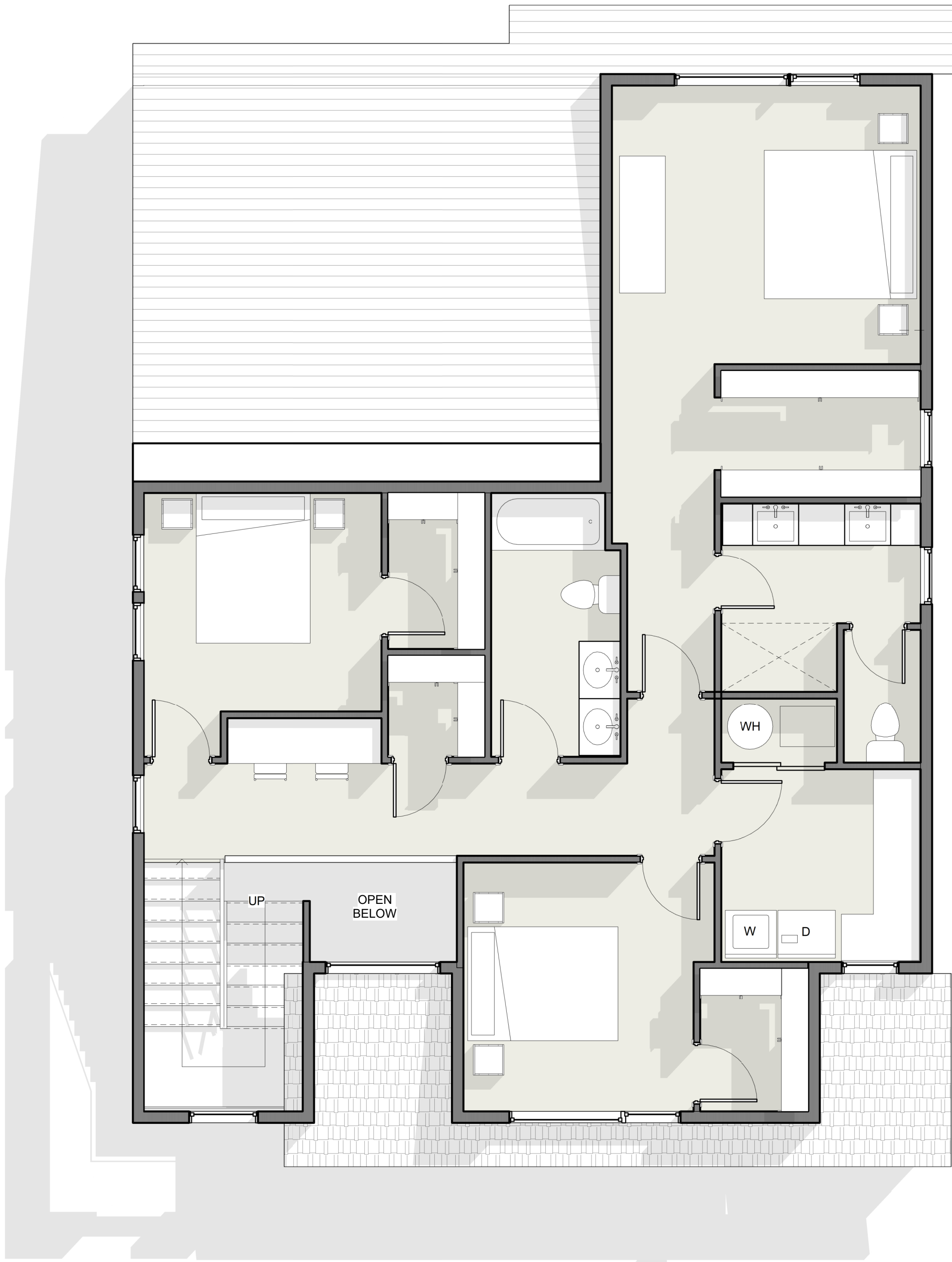
SHEET:
SD4

ISSUE DATE : Issue Date

Project Status



① First Floor
1/4" = 1'-0"



② Second Floor
1/4" = 1'-0"

CONDITIONED SQUARE FOOTAGE

LEVEL1: 1122
LEVEL 2: 978
TOTAL: 2,086

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PROJECT
BLACK STONE - ELEV. B

196 E North View Way, North Salt Lake, UT
84054

REVISIONS:

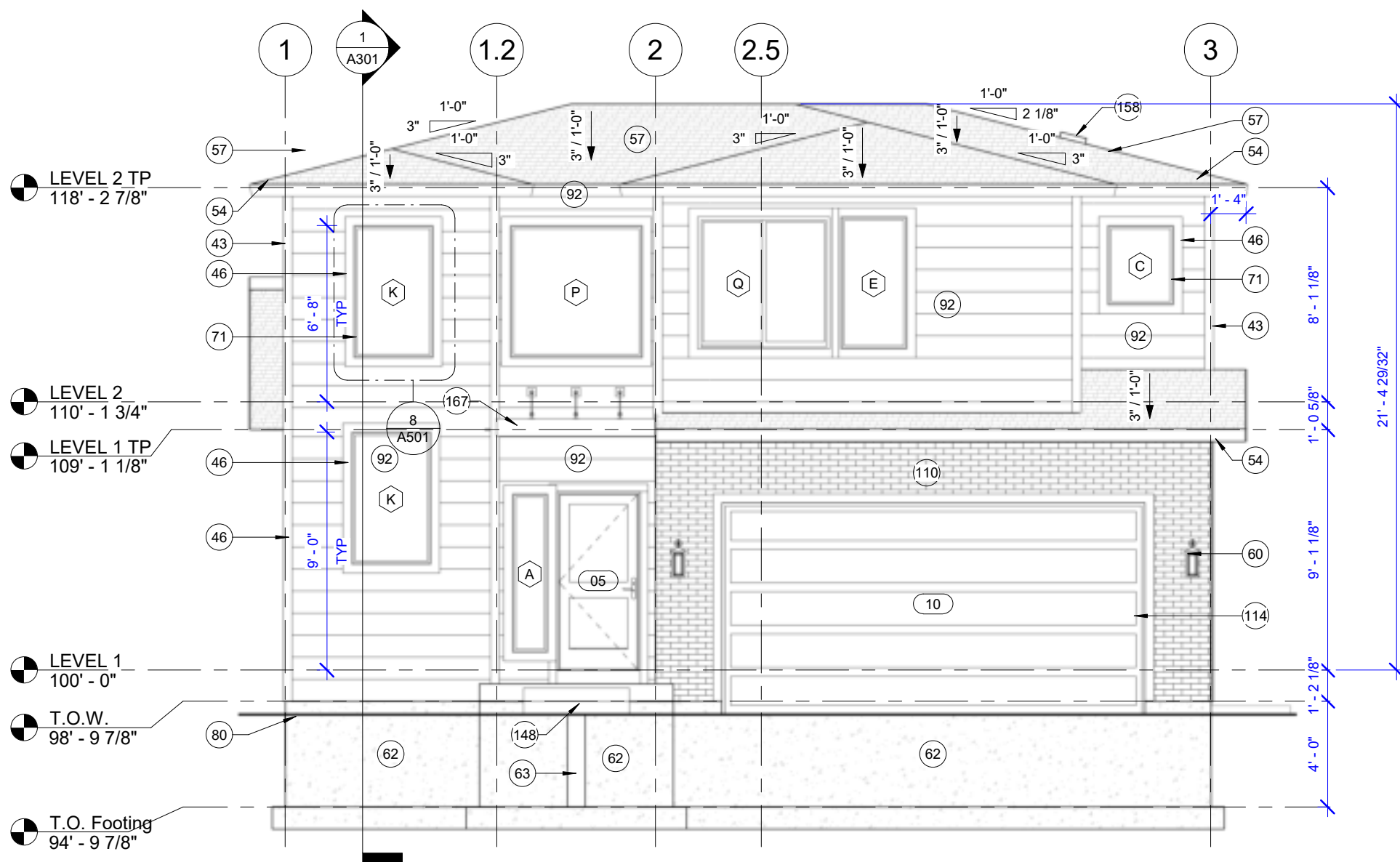
TITLE:
First Floor Plan

SHEET:

A2.1

ISSUE DATE : Issue Date

Project Status

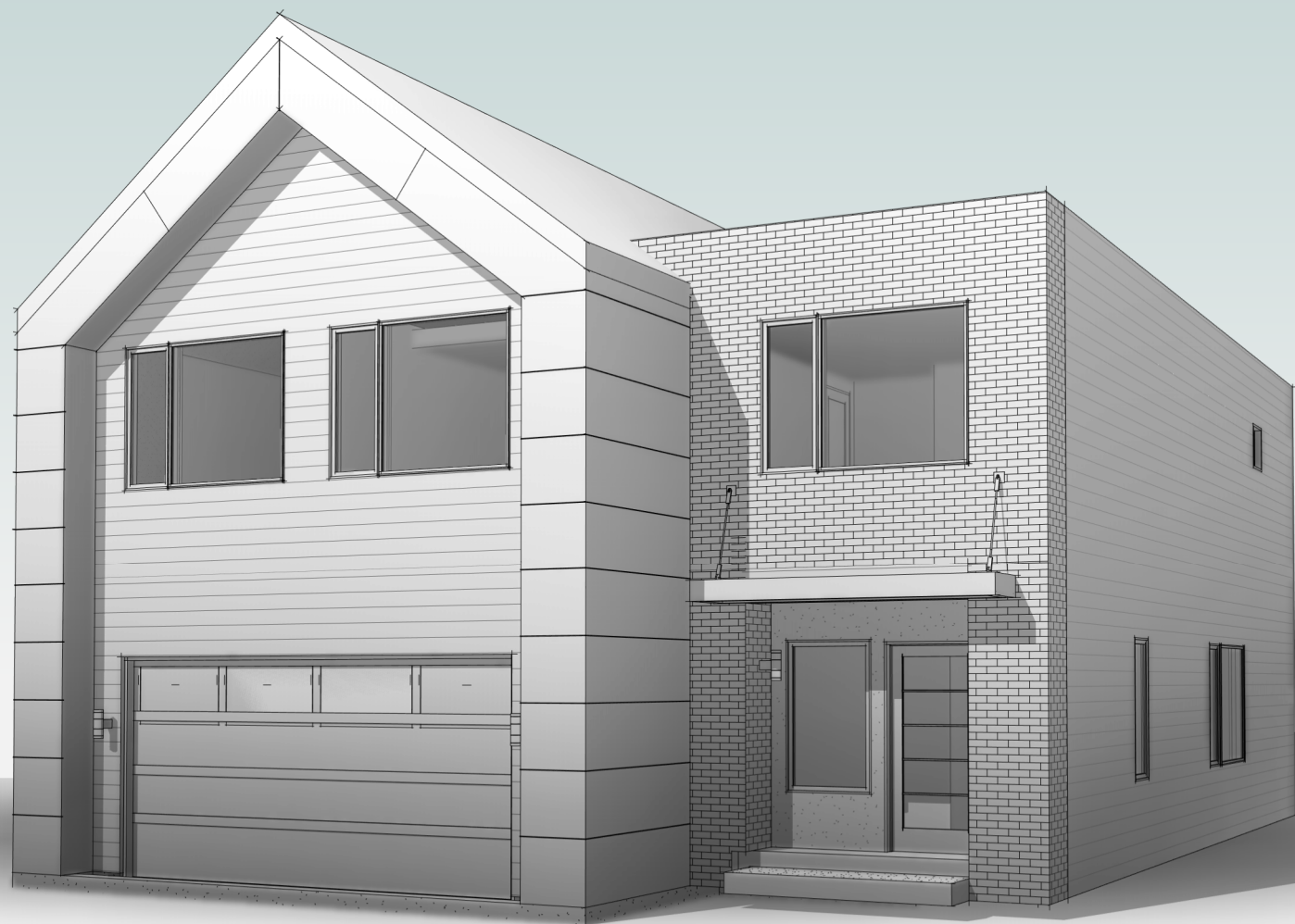


Conceptual Rendering 2

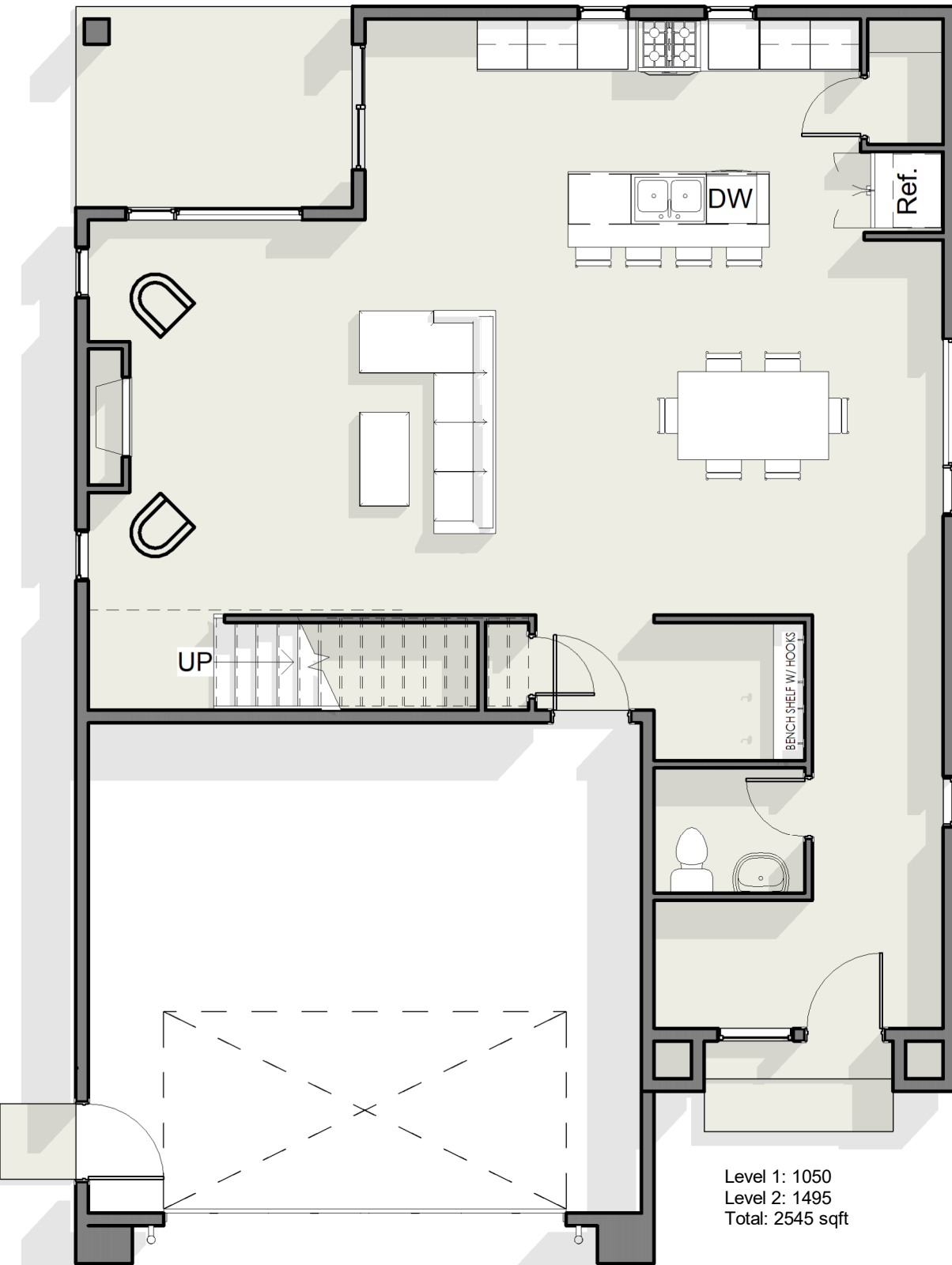


C.W.

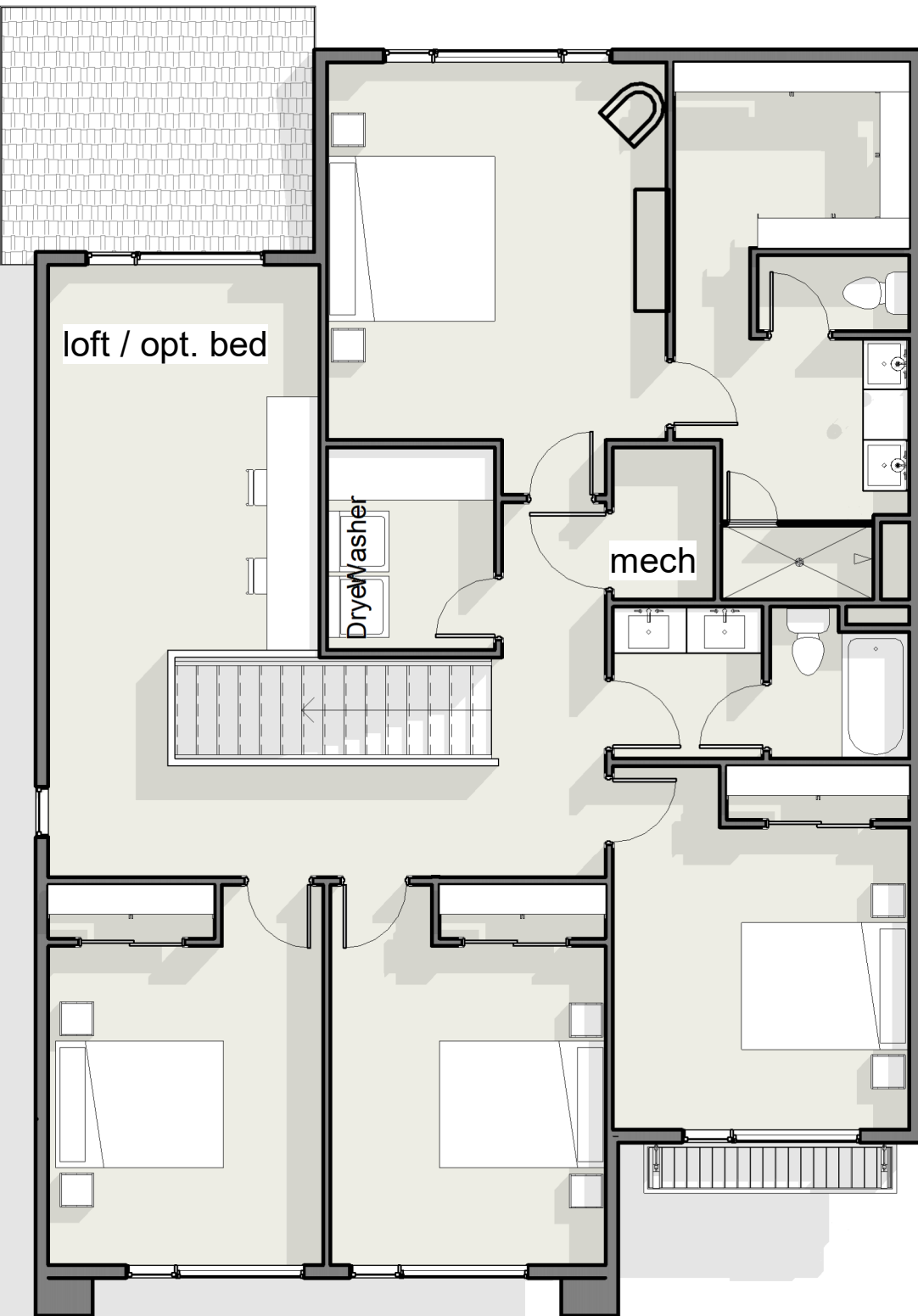
URBAN

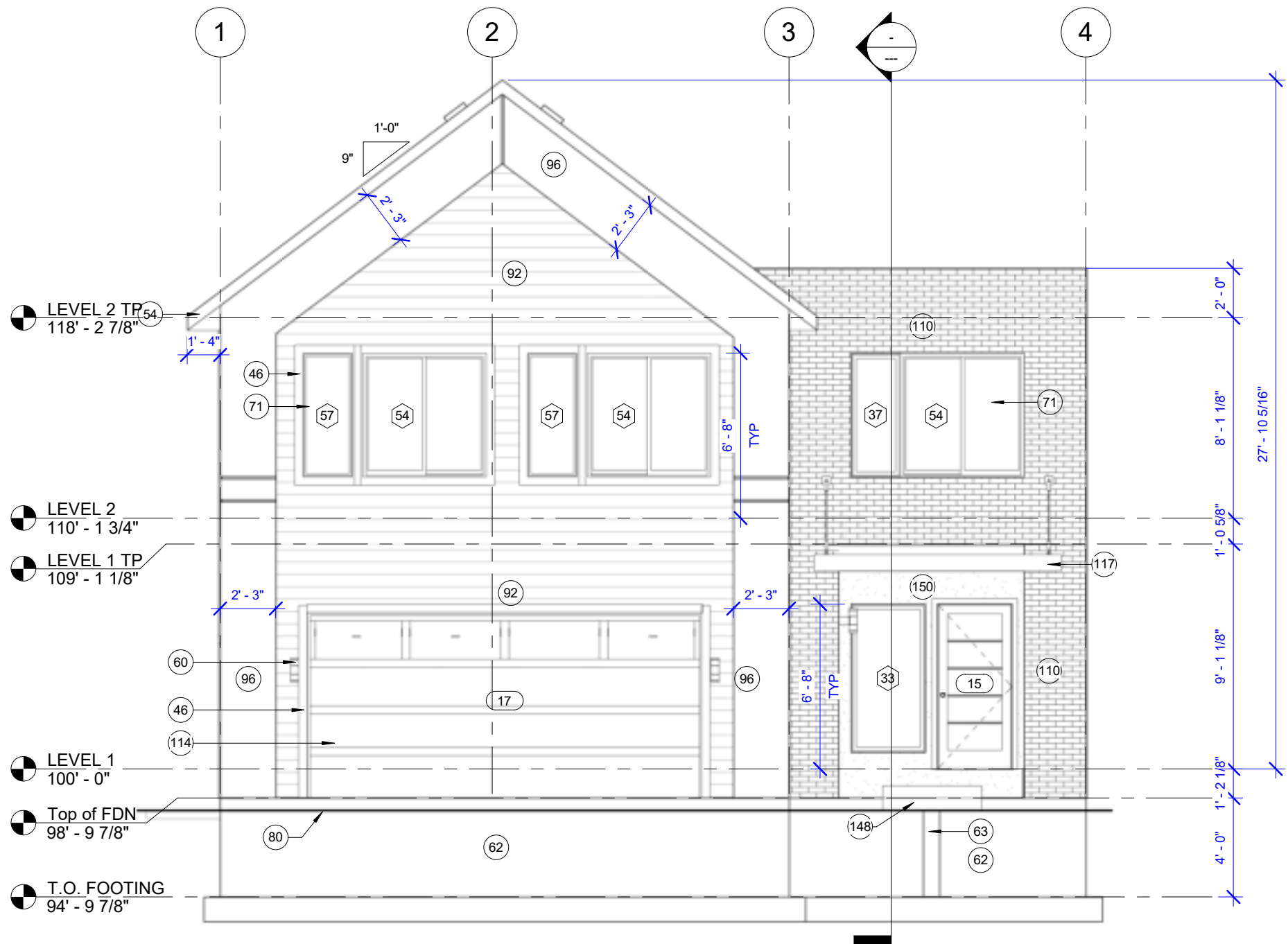






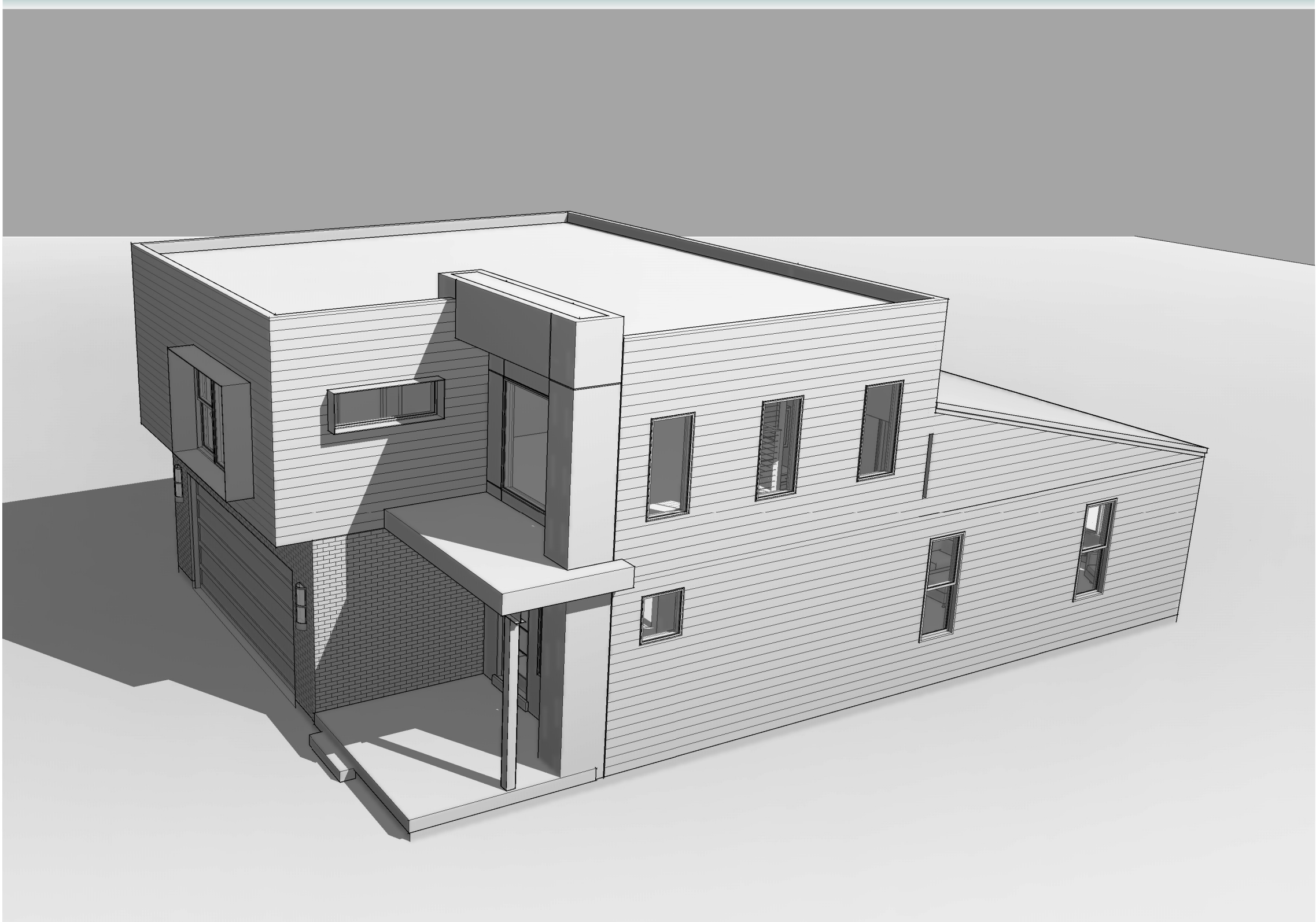
Level 1: 1050
Level 2: 1495
Total: 2545 sqft



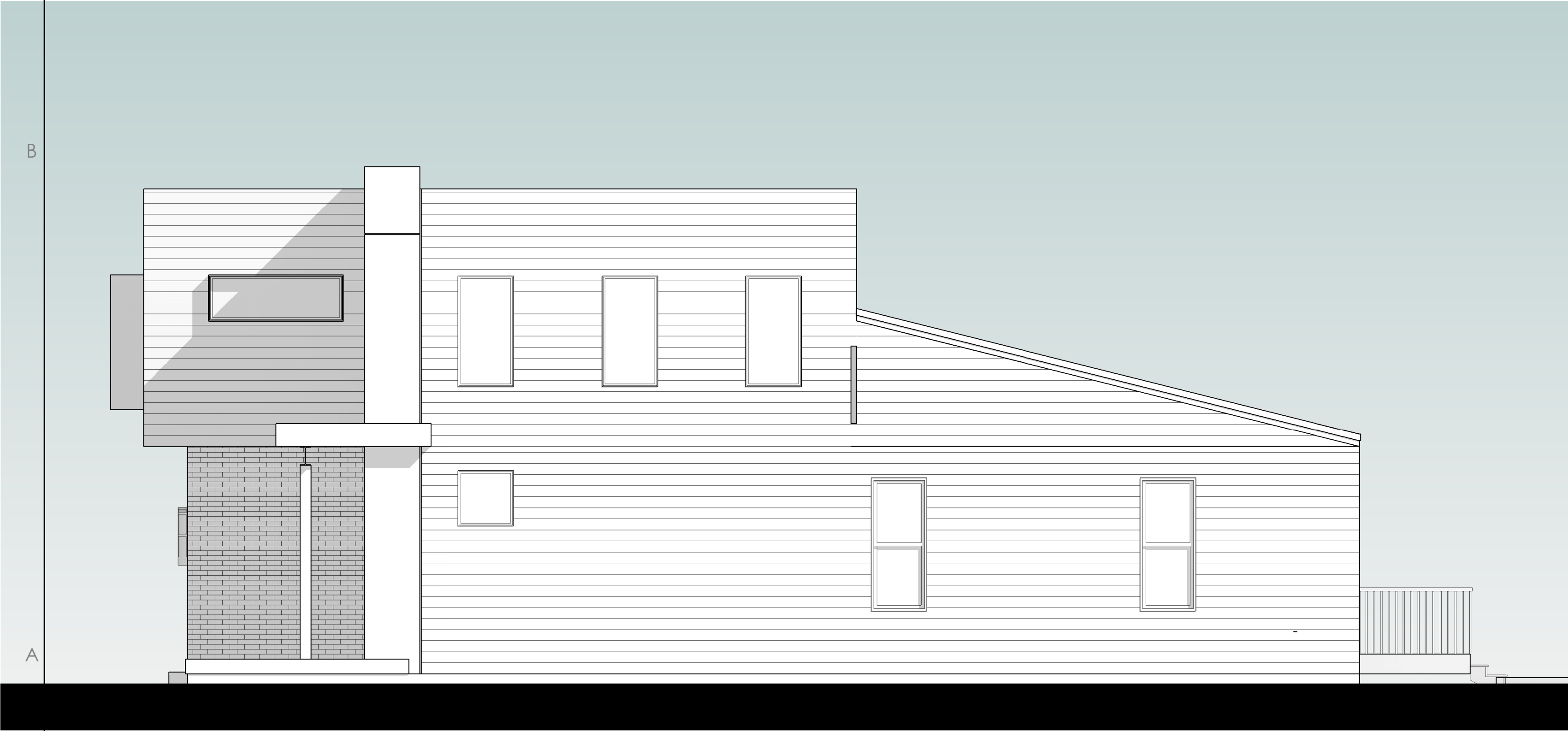


Conceptual Rendering 3

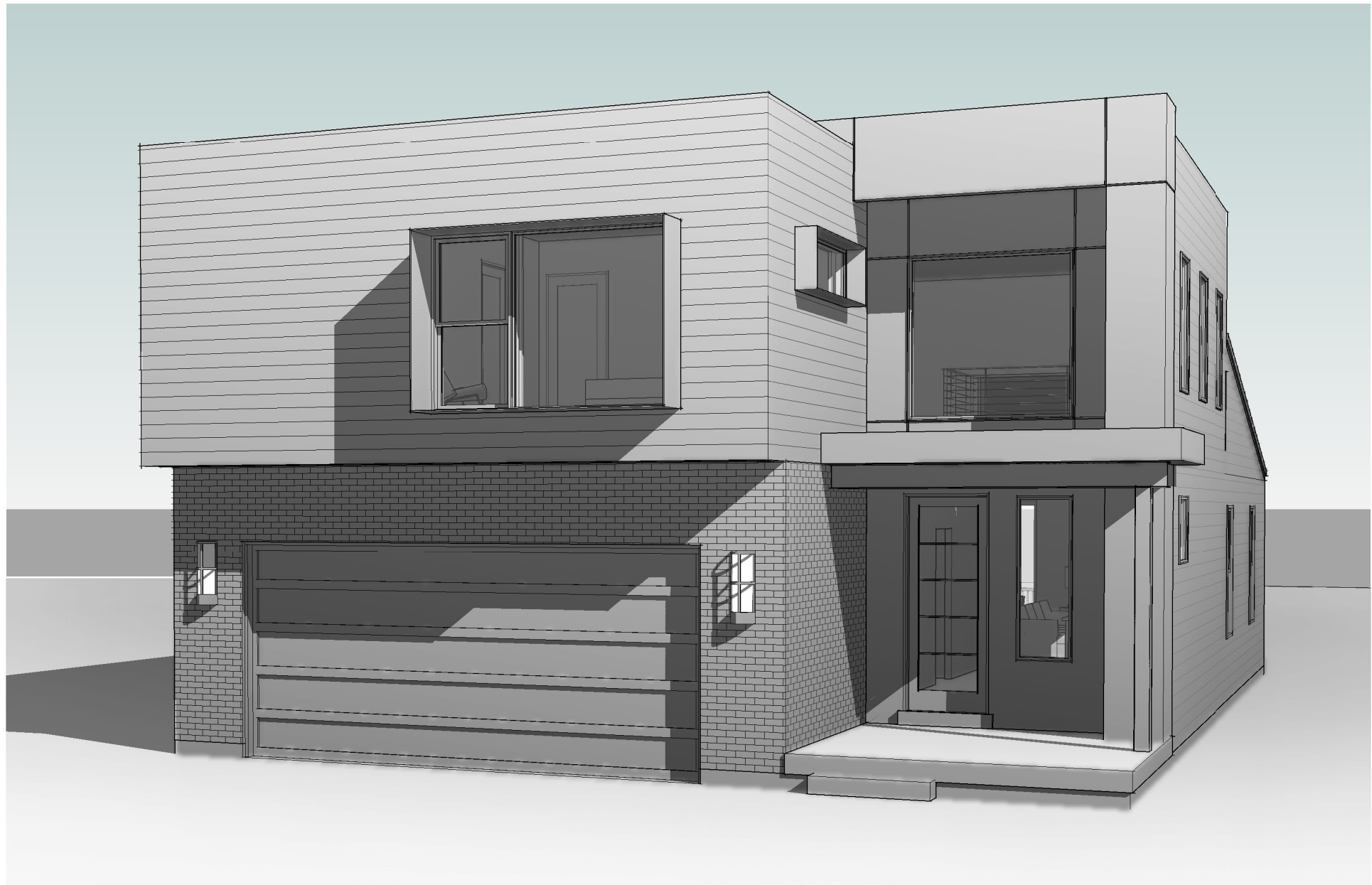




① FRONT ELEVATION UPGRADED OPTION
1/4" = 1'-0"



② LEFT ELEVATION UPGRADED OPTION
1/4" = 1'-0"



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PROJECT
theHIVE 35' Master-on-Main

Taken from 30' Wide Plan 1

REVISIONS:

TITLE:
ELEVATIONS

SHEET:
A201

ISSUE DATE : Issue Date

CONCEPTUAL DESIGN



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PROJECT
theHIVE 35' Master-on-Main

Taken from 30' Wide Plan 1

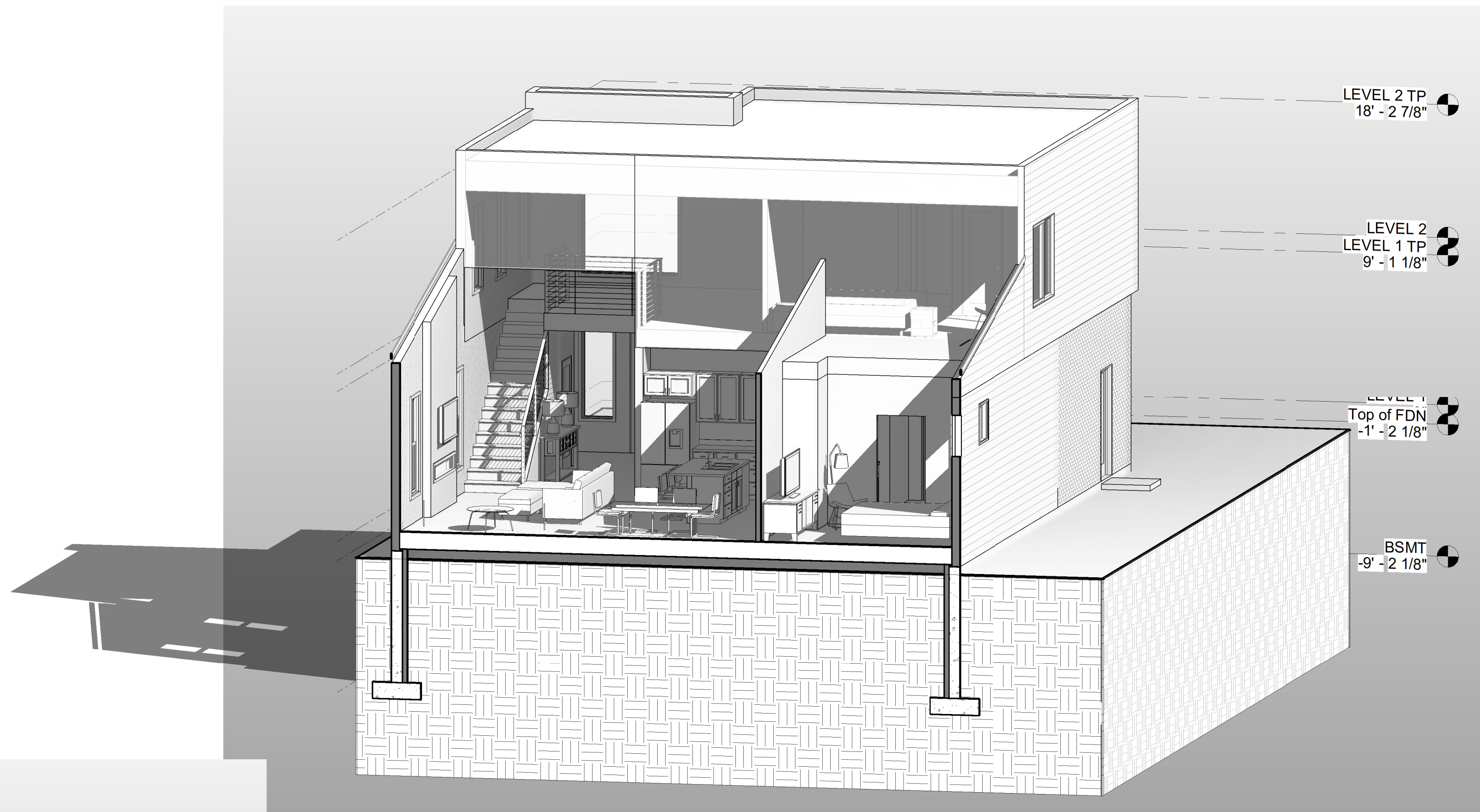
REVISIONS:

TITLE:
3D VIEWS -
CRAFTSMAN

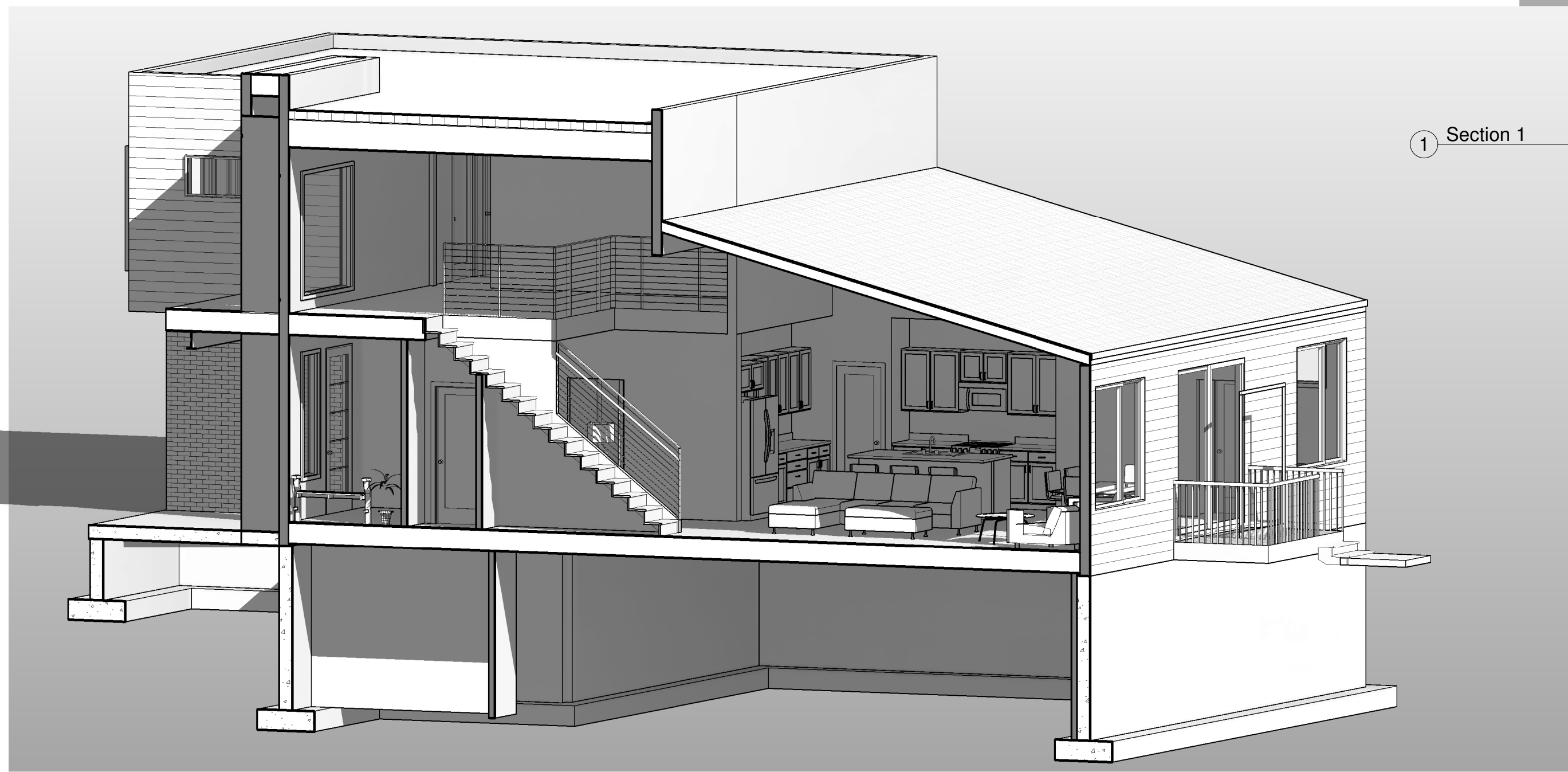
SHEET:
A203

ISSUE DATE : Issue Date

CONCEPTUAL DESIGN



① Section 1



② Section 2



③ Section 3



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PROJECT
theHIVE 35' Master-on-Main

Taken from 30' Wide Plan 1

REVISIONS:

TITLE:
FLOOR PLANS

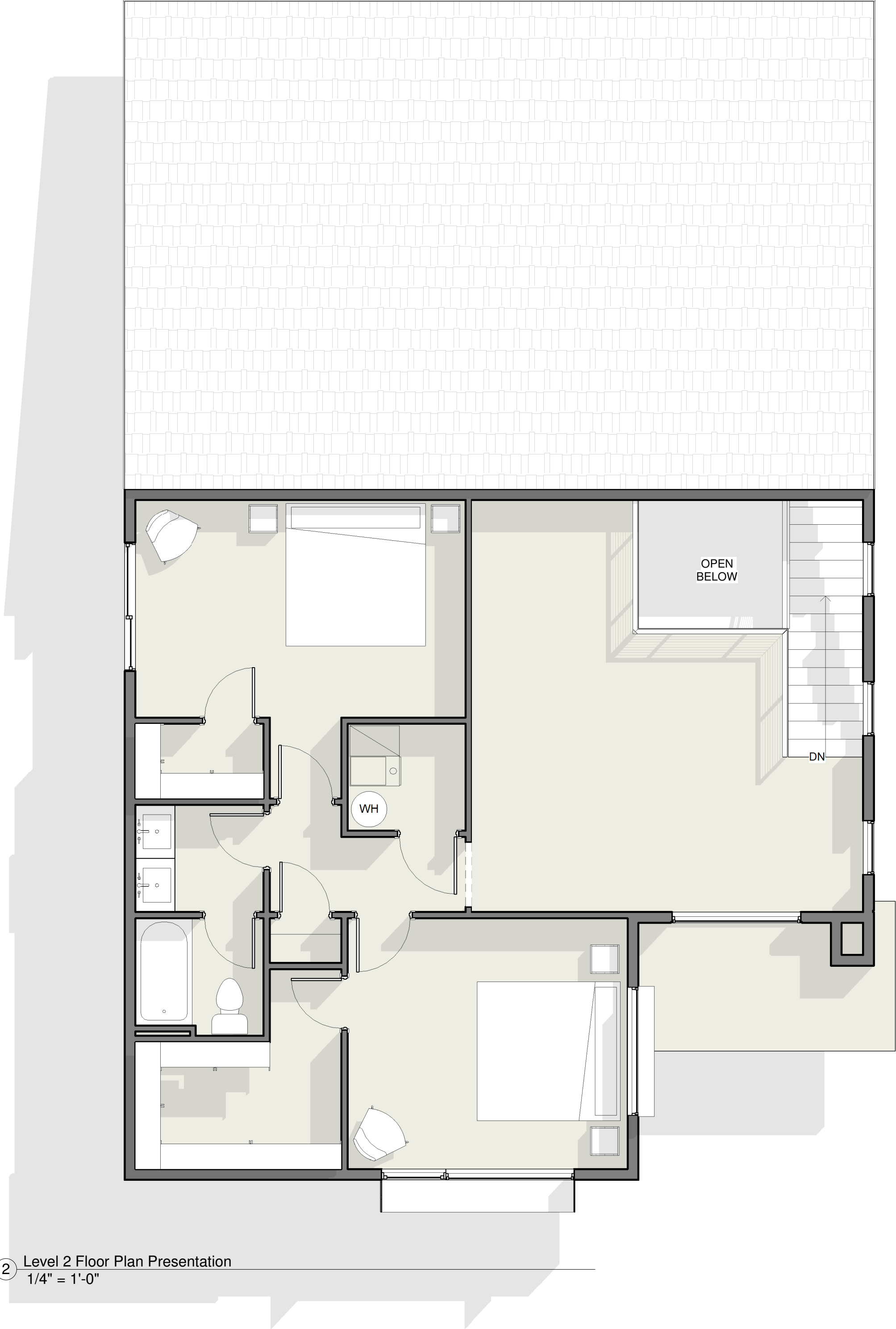
SHEET:

A102a

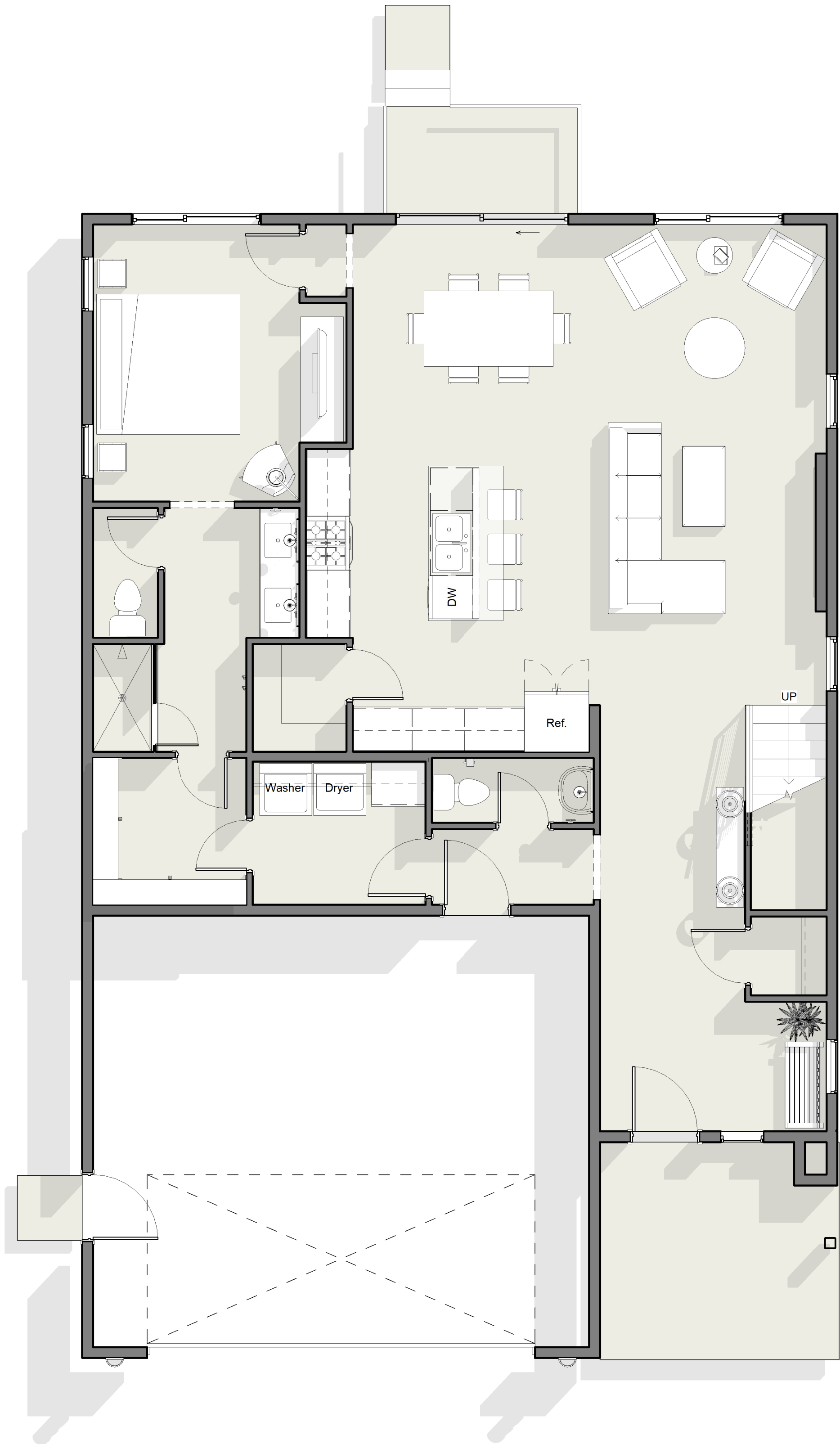
ISSUE DATE : Issue Date

CONCEPTUAL DESIGN

② Level 2 Floor Plan Presentation
1/4" = 1'-0"



① Level 1 Floor Plan Presentation
1/4" = 1'-0"



Area Schedule...	
Name	Area

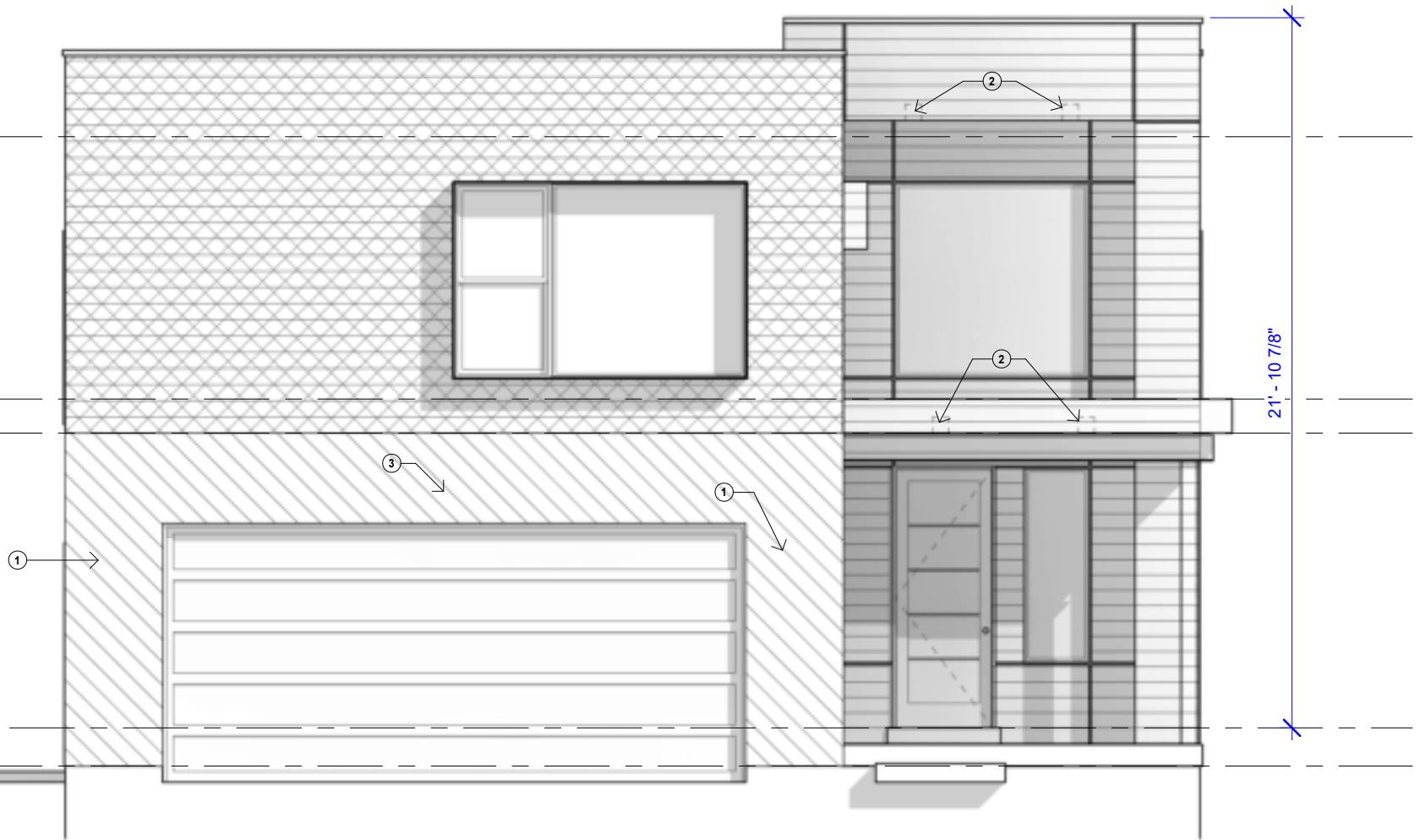
Finished	
Level 1	1253 SF
Level 2	874 SF
2127 SF	

● LEVEL 2 TP
18' - 2 7/8"

● LEVEL 2
12' - 1 3/4"
● LEVEL 1 TP
9' - 1 1/8"

● LEVEL 1
0"

● Top of FDN
-1' - 2 1/8"



Monument Signage

*Conceptual Images



Street Lighting

*Conceptual Images

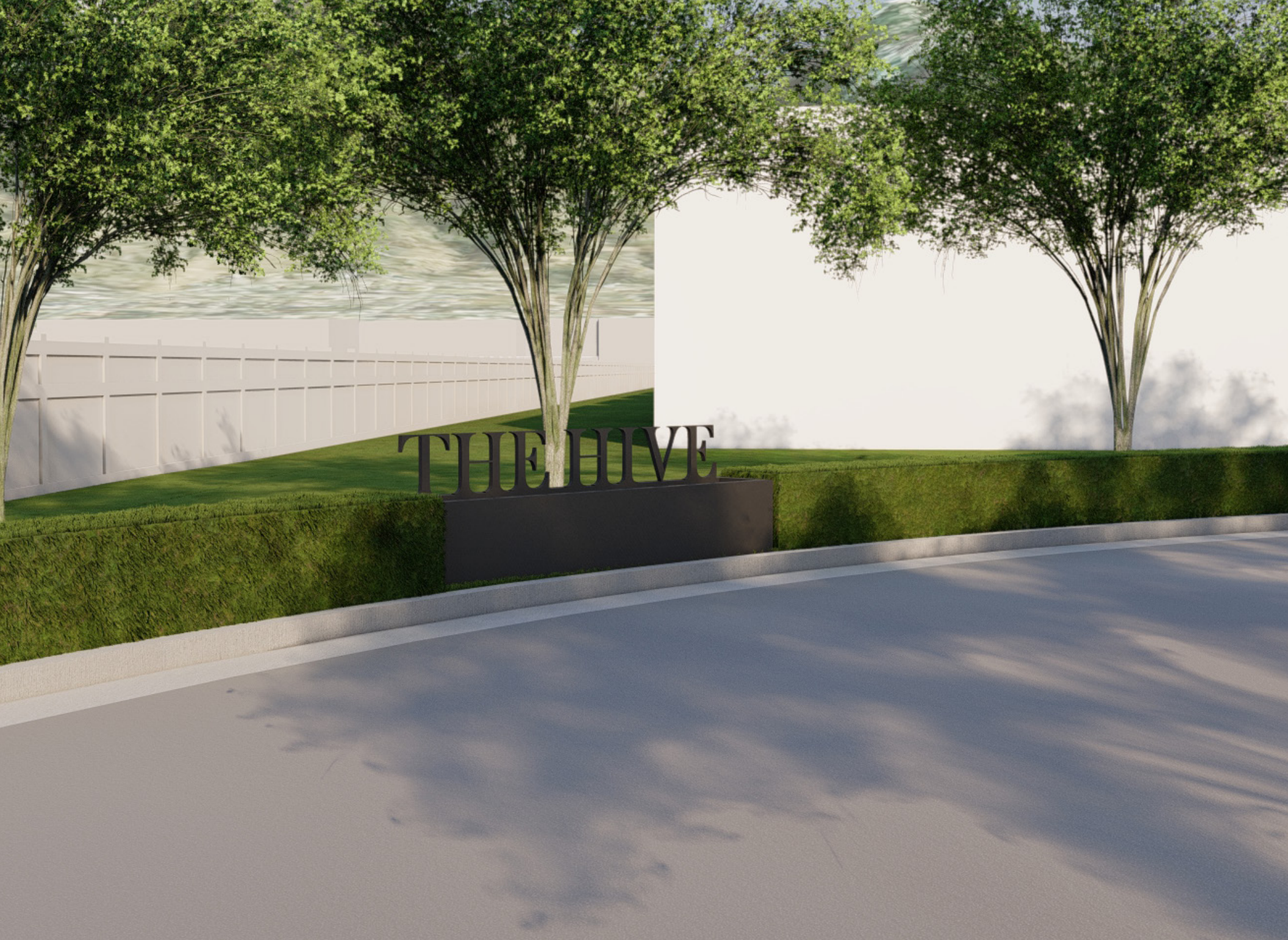




































REVISIONS			
	DESCRIPTION	DATE	SHEETS AFFECTED

THE HIVE

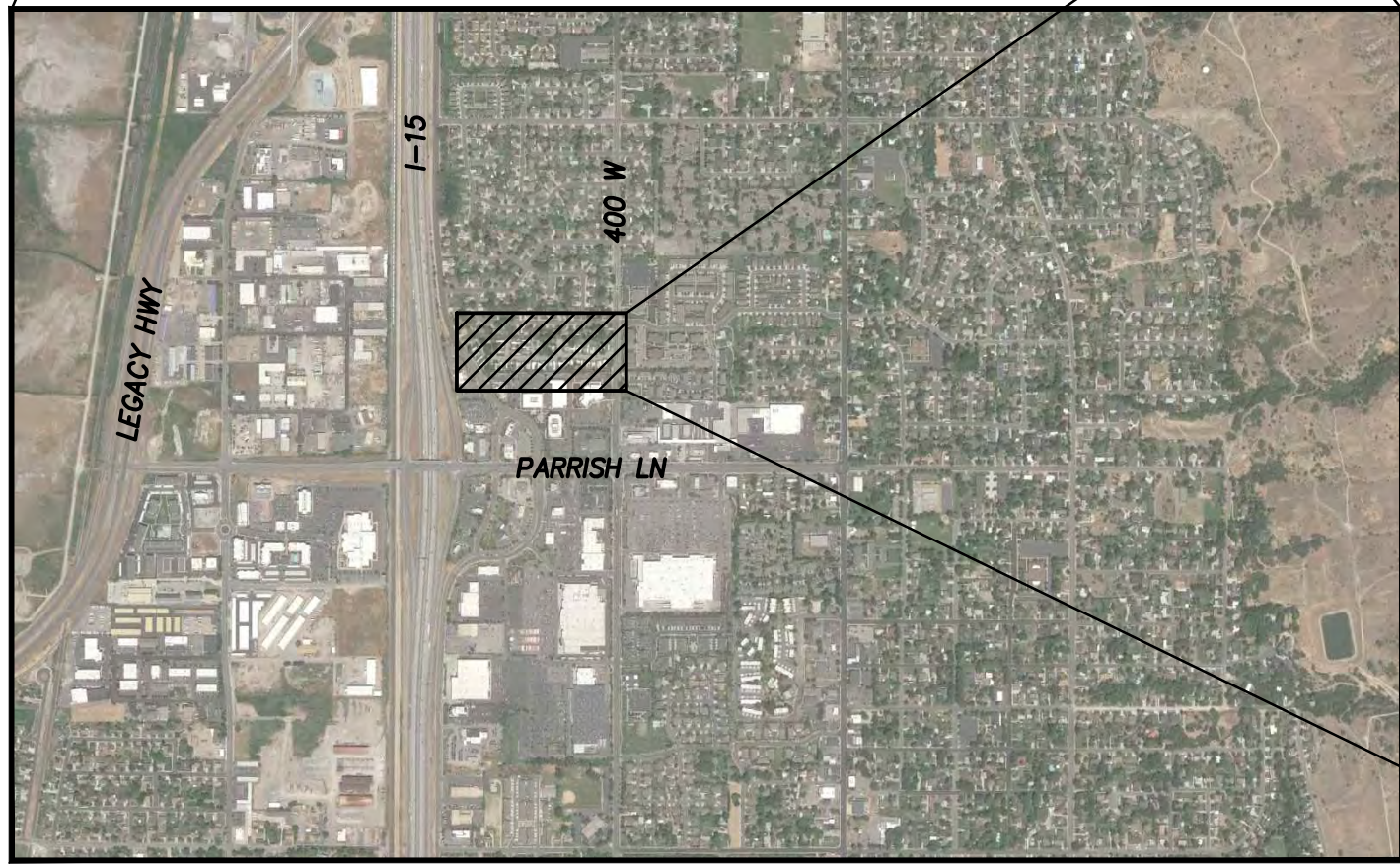
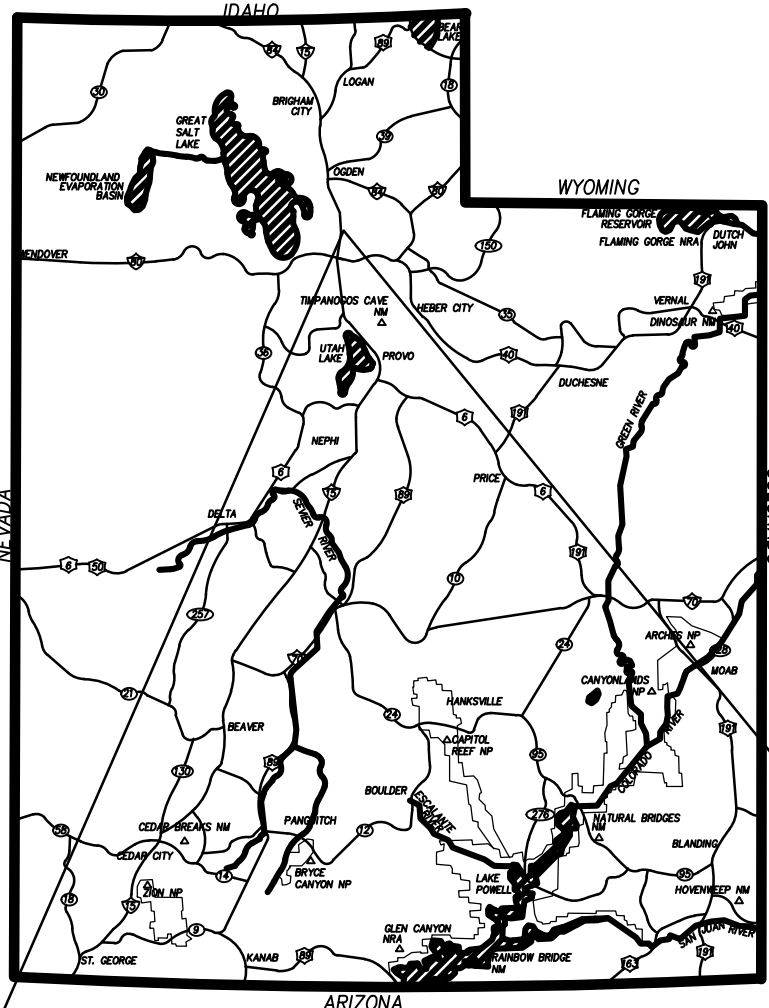
APPX. 555 NORTH 400 WEST

CENTERVILLE, UT

INDEX OF SHEETS	
C0.0	TITLE SHEET
C1.0	EXISTING CONDITIONS & DEMO PLAN
C2.0	OVERALL SITE PLAN
C2.1~C2.2	SITE PLAN
C3.0~C3.1	UTILITY PLAN
C3.2~C3.4	SEWER PLAN & PROFILE
C4.0~C4.1	DRAINAGE PLAN
C5.0	OVERALL GRADING PLAN
C5.1~C5.3	GRADING PLAN
C6.0	EROSION CONTROL PLAN & DETAILS
C7.0~C7.3	TYPICAL SECTIONS & DETAILS

LOCATED IN THE NORTHWEST QUARTER OF SECTION 7,
TOWNSHIP 2 NORTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN

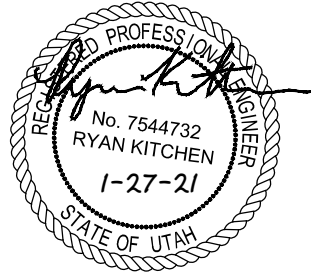
JANUARY 27, 2021



VICINITY MAP
NOT TO SCALE

CIVIL ENGINEER
PEPG CONSULTING, L.L.C.
CONTACT: RYAN KITCHEN (PROJECT ENGINEER)
AT (801) 562-2521

CLIENT
C.W. URBAN
1222 LEGACY CROSSING BLVD #6
CENTERVILLE, UT 84104
PH: (866) 744-2489
CONTACT: JEFF ALLEN
PH: (801) 673-8664



PEPG CONSULTING**L.L.C.**

9270 SOUTH 300 WEST • SANDY, UT 84070
PHONE: (801) 562-2521 • FAX: (801) 562-2551

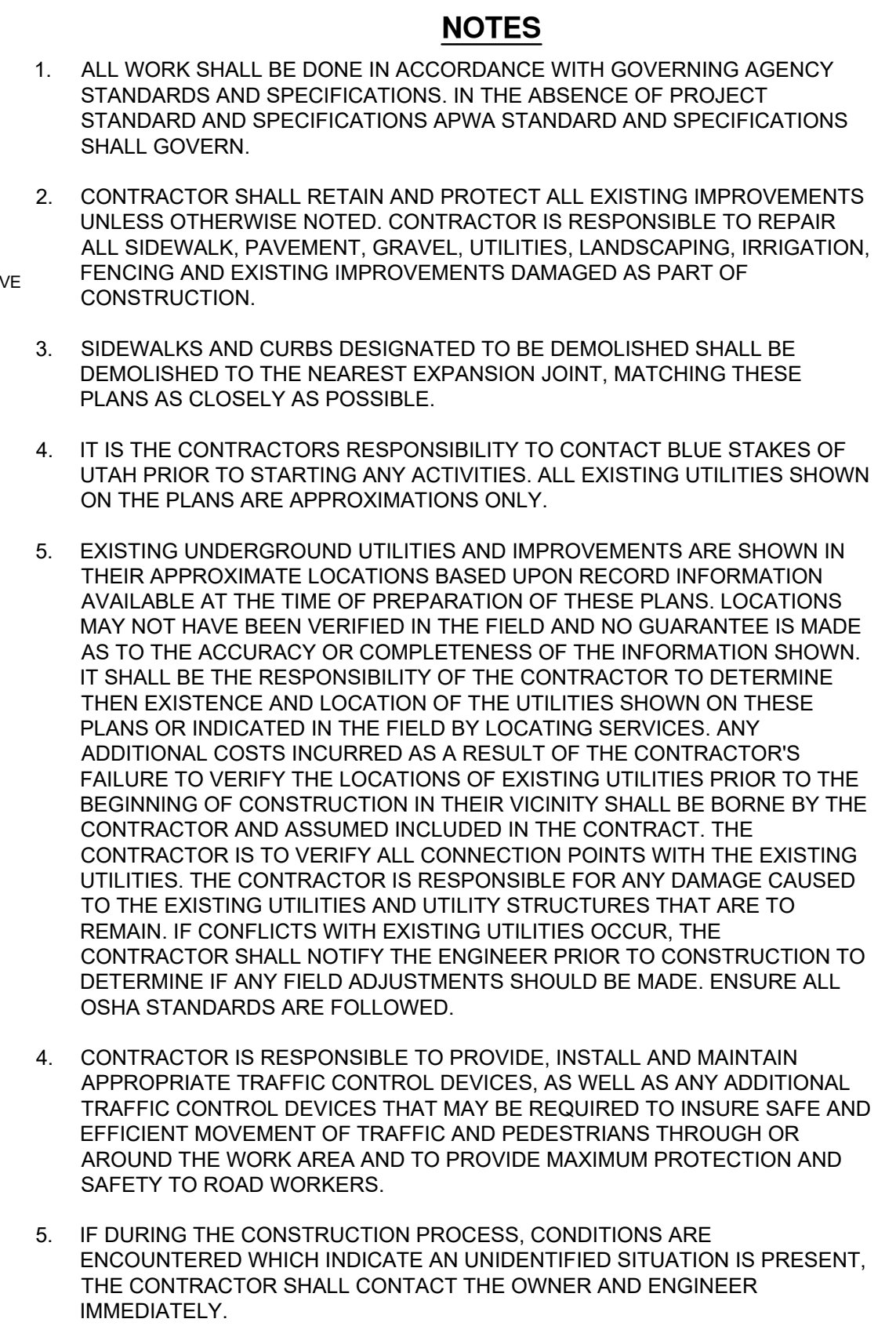
CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT
GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS

JANUARY 27, 2021
DATE:

1258.2010.DWG
PROJECT:

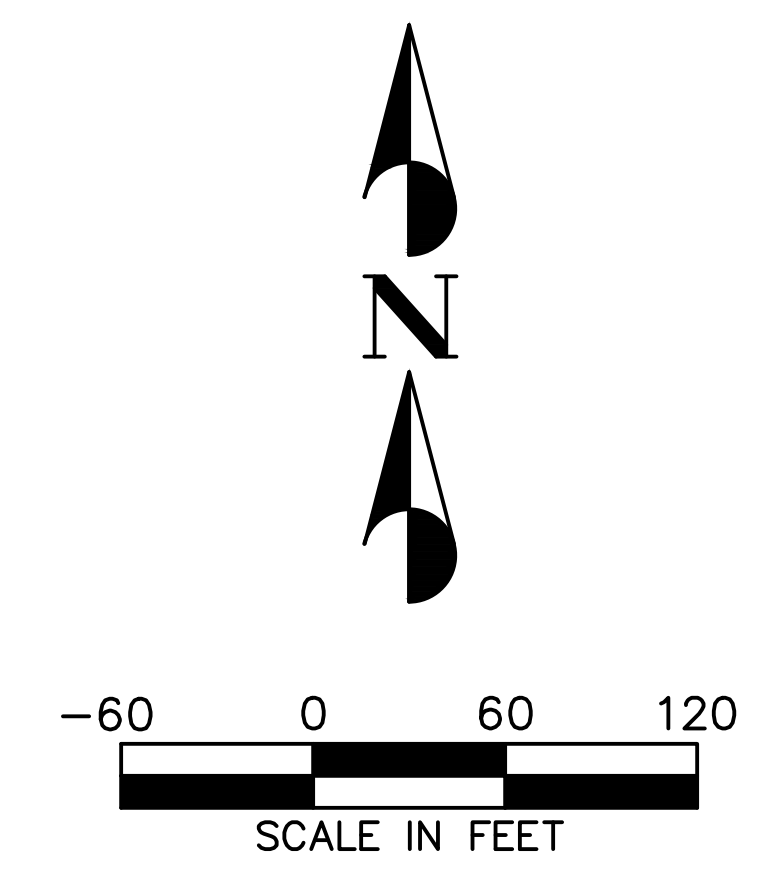
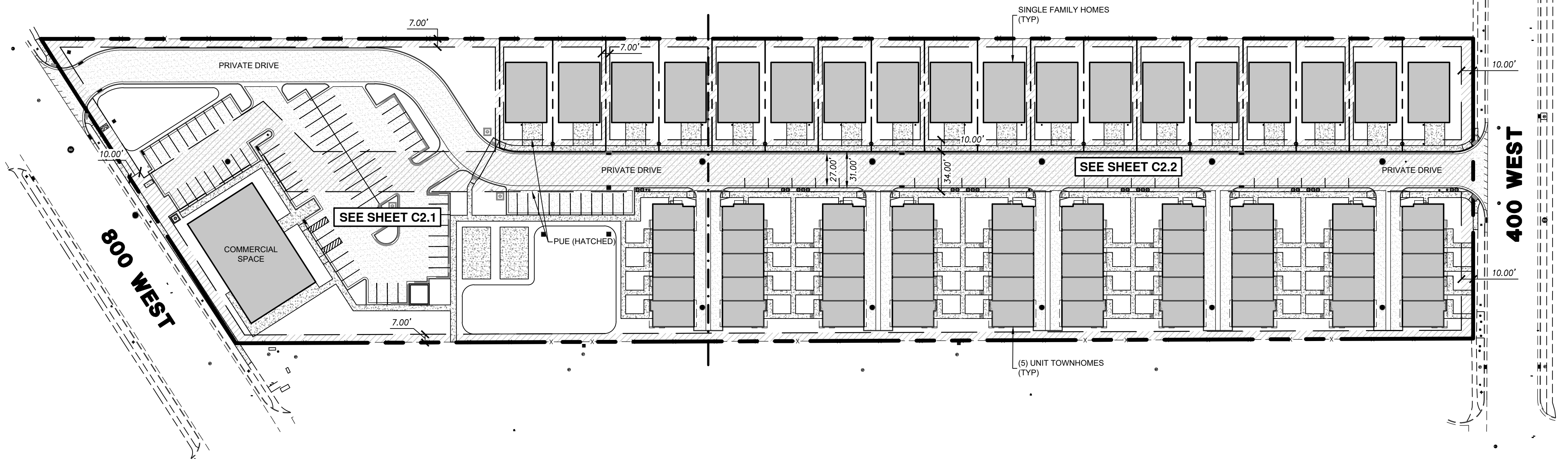
DWG\00-TITLE-01
FILE:

SHEET NO. **C0.0**



SHEET NO. **C1.0**



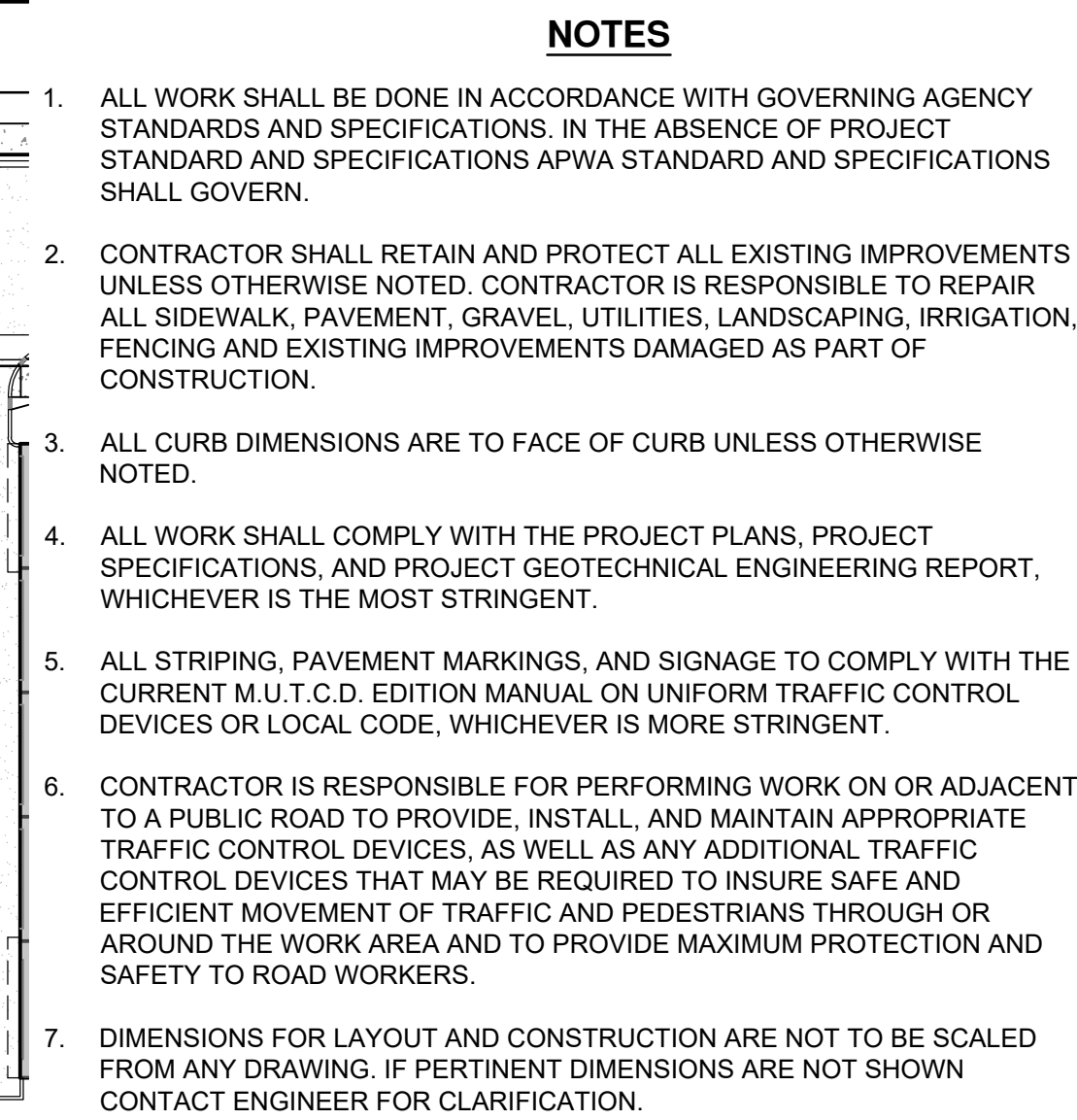


LEGEND	
	PROPOSED BOUNDARY
	EXISTING CURB & GUTTER
	EXISTING SIDEWALK
	EXISTING FENCE
	PROPOSED BUILDING
	PROPOSED CURB & GUTTER
	PROPOSED SIDEWALK
	PROPOSED FENCE
	MATCH LINE

- NOTES**
1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH GOVERNING AGENCY STANDARDS AND SPECIFICATIONS. IN THE ABSENCE OF PROJECT STANDARD AND SPECIFICATIONS APWA STANDARD AND SPECIFICATIONS SHALL GOVERN.
 2. CONTRACTOR SHALL RETAIN AND PROTECT ALL EXISTING IMPROVEMENTS UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE TO REPAIR ALL SIDEWALK, PAVEMENT, GRAVEL, UTILITIES, LANDSCAPING, IRRIGATION, FENCING AND EXISTING IMPROVEMENTS DAMAGED AS PART OF CONSTRUCTION.
 3. ALL CURB DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
 4. ALL WORK SHALL COMPLY WITH THE PROJECT PLANS, PROJECT SPECIFICATIONS, AND PROJECT GEOTECHNICAL ENGINEERING REPORT, WHICHEVER IS THE MOST STRINGENT.
 5. ALL STRIPING, PAVEMENT MARKINGS, AND SIGNAGE TO COMPLY WITH THE CURRENT M.U.T.C.D. EDITION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR LOCAL CODE, WHICHEVER IS MORE STRINGENT.
 6. CONTRACTOR IS RESPONSIBLE FOR PERFORMING WORK ON OR ADJACENT TO A PUBLIC ROAD TO PROVIDE, INSTALL, AND MAINTAIN APPROPRIATE TRAFFIC CONTROL DEVICES, AS WELL AS ANY ADDITIONAL TRAFFIC CONTROL DEVICES THAT MAY BE REQUIRED TO INSURE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC AND PEDESTRIANS THROUGH OR AROUND THE WORK AREA AND TO PROVIDE MAXIMUM PROTECTION AND SAFETY TO ROAD WORKERS.
 7. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN CONTACT ENGINEER FOR CLARIFICATION.



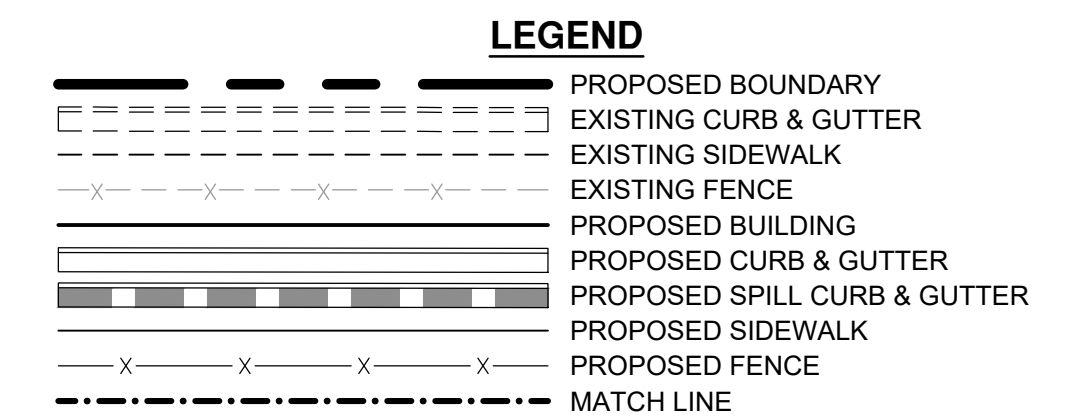
PEPG CONSULTING LLC 9270 SOUTH 300 WEST • SANDY, UT 84070 PHONE: (801) 562-2521 • FAX: (801) 562-2551 CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS		NO. DESCRIPTION DATE APPTD
ORIG. DATE : 5/20	SURVEY BY : PEPG CREW	
	DRAWN BY : TRC	
	DESIGNED BY : TRC	
	CHECKED BY : RLK	
	SCALE : 1"=60'	
THE HIVE 555 NORTH 400 WEST OVERALL SITE PLAN		DWG 02-SITE-01 DRAWING FILE
JANUARY 27, 2021 LAST REVISED		1257.2011 PROJECT NUMBER
CENTERVILLE CITY		
SHEET NO. C2.0		



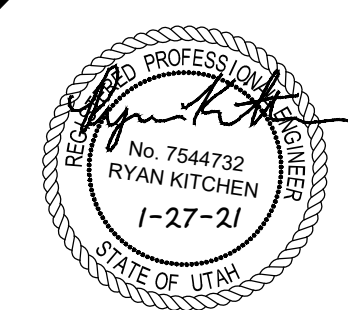
SHEET NO. **C2.1**



- 1 ASPHALT PAVEMENT REQ'D
(SEE DETAIL-A ON SHEET C7.0)
- 2 TYPE-E CURB & GUTTER REQ'D
(SEE DETAIL-B ON SHEET C7.0)
- 3 SPILL CURB & GUTTER REQ'D
(SEE DETAIL-B ON SHEET C7.0)
- 4 TYPE-H MODIFIED CURB & GUTTER REQ'D
(SEE DETAIL-B ON SHEET C7.0)
- 5 TYPE-P CURB REQ'D
(SEE DETAIL-B ON SHEET C7.0)
- 6 MOUNTABLE DRIVEWAY APPROACH REQ'D
(SEE DETAIL-C ON SHEET C7.0)
- 7 CURB RAMP REQ'D
(SEE DETAIL-D ON SHEET C7.0)
- 8 CURB RAMP REQ'D
(SEE DETAIL-E ON SHEET C7.0)
- 9 4' WATERWAY REQ'D
(SEE DETAIL-G ON SHEET C7.0)
- 10 20' STREET LIGHT REQ'D
(SEE DETAIL-V ON SHEET C7.2)
- 11 PEDESTRIAN RAMP REQ'D
(SEE DETAIL-F ON SHEET C7.0)



1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH GOVERNING AGENCY STANDARDS AND SPECIFICATIONS. IN THE ABSENCE OF PROJECT STANDARD AND SPECIFICATIONS APWA STANDARD AND SPECIFICATIONS SHALL GOVERN.
2. CONTRACTOR SHALL RETAIN AND PROTECT ALL EXISTING IMPROVEMENTS UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE TO REPAIR ALL SIDEWALK, PAVEMENT, GRAVEL, UTILITIES, LANDSCAPING, IRRIGATION, FENCING AND EXISTING IMPROVEMENTS DAMAGED AS PART OF CONSTRUCTION.
3. ALL CURB DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
4. ALL WORK SHALL COMPLY WITH THE PROJECT PLANS, PROJECT SPECIFICATIONS, AND PROJECT GEOTECHNICAL ENGINEERING REPORT, WHICHEVER IS THE MOST STRINGENT.
5. ALL STRIPING, PAVEMENT MARKINGS, AND SIGNAGE TO COMPLY WITH THE CURRENT M.U.T.C.D. EDITION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES OR LOCAL CODE, WHICHEVER IS MORE STRINGENT.
6. CONTRACTOR IS RESPONSIBLE FOR PERFORMING WORK ON OR ADJACENT TO A PUBLIC ROAD TO PROVIDE, INSTALL, AND MAINTAIN APPROPRIATE TRAFFIC CONTROL DEVICES, AS WELL AS ANY ADDITIONAL TRAFFIC CONTROL DEVICES THAT MAY BE REQUIRED TO INSURE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC AND PEDESTRIANS THROUGH OR AROUND THE WORK AREA AND TO PROVIDE MAXIMUM PROTECTION AND SAFETY TO ROAD WORKERS.
7. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN CONTACT ENGINEER FOR CLARIFICATION.



SHEET NO. **C2.2**

THE HIVE

5555 NORTH 400 WEST

SITE PLAN

27, 2021

DWG 02-SITE-C

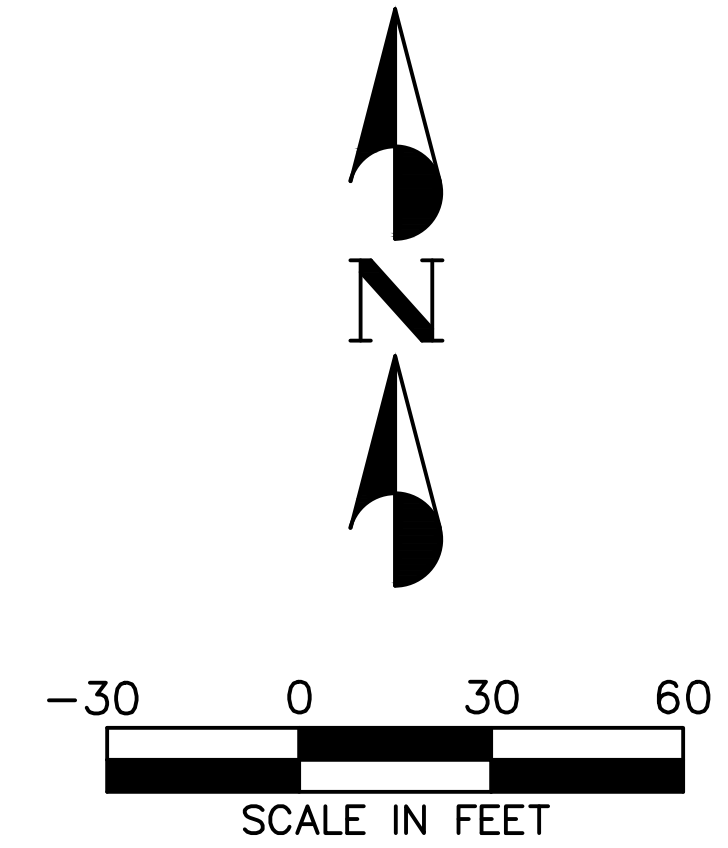
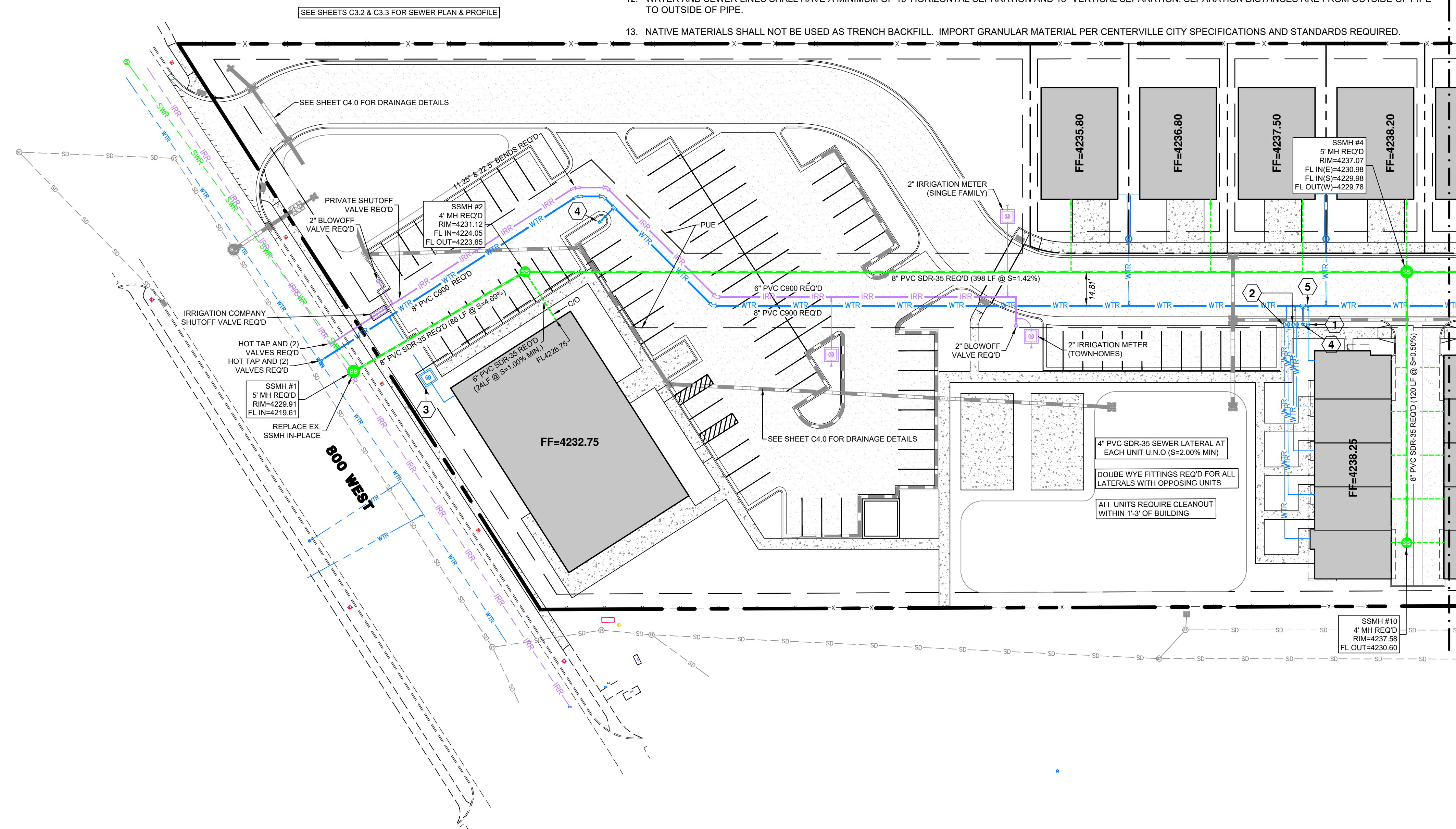
DRAWING FILE

PEPG CONSULTING LLC
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PHONE: (801) 562-2521 • FAX: (801) 562-2551

CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT
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ORG. DATE : 5/20 SURVEY BY : REPG CREW DRAWN BY : TRC DESIGNED BY : TRC CHECKED BY : RUK SCALE : 1"=30'	NO. DESCRIPTION DATE APP'D
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SPECIFICATIONS, AND PROJECT GEOTECHNICAL ENGINEERING REPORT, WHICHEVER IS THE MOST
UNLESS OTHERWISE NOTED, CONTRACTOR IS RESPONSIBLE TO REPAIR ALL SIDEWALK,
AND EXISTING IMPROVEMENTS DAMAGED AS PART OF CONSTRUCTION.
IF UTAH PRIOR TO STARTING ANY ACTIVITIES. ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE
IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME
VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF
CONTRACTOR TO DETERMINE THEN EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE
ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS
THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE
WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO
IN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER
SHOULD BE MADE. ENSURE ALL OSHA STANDARDS ARE FOLLOWED.
WHERE WHICH INDICATE AN UNIDENTIFIED SITUATION IS PRESENT, THE CONTRACTOR SHALL
FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN CONTACT THE ENGINEER FOR
METHODS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER
CUTTING POINTS AND TEES.
FOR DISTRICT ORDINANCES, STANDARDS AND SPECIFICATIONS.
PUBLIC WORKS STANDARDS AND SPECIFICATIONS.
SEPARATION AND 18" VERTICAL SEPARATION. SEPARATION DISTANCES ARE FROM OUTSIDE OF PIPE
GRANULAR MATERIAL PER CENTERVILLE CITY SPECIFICATIONS AND STANDARDS REQUIRED.



The diagram illustrates a cross-section of a road and its various layers and utilities. The layers are as follows:

- PROPOSED BOUNDARY**: The topmost layer, indicated by a thick black line.
- EXISTING CURB & GUTTER**: Indicated by a thick black line.
- EXISTING SIDEWALK**: Indicated by a thick black line.
- EXISTING FENCE**: Indicated by a thick black line.
- EXISTING WATER LINE**: Indicated by a blue line with 'WTR' labels.
- EXISTING SEWER LINE**: Indicated by a green line with 'SWR' labels.
- EXISTING STORM DRAIN LINE**: Indicated by a red line with 'OHE' labels.
- EXISTING OVERHEAD ELECTRIC**: Indicated by a red line with 'OHE' labels.
- EXISTING TELECOM LINE**: Indicated by a yellow line with 'G' labels.
- EXISTING GAS LINE**: Indicated by a yellow line with 'G' labels.
- PROPOSED BUILDING**: Indicated by a thick black line.
- PROPOSED CURB & GUTTER**: Indicated by a thick black line.
- PROPOSED SIDEWALK**: Indicated by a thick black line.
- PROPOSED FENCE**: Indicated by a thick black line.
- PROPOSED WATER LINE**: Indicated by a blue line with 'WTR' labels.
- PROPOSED SEWER LINE**: Indicated by a green line with 'SWR' labels.
- PROPOSED SEWER LATERAL**: Indicated by a red line with 'OHE' labels.
- PROPOSED STORM DRAIN LINE**: Indicated by a red line with 'OHE' labels.
- PROPOSED SAWCUT LINE**: Indicated by a red line with 'OHE' labels.
- MATCH LINE**: Indicated by a thick black line.

- 1 SINGLE WATER METER PER CENTERVILLE CITY STANDARDS REQ'D
(SEE DETAIL-AA ON SHEET C7.3)
- 2 DUAL WATER METER BOX PER CENTERVILLE CITY STANDARDS REQ'D
(SEE DETAIL-AB ON SHEET C7.3)
- 3 2" WATER METER REQ'D
(SEE DETAIL-AC ON SHEET C7.3)
- 4 FIRE HYDRANT ASSEMBLY REQ'D
(SEE DETAIL-Y ON SHEET C7.3)
- 5 8" ISOLATION VALVE REQ'D

[illegible]

ORIG. DATE :	5/20
SURVEY BY :	PEPG CREW
DRAWN BY :	TRC
DESIGNED BY :	TRC
CHECKED BY :	RLK
SCALE :	1"=30'

PEPG CONSULTING LLC.
9020 SOUTH 300 WEST • SANDY UT 84070

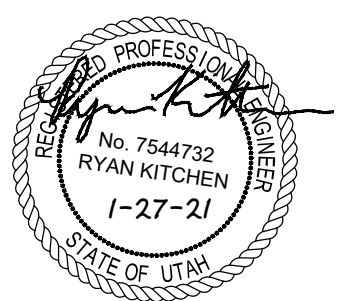
CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT
GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS

THE HIVE
555 NORTH 400 WEST

UTILITY PLAN

JANUARY 27, 2021	1257.2011	DWG 103-UTL-01
LAST REVISED	PROJECT NUMBER	DRAWING FILE

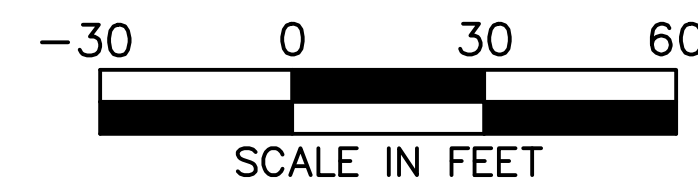
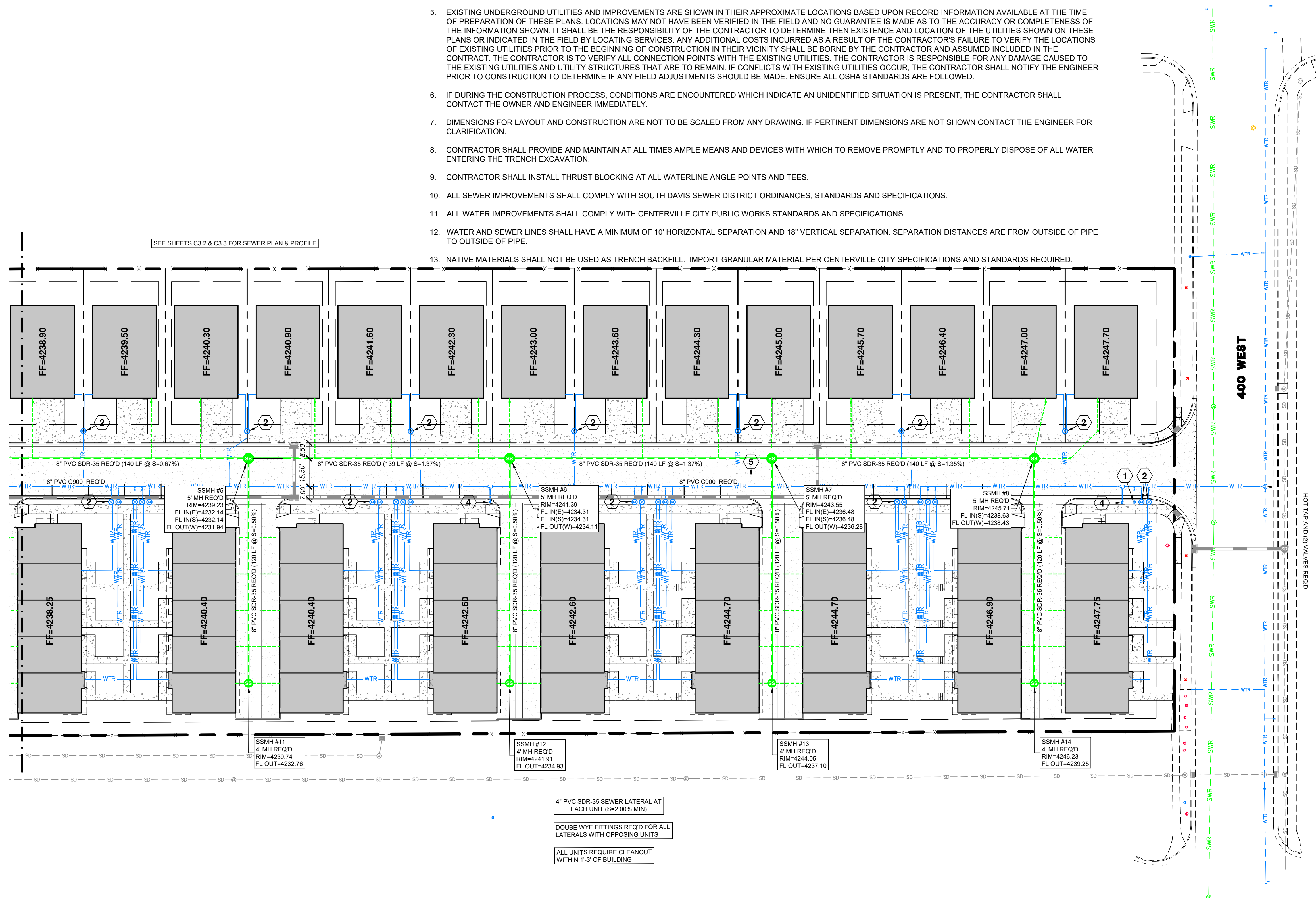
CENTERVILLE
CITY



SHEET NO. **C3.0**



1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH GOVERNING AGENCY STANDARDS AND SPECIFICATIONS. IN THE ABSENCE OF PROJECT STANDARD AND SPECIFICATIONS APWA STANDARD SPECIFICATIONS SHALL GOVERN.
2. ALL WORK SHALL COMPLY WITH THE PROJECT PLANS, PROJECT SPECIFICATIONS, AND PROJECT GEOTECHNICAL ENGINEERING REPORT, WHICHEVER IS THE MOST STRINGENT.
3. CONTRACTOR SHALL RETAIN AND PROTECT ALL EXISTING IMPROVEMENTS UNLESS OTHERWISE NOTED. CONTRACTOR IS RESPONSIBLE TO REPAIR ALL SIDEWALK, PAVEMENT, GRAVEL, UTILITIES, LANDSCAPING, IRRIGATION, FENCING AND EXISTING IMPROVEMENTS DAMAGED AS PART OF CONSTRUCTION.
4. IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT BLUE STAKES OF UTAH PRIOR TO STARTING ANY ACTIVITIES. ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATIONS ONLY.
5. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THEN EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE. ENSURE ALL OSHA STANDARDS ARE FOLLOWED.
6. IF DURING THE CONSTRUCTION PROCESS, CONDITIONS ARE ENCOUNTERED WHICH INDICATE AN UNIDENTIFIED SITUATION IS PRESENT, THE CONTRACTOR SHALL CONTACT THE OWNER AND ENGINEER IMMEDIATELY.
7. DIMENSIONS FOR LAYOUT AND CONSTRUCTION ARE NOT TO BE SCALED FROM ANY DRAWING. IF PERTINENT DIMENSIONS ARE NOT SHOWN CONTACT THE ENGINEER FOR CLARIFICATION.
8. CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES AMPLE MEANS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER ENTERING THE TRENCH EXCAVATION.
9. CONTRACTOR SHALL INSTALL THRUST BLOCKING AT ALL WATERLINE ANGLE POINTS AND TEES.
10. ALL SEWER IMPROVEMENTS SHALL COMPLY WITH SOUTH DAVIS SEWER DISTRICT ORDINANCES, STANDARDS AND SPECIFICATIONS.
11. ALL WATER IMPROVEMENTS SHALL COMPLY WITH CENTERVILLE CITY PUBLIC WORKS STANDARDS AND SPECIFICATIONS.
12. WATER AND SEWER LINES SHALL HAVE A MINIMUM OF 10' HORIZONTAL SEPARATION AND 18" VERTICAL SEPARATION. SEPARATION DISTANCES ARE FROM OUTSIDE OF PIPE TO OUTSIDE OF PIPE.
13. NATIVE MATERIALS SHALL NOT BE USED AS TRENCH BACKFILL. IMPORT GRANULAR MATERIAL PER CENTERVILLE CITY SPECIFICATIONS AND STANDARDS REQUIRED.



PROPOSED BOUNDARY
 EXISTING CURB & GUTTER
 EXISTING SIDEWALK
 EXISTING FENCE
 EXISTING WATER LINE
 EXISTING SEWER LINE
 EXISTING STORM DRAIN LINE
 EXISTING OVERHEAD ELECTRIC
 EXISTING TELECOM LINE
 EXISTING GAS LINE
 PROPOSED BUILDING
 PROPOSED CURB & GUTTER
 PROPOSED SIDEWALK
 PROPOSED FENCE
 PROPOSED WATER LINE
 PROPOSED SEWER LINE
 PROPOSED SEWER LATERAL
 PROPOSED STORM DRAIN LINE
 PROPOSED SAWCUT LINE
 MATCH LINE

- 1 SINGLE WATER METER PER CENTERVILLE CITY STANDARDS REQ'D
(SEE DETAIL-AA ON SHEET C7.3)
- 2 DUAL WATER METER BOX PER CENTERVILLE CITY STANDARDS REQ'D
(SEE DETAIL-AB ON SHEET C7.3)
- 3 2" WATER METER REQ'D
(SEE DETAIL-AC ON SHEET C7.3)
- 4 FIRE HYDRANT ASSEMBLY REQ'D
(SEE DETAIL-Y ON SHEET C7.3)
- 5 8" ISOLATION VALVE REQ'D

[illegible]

ORIG. DATE :	5/20
SURVEY BY :	PEPG CREW
DRAWN BY :	TRC
DESIGNED BY :	TRC
CHECKED BY :	RLK
SCALE :	1" = 30'

PEPG CONSULTING LLC
9270 SOUTH 300 WEST • SANDY, UT 84070
PHONE: (801) 562-2321 • FAX: (801) 562-2351

CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT
GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS

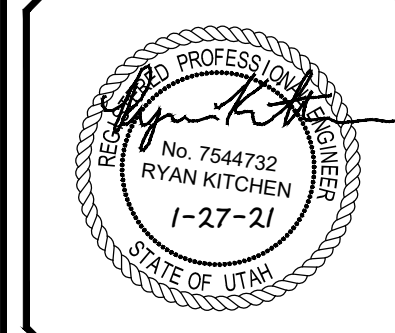
THE HIVE

555 NORTH 400 WEST

UTILITY PLAN

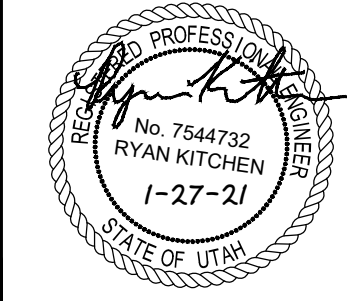
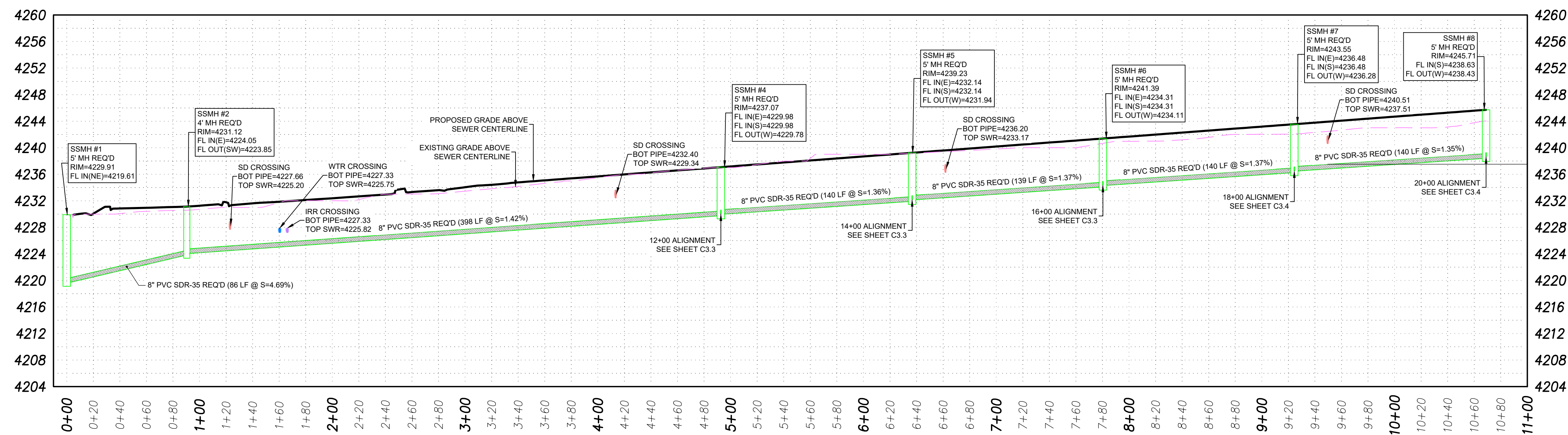
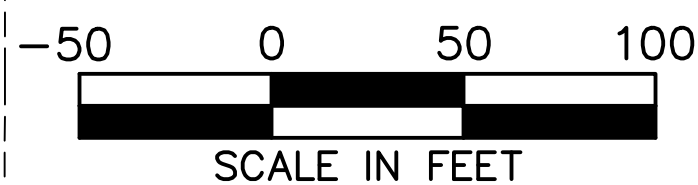
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FIRST PROGRESS I.	SUBMIT NUMBER	DRAWING FILE

CENTERVILLE
CITY



SHEET NO. **C3.1**





SHEET NO. **C3.2**

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GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS

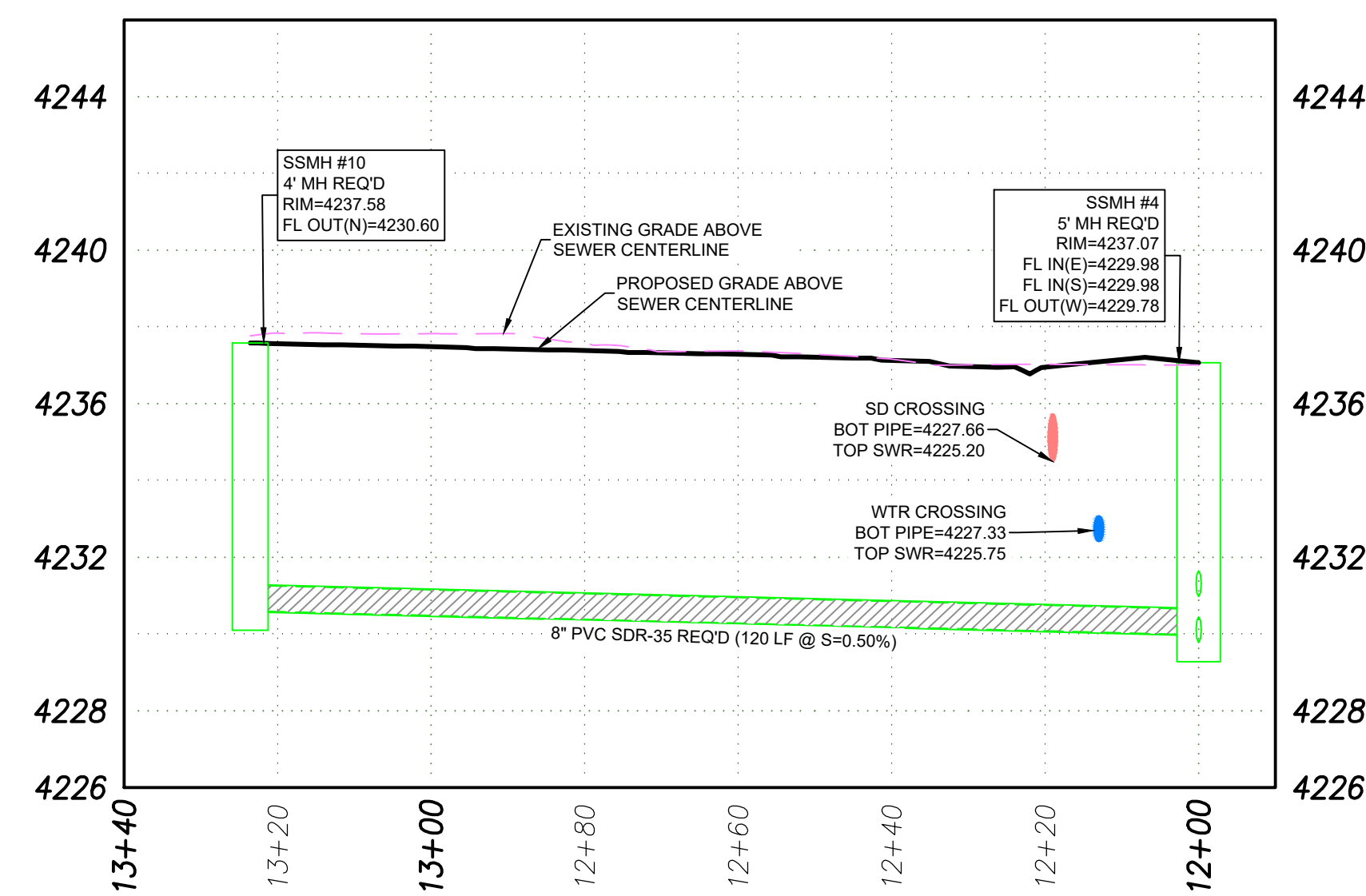
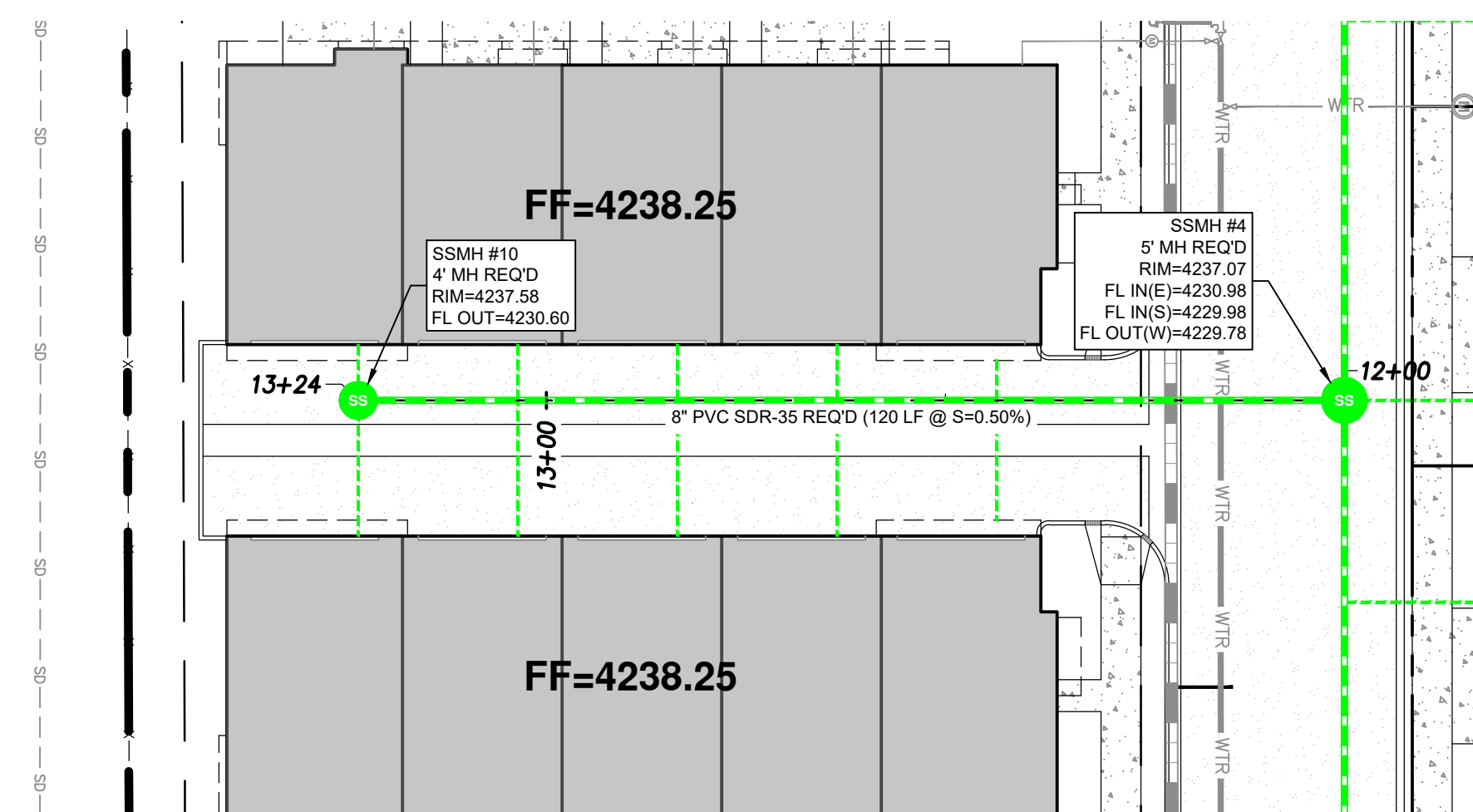
THE HIVE
555 NORTH 400 WEST
 SEWER
 PLAN & PROFILE
 DWG: 03-UTIL-0
 JANUARY 27, 2021
 1257.2011

CENTERVILLE
CITY

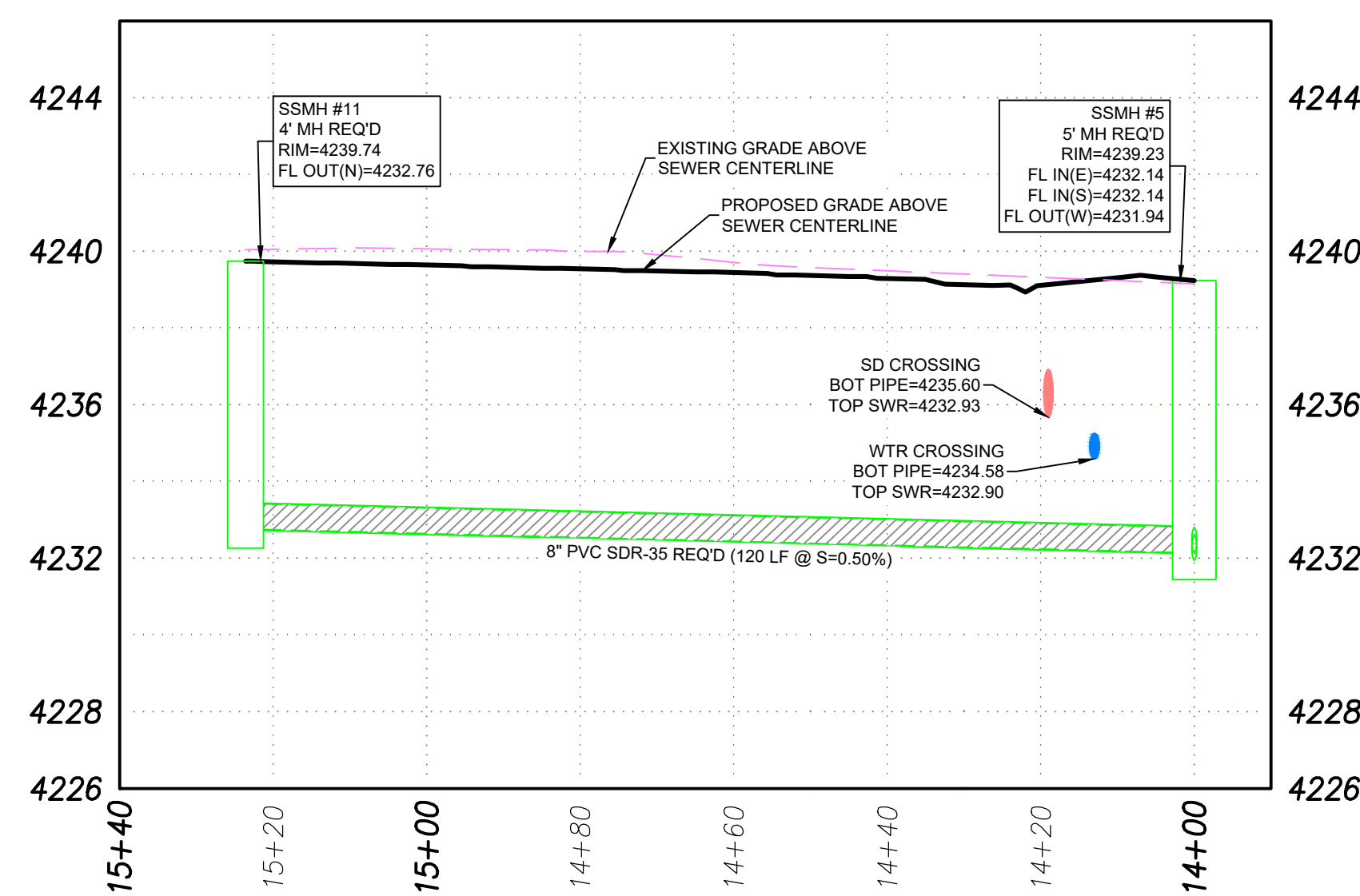
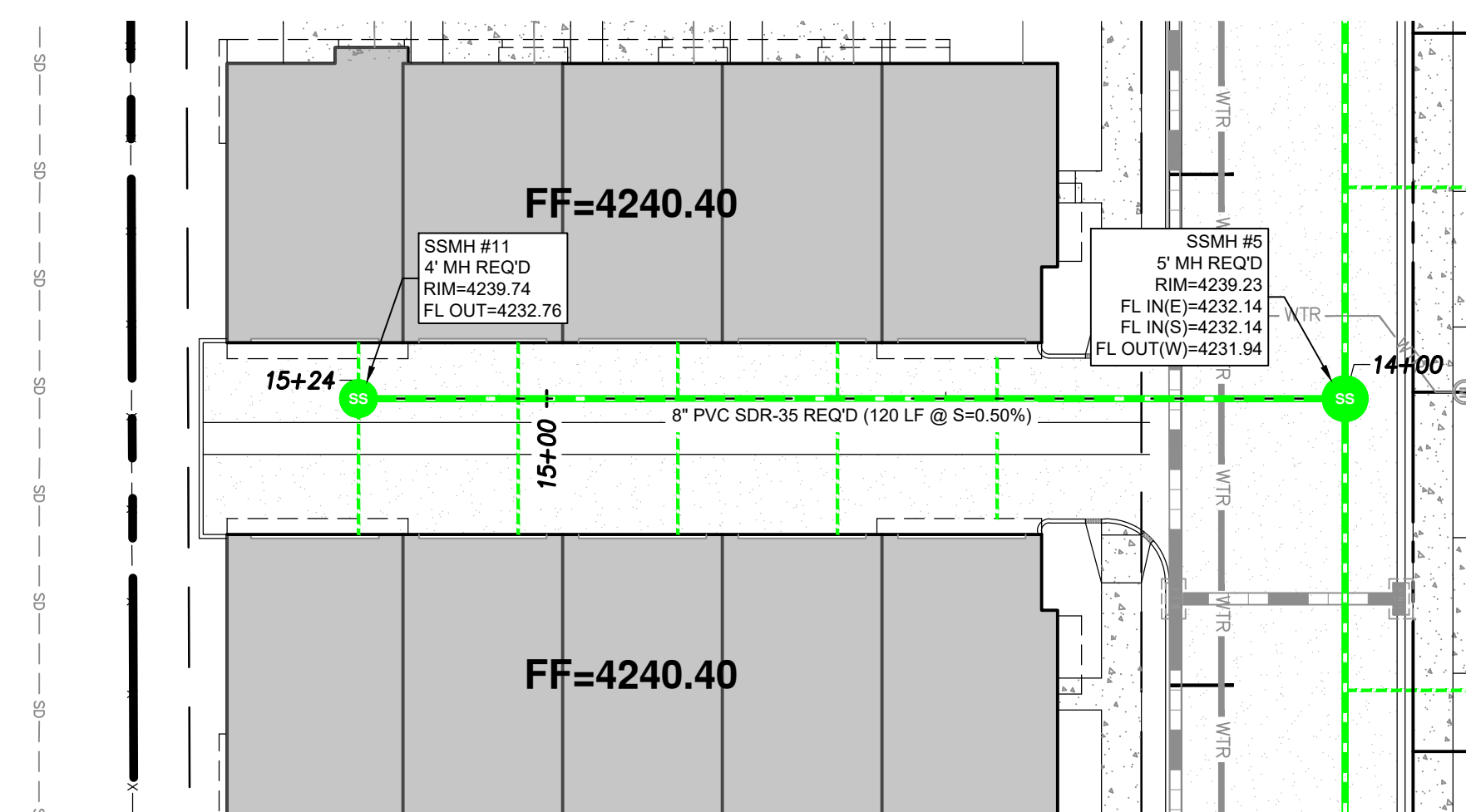
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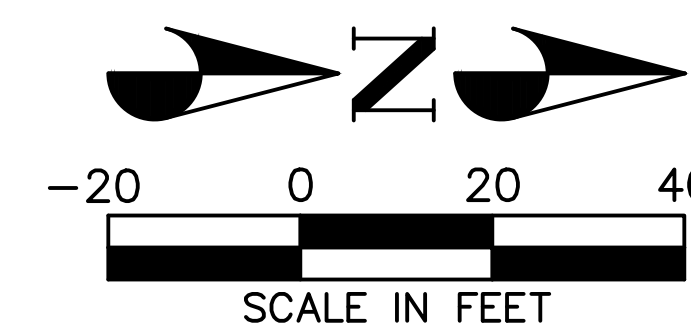
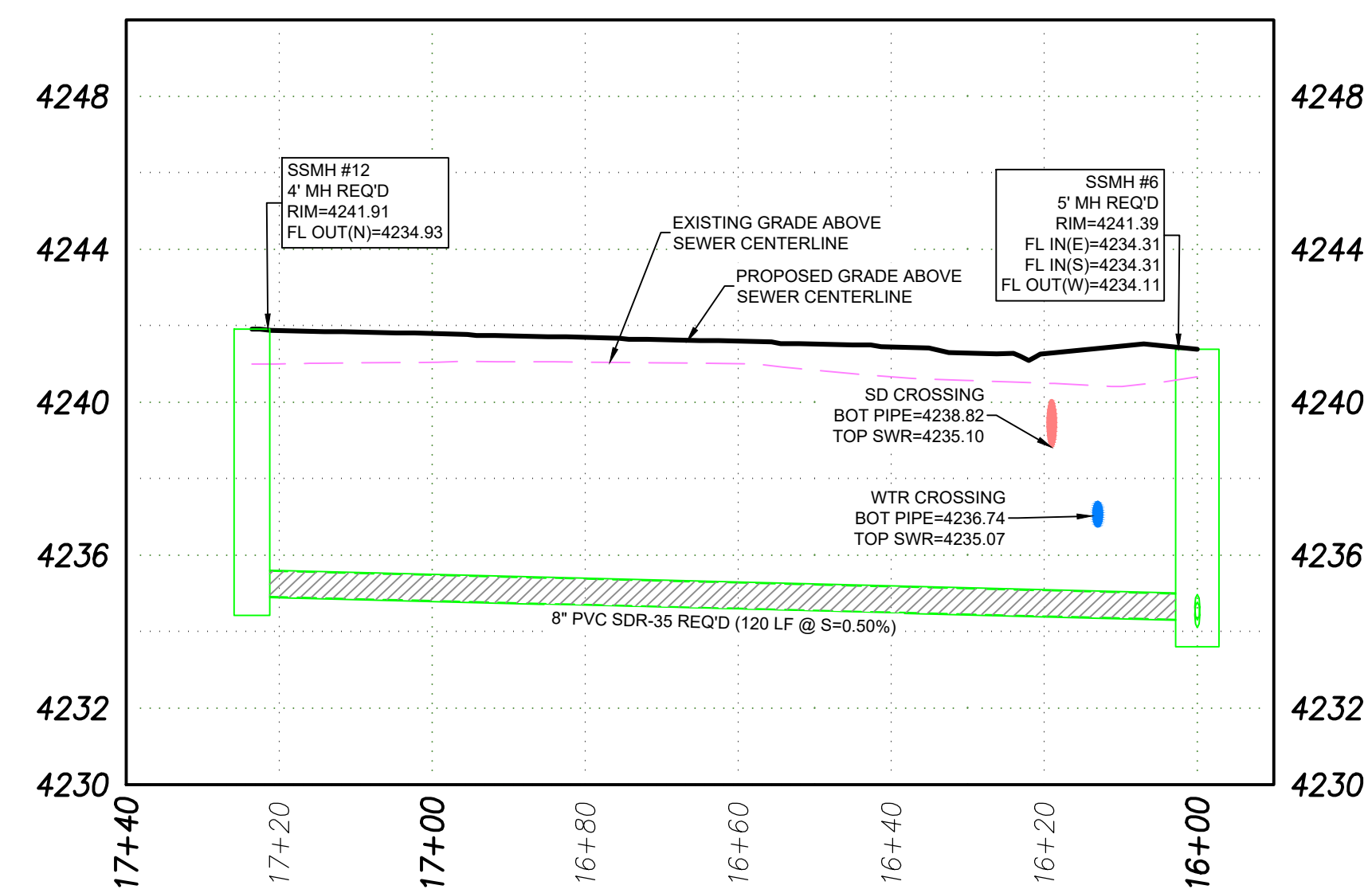
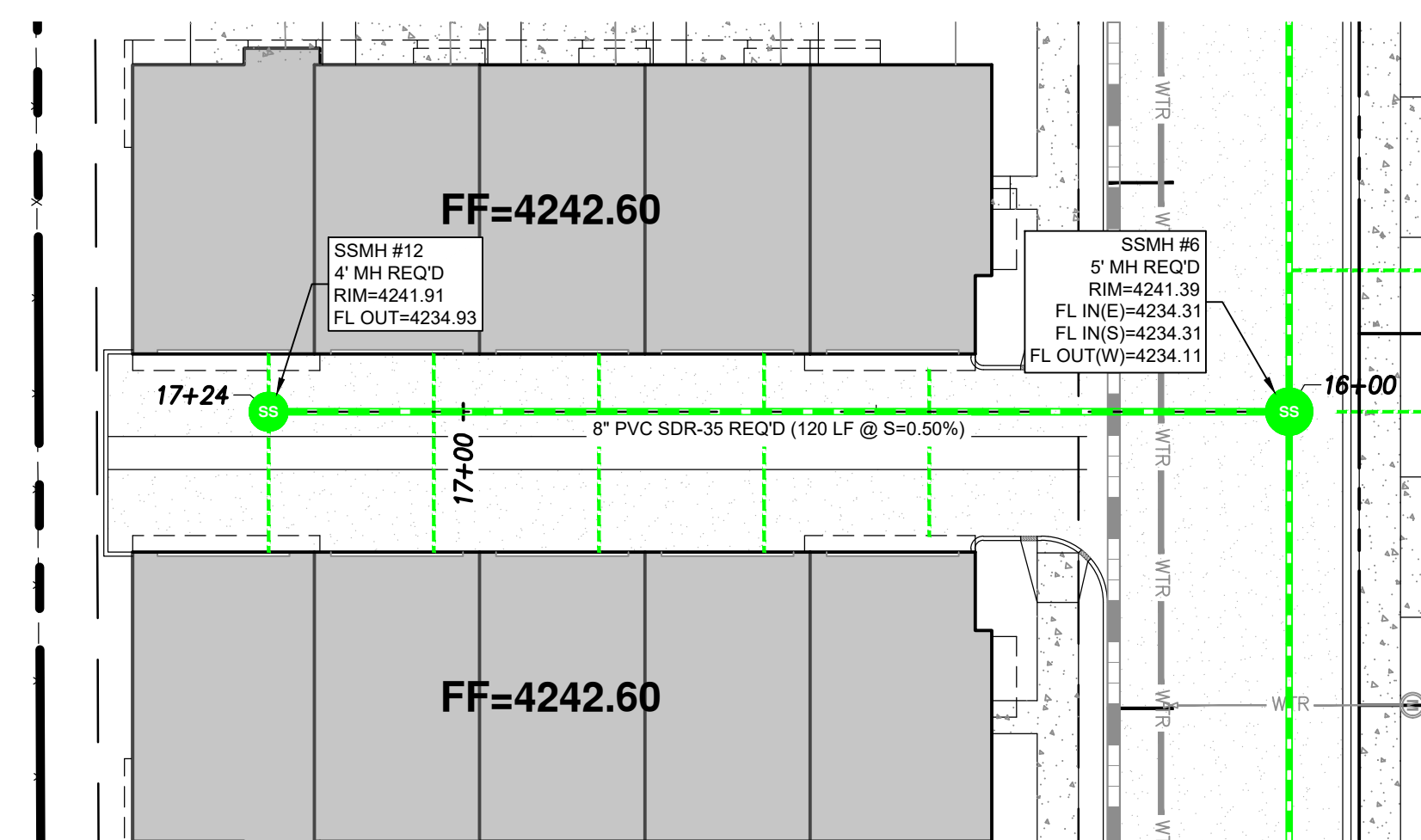
ALIGNMENT 12+00



ALIGNMENT 14+00



ALIGNMENT 16+00

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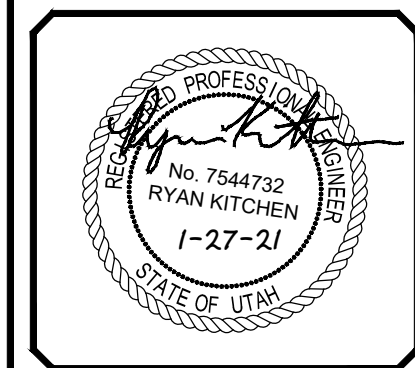
ORIG. DATE :	5/20
SURVEY BY :	PEPG CREW
DRAWN BY :	TRC
DESIGNED BY :	TRC
CHECKED BY :	RLK
SCALE :	AS SHOWN

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 GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS

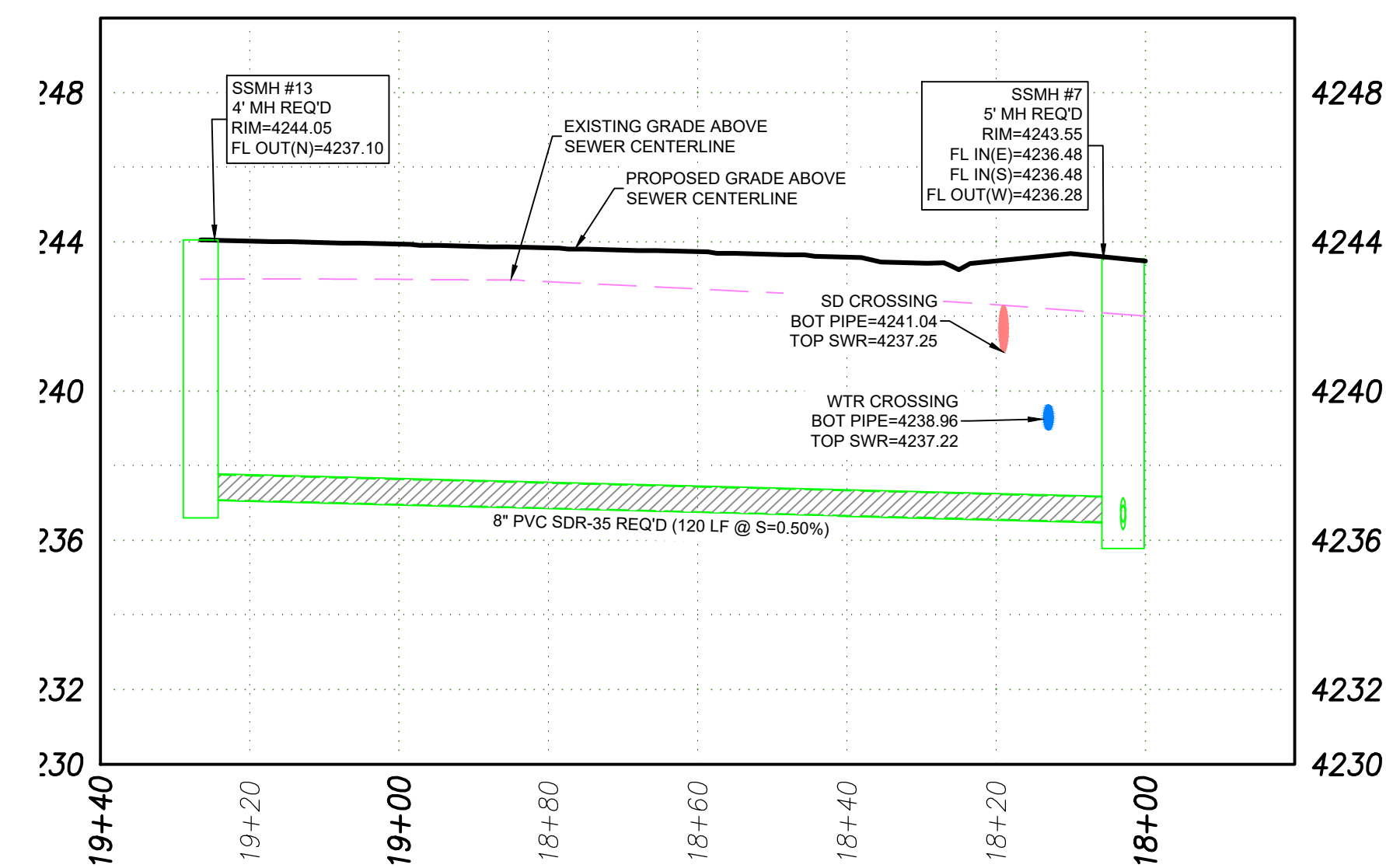
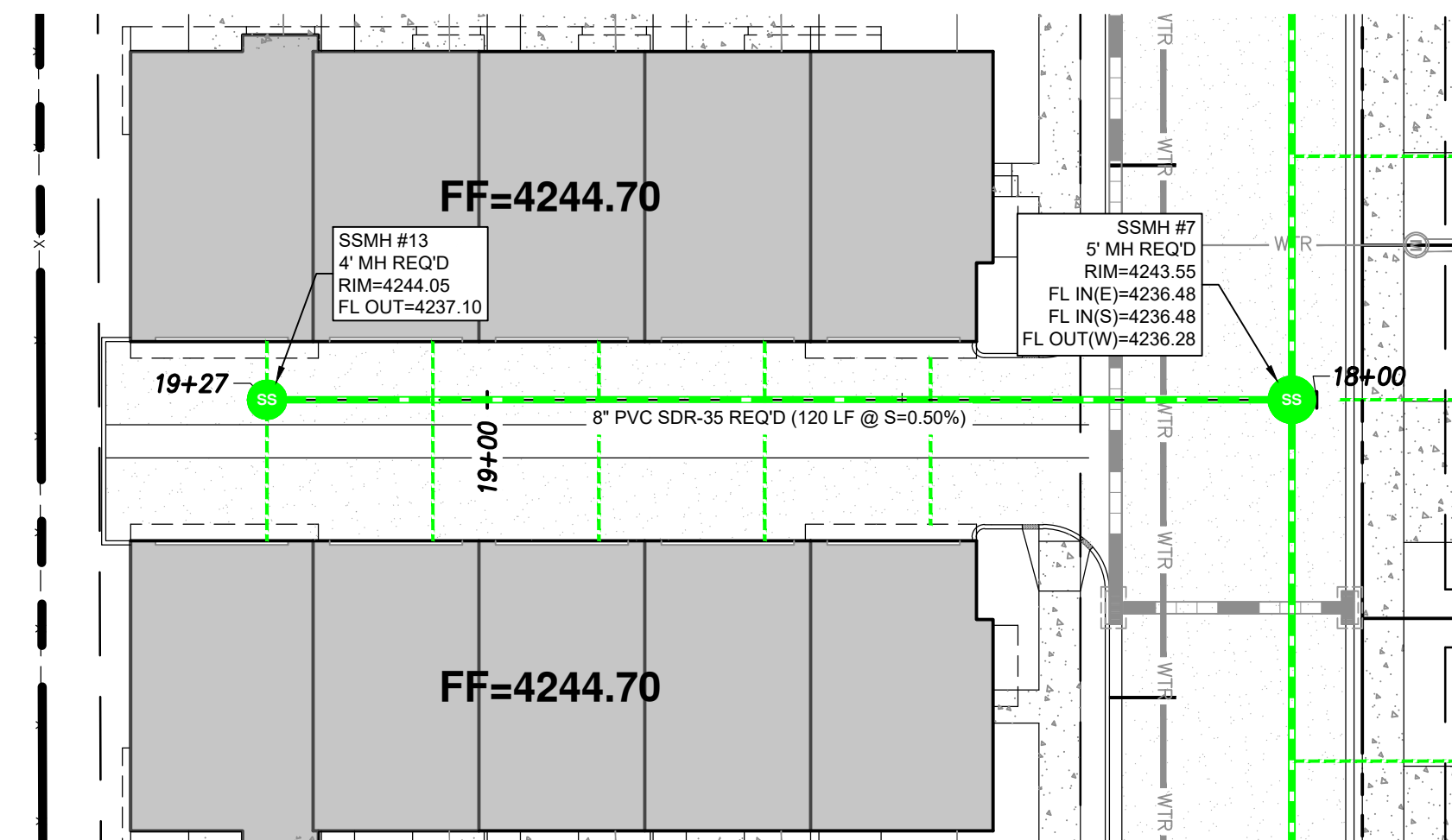
THE HIVE	
555 NORTH 400 WEST	
SEWER	
PLAN & PROFILE	
JANUARY 27, 2021	1/25/2011
LAST REVISED	PROJECT NUMBER
	DWG./03--UTIL--03 DRAWING FILE

CENTERVILLE
CITY

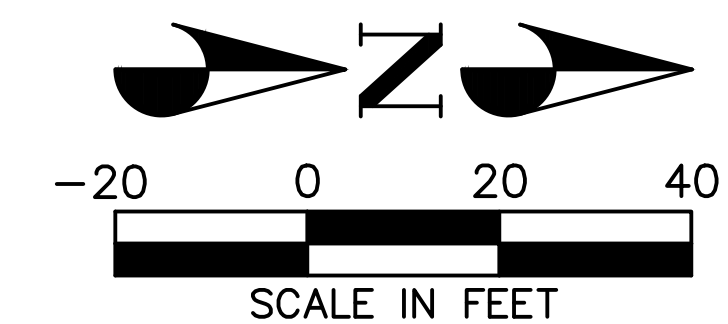
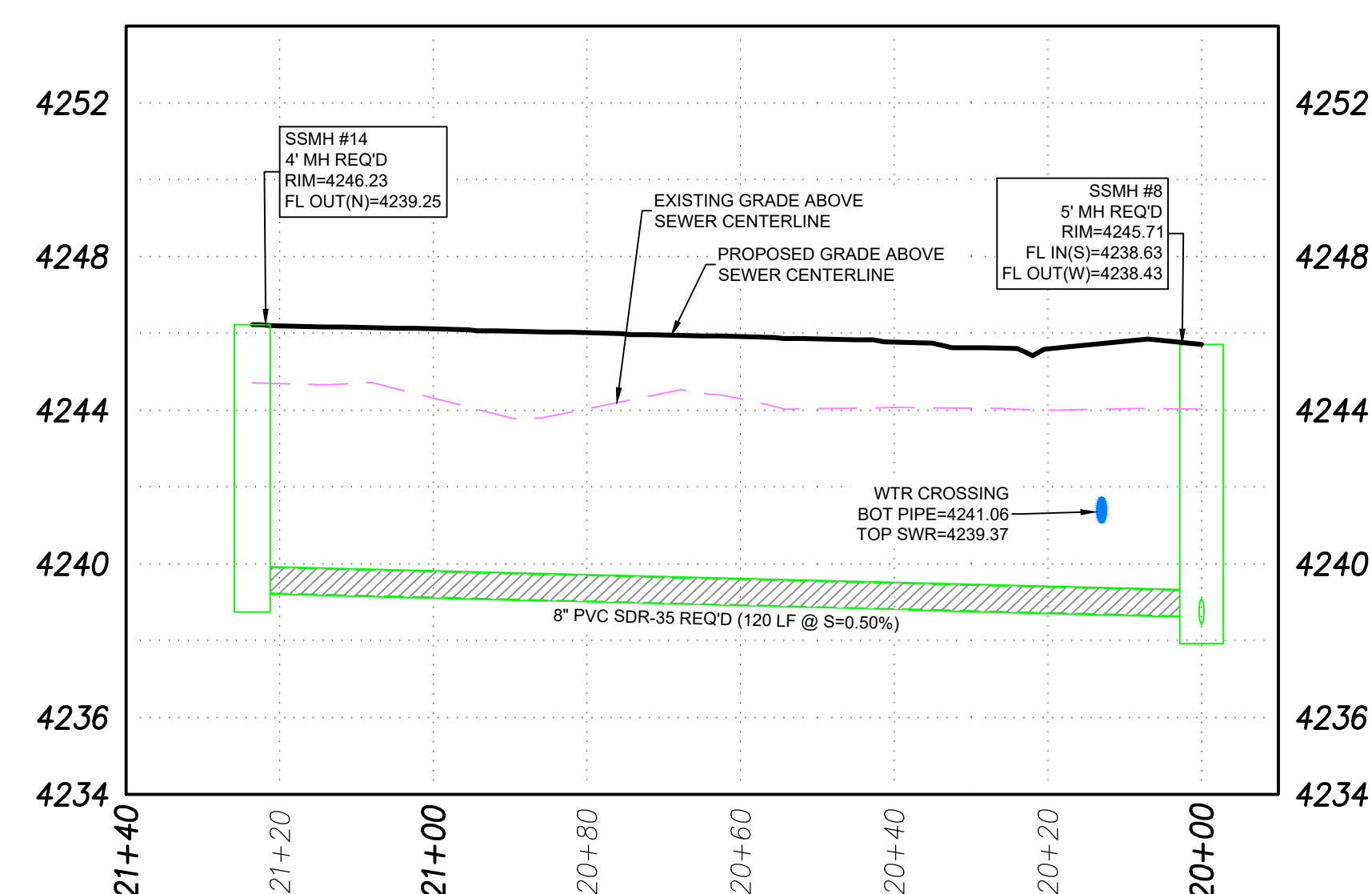
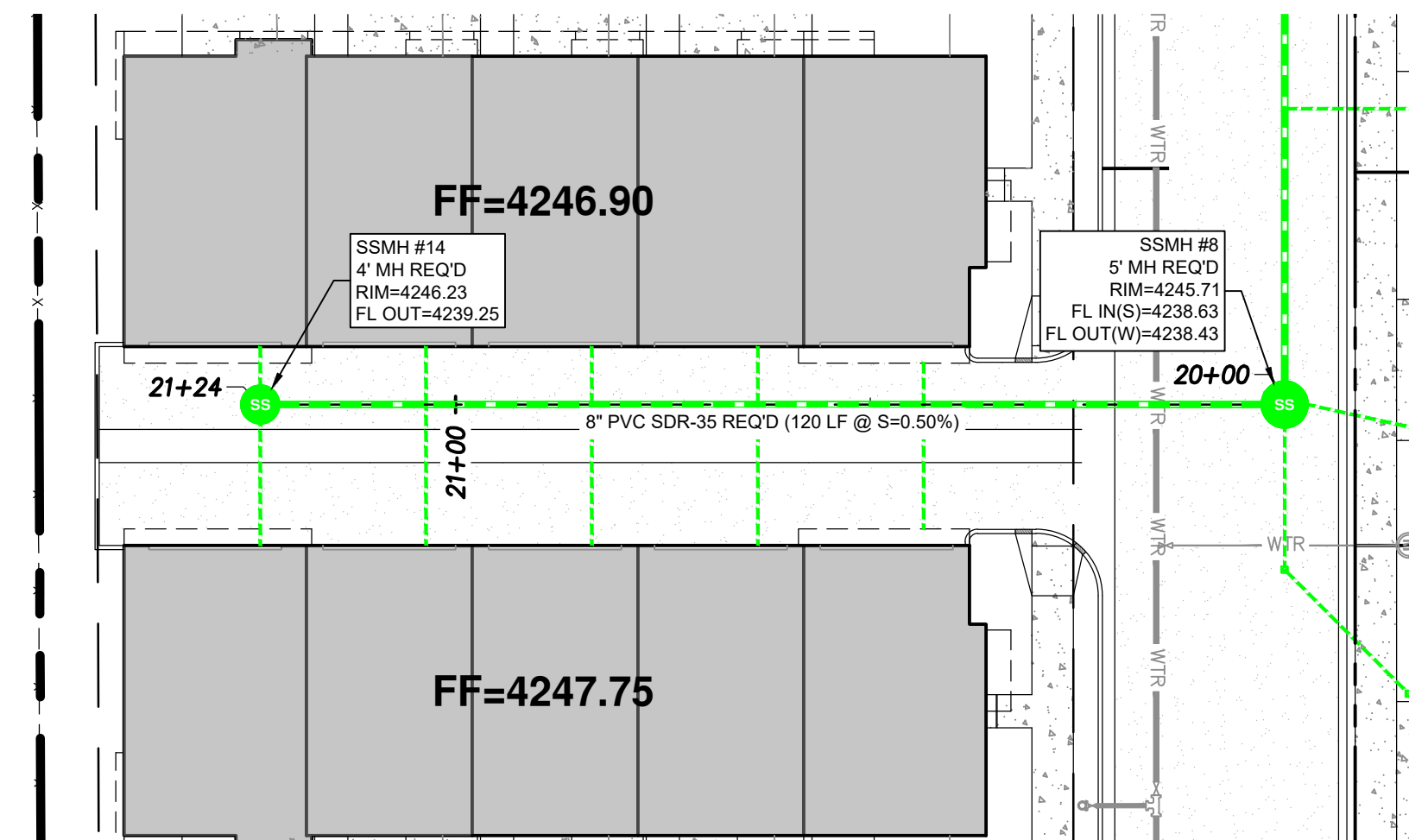


SHEET NO. **C3.3**

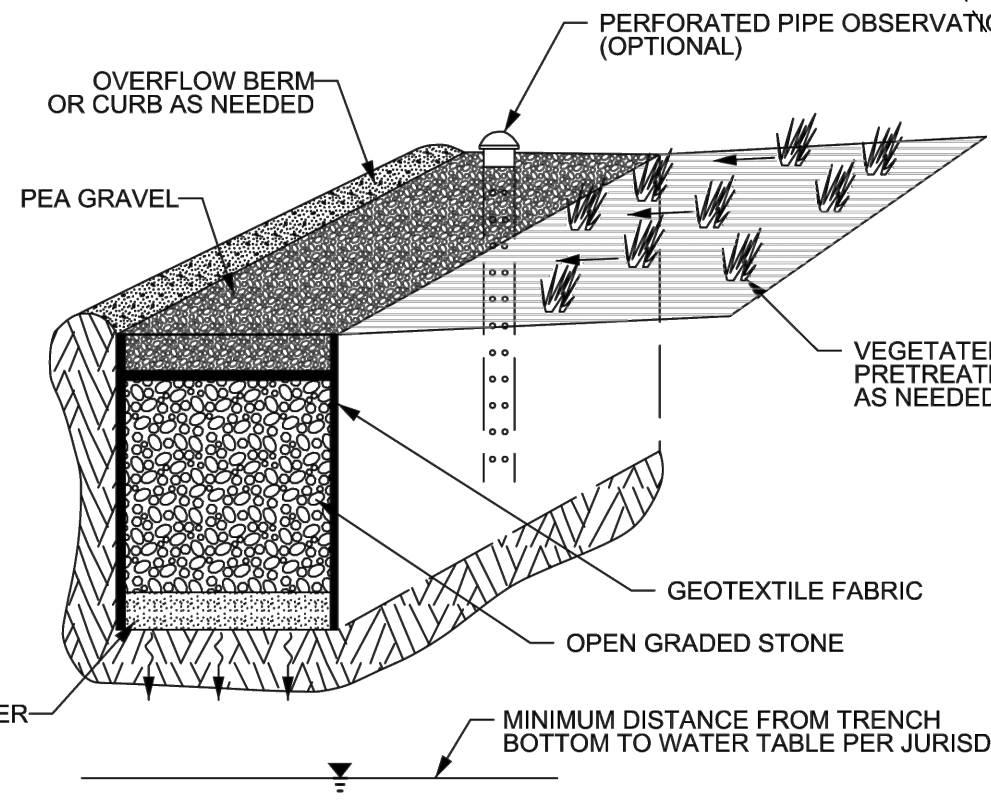
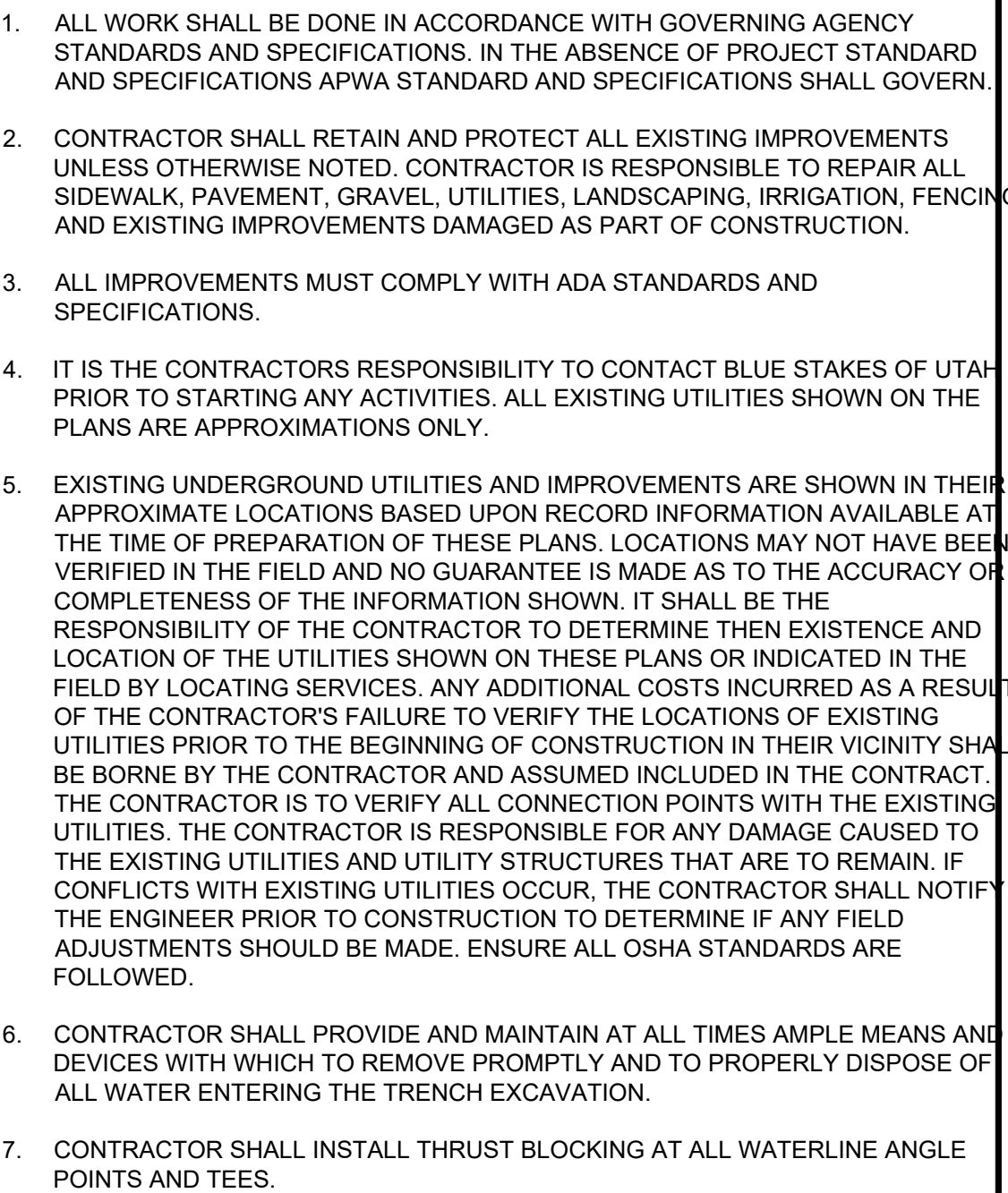
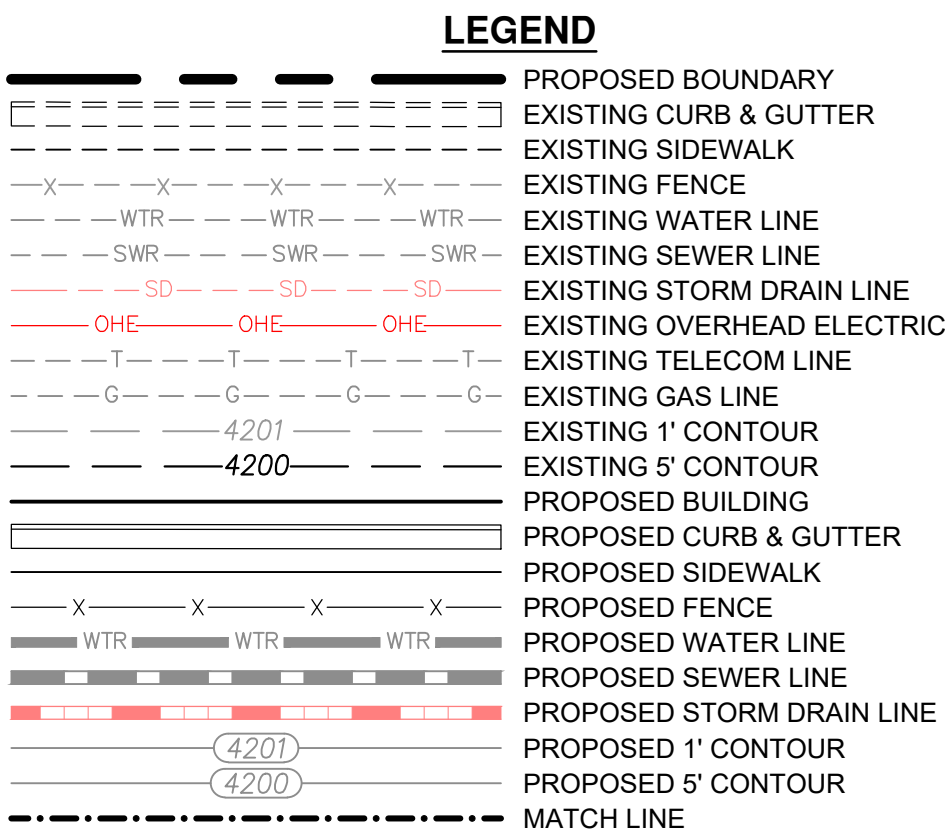
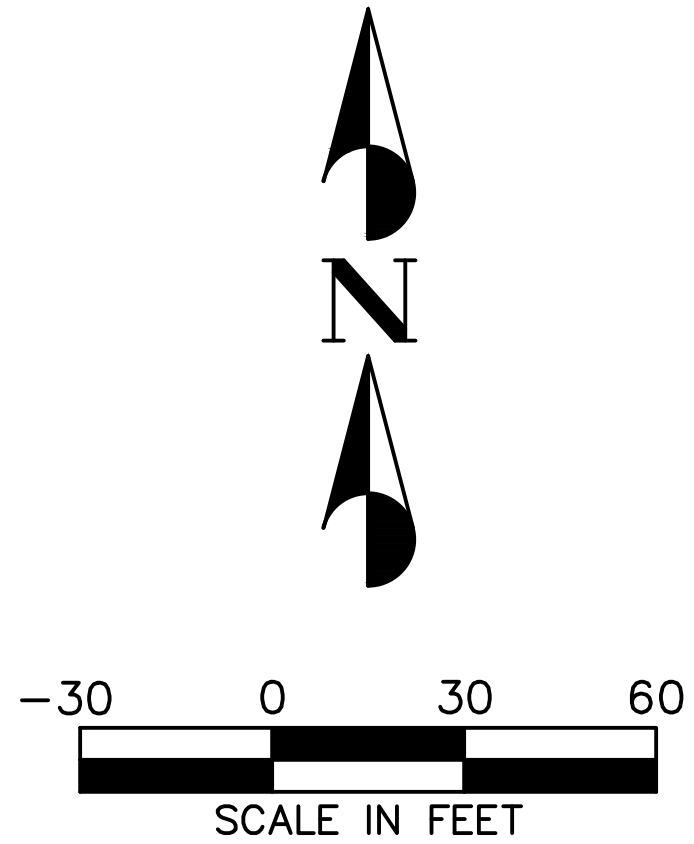
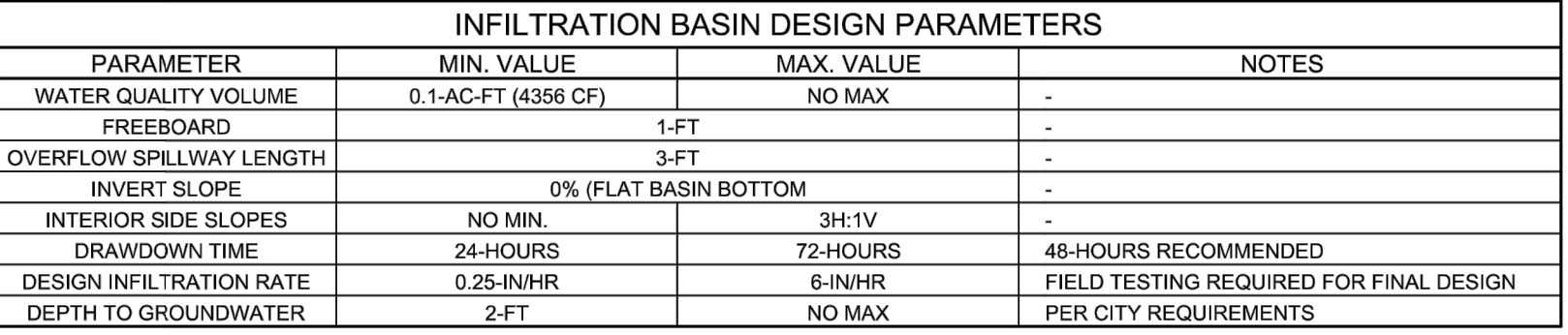
ALIGNMENT 18+00



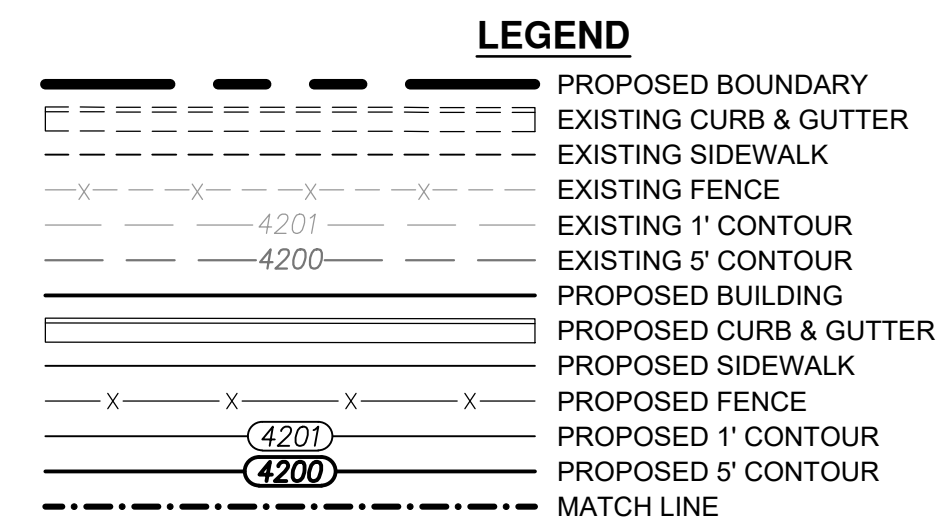
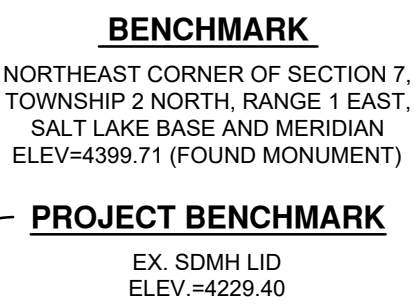
ALIGNMENT 20+00



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THE HIVE	
555 NORTH 400 WEST	
SEWER	
PLAN & PROFILE	
JANUARY 27, 2021	DWG 03-UTIL-03
LAST REVISED	DRAWING FILE
CENRVILLE CITY	
STATE OF UTAH	
No. 7544732	
RYAN KITCHEN	
1-27-21	
SHEET NO. C3.4	



INFILTRATION BASIN DESIGN PARAMETERS			
PARAMETER	MIN. VALUE	MAX. VALUE	NOTES
DEPTH OF TRENCH	2 FT	NO MAX	MAX. DEPTH DETERMINED BY CIT
LONGITUDINAL TRENCH SLOPE	0%	1%	-
WIDTH	2 FT	NO MAX	-
DRAWDOWN TIME	12+HOURS	72+HOURS	-
DESIGN INFILTRATION RATE	0.25-INHR	6-INHR	FIELD TESTING REQUIRED FOR F
DEPTH TO GROUNDWATER	2 FT	NO MAX	-



- ## NOTES
1. THE CONTRACTOR SHALL STRIP AND CLEAR THE TOPSOIL, MAJOR ROOTS AND ORGANIC MATERIAL FROM ALL PROPOSED BUILDING AND PAVEMENT AREAS PRIOR TO SITE GRADING. (THE TOPSOIL MAY BE STOCKPILED FOR LATER USE IN LANDSCAPED AREAS.)
 2. THE CONTRACTOR IS WARNED THAT AN EARTHWORK BALANCE WAS NOT NECESSARILY THE INTENT OF THIS PROJECT. ANY ADDITIONAL MATERIAL REQUIRED OR LEFTOVER MATERIAL FOLLOWING EARTHWORK OPERATIONS BECOMES THE RESPONSIBILITY OF THE CONTRACTOR.
 3. THE CONTRACTOR SHALL GRADE THE PROJECT SITE TO PROVIDE A SMOOTH TRANSITION BETWEEN NEW AND EXISTING ASPHALT, CURB AND GUTTER, AND ADJOINING SITE IMPROVEMENTS.
 4. IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT BLUE STAKES OF UTAH PRIOR TO STARTING ANY ACTIVITIES. ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATIONS ONLY.
 5. CONTRACTOR SHALL ENSURE FINISHED GRADE SLOPES AWAY FROM ALL STRUCTURES ACCORDING TO BUILDING CODES AND AS SHOWN ON THIS PLAN.
 6. CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES AMPLE MEANS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER ENTERING THE TRENCH EXCAVATION.

[illegible]

ORIG. DATE :	5/20
SURVEY BY :	PEPG CREW
DRAWN BY :	TRC
DESIGNED BY :	TRC
CHECKED BY :	RLK
SCALE :	1"=60'

PEPG CONSULTING LLC
9270 SOUTH 300 WEST • SANDY, UT 84070
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GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS

THE HIVE

555 NORTH 400 WEST

OVERALL GRADING

PLAN

JANUARY 27, 2021

LAST REVISED

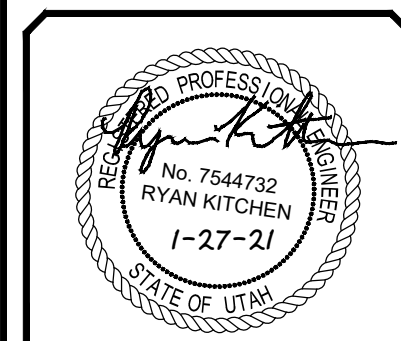
DWG 05—GRADE

DRAWING FILE

12/57/2011

PROJECT NUMBER

CENTERVILLE
CITY



SHEET NO. **C5.0**



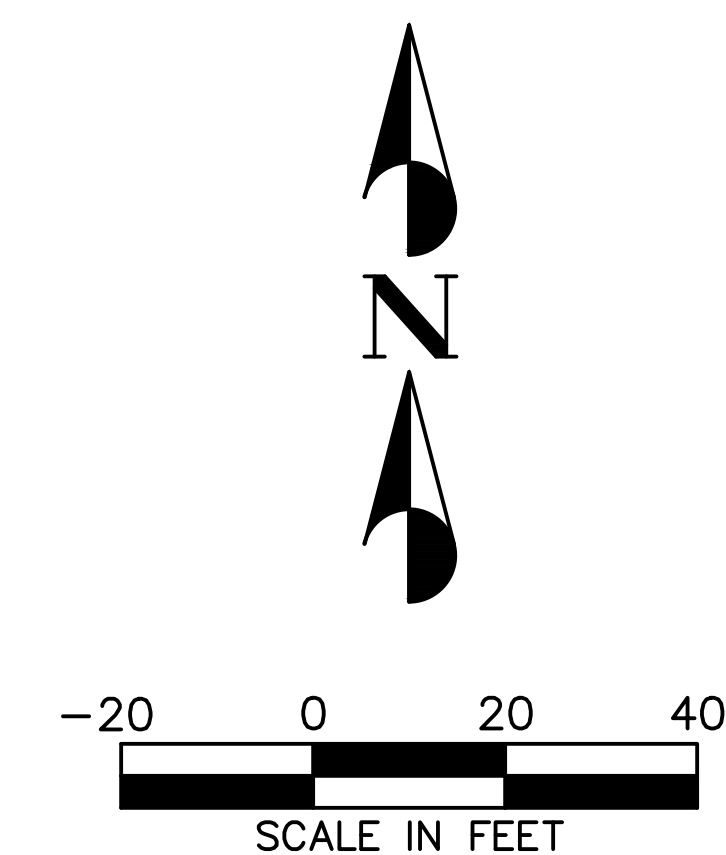


Diagram illustrating the cross-section of a road layout, showing various layers and boundaries. The diagram is divided into two main sections by a vertical line, with labels on the right side corresponding to the layers.

Labels on the right side (from top to bottom):

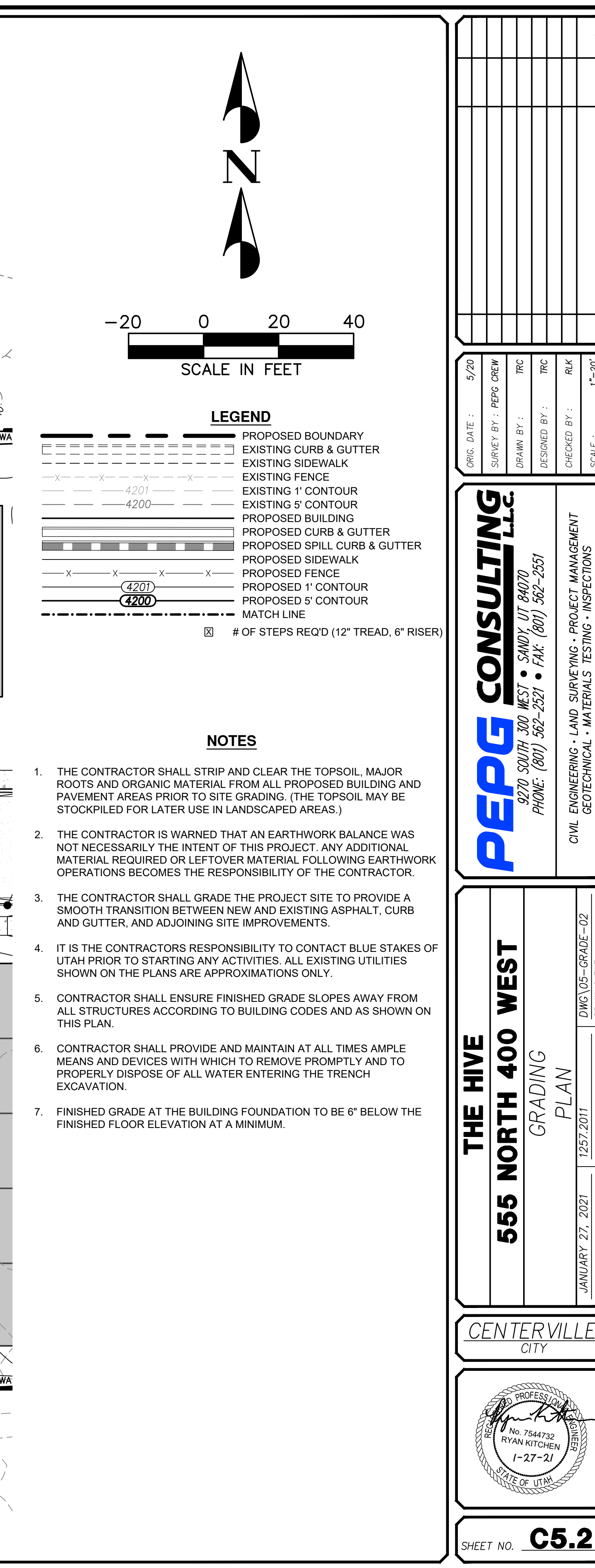
- PROPOSED BOUNDARY
- EXISTING CURB & GUTTER
- EXISTING SIDEWALK
- EXISTING FENCE
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- PROPOSED BUILDING
- PROPOSED CURB & GUTTER
- PROPOSED SPILL CURB & GUTTER
- PROPOSED SIDEWALK
- PROPOSED FENCE
- PROPOSED 1' CONTOUR
- PROPOSED 5' CONTOUR
- MATCH LINE

Diagram details:

- The top section shows a dashed line for the proposed boundary, followed by a solid line for the existing curb & gutter, and a dashed line for the existing sidewalk.
- The middle section shows a solid line for the existing fence, followed by two dashed lines for the existing 1' and 5' contours.
- The bottom section shows a solid line for the proposed building, followed by a solid line for the proposed curb & gutter, a dashed line for the proposed spill curb & gutter, and a solid line for the proposed sidewalk.
- The bottom-most section shows a solid line for the proposed fence, followed by two dashed lines for the proposed 1' and 5' contours.
- The diagram is divided into two main sections by a vertical line, with labels on the right side corresponding to the layers.
- Dimensions are indicated by arrows and numbers: 4201' and 4200' are shown for the width of the road sections.
- A match line is indicated at the bottom right.

1. THE CONTRACTOR SHALL STRIP AND CLEAR THE TOPSOIL, MAJOR ROOTS AND ORGANIC MATERIAL FROM ALL PROPOSED BUILDING AND PAVEMENT AREAS PRIOR TO SITE GRADING. (THE TOPSOIL MAY BE STOCKPILED FOR LATER USE IN LANDSCAPED AREAS.)
2. THE CONTRACTOR IS WARNED THAT AN EARTHWORK BALANCE WAS NOT NECESSARILY THE INTENT OF THIS PROJECT. ANY ADDITIONAL MATERIAL REQUIRED OR LEFTOVER MATERIAL FOLLOWING EARTHWORK OPERATIONS BECOMES THE RESPONSIBILITY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GRADE THE PROJECT SITE TO PROVIDE A SMOOTH TRANSITION BETWEEN NEW AND EXISTING ASPHALT, CURB AND GUTTER, AND ADJOINING SITE IMPROVEMENTS.
4. IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT BLUE STAKES OF UTAH PRIOR TO STARTING ANY ACTIVITIES. ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATIONS ONLY.
5. CONTRACTOR SHALL ENSURE FINISHED GRADE SLOPES AWAY FROM ALL STRUCTURES ACCORDING TO BUILDING CODES AND AS SHOWN ON THIS PLAN.
6. CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES APPLE MEANS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER ENTERING THE TRENCH EXCAVATION.

THE HIVE 555 NORTH 400 WEST GRADING PLAN JANUARY 27, 2021 LAST REVISED 1/27/2017 PROJECT NUMBER DWG 05-GRADE-02 DRAWING FILE				CENTERVILLE CITY	
		PEPG CONSULTING LLC 9270 SOUTH 300 WEST • SANDY UT 84070 PHONE: (801) 562-2521 • FAX: (801) 562-2551		CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT GEOTECHNICAL • MATERIALS TESTING • INSPECTIONS	
ORIG. DATE : 5/20		SURVEY BY : REFS CREW		NO. DESCRIPTION DATE	
DRAWN BY : TRC		DESIGNED BY : TRC		CHECKED BY : RJK	
SCALE : 1"=20'		DATE		DATE	

[illegible]

ORIG. DATE :	5/20
SURVEY BY :	PEPG CREW
DRAWN BY :	TRC
DESIGNED BY :	TRC
CHECKED BY :	RLK
SCALE :	1"=20'

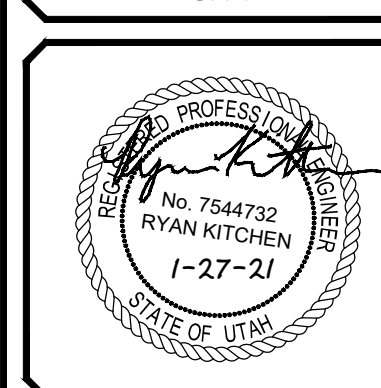
PEPG CONSULTING LLC

9270 SOUTH 300 WEST • SANDY, UT 84070
PHONE: (801) 562-2551 • FAX: (801) 562-2551

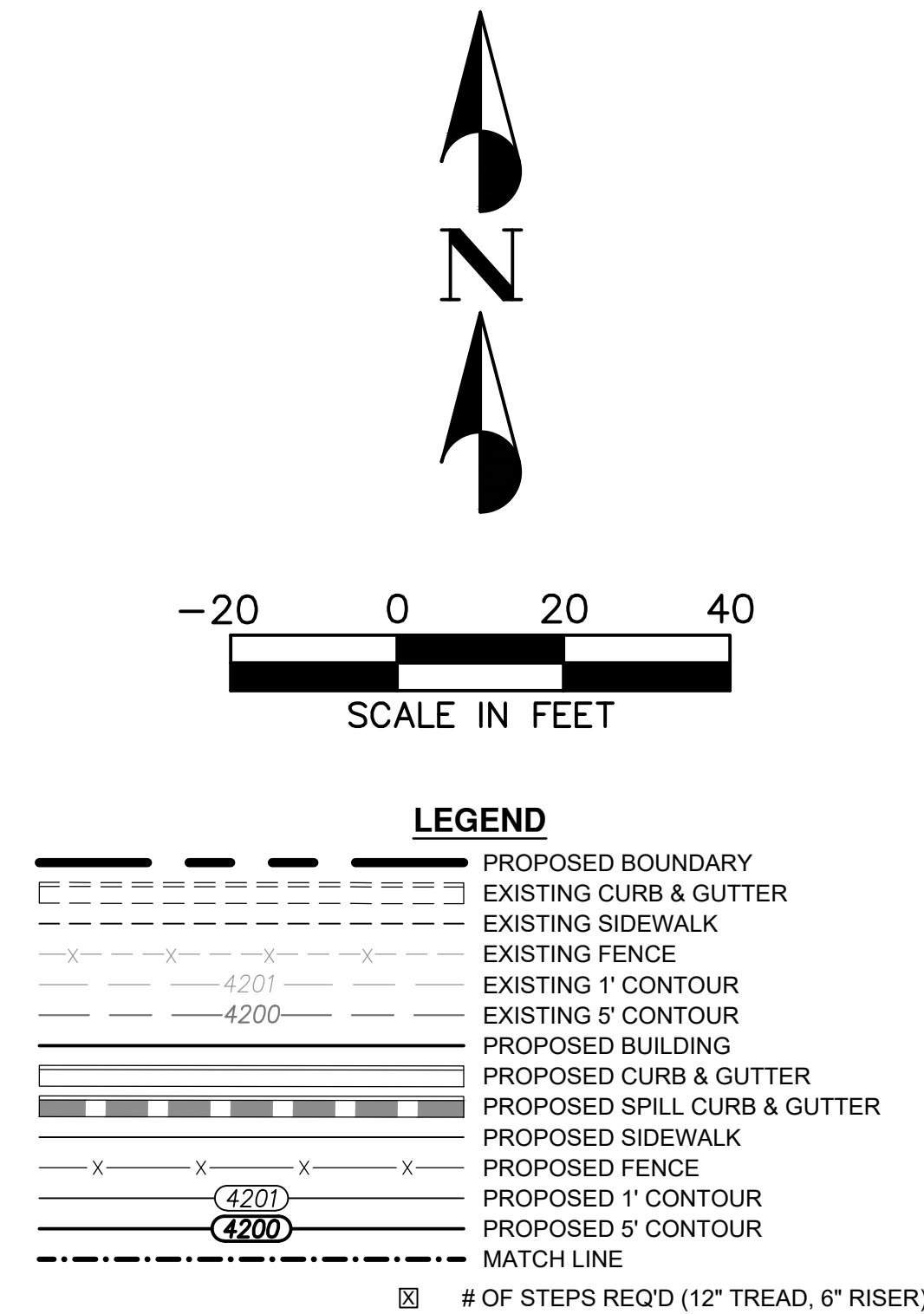
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THE HIVE
555 NORTH 400 WEST
GRADING
PLAN
JANUARY 27, 2021
DWG\05-GRADE-02

CENTERVILLE
CITY



SHEET NO. **C5.2**



- ## **NOTES**
1. THE CONTRACTOR SHALL STRIP AND CLEAR THE TOPSOIL, MAJOR ROOTS AND ORGANIC MATERIAL FROM ALL PROPOSED BUILDING AND PAVEMENT AREAS PRIOR TO SITE GRADING. (THE TOPSOIL MAY BE STOCKPILED FOR LATER USE IN LANDSCAPED AREAS.)
 2. THE CONTRACTOR IS WARNED THAT AN EARTHWORK BALANCE WAS NOT NECESSARILY THE INTENT OF THIS PROJECT. ANY ADDITIONAL MATERIAL REQUIRED OR LEFTOVER MATERIAL FOLLOWING EARTHWORK OPERATIONS BECOMES THE RESPONSIBILITY OF THE CONTRACTOR.
 3. THE CONTRACTOR SHALL GRADE THE PROJECT SITE TO PROVIDE A SMOOTH TRANSITION BETWEEN NEW AND EXISTING ASPHALT, CURB AND GUTTER, AND ADJOINING SITE IMPROVEMENTS.
 4. IT IS THE CONTRACTORS RESPONSIBILITY TO CONTACT BLUE STAKES OF UTAH PRIOR TO STARTING ANY ACTIVITIES. ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATIONS ONLY.
 5. CONTRACTOR SHALL ENSURE FINISHED GRADE SLOPES AWAY FROM ALL STRUCTURES ACCORDING TO BUILDING CODES AND AS SHOWN ON THIS PLAN.
 6. CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES AMPLE MEANS AND DEVICES WITH WHICH TO REMOVE PROMPTLY AND TO PROPERLY DISPOSE OF ALL WATER ENTERING THE TRENCH EXCAVATION.
 7. FINISHED GRADE AT THE BUILDING FOUNDATION TO BE 6" BELOW THE FINISHED FLOOR ELEVATION AT A MINIMUM.

[illegible]

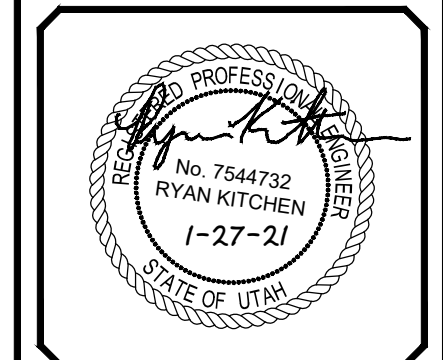
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DESIGNED BY :	TRC
CHECKED BY :	RUK
SCALE :	1"=20'

PEPG CONSULTING LLC
 9270 SOUTH 300 WEST • SANDY, UT 84070
 PHONE: (801) 562-2521 • FAX: (801) 562-2551

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THE HIVE		555 NORTH 400 WEST	
		GRADING	
		PLAN	
JANUARY 27, 2021	12571 2011	DWG 05-GRADE-02	
LAST REVISED	PROJECT NUMBER	DRAWING FILE	

CENTERVILLE
CITY



SHEET NO. **C5.3**



DETAIL-Q
NOT USED

[illegible]

ORIG. DATE :	5/20
SURVEY BY :	PEPG CREW
DRAWN BY :	TRC
DESIGNED BY :	TRC
CHECKED BY :	RLK
SCALE :	

PEPG CONSULTING LLC.
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PHONE: (801) 562-2551 • FAX: (801) 562-2551

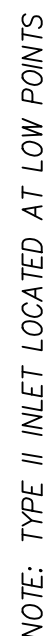
CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT
GEO TECHNICAL • MATERIALS TESTING • INSPECTIONS

THE HIVE	
555 NORTH 400 WEST	
TYPICAL SECTIONS & DETAILS	
JANUARY 27, 2021	1257.2011
LAST REVISED	PROJECT NUMBER
	DWG. 07-DETAIL-01 DRAWING FILE

CENTERVILLE
CITY

SHEET NO. **C7.1**

TRENCH WIDTH CLEARANCE FROM EDGE OF PIPE	
D	b
18" OR SMALLER	9"
21" TO 27"	10"
30" TO 48"	12"
54" OR LARGER	15"

[illegible]

ORIG. DATE :	5/20
SURVEY BY :	PEPG CREW
DRAWN BY :	TRC
DESIGNED BY :	TRC
CHECKED BY :	RLK
SCALE :	

PEPG CONSULTING LLC

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THE HIVE

555 NORTH 400 WEST

TYPICAL SECTIONS

& DETAILS

JANUARY 27, 2021

1257/2011

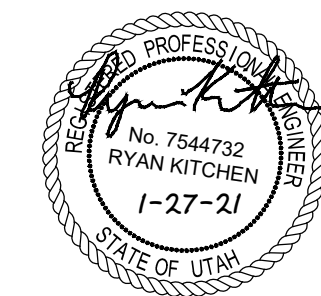
DWG 07--DETAIL--01

LAST REVISED

PROJECT NUMBER

DRAWING FILE

CENTERVILLE
CITY



SHEET NO. **C7.2**



MINIMUM BEARING AREA IN SQ. FT.					
PIPE SIZE OF TEE VALVE DEAD END	90° BEND	45° BEND	22 1/2° BEND	11 1/4° BEND	
4"	2	3	2	2	1
6"	4	5.5	3	1.5	1
8"	6.5	9.5	5	2.75	1.5
10"	10	14	8	4.25	2.5
12"	14	20	11	5.5	3
14"	19	26.5	14.5	7.5	4
16"	24	34	18.5	9.5	6
20"	27	52	28.5	14.5	16
24"	53	74	41	21	16



NOTES:

1. WATER MAIN LINES SHALL BE CONSTRUCTED WITH A MINIMUM COVER OF 42".
2. ALL MECHANICAL JOINT FITTINGS SHALL BE TORQUED BETWEEN 75 - 90 FT. LBS.
3. ALL BEVELED ENDS SHALL BE CUT OFF BEFORE BEING CONNECTED TO A MECHANICAL JOINT FITTING.

TYPICAL WATER CONNECTION

[illegible]

ORIG. DATE :	5/20
SURVEY BY :	PEPS CREW
DRAWN BY :	TRC
DESIGNED BY :	TRC
CHECKED BY :	RLK
SCALE :	

PEPG CONSULTING

9270 SOUTH 300 WEST • SANDY, UT 84070
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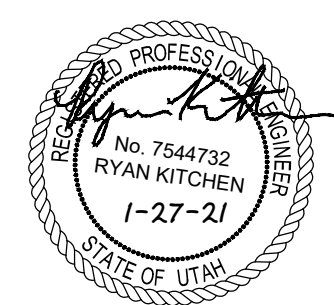
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THE HIVE
555 NORTH 400 WEST

TYPICAL SECTIONS & DETAILS

JANUARY 27, 2021	1257.2011	DWG\07-DETAIL-01
LAST REVISED	PROJECT NUMBER	DRAWING FILE

CENTERVILLE
CITY



SHEET NO. **C7.3**

ORDINANCE NO. 2020-12

AN ORDINANCE AMENDING THE CENTERVILLE CITY ZONING MAP BY CHANGING THE ZONING OF APPROXIMATELY 6.63 ACRES OF CERTAIN REAL PROPERTY LOCATED AT APPROXIMATELY 555 NORTH 400 WEST FROM RESIDENTIAL-HIGH (R-H) TO COMMERCIAL-HIGH AND RESIDENTIAL-HIGH WITH A PLANNED DEVELOPMENT OVERLAY (C-H/PD AND R-H/PD) AND APPROVING THE CONCEPTUAL PLAN FOR THE HIVE DEVELOPMENT PDO

WHEREAS, the City is authorized to enact a zoning map consistent with the purposes set forth in the Utah Land Use Development and Management Act, as more particularly provided in *Utah Code Ann.* §§ 10-9a-101, *et seq.*, as amended, and the City is further authorized to make amendments to such zoning map in accordance with procedures set forth in *Utah Code Ann.* § 10-9a-503, as amended; and

WHEREAS, in accordance with applicable provisions of Utah law and the goals of the Centerville City General Plan for the subject property regarding development policies for the Northwest Neighborhood Plan, the City Council desires to amend the Centerville City Zoning Map to rezone the subject property from Residential-High (R-H) to Commercial-High and Residential-High with a Planned Development Overlay (C-H/PD and R-H/PD) as more particularly provided herein; and

WHEREAS, as part of the Planned Development Overlay (PDO) Zone requirements, requests for PDO zoning shall include a conceptual site plan for review and acceptance by the City Council concurrent with the rezoning decision; and

WHEREAS, the proposed amendments to the Centerville Zoning Map and Conceptual Plan for The Hive Development PDO as set forth herein have been reviewed by the Planning Commission and the City Council and all appropriate public noticing and hearings have been provided and held in accordance with Utah law to obtain public input regarding the proposed revisions to the Zoning Map and approval of the Conceptual Site Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF CENTERVILLE CITY, STATE OF UTAH, AS FOLLOWS:

Section 1. PDO Rezone and Conceptual Plan Approval. Subject to conditions of approval set forth in Section 2, the real property located at approximately 555 North 400 West consisting of approximately 6.63 acres as more particularly described in the legal descriptions set forth in **Exhibit A**, attached and incorporated herein by this reference, is hereby rezoned and changed from Residential-High (R-H) to Commercial-High and Residential-High with a Planned Development Overlay (C-H/PD and R-H/PD) and the Conceptual Site Plan for The Hive Development PDO, as more particularly described in **Exhibit B**, attached hereto and incorporated herein by this reference, is hereby approved by the City Council.

Section 2. Conditions of PDO Approval. The PDO Rezone and Conceptual Plan for The Hive Development PDO are subject to the following conditions of approval:

- (a) The **Hive Development PDO Rezone** shall consist of the following:
- The PDO Development shall be limited to 6.63 +/- acres associated with Parcel #02-024-0027. Also known as the Centerville Mobile Estates Project.
 - A rezone of 0.96 +/- acres from R-H to C-H/PD

- A rezone of the remaining 5.6 +/- acres from R-H to R-H/PD
 - The proposed rezone for C-H/PD shall not become effective until the applicable acreage has been officially subdivided and recorded, thereby separating the commercial acreage from the residential acreage
- (b) All **Final Development Approvals for The Hive Development PDO** shall substantially comply with the conceptual plan submittals received by the City, unless otherwise amended by the City.
- (c) The **approved Hive Development PDO Rezone and Conceptual Site Plan** shall consist of the following:
- The proposed Overall Conceptual Plan, Sheet AS-100, dated 09/08/2020
 - The Hive LoCi Rework Design Booklet submitted with the Conceptual Site Plan Application.
 - Building Exterior Elevations, Sheets A201; Single Family Options A & B, Sheet A102c; Townhome Elevations, Sheets- A-000 and A-201, submitted with the Conceptual Site Plan Application.
 - The recommendations of the submitted Traffic Impact Study, or as deemed acceptable by the City Engineer, as part of any related Final Plan approval.
- (d) The **Land Uses Approved** shall consist of the following:
- *A Single Building, Office Use* –Maximum Gross sq. ft. of 18,000, subject to all city requirements. The building height shall not exceed 42 feet, except for parapets and utility equipment.
 - *Multi-family Residential Uses* – Maximum number of dwellings is 50 units. Building Heights not to exceed 31 feet, as measured to the highest roof peak.
 - *Single-family Uses* – Maximum number of dwellings is 18 units. Building Heights not to exceed 30 feet, except for parapets and utility equipment.
 - *Accessory Uses, Single-family* – Accessory Uses for single-family lots shall be subject to the Zoning provisions of CZC 12.32, Residential Zones. Accessory Buildings 200 sq. ft. or larger shall be prohibited.
 - *Accessory Uses, Multi-family* – Accessory Uses for multi-family lots shall be subject to the Zoning provisions of CZC 12.32, Residential Zones, and shall be limited to Home Occupations and Household Pets, if allowed by the HOA. Accessory Buildings shall be prohibited, unless approved by the City as part of a needed HOA operation and maintenance facility.
 - *Recreational Vehicle Use* – restrictions on RV parking with plat notes and CC&R's shall be, at minimum, as follows:
 - **Recreational Vehicle Definition** - A vehicular unit designed as a temporary dwelling for travel, recreation, and vacation use, or a unit designed for hauling, that is either self-propelled or is mounted on or pulled by another vehicle, including, but not limited to, a travel trailer, truck camper, or motor home, and utility/hauling trailer.
 - **Single-family Units** - The use of outside storage of Recreational Vehicles (RVs) located on a lot or in the common space areas for longer than 48 hours shall be prohibited.
 - **Multi-family Units** – The use of garages for the storage of Recreational Vehicles shall be prohibited. The temporary outside parking Recreational Vehicles in the common space areas for longer than 48 hours shall be prohibited.

- (e) **The Hive Development PDO** shall be subject to **obtaining all related Final Site Plan and Subdivision Approvals**, which shall be subject to the following:
- A Final Site Plan Approval for both the Office and/or Residential Use sites shall be obtained prior to a in conjunction with a Preliminary Subdivision submittal, before obtaining any development/building permit for the development.
 - The Final Site Plan submittal shall address the missing or feasible ordinance requirements that have been identified in the Planning Staff Report, dated September 23, 2020, or as further discovered with subsequent development approvals.
 - The Building Permit for the Office Building shall not be issued until a Final Subdivision Plat has been approved by the City and recorded with the County, thereby separating the commercial acreage from the residential acreage.
 - A cross-access agreement for circulation and parking shall be prepared and recorded as part of a Final Site Plan or Subdivision Plat, as deemed necessary upon a City granted Final Approval.
- (f) **The Site Plan/Subdivision and Phased Construction** shall be prepared as one development site to support the development in its entirety. However, construction activities for the office and multi-family buildings may be phased. Single-family buildings may be phased as independent lots. Any phasing to be planned shall be approved with the Final Site Plan.
- (g) **The Development Variations Allowed** for The Hive Development are limited to the following:
- *CZC 12.36, Table of Uses for R-H Zone regarding Single Family Uses* - The base R-H zone does not allow for the development of single-family uses. This PDO approval would allow for development of single-family homes.
 - *CZC 12.32, Development Standards Regarding Setbacks* – the 400 West Street, Front Yard setback is approved at 20 feet, where 25 feet is required.
 - *CZC 12.32, Development Standards regarding a Conditional Use Permit for 9-12 Gross Density Units* – The PDO approval can adequately mitigate any matters related to a CUP density review.
 - *CZC 12.51.300, Buffer Standards, regarding C-H to R-H Zone* – The PDO Concept Plan Acceptance would alter the buffer standards and allow for shared parking and common amenity space to function as the buffer between the two zoning districts.
 - *CZC 12.32, Development Standards regarding a Commercial Planned Center Requirement* – The PDO request is already provides for the integration of the proposed commercial and residential uses. The need for a “planned center” review and approval for use and layout integration is moot.

Section 3. Findings for PDO Approval. The rezone of the subject property to C-H/PD and R-H/PD and corresponding Conceptual Plan approval for The Hive Development PDO is based on the following findings:

- (1) The Planning Commission finds that proposed rezone for both the C-H/PD and R-H/PD are consistent or conditioned to be consistent with the Northwest Neighborhood Plan.
- (2) The Planning Commission finds that the PDO review and approval process allows for the modification of the R-H Base Zoning requirements listed in CZC 12.32.300 regarding the maximum gross density and achieves the same or similar results that a Conditional Use Review could achieve.
- (3) The Planning Commission finds that the PDO review and approval process allows for the modification of the C-H Base Zoning requirements listed in CZC 12.34.300 regarding the planned center requirement and achieves the same or similar results that a Planned Center Review could achieve.

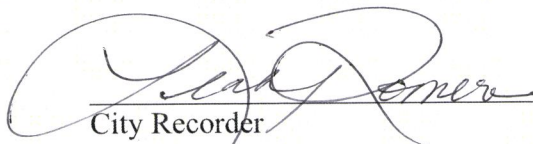
- (4) The Planning Commission finds the PDO request meets the following:
- i. The proposed development does not conflict with any applicable policy of the General Plan.
 - ii. The proposed development meets the purpose and intent Zoning Ordinance, as set forth in CZC 12.41.010.
 - iii. The proposed development allows integrated planning and design of the property and, on the whole, better development than would be possible under conventional zoning regulations.
 - iv. The proposed development meets the use and development limitations and other requirements of the zone with which the PDO Zone is combined, except as otherwise allowed by the PDO provisions.
- (5) The Planning Commission finds that PDO rezone provides an enhanced tool to address any development related concerns and maximize the development opportunities for the entire site in compatible manner for the area.

Section 4. Severability. If any section, part or provision of this Ordinance is held invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts and provisions of this Ordinance shall be severable.

Section 5. Effective Date. Subject to conditions of approval set forth in Section 2, this Ordinance shall become effective upon publication or posting, or thirty (30) days after passage, whichever occurs first.

PASSED AND ADOPTED BY THE CITY COUNCIL OF CENTERVILLE CITY, STATE OF UTAH, THIS 6th DAY OF OCTOBER, 2020.

ATTEST:


City Recorder

Voting by the City Council:

CENTERVILLE CITY

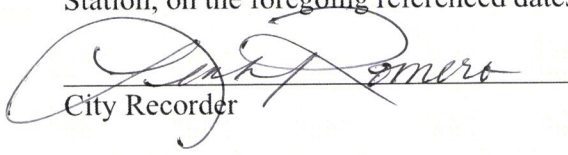
By: 
Mayor Clark A. Wilkinson

Councilmember Fillmore
Councilmember Ince
Councilmember Ivie
Councilmember McEwan
Councilmember Mecham

"AYE"	"NAY"
☒	☐
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CERTIFICATE OF PASSAGE AND PUBLICATION OR POSTING

According to the provisions of the U.C.A. § 10-3-713, as amended, I, the municipal recorder of Centerville City, hereby certify that foregoing ordinance was duly passed by the City Council and published, or posted at: (1) 250 North Main; (2) 655 North 1250 West; and (3) RB's Gas Station, on the foregoing referenced dates.


City Recorder

DATE: Oct 8, 2020

RECORDED this 10th day of Oct, 2020.

PUBLISHED OR POSTED this 16th of Oct, 2020.

EXHIBIT A

The Hive Development PDO Rezone Property Description

**Parcel No. 02-024-0027
555 North 400 West**

BEG ON W LINE OF PLATTED STR (THE E LINE OF BLK 1, BC PLAT, CENTERVILLE TS SURVEY) S 66 FT & W 911.19 FT & S 0°03'30" W 1986.77 FT & S 89°51'40" W 33 FT FR N 1/4 COR OF SEC 7-T2N-R1E, SLM; TH N 0°03'30" E 253 FT ALG W LINE OF SD STR; TH N 89°38'30" W 1201.04 FT, M/L, TO E'LY LINE OF A FRONTAGE RD 40 FT PERP'LY DISTANT NE'LY FR CENTER LINE THEREOF; TH S 31°18' E 307.70 FT ALG SD FRONTAGE RD TO A PT S 89°51'40" W OF POB; TH N 89°51'40" E 1040.91 FT TO THE POB. CONT. 6.633 ACRES

EXHIBIT B

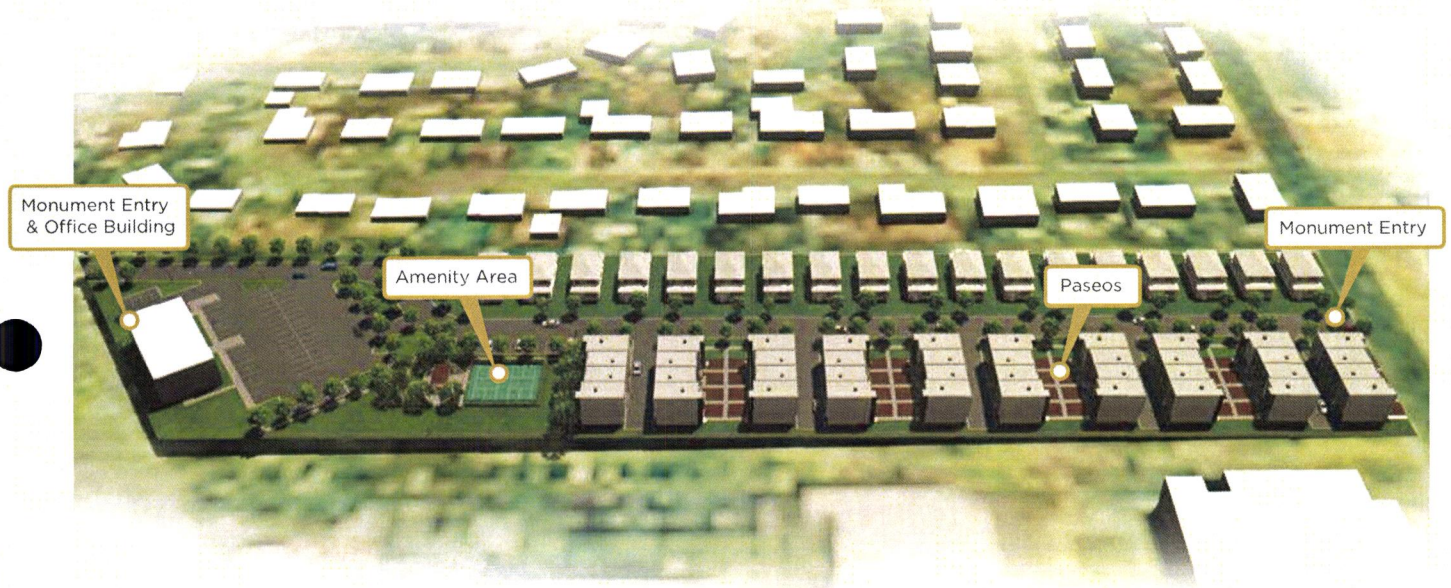
The Hive Development PDO Conceptual Site Plan and Details



The HIVE

Centerville, Utah

SITE DESIGN



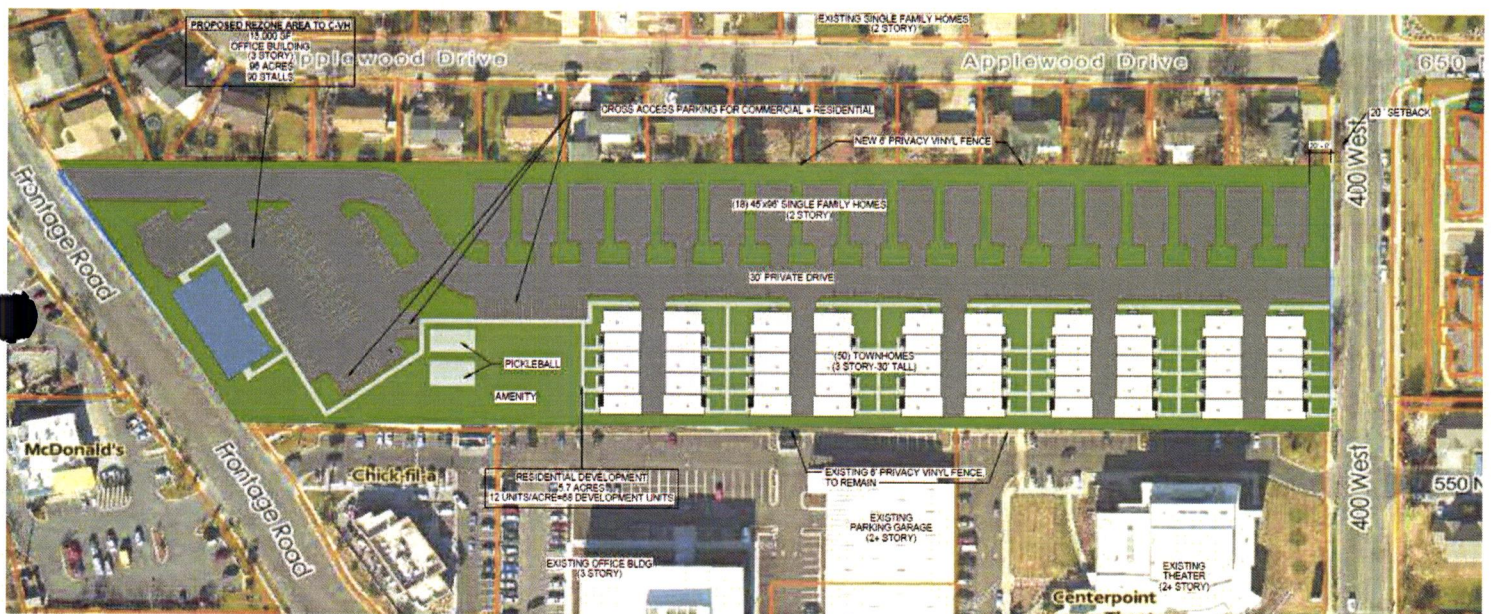
LANDSCAPING DETAILS

Tree Count: 95
Shrub Count: 176

The **HIVE**

C.W.
URBAN

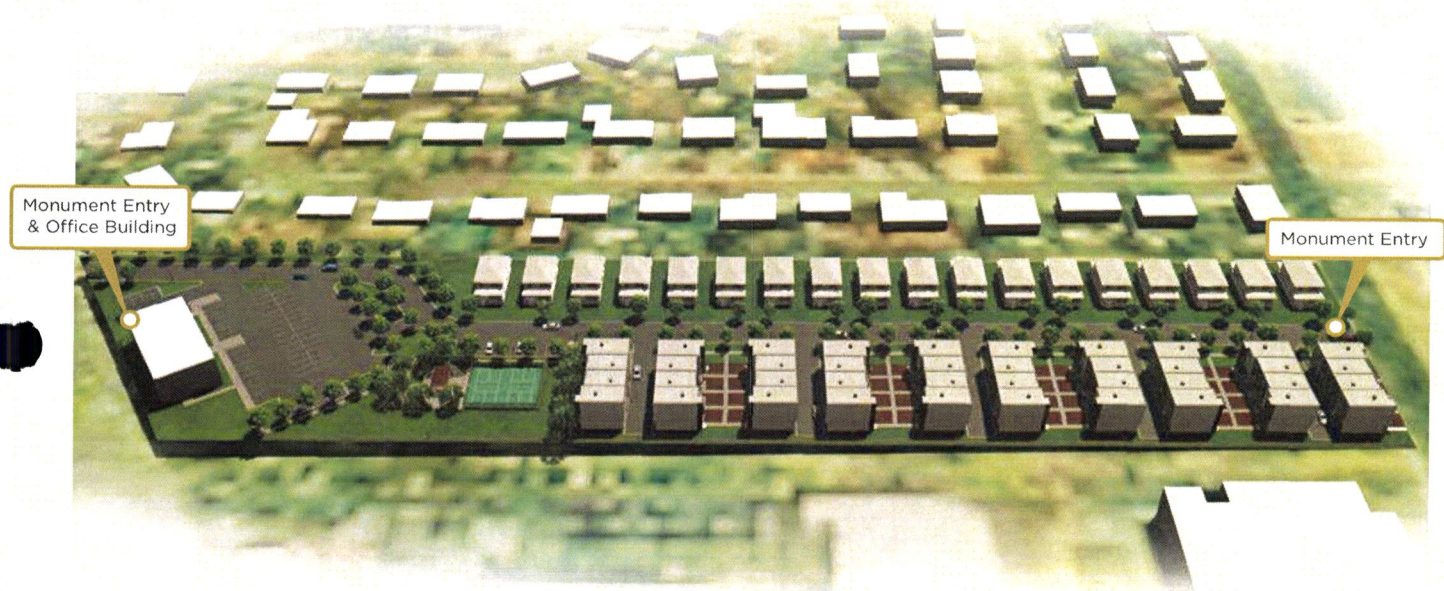
PARKING



The **HIVE**

C.W.
URBAN

MONUMENTATION



MONUMENTATION

Structural Element
Integrated into Architecture
Placed at both entry points of development
Theme carried throughout development

The **HIVE**

C.W.
URBAN

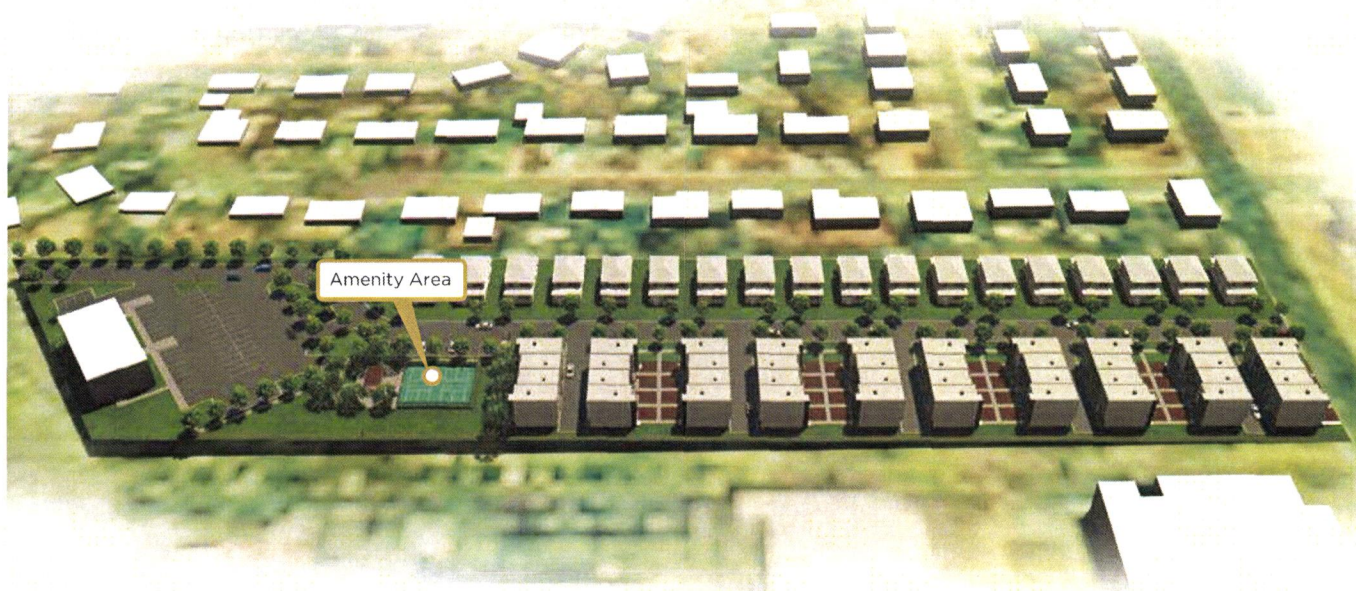
MONUMENTATION CONCEPTS



The **HIVE**

C.W.
URBAN

AMENITY



AMENITY DETAILS

- Gathering Area
- Pickle Ball Courts
- String Lights
- Wall to create outdoor space
- Outdoor Movies

The **HIVE**

C.W.
URBAN

AMENITY CONCEPTS



The **HIVE**

C.W.
URBAN

AMENITY CONCEPTS



The **HIVE**

C.W.
URBAN

AMENITY CONCEPTS



The **HIVE**

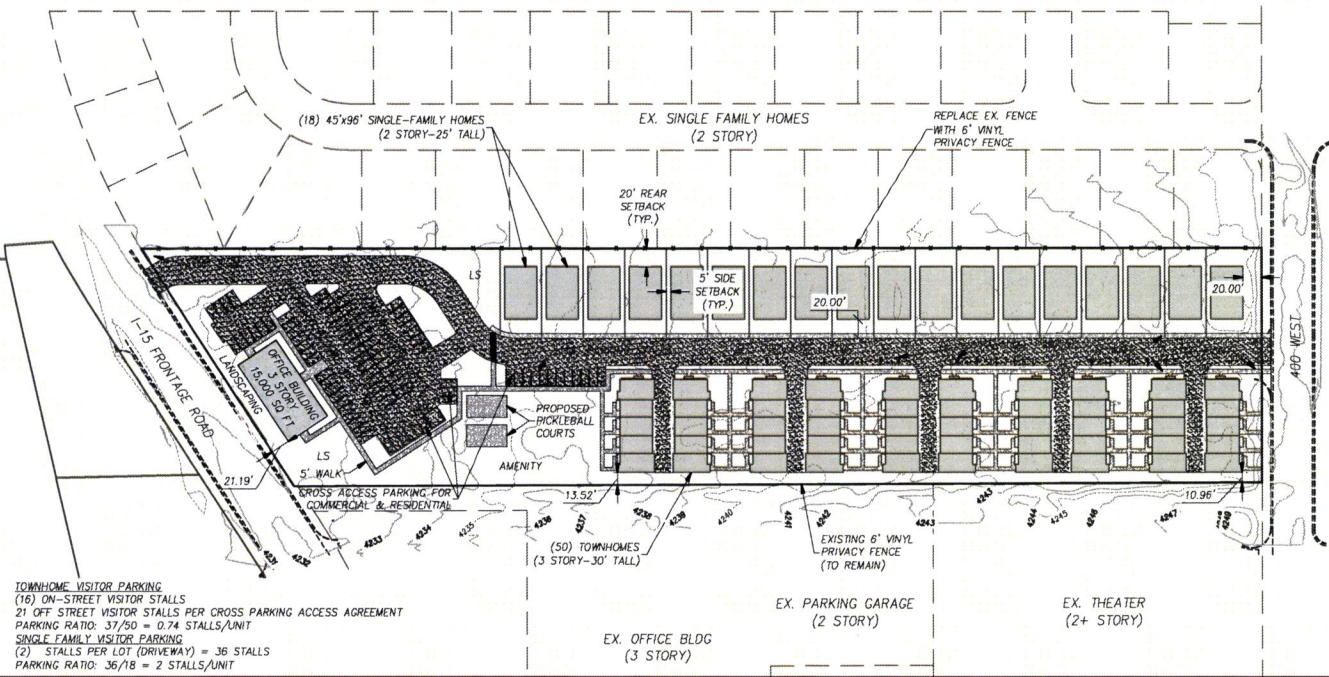
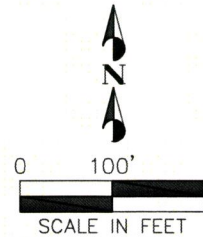
C.W.
URBAN

ENGINEER/LAND SURVEYOR
 PEPG CONSULTING, LLC
 PH: (801) 582-2255
 CONTACT: RYAN RYDER (PROJECT ENGINEER)
 EMAIL: RYAN@PEPG.COM
 CONTACT: ROB LAW (SURVEYOR MANAGER)

CLIENT
 C W URBAN
 1222 LEGACY DRIVING BLVD #8
 CENTREVILLE, UT 84014
 CONTACT: JANE SMITH
 PH: (801) 431-0272
 EMAIL: JSMITH@CWURBAN.COM

CENTREVILLE RESIDENTIAL + COMMERCIAL DEVELOPMENT

LAND USE SUMMARY:
 CURRENT ZONING: RH
 TOTAL AREA = 6.66 ACRES
 RESIDENTIAL AREA = 5.70 ACRES
 COMMERCIAL AREA = 0.96 ACRES
 ALLOWABLE RESIDENTIAL UNITS (12 UNITS/AC) = 68 DEVELOPMENT UNITS
 COMMERCIAL BUILDING FOOTPRINT AREA = 5,000 SF / 0.12 AC
 TOWNHOME BUILDING AREA (50 TOWNHOMES) = 39,700 SF / 0.91 AC
 LOTS AREA (18 SINGLE-FAMILY HOMES) = 79,370 SF / 1.82 AC
 PAVEMENT = 100,000 SF / 2.29 AC
 LANDSCAPING = 110,600 SF / 2.54 AC
 RESIDENTIAL LANDSCAPE % = 40.0%
 COMMERCIAL LANDSCAPE % = 27.7%

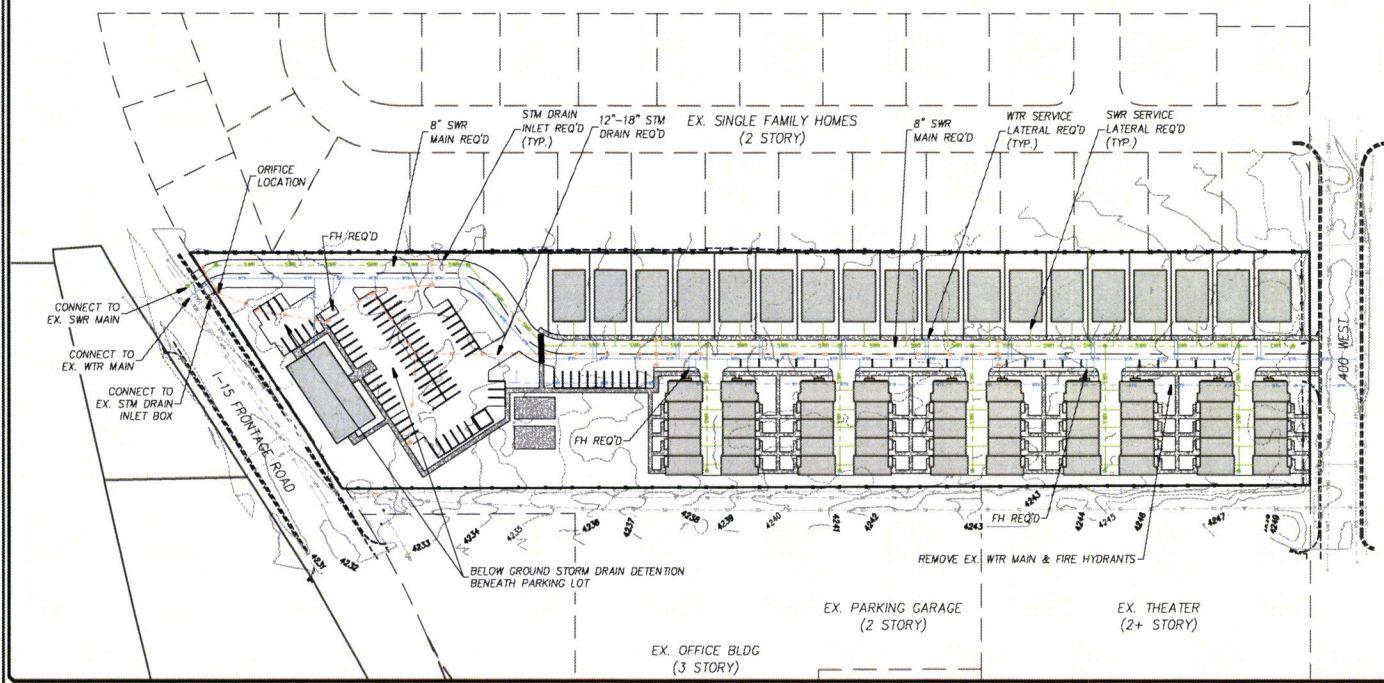
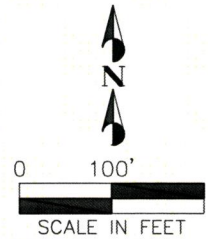


TOWNHOME VISITOR PARKING
 (16) ON-STREET VISITOR STALLS
 21 OFF-STREET VISITOR STALLS PER CROSS PARKING ACCESS AGREEMENT
 PARKING RATIO: 37/50 = 0.74 STALLS/UNIT
SINGLE-FAMILY VISITOR PARKING
 (2) STALLS PER LOT (DRIVEWAY) = 36 STALLS
 PARKING RATIO: 36/18 = 2 STALLS/UNIT

NO. SHEET	1
SHEET # / TOTAL SHEETS	1 / 1
DATE	10/1/2023
PROJECT	CENTREVILLE PROJECT
LOCATION	555 NORTH 400 WEST
CONCEPT	CONCEPTUAL SITE PLAN
SCALE	AS SHOWN
DESIGNED BY	RYAN RYDER
CHECKED BY	ROB LAW
DATE	10/1/2023
PROJECT NO.	1

PEPG CONSULTING
 8700 SOUTH 300 WEST, SUITE 100
 PHOENIX, AZ 85042
 PHONE: (602) 582-2255 • FAX: (602) 582-2256
 WWW.PEPG.COM
 CIVIL, ENGINEERING, LAND SURVEYING, PROJECT MANAGEMENT, ARCHITECTURAL, MATERIALS TESTING, INSPECTIONS

CENTERVILLE RESIDENTIAL + COMMERCIAL DEVELOPMENT



DATE: 10/1/2011	BY: J. H. HARRIS	SCALE: 1" = 40'
CHECKED: 10/1/2011	BY: J. H. HARRIS	SCALE: 1" = 40'
APPROVED: 10/1/2011	BY: J. H. HARRIS	SCALE: 1" = 40'
PEPG CONSULTING 8700 SOUTH 300 WEST • SUITE 100 • RAY, UT 84053 PHONE: (801) 562-2527 • FAX: (801) 562-2531 CIVIL, MECHANICAL, LAND SURVEYING, PROJECT MANAGEMENT ENVIRONMENTAL, MATERIALS TESTING, INSPECTIONS		
CENTERVILLE PROJECT 555 NORTH 400 WEST CONCEPTUAL UTILITY/DRAINAGE PLAN		
DATE: 10/1/2011	BY: J. H. HARRIS	SCALE: 1" = 40'
CHECKED: 10/1/2011	BY: J. H. HARRIS	SCALE: 1" = 40'
APPROVED: 10/1/2011	BY: J. H. HARRIS	SCALE: 1" = 40'
CENTERVILLE CITY		
SHEET NO. 2		



C.W.
URBAN

THE C.W. GROUP IS A LEADER IN THE DEVELOPMENT OF HIGH-QUALITY, SUSTAINABLE COMMUNITIES. OUR COMMITMENT TO EXCELLENCE IS EVIDENT IN EVERY ASPECT OF OUR WORK, FROM DESIGN TO CONSTRUCTION. WE STRIVE TO CREATE SPACES THAT INSPIRE, INNOVATE, AND IMPROVE THE QUALITY OF LIFE FOR OUR RESIDENTS AND COMMUNITIES.

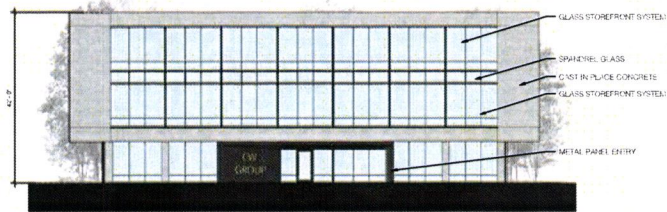
PROJECT:
THE HIVE
CONSERVATION UT 84014

REVISIONS:

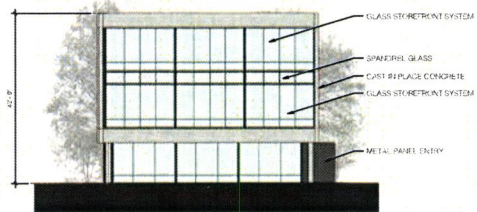
TITLE:
**OFFICE
PERSPECTIVE**

SHEET:
A200

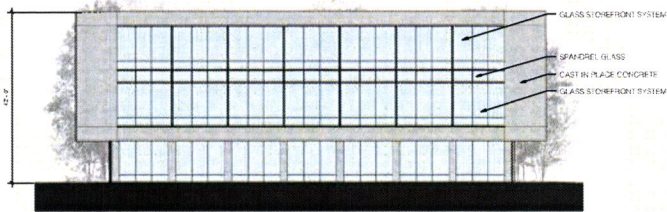
100% DATE: 10/1/2024
CONCEPTUAL DESIGN



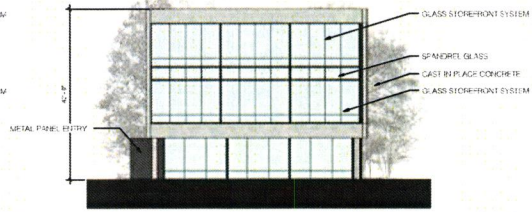
C1 FRONT ELEVATION
33'-0" x 14'-0"



C4 LEFT ELEVATION
23'-0" x 14'-0"



A1 REAR ELEVATION
33'-0" x 14'-0"



A4 RIGHT ELEVATION
33'-0" x 14'-0"

C.W.
URBAN

PROJECT:
THE HIVE

CORNERVILLE, UT 84014

REVISIONS:

TITLE:
**OFFICE BUILDING
EXTERIOR
ELEVATIONS**

SHEET:

A201

1/20/16 DATE: 1/20/16

CONCEPTUAL DESIGN



PROJECT
THE HIVE
REVISIONS

TITLE:
3D VIEWS -
CRAFTSMAN
OPTION

SHEET:
A102c
Project 10/10/18



C.W. URBAN

PROJECT: **THE HIVE**
 REVISIONS: 655 NORTH 400 WEST
 CENTERVILLE, OH 43017

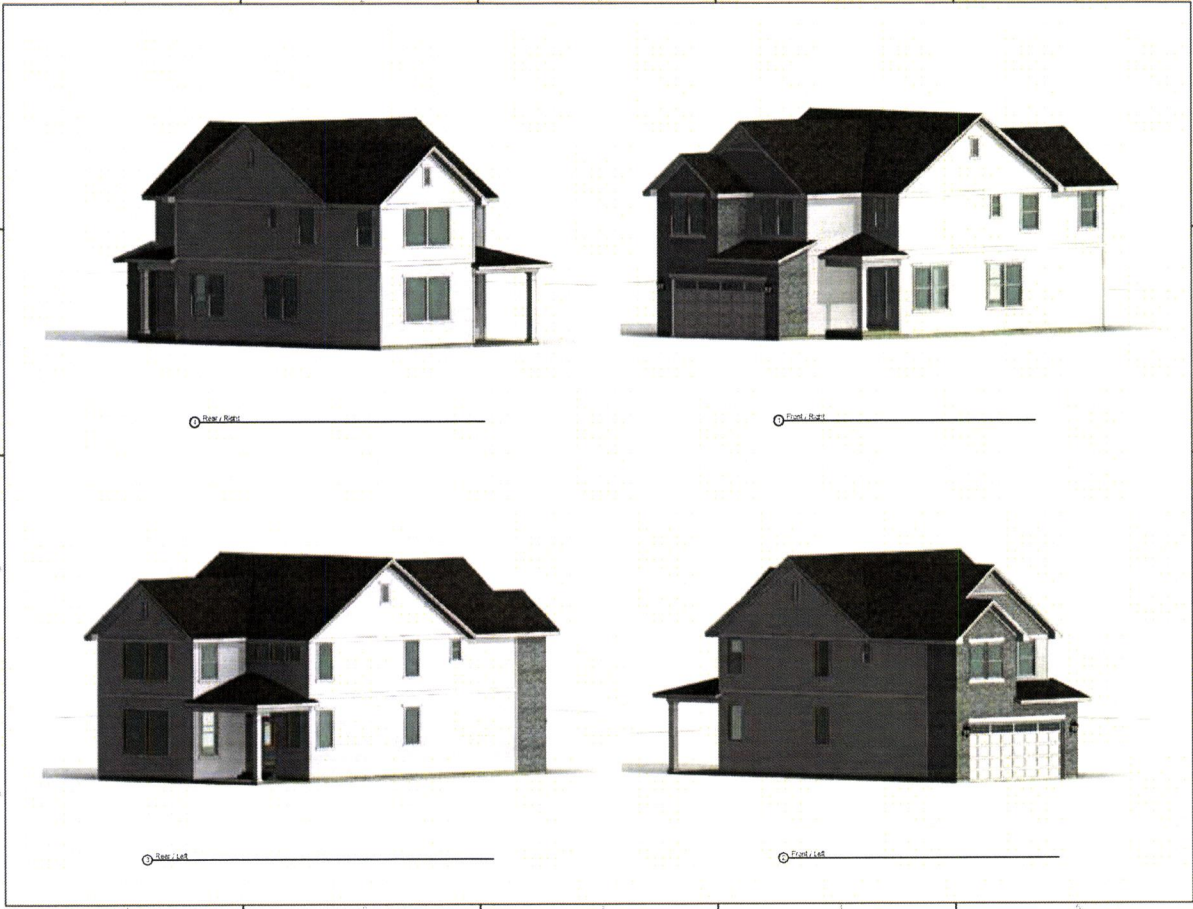
TITLE: **ELEVATIONS - CRAFTSMAN OPTION**

SHEET: **A101c**

DATE: _____

MATERIAL RATIOS

	FRONT		REAR		SIDE		TOTAL	
BRICK	31	5%	0	0%	86	4%	117	4%
SIDING	151	25%	0	0%	71	3%	222	7%
BOARD-BATTEN	172	28%	421	74%	1727	83%	2320	71%
WINDOWS	83	14%	113	20%	197	9%	393	12%
DOORS	168	28%	33	6%	0	0%	201	6%
	805		567		2081		3253	

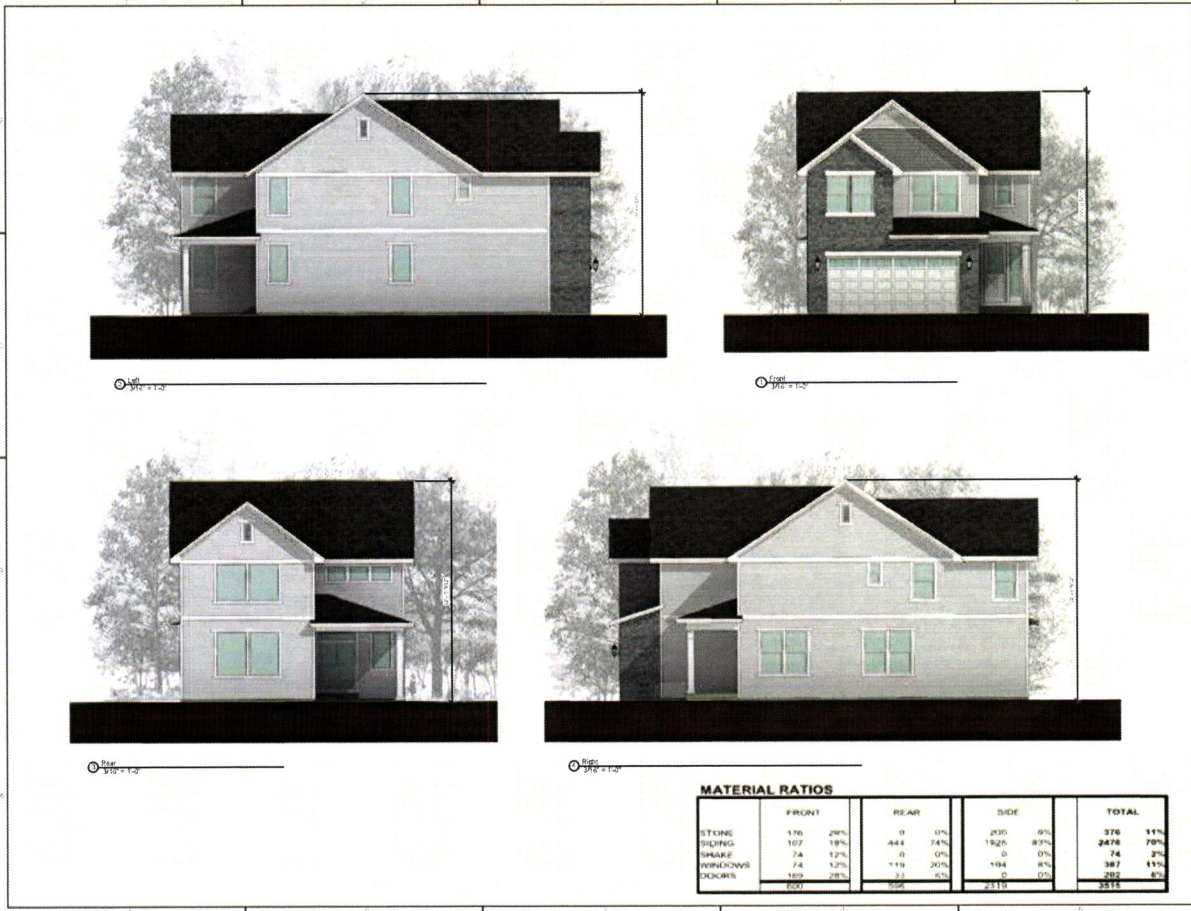


C.W.
URBAN

PROJECT
THE HIVE
REVISIONS

TITLE:
**3D VIEWS -
CRAFTSMAN
OPTION**

SHEET:
A102c
DATE: 10/1/2014
Project Status



MATERIAL RATIOS					
	FRONT	REAR	SIDE	TOTAL	
STONE	176	0	205	376	11%
SHINGLES	107	444	1525	2476	75%
SHAKE	74	0	0	74	2%
BRICKWORK	74	119	194	387	11%
DOORS	100	0	0	100	3%
	457	563	2119	3139	



C.W.
URBAN

PROJECT
THE HIVE
REVISIONS

TITLE:
ELEVATIONS - CRAFTSMAN OPTION

SHEET:
A101c

DATE: 10/1/2024
Project Status



C.W.
URBAN

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PROJECT:
THE HIVE
CENTREVILLE, OH 43014

REVISIONS:

TITLE:
**TOWNHOME
PERSPECTIVE**

SHEET:
A-210

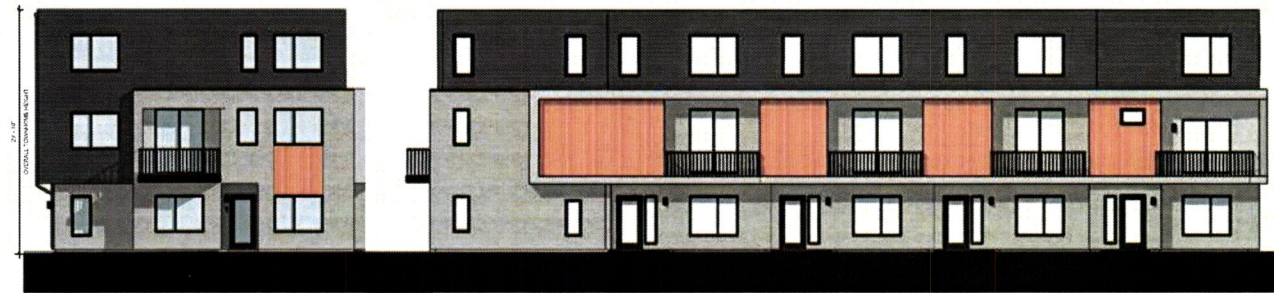
ISSUE DATE: 10/1/14
CONCEPTUAL DESIGN

MATERIAL RATIOS

	FRONT	LEFT (NORTH) PRIVATE DRIVE FACING	REAR (ALLEY)	RIGHT (SOUTH)	TOTAL
BRICK	1098 37%	360 33%	322 11%	350 31%	2130 26%
SIDING	788 26%	410 38%	820 28%	645 56%	2663 33%
WOOD	401 13%	37 3%	0 0%	27 2%	465 6%
STUCCO	198 7%	61 6%	1055 36%	36 3%	1350 17%
WINDOW/DOORS	511 17%	218 20%	204 7%	60 5%	993 12%
GARAGE DOOR	0 0%	0 0%	560 19%	0 0%	560 7%
	2995	1084	2967	1118	8161

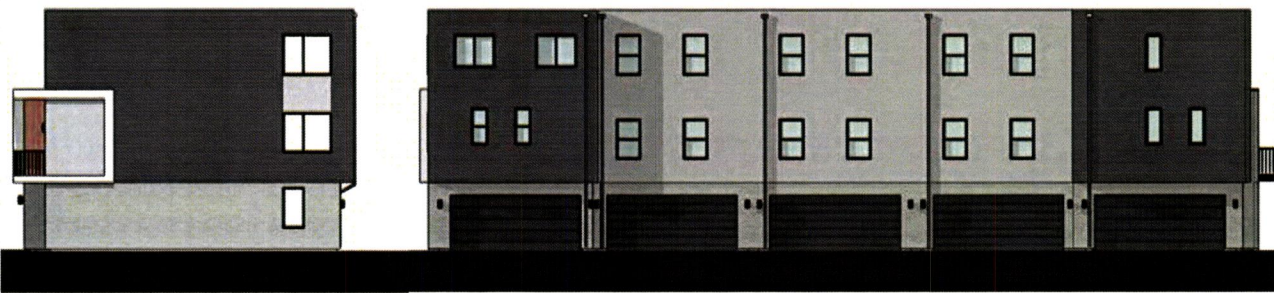


TOWN HOME MATERIAL LEGEND
1/2" = 1'-0"



1 NORTH ELEVATION
3/16" = 1'-0"

2 FRONT ELEVATION
3/16" = 1'-0"



3 SOUTH ELEVATION
3/16" = 1'-0"

4 REAR ELEVATION
3/16" = 1'-0"

C.W.
URBAN

PROJECT:
THE HIVE

REVISIONS:

TITLE:
TOWNHOME
ELEVATIONS

SHEET:
A-211

ISSUE DATE: ISSUE DATE:
CONCEPTUAL DESIGN



7/1/2020

LETTER OF AVAILABILITY

To Whom It May Concern;

Rocky Mountain Power will serve the property located at or about 555 N 400 W, Centerville, Davis County, Utah. In accordance, with the Electrical Service Requirements and the current Rocky Mountain Power Tariff, and Electric Service Regulation #12 on file with the Public Service Commission of the State of Utah.

Ian Barker

Estimator

*Ian Barker Journeyman Estimator 801-220-7297
Serving South Davis County Centerville-North Salt Lake*

Dominion Energy Utah Dominion Energy Wyoming Dominion Energy Idaho
1140 West 200 South , Salt Lake City, UT 84104
Mailing Address:
P.O. Box 45360, Salt Lake City, UT 84145-0360
DominionEnergy.com



To Whom It May Concern:

Re: Natural Gas Service Availability

Project: _____

Natural gas can be made available to serve this project when the following requirements are met:

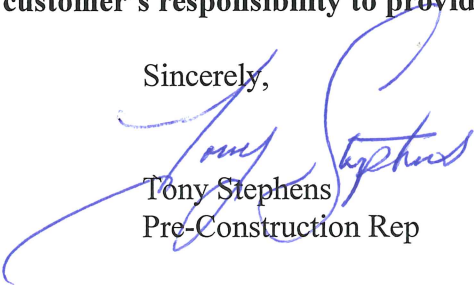
1. Developer provides plat maps, drawings, construction schedules, average size of homes, units, and/or buildings that will be served by natural gas, and any and all other relevant information regarding commercial and residential uses, including but not limited to, proposed natural gas appliances (number and type of appliances per unit, home, building), and provide minimum utility clearances and setbacks.
2. Review and analysis by Dominion Energy Engineering and/or Preconstruction Department to determine load requirements, system reinforcement requirements and estimated costs to bring natural gas to the development.

Upon completion of Dominion Energy review of the developments natural gas requirements, agreements will be prepared, as necessary, for high pressure, intermediate high pressure and/or service line extensions required to serve the development. These service extensions must be paid in advance, but may qualify for credits or refunds, as provided in Dominion Energy tariff.

To accommodate your construction schedule and provide cost estimates to you, please contact me at your earliest convenience.

Please note: Gas Main location needs to be a minimum of 10' away from structure and 3' from other utilities. It is the customer's responsibility to provide adequate clearances.

Sincerely,


Tony Stephens
Pre-Construction Rep

Dominion Energy Utah Dominion Energy Wyoming Dominion Energy Idaho
1140 West 200 South , Salt Lake City, UT 84104
Mailing Address:
P.O. Box 45360, Salt Lake City, UT 84145-0360
DominionEnergy.com



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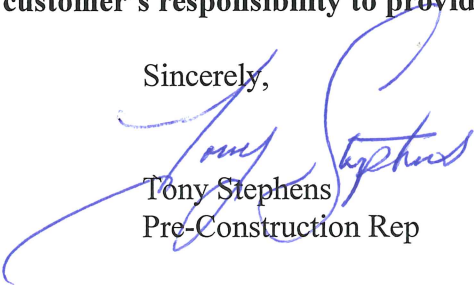
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Sincerely,


Tony Stephens
Pre-Construction Rep



Centerville City

Community Development Department
655 North 1250 West, Centerville, UT 84014
Phone: 801.292.8232
dwilkinson@centervilleut.com

UTILITY PROVIDER REVIEW SHEET

We have recommended that utility providers review and comment on development proposals in Centerville City. Please review the submitted plan(s), answer the questions below, and email to dwilkinson@centervilleut.com

Project	The Hive		
Project Address	555 N 400 W, Centerville UT		
Applicant	CW The Hive, LLC		
Applicant Email	Dane@cw.land		
Applicant Phone	801-633-0272		
Reviewed By	Casey Vorwaller	Title	Fire Marshal
Email	cvorwaller@sdmetrofire.org	Phone	801-677-2407
Agency/Utility Co.	South Davis Metro Fire	Date	2/8/2021

Question 1

- We can provide service for this project? Y or N
- We will require additional and/or different configuration of easements? Y or N
If yes, please detail on the plan(s)

Question 2

- Any special onsite or offsite requirements for this project? Y or N
List here:

Question 3

- Are there fees required from the developer before utility company improvements can be installed? Y or N

Additional comments regarding this project that the City may need to know:

Questions regarding this form, contact Community Development Department 801.292.8232;
Randy Randall, Public Works 801.677.6099 or Kevin Campbell, City Engineer 801.263.1752

THANK YOU!



7/1/2020

LETTER OF AVAILABILITY

To Whom It May Concern;

Rocky Mountain Power will serve the property located at or about 555 N 400 W, Centerville, Davis County, Utah. In accordance, with the Electrical Service Requirements and the current Rocky Mountain Power Tariff, and Electric Service Regulation #12 on file with the Public Service Commission of the State of Utah.

Ian Barker

Estimator

*Ian Barker Journeyman Estimator 801-220-7297
Serving South Davis County Centerville-North Salt Lake*



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Project	The Hive		
Project Address	555 N 400 W, Centerville UT		
Applicant	CW The Hive, LLC		
Applicant Email	Dane@cw.land		
Applicant Phone	801-633-0272		
Reviewed By	Keith Perkins	Title	Const. Mgr.
Email	kperkins@utopiafiber.com	Phone	801-330-5601
Agency/Utility Co.	UTOPIA Fiber	Date	1/29/21

Question 1

- We can provide service for this project? ☒ Y or N
- We will require additional and/or different configuration of easements? Y or ☒ N
If yes, please detail on the plan(s)

Question 2

- Any special onsite or offsite requirements for this project? Y or ☒ N
List here:

Question 3

- Are there fees required from the developer before utility company improvements can be installed? Y or ☒ N

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THANK YOU!



Centerville City

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Phone: 801.292.8232
dwilkinson@centervilleut.com

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Project	The Hive		
Project Address	555 N 400 W		
Applicant	CW The Hive LLC		
Applicant Email	Dane@cw.land		
Applicant Phone	801-633-0272		
Reviewed By	Robert Byrnes	Title	President
Email	cdcic.president@gmail.com	Phone	801-554-7623
Agency/Utility Co.	Centerville Deuel Creek Irrigation Co.	Date	2021-02-11

Question 1

- We can provide service for this project? ☒ Y or N
- We will require additional and/or different configuration of easements? Y or ☒ N
If yes, please detail on the plan(s)

Question 2

- Any special onsite or offsite requirements for this project? ☒ Y or N
List here:

CONSTRUCTION OF DISTRIBUTION SYSTEM WITHIN PROJECT AREA WITH METERED SERVICES
REMOVAL OF EXISTING SERVICE

Question 3

- Are there fees required from the developer before utility company improvements can be installed? ☒ Y or N

Additional comments regarding this project that the City may need to know:

Questions regarding this form, contact Community Development Department 801.292.8232;
Randy Randall, Public Works 801.677.6099 or Kevin Campbell, City Engineer 801.263.1752

THANK YOU!



Centerville City

Community Development Department
655 North 1250 West, Centerville, UT 84014
Phone: 801.292.8232
dwilkinson@centervilleut.com

UTILITY PROVIDERS

- **CENTURYLINK ENGINEER**
Mailing: 431 26TH St, Floor 2, Ogden, UT 84401
 - **DEUEL CREEK IRRIGATION CO.**
Secondary Water South of Chase
Mailing: PO Box 429, Centerville, UT 84014
Office: 15 E Center St, Centerville
Phone: 801-298-3675
Fax: 801-298-2229
 - **DOMINION ENERGY**
Mailing: PO Box 45360, SLC, UT 84145
Office: 1140 West 200 South, Salt Lake City
Contact: Tony Stephens
Phone: 801-324-3967
 - **ROCKY MOUNTAIN POWER**
Mailing: 1407 W North Temple, SLC, UT 84116
Customer Service: 1-800-469-3981
 - **SOUTH DAVIS METRO FIRE**
Mailing: PO Box 1547, Bountiful, UT 84011
Office: 255 South 100 West, Bountiful
Contact: Casey Vorwaller, Fire Marshal
Phone: 801-677-2407
cvorwaller@sdmetrofire.org
 - **SOUTH DAVIS SEWER DISTRICT**
Mailing: PO Box 14011, SLC, UT 84114
Office: 1800 W 1200 N, West Bountiful
Contact: Susanne Monsen
Phone: 801-295-3469
sm@sdsd.us
 - **UTOPIA FIBER**
Contact: Keith Perkins, Construction Mgr.
Mailing: 5858 S 900 E, Murray, UT 84121
Office: 801-613-3863
Cell: 801-330-5601
kperkins@utopiafiber.com
 - **WEBER BASIN WATER DISTRICT**
Secondary Water North of Chase
Mailing: 2837 E Hwy 193, Layton, UT 84040
Phone: 801-771-1677
Email: smoble@weberbasin.com (mail a copy as well)
 - **XFINITY CABLE SERVICES BY COMCAST**
Mailing: 751 W Antelope Dr, Layton, UT 84041
Office: 1-800-266-6678
- Only when applicable, the following providers**
- **DAVIS COUNTY HEALTH DEPT**
Food Service, Daycare, Personal Care
Mailing: PO Box 618, Farmington, UT 84025
Office: 22 South State Street, Clearfield
Phone: 801-525-5128
Fax: 801-525-5119
 - **UDOT Region One**
Project fronting UDOT street
Mailing: 166 W Southwell St, Ogden, UT 84404
Contact: David Alger
Phone: 801-620-1654

Questions regarding this form, contact Community Development Department 801.292.8232;
Randy Randall, Public Works 801.677.6099 or Kevin Campbell, City Engineer 801.263.1752

THANK YOU!



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dwilkinson@centervilleut.com

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Project Address	555 N 400 W, Centerville UT		
Applicant	CW The Hive, LLC		
Applicant Email	Dane@cw.land		
Applicant Phone	801-633-0272		
Reviewed By	Dal D Wayment, PE	Title	General Manager
Email	dwayment@sdsd.us	Phone	801.295.3469
Agency/Utility Co.	South Davis Sewer District	Date	1/28/2021

Question 1

- We can provide service for this project? Y or N
- We will require additional and/or different configuration of easements? Y or N
If yes, please detail on the plan(s) Maybe

Question 2

- Any special onsite or offsite requirements for this project? Y or N
List here:

Question 3

- Are there fees required from the developer before utility company improvements can be installed? Y or N Application Fee/Escrow Deposit have been paid.

Additional comments regarding this project that the City may need to know:

Questions regarding this form, contact Community Development Department 801.292.8232;
Randy Randall, Public Works 801.677.6099 or Kevin Campbell, City Engineer 801.263.1752

THANK YOU!

Dominion Energy Utah Dominion Energy Wyoming Dominion Energy Idaho
1140 West 200 South , Salt Lake City, UT 84104
Mailing Address:
P.O. Box 45360, Salt Lake City, UT 84145-0360
DominionEnergy.com



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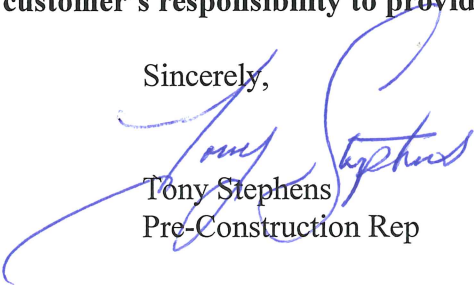
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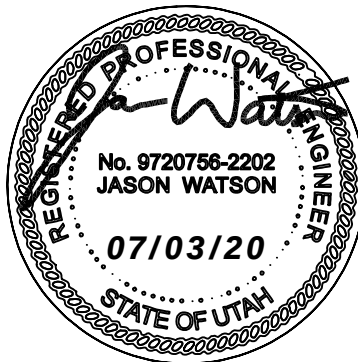
Sincerely,


Tony Stephens
Pre-Construction Rep

The Hive Development Traffic Impact Study

Prepared For: C.W. LAND CO.

Prepared By:



July, 2020

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1.0 Executive Summary

1.1 DESCRIPTION OF PROJECT

This report presents the results of a traffic impact analysis undertaken for the Hive Development, located in Centerville, Utah. The site will be located east of 800 West (Frontage Road) and west of the 400 West. The development will be north of 400 North (Parrish Lane). The closest major intersections are Marketplace Dr./400 North and 400 West/400 North both located to the south of the development. Currently the proposed parcel of land for the development is a mobile home park. Figure 1 illustrates the Vicinity Map and the location of the development in relation to the adjacent roadway network. Accesses to the Hive Development will be located onto 400 West with an additional access on the west side of the development onto 800 West.

The proposed Hive Development will consist of 18 Single Family Homes, 50 Townhomes, and 15,000 square feet of Office Space. For purposes of this study, the analysis will consist of one phase at full build-out of all units. Refer to Figure 2 for the Site Plans of the Hive Development and the proposed accesses onto 800 West and 400 West. Originally this proposed development was planned for 8 units per acre. This proposed layout, as described above, will consist of 12 units per acre. This results in an additional 22 units.

This study projects the traffic associated with the development at full build-out. The opening year of operation for this site is anticipated for the end of 2022. The traffic associated with this development is generated using the latest version of the Trip Generation Manuals published by the *Institute of Transportation Engineers (ITE)*. It is anticipated the Hive Development, as planned with 12 units per acres, will generate 682 Average Daily Trips (ADT) with 53 AM peak hour trips and 63 PM peak hour trips on an average weekday. To compare these trip generation numbers to what would be generated if the proposed development had 8 units per acre, the additional 22 housing units will only increase the traffic during the AM peak hour by 10 total vehicles and 12 total vehicles in the PM peak hour.

This section of Centerville is currently built out without much room for growth in the region. From conversations with the Centerville City staff, it was determined that existing traffic counts would need to be collected at the Marketplace Dr./400 North intersection and 400 West/400 North intersection. Existing traffic counts were collected using UDOT's traffic signal cameras located at these two intersections. Traffic volumes were gathered on Wednesday, February 26th, 2020, during the normal peak hours of a standard weekday, 7-9 AM and 4-6 PM. Additional counts were taken along 800 West at the proposed location of Access #2 and at the existing access for the mobile park home on May 6th between the peak hours of 7-9 AM and 4-6 PM.

With the current world circumstances at the time this study was conducted, the traffic volumes throughout the state of Utah have been observed to be less than what was observed prior to this pandemic. We looked at traffic volumes traveling in the northbound and southbound directions from the 400 West/400 North intersection and the Marketplace Dr./800 West intersection on the week of February 24th and compared them with the traffic volumes on the week of May 4th. The volumes in February were roughly 1.5 times higher than the volumes collected in May. With this observation, we applied the corresponding factors that were calculated to the volumes we collected on May 6th to present traffic numbers that represent numbers prior to this pandemic. Refer to Figure 3 for the 2020 Existing AM and PM peak hour traffic volumes. The traffic volumes along 800 West at Access #2 and at the 400 West/Mobile Home Park Access are adjusted. In the Appendix of this report, the actual traffic volumes can be found.

1.2 PRINCIPAL FINDINGS AND RECOMMENDATIONS

2020 Existing Scenario

Using the 2020 Existing traffic volumes and lane configuration, the Marketplace Dr. and 400 North intersection functions as a Level of Service (LOS) "C" in the AM peak hour and an overall LOS of "C" in the PM peak hour. The 400 West and 400 North intersection currently functions at a LOS "C" in the AM peak hour and a LOS "C" in the PM peak hour under the existing traffic conditions. All movements to and from the existing access to the

mobile park home off of 400 West function at a LOS "B" during the AM peak hour and LOS "A" during the PM peak hour. All intersections within this study area currently function at acceptable levels of service during the AM and PM peak hours and no improvements are needed at this time. In our discussions with City Staff, the City does have plans to improve the Marketplace Dr. and 400 North intersections by making the eastbound left turn lane a dual left turn. With these improvements to this intersection the AM peak hour will improve to a LOS "B" and the PM peak hour will remain at a LOS "C."

2022 Opening Year Scenario

Since most of this area is developed, it is anticipated minimal growth in this area will occur. A standard growth rate of 2% was used to generate the 2022 Opening Year traffic volumes. This would be the projected traffic on the existing roadway network without the proposed Hive Development. These traffic volumes can be found in Figure 4 of this report. Analyzing these traffic volumes with the existing lane configuration and roadway network, the Marketplace Dr. and 400 North intersection will continue to function at a LOS "C" in the AM peak hour and LOS "C" in the PM peak hour. The 400 West and 400 North intersection will continue to function at an acceptable LOS "C" in both the AM and PM peak hours. All movements at the access into the mobile park home will continue to function at al LOS "B" in the AM and LOS "A" in the PM peak hours.

2022 Opening Year with Project Scenario

With the addition of the Hive Development, the 2022 Opening Year with Project traffic volumes are illustrated in Figure 7. These traffic volumes were analyzed with the existing lane configuration and roadway conditions. The Hive Development will have one access onto 400 West at roughly the same location as the existing access into the mobile home park. All movements at this access will function at an acceptable LOS "B" during the AM peak hour and a LOS "B" in the PM peak hour with stop-controlled movement on the west leg and free-flowing traffic along 400 West. The full build out of the development will also include a second access exiting west of the development onto 800 West. All movements at this access will function at a LOS "B" or better in the AM peak hour and

LOS "C" during the PM peak hour. It is recommended that the proposed location of Access #2 be analyzed for sight visibility at final design to verify vehicles exiting the proposed site can make a safe exit. It is also recommended both Access #1 and Access #2 be constructed to meet City Standards with the appropriate signing, striping and geometric design.

The intersection of Marketplace Dr. and 400 North will continue to function at a LOS "C" in the AM peak hour and LOS "C" in the PM peak hour with the addition of the Hive Development. The Hive Development does not have a significant impact on this intersections level of service. No additional improvements are needed to improve the flow of traffic at this intersection with the addition of the Hive Development.

The intersection of 400 West and 400 North will continue to function at an acceptable LOS "C" in the AM peak hour and a LOS "C" in the PM peak hour. There are no recommendations for this intersection with the addition of the Hive Development.

Summary of Recommendations

Recommendations to improve the flow of traffic within this study area are as follows:

- Access #1 at 400 West be constructed to meet City Standards with appropriate signing, striping and roadway geometry.
- Access #2 at 800 West be constructed to meet City Standards with appropriate signing, striping and roadway geometry. Access #2 should be designed to meet appropriate Sight Distance requirements as outlined by AASHTO. Access #2 will use the existing two-way left turn lane to allow for a separate southbound left turn lane into the development.

2.0 Introduction

2.1 DEVELOPMENT DESCRIPTION

The proposed Hive Development is situated between 800 West (Frontage Road) and 400 West, north of 400 North (Parrish Lane) in Centerville, Utah. This development is planned with 18 Single-Family homes, 50 Townhomes, and 15,000 square feet of Office Space. There are two planned accesses to the site. Access #1 will enter and exit off 400 West, roughly at the same location as the existing access to the mobile home park. Access #2 will access off 800 West (Frontage Road). Refer to the Vicinity Map and Site Plan in Figure 1 and Figure 2, respectively. Full build-out of this development is anticipated by the end of 2022. This section of Centerville is primarily commercial and residential with most of the surrounding area fully built out.

The Hive Development is anticipated to generate 682 Average Daily Trips (ADT); with 53 AM peak hour trips and 63 PM peak hour trips. In the AM peak hour, it is anticipated of the 53 trips, 23 vehicles will be entering the site and 30 will be exiting. In the PM peak hour, of the 63 trips, 32 vehicles will be entering the proposed site and 31 vehicles exiting.





3.0 Existing Conditions

3.1 ROADWAYS

400 North: 400 North is also known as Parrish Lane in this section of Centerville. 400 North is an existing east/west Minor Arterial roadway that runs south of proposed development. 400 North consists of two lanes in each direction with curb, gutter and sidewalks. 400 North extends from I-15 to Main Street as a Minor Arterial. East of Main Street, 400 North narrows to a Major Collector and extends to 700 East. Through the study area, the posted speed limit is 35 mph.

Marketplace Drive: Marketplace Drive is a north/south Minor Arterial roadway that runs along the west side of the Hive Development. North of the existing office and commercial development, Marketplace Drive changes to 800 West or the Frontage Road. Currently along the frontage of the proposed development, Marketplace Drive (800 West) consists of one lane in each direction. As it runs south of 400 North, it consists of two lanes in each direction then tapers back to one lane in each direction. The current posted speed limit along Marketplace Dr. is 30 mph.

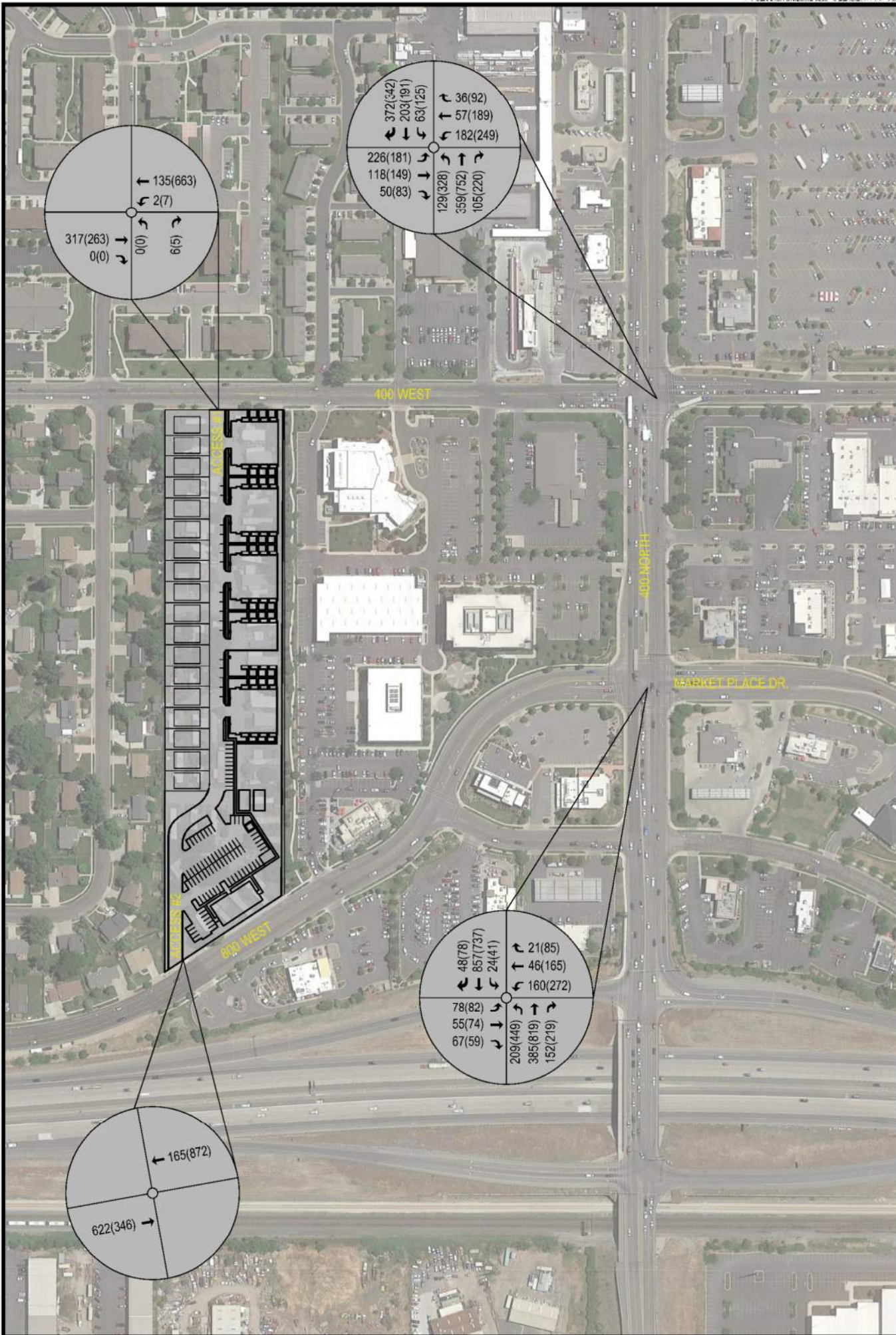
400 West: 400 West is currently a north/south Major Collector roadway that runs to the east of the proposed site. It consists of one lane in each direction. 400 West extends north and south through the Centerville city limits. The current speed limit along 400 West is 30 mph.

3.2 EXISTING CONDITIONS AND TRAFFIC VOLUMES

The proposed site for the Hive Development currently consists of 49 Mobile Homes. This area within the City limits is currently developed within a large commercial and residential area. Existing AM and PM peak hour traffic volumes were collected at the Marketplace Dr./400 North intersection and 400 West/400 North intersection from existing traffic counting equipment located at these intersections by UDOT. Traffic volumes were taken from UDOT's cameras on February 26, 2020, between the peak hours of 7 AM to 9 AM and 4 PM to 6 PM. This date was prior to the existing pandemic that we are currently

experiencing and when traffic volumes were more realistic. It has been observed throughout the entire state of Utah that in these current circumstances, traffic volumes on Utah roadways are less than what is considered normal. From the existing counts that were collected from UDOT's website, it was determined the peak hours at both the Marketplace Dr./400 West intersection and the 400 West/400 North intersection was from 7:30 AM to 8:30 AM and from 5:00 PM to 6:00 PM.

Additional counts were taken along 800 West at roughly the location of Access #2 and also at the existing access to the mobile home park onto 400 West on May 6, 2020 during the AM and PM peak hours. Since these volumes were collected during the pandemic and traffic volumes were assumed to be less than what was observed the week of February 24th, a growth factor was applied to these volumes to account for this difference. Traffic volumes in the northbound and southbound directions from the Marketplace Dr./400 North intersection and also from the 400 North/400 West intersection from the week of May 4th were compared to traffic volumes observed the week of February 24th from UDOT's website. It was determined a difference of roughly 1.5 times between the traffic volumes. This growth factor for each corresponding movement was applied to the traffic volumes collected on May 6th to help represent more realistic traffic volumes along 800 West and 400 West at the proposed developments accesses. These volumes are illustrated in Figure 3, and the actual traffic count data can be found in the Appendix of this report.



LEGEND
XX(XX) = AM(PM) PEAK HOUR TRAFFIC VOLUMES



THE HIVE
FIGURE 3 - EXISTING VOLUMES

4.0 Opening & Future Year Conditions

Based on conversations that were held at the beginning of this project with Centerville City Staff and the recent growth in this area, it is assumed this area will experience a low growth. To the north and east of the proposed development is development with residential and to the south is restaurants and office. The surrounding area of Centerville is mostly built out. It is assumed that a growth of roughly 2% will occur each year. Applying this growth rate to the existing traffic volumes, the 2022 Opening Year traffic volumes were generated. The 2022 Opening Year traffic volumes are illustrated in Figure 4. These volumes are the anticipated traffic volumes on the existing roadway network whether the proposed Hive Development is constructed or not.

5.0 Trip Generation and Trip Distribution

The proposed Hive Development will consist of 18 Single-Family Homes, 50 Townhomes, and 15,000 square feet of Office Space. This number of units is representative of roughly 12 units per acre for a residential land use. For purposes of this study, the trip generation was performed at full build-out of this site. It is assumed full build-out will occur in 2022. Using land use codes for Single-Family Housing, Multi-Family Housing (Low-Rise), and General Office Space, trip generation rates were determined using the 10th Edition of the Trip Generation Manual, an information report published by the Institute of Transportation Engineers, Washington DC. Trips generated by the proposed development which will occur during the peak hours of the proposed development were used for the analysis. The Peak Hour of Adjacent Street Traffic rates are used to generate the AM and PM peak hour volumes. The trips generated from the proposed developments are presented in Table 1.

Table 1 - Trip Generation – Average Weekday Driveway Volumes

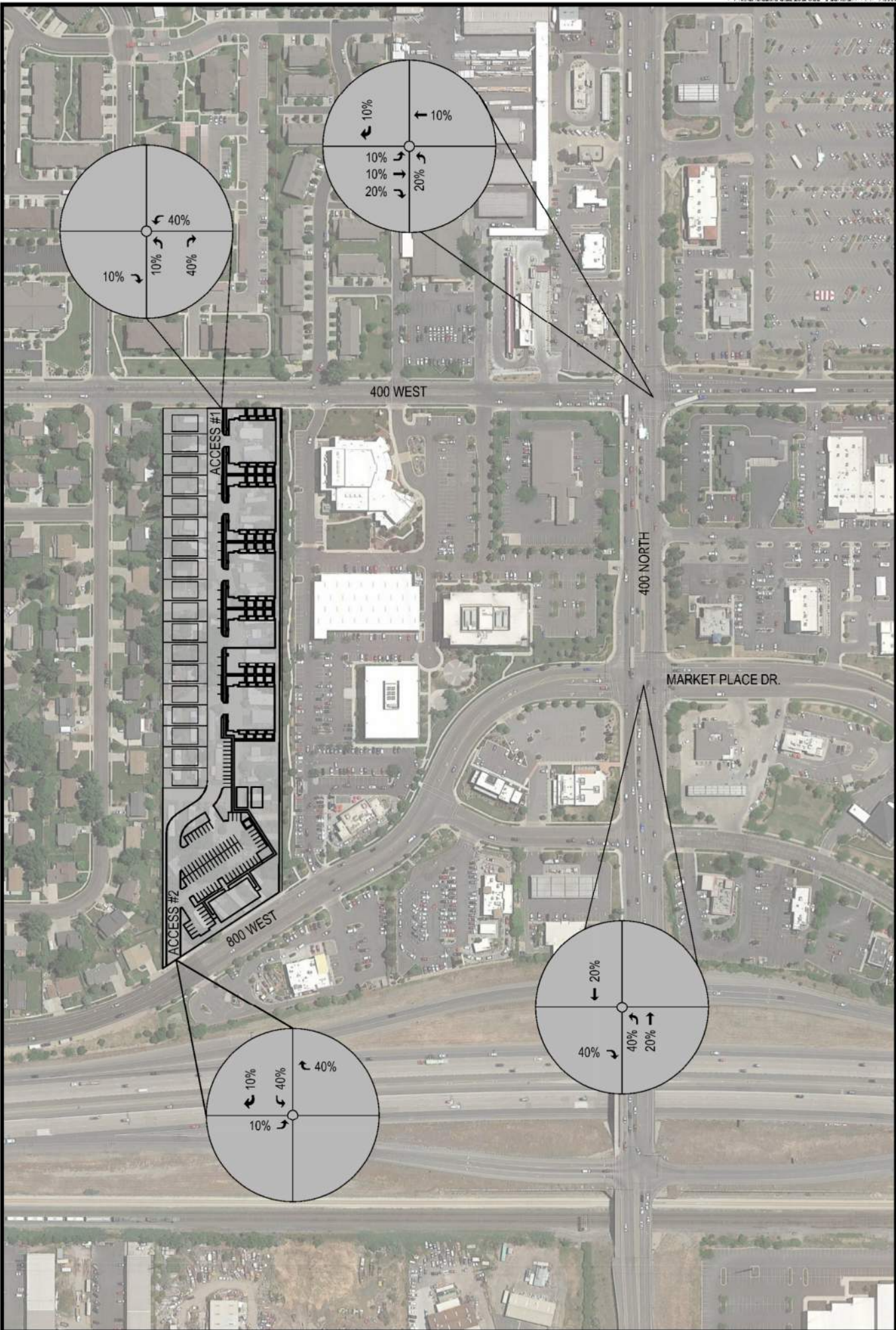
ITE Land Use Code	Land Use Description	Size	Daily (AADT)	Trip Generation (AM)		Trip Generation (PM)	
				Enter	Exit	Enter	Exit
210	SF Homes	18 DU	170	3	10	11	7
220	Low-Rise	62 DU	366	5	18	18	10
710	Office General	15,000 Sq. Ft. GFA	146	15	2	3	14
TOTAL			682	23	30	32	31

Note, with the current Conditional Use Permit, an increase in number of units from 8 to 12 is being proposed. This is a difference of roughly 22 housing units. The trip generation from 8 units to 12 units per acre, using land use for Multi-Family Housing (Low-Rise), is a difference of roughly 10 total vehicles (2 entering, 8 exiting) in the AM peak hour and roughly 12 vehicles (8 entering and 4 exiting) in the PM peak hour.

5.1 SITE TRAFFIC DISTRIBUTION

Site ingress/egress traffic at the proposed site accesses were distributed based on the anticipated direction vehicles would be coming from or going to. Directional distribution was estimated based on current land uses within the proximity of the proposed development, mainly employment districts, shopping area, schools, etc. Figure 5 illustrates the site traffic distribution percentages for the development. Using the distribution percentages along with projected traffic volumes outlined in Table 1, Figure 6 illustrates the site traffic volumes anticipated for the Hive Development.

THE HIVE





6.0 Future Traffic Conditions

The projected future traffic volumes represent the traffic that will be added to the study area with the addition of the proposed Hive Development. Using the projected traffic volumes from the 2022 Opening Year (Figure 4) scenario in addition to the site generated traffic volumes as illustrated in Figure 6, the 2022 Opening Year with Project volumes are generated. Per the Developer's schedule, it is anticipated that the proposed site will be built out in 2022. The 2022 Opening Year with Project traffic volumes, which illustrate the full build-out of the Hive Development with the projected traffic, are illustrated in Figure 7.

7.0 Capacity Analysis

Intersection capacity analysis was performed at the study area intersections and the proposed accesses to the Hive Development. Synchro® Version 10 was used to analyze the study intersections for the proposed trip conditions according to methods put forth by the Transportation Research Board's **Highway Capacity Manual (HCM 6th Edition)**.

The Level of Service (LOS) of an intersection ranges from A to F where LOS A has a low vehicular delay indicating smooth free-flowing traffic. LOS F has a high vehicular delay and indicates the worst-case scenario with high congestion and a complete breakdown of traffic flow. Although LOS A through C are the desired levels, LOS D is considered acceptable in urban conditions. Traffic conditions with LOS of E or F are generally deemed unacceptable and represent significant travel delay, increased accident potential, and inefficient motor vehicle operation. Table 2 shows the relation between LOS and vehicular delay for signalized and unsignalized intersections.

Table 2 - Signalized and Unsignalized intersection LOS and Delay Parameters

Level of Service (LOS)	Vehicular Delay (seconds/vehicle)	
	Signalized Intersection	Stop Controlled Approach
A	$0.0 \leq 10.0$	$0.0 < 10.0$
B	$> 10.0 \leq 20.0$	$> 10.0 < 15.0$
C	$> 20.0 \leq 35.0$	$> 15.0 < 25.0$
D	$> 35.0 \leq 55.0$	$> 25.0 < 35.0$
E	$> 55.0 \leq 80.0$	$> 35.0 < 50.0$
F	> 80.0	> 50.0

The 2020 Existing and 2022 Opening Year volumes at each of the study area intersections were input into the Synchro Software. The levels of service at each of the turning movements can be seen in the following tables.

Table 3 – 2020 Existing Traffic LOS

Intersection	2020 Existing Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Market Place Drive & 400 North					
AM Peak Hour	C(25)	B(18)	B(18)	B(19)	C(32)
PM Peak Hour	C(31)	C(29)	C(27)	C(27)	D(42)
2: 400 West & 400 North					
AM Peak Hour	C(23)	B(16)	B(17)	B(18)	D(35)
PM Peak Hour	C(30)	B(20)	B(18)	C(34)	D(38)
3: Access #1 & 400 West					
AM Peak Hour		A(0)	A(0)	B(10)	N/A
PM Peak Hour		A(0)	A(0)	A(9)	N/A

As can be seen in Table 3, under the existing conditions, the overall level of service at the Marketplace Drive and 400 North as well as 400 West and 400 North intersections function at an overall LOS “C” in the AM and PM peak hours. Each movement also functions at a LOS “C” or better with exception to the Westbound movement at each intersection, which functions at still an acceptable LOS “D”.

Each movement at the 400 West and the existing access to the mobile home park functions at a LOS “B” or better in the AM peak hour and a LOS “A” or better in PM peak hour.

Table 4 – 2022 Opening Year Traffic LOS

Intersection	2022 Opening Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Market Place Drive & 400 North					
AM Peak Hour	C(24)	C(21)	C(21)	B(17)	C(32)
PM Peak Hour	C(33)	C(32)	C(28)	C(27)	D(44)
2: 400 West & 400 North					
AM Peak Hour	C(25)	B(16)	B(17)	B(19)	D(40)
PM Peak Hour	C(30)	C(21)	B(19)	C(34)	D(36)
3: Access #1 & 400 West					
AM Peak Hour		A(0)	A(0)	B(10)	N/A
PM Peak Hour		A(0)	A(0)	A(9)	N/A

Under the 2022 Opening Year, all intersections within the study area will continue to function at an overall LOS “C” in both the AM and PM peak hours. Each movement at the study area intersections will also continue to function at an acceptable LOS “C” in the AM and PM peak hours with exception to the westbound movements. The westbound movements will still function at an acceptable LOS “D”. There are small increases in delay times between 2020 Existing Year volumes and 2022 Opening Year volumes.

Each movement at the existing access to the mobile home park will also continue to function at an acceptable LOS “B” or better under the AM and PM peak hour conditions.

Table 5 represent the levels of service at the study area intersections with the addition of the Hive Development, including the proposed project accesses.

Table 5 – 2022 Opening Year Traffic w/Project Traffic LOS

Intersection	2022 Opening Year w/ Project Traffic LOS(Delay)				
	Overall LOS	Northbound	Southbound	Eastbound	Westbound
1: Marketplace Drive & 400 North					
AM Peak Hour	C(25)	C(21)	C(21)	B(18)	C(32)
PM Peak Hour	C(34)	C(32)	C(29)	C(29)	D(45)
2: 400 West & 400 North					
AM Peak Hour	C(25)	B(16)	B(17)	B(19)	D(41)
PM Peak Hour	C(31)	C(24)	C(22)	C(30)	D(43)
3: Access #1 & 400 West					
AM Peak Hour		A(0)	A(0)	B(11)	N/A
PM Peak Hour		A(0)	A(0)	B(11)	N/A
4: Access #2 & 800 West (Frontage Rd.)					
AM Peak Hour		A(0)	A(0)	N/A	B(13)
PM Peak Hour		A(0)	A(0)	N/A	C(19)

With the addition of the Hive Development in 2022, all intersections within the study area are anticipated to function at the same level of service as the 2022 Opening year without the project with very minor increases in delay time. All intersections will function with an overall LOS "C" with all movements at the intersections function at a LOS "D" or better. The two proposed accesses to the site will function will acceptable LOS "C" or better at each movement of the intersections. The new development has very minimal impact on the overall level of service.

8.0 Recommendations

Based on the information presented in this report, the following improvements are recommended as part of this development.

Marketplace Drive & 400 North:

This intersection currently functions as a signalized intersection. Currently this intersection function with a LOS "C" in both the AM and PM peak hours and all movements at this intersection function at a LOS "D" or better in the AM and PM peak hours. This intersection will continue to function with an acceptable LOS "C" under the 2022 Opening Year conditions. With the addition of the Hive Development's traffic, under the 2022 Opening Year with Project, the Marketplace Drive and 400 North intersection will see no change in level of service. It will continue to function at a LOS "C" in the AM peak hour and a LOS "C" in the PM peak hour, with very minor increases in delay time. In discussions with City Staff, it was mentioned the City is looking to improve the eastbound left turn movements by adding dual left turn lanes. This improvement to the intersection will increase LOS to a "B" in the AM peak hour and will remain a LOS "C" in the PM peak hour however it will decrease the delay time. No additional improvements are needed at this intersection.

400 West & 400 North:

This intersection also currently functions as a signalized controlled intersection. Currently this intersection functions at a LOS "C" in both the AM and PM peak hours. Each movement at this intersection functions at an acceptable LOS "D" or better. The overall level of service in the 2022 Opening Year will continue to function at a LOS "C" in the AM peak hour and a LOS "C" in the PM peak hour. With the addition of the Hive Development under the 2022 Opening Year with Project conditions, this intersection will continue to function at a LOS "C" with all movements functioning at a LOS "D" or better in both the AM and PM peak hours. The new development proves to have minimal impact on this intersection and no improvements are needed.

The Hive Access #1 & 400 West:

This intersection will function as stop controlled for the vehicles exiting the site and free-flowing for vehicles along 400 West. Currently all movements at this intersection function at an overall LOS "B" or better in the AM and PM peak hours. With the growth in this area, under the 2022 Opening Year, all movements at this intersection will continue to function at a LOS "B" or better. With the addition of the Hive Development, the movements at this intersection will continue to function at an acceptable LOS "B" or better under the 2022 Opening Year with Project conditions. It is recommended this access to the Hive Development be constructed to meet City Standards with appropriate striping, signing and roadway geometrics to provide a safe ingress and egress to the site. Traffic volumes do not warrant the need for separate left and right turn lanes into the development off 400 West.

The Hive Access #2 & 800 West:

With the addition of the Hive Development, a new access will be constructed to tie into 800 West. This access will be stop controlled with free-flowing traffic along 800 West. All movements at Access #2 will function at a LOS "C" or better under the 2022 Opening Year with Project conditions. It is recommended this access be constructed to meet City Standards, including appropriate signing, striping and roadway geometrics. It is also recommended this intersection be designed to provide adequate sight distance for vehicles entering and exiting onto 800 West. Currently along 800 West, the two-way left turn lane will provide a separate southbound left turn lane into this access. The traffic volumes entering from the south, do not warrant the need for a separate right turn lane.

Under the current Conditional Use Permit, the additional 10 total vehicles (2 entering, 8 exiting) in the AM peak hour and roughly 12 vehicles (8 entering and 4 exiting) in the PM peak hour will not have any significant impact on the flow of traffic under the Opening Year conditions. All intersections will function at the same acceptable levels of service.

9.0 Appendix

Existing Traffic Counts

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

INTERSECTION: 400 North & Market Place Dr.

N-S STREET: Market Place Dr.

E-W STREET: 400 North

FOCUS PROJ. NO.: 20-8008

COUNT DATE: 27-Feb-20

NOTES:

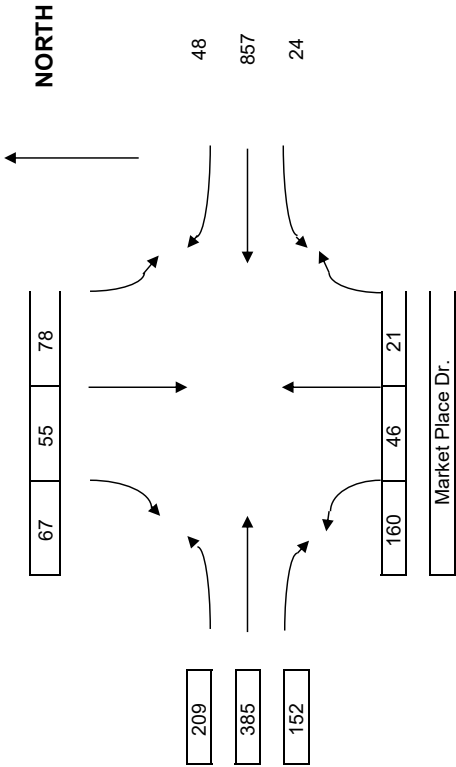
COUNT TIME:

FROM:

TO:

PK HR VOLUME:	2,102
PHF:	0.95
PEAK HOUR:	
FROM:	TO:
8:00 AM	9:00 AM

400 North



COUNT DATA INPUT:

TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM 7:15 AM	27	3	1	33	60	22	19	22	18	3	210	2	420
7:15 AM 7:30 AM	29	5	2	50	59	36	25	24	19	5	229	8	491
7:30 AM 7:45 AM	36	6	5	46	73	16	6	9	19	4	247	4	471
7:45 AM 8:00 AM	26	8	3	60	99	27	21	7	20	2	231	12	516
8:00 AM 8:15 AM	36	10	4	55	104	36	14	11	21	7	233	9	540
8:15 AM 8:30 AM	41	11	4	47	76	33	21	10	12	4	187	15	461
8:30 AM 8:45 AM	40	11	4	56	83	40	22	18	19	6	247	6	552
8:45 AM 9:00 AM	43	14	9	51	122	43	21	16	15	7	190	18	549

HOURLY TOTALS:

TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM 8:00 AM	118	8	3	60	99	27	21	7	76	14	917	26	1,376
7:15 AM 8:15 AM	127	18	7	115	203	63	35	18	79	18	940	33	1,656
7:30 AM 8:30 AM	139	29	11	162	279	96	56	28	72	17	898	40	1,827
7:45 AM 8:45 AM	143	40	15	218	362	136	78	46	72	19	898	42	2,069
8:00 AM 9:00 AM	160	46	21	209	385	152	78	55	67	24	857	48	2,102

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

INTERSECTION: 400 North & Market Place Dr.

N-S STREET: Market Place Dr.
E-W STREET: 400 North

PK HR VOLUME: 3,080
PHF: 0.99
PEAK HOUR: TO:
FROM: 5:00 PM 6:00 PM

FOCUS PROJ. NO.: 20-8008

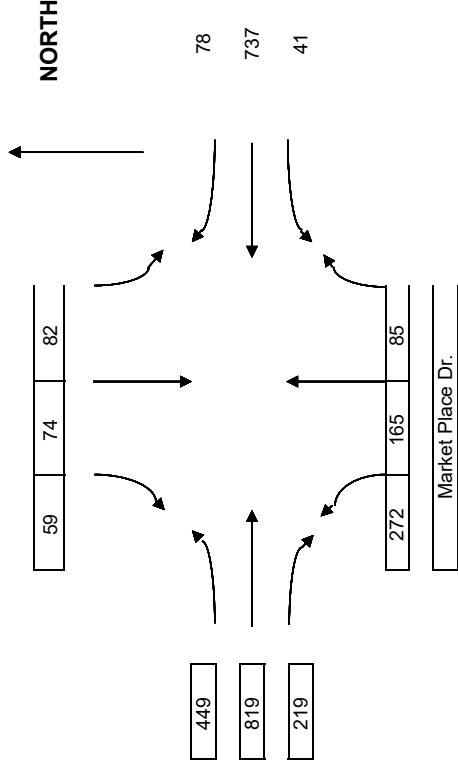
COUNT DATE: 27-Feb-20

NOTES:

COUNT TIME:

FROM: 4:00 PM
TO: 6:00 PM

400 North



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM		65	22	18	77	249	86	24	14	17	6	185	28	791
4:15 PM	4:30 PM		62	20	16	90	215	73	14	13	7	9	183	20	722
4:30 PM	4:45 PM		73	18	22	91	192	72	13	11	5	11	174	18	700
4:45 PM	5:00 PM		47	35	22	95	169	59	16	11	1	7	187	25	674
5:00 PM	5:15 PM		76	40	22	100	193	72	22	14	13	8	201	15	776
5:15 PM	5:30 PM		59	48	25	129	203	66	16	17	10	12	174	19	778
5:30 PM	5:45 PM		75	41	16	106	225	19	21	22	18	13	193	26	775
5:45 PM	6:00 PM		62	36	22	114	198	62	23	21	18	8	169	18	751

HOURLY TOTALS:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	5:00 PM		247	95	78	353	825	290	67	49	30	33	729	91	2,887
4:15 PM	5:15 PM		258	75	44	195	362	131	38	25	26	35	745	78	2,012
4:30 PM	5:30 PM		255	123	69	324	565	197	54	42	29	38	736	77	2,509
4:45 PM	5:45 PM		257	164	85	430	790	216	75	64	42	40	755	85	3,003
5:00 PM	6:00 PM		272	165	85	449	819	219	82	74	59	41	737	78	3,080

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

INTERSECTION:
N-S STREET:
E-W STREET:

400 North & 400 West
400 West
400 North

FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

20-8008
26-Feb-20

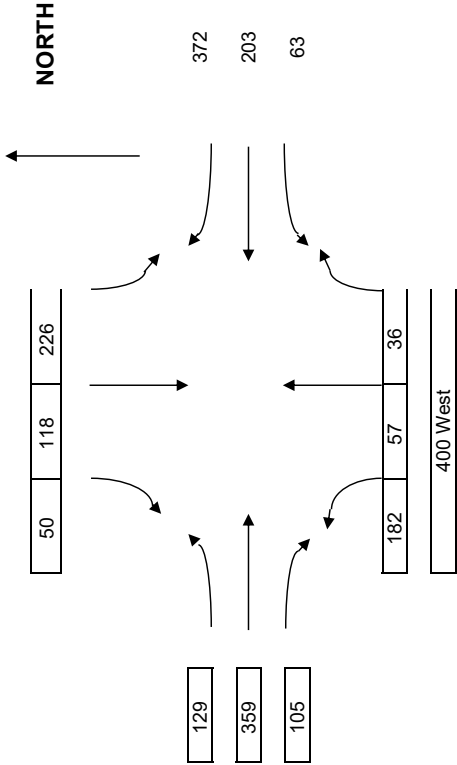
COUNT TIME:
FROM:
TO:

7:00 AM
9:00 AM

PK HR VOLUME:
PHF:
PEAK HOUR:
FROM:
TO:

1,900
0.90
8:00 AM
9:00 AM

400 North



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	7:15 AM	26	10	5	22	45	15	59	38	9	11	54	87	381
7:15 AM		7:30 AM	41	12	3	26	58	27	49	60	10	13	54	105	458
7:30 AM		7:45 AM	45	21	6	27	60	19	56	25	7	12	47	108	433
7:45 AM		8:00 AM	38	10	3	40	84	22	68	42	14	6	58	101	486
8:00 AM		8:15 AM	41	13	5	34	84	16	66	23	6	9	62	96	455
8:15 AM		8:30 AM	47	11	12	31	77	27	48	20	11	8	43	82	417
8:30 AM		8:45 AM	47	15	7	26	86	34	66	32	17	17	51	102	500
8:45 AM		9:00 AM	47	18	12	38	112	28	46	43	16	29	47	92	528

HOURLY TOTALS:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	8:00 AM 8:15 AM 7:30 AM 8:30 AM 8:45 AM 9:00 AM	8:00 AM	150	10	3	40	84	22	68	42	40	42	213	401	1,115
7:15 AM		8:15 AM	165	23	8	74	168	38	134	65	37	40	221	410	1,383
7:30 AM		8:30 AM	171	34	20	105	245	65	182	85	38	35	210	387	1,577
7:45 AM		8:45 AM	173	49	27	131	331	99	248	117	48	40	214	381	1,858
8:00 AM		9:00 AM	182	57	36	129	359	105	226	118	50	63	203	372	1,900

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

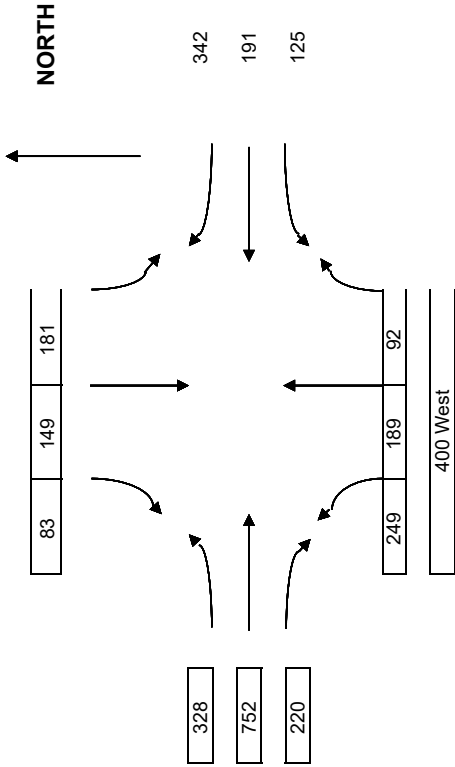
PM PEAK HOUR VOLUMES

INTERSECTION:
N-S STREET:
E-W STREET:

PK HR VOLUME: 2,901
PHF: 0.96
PEAK HOUR:
FROM: 5:00 PM
TO: 6:00 PM

FOCUS PROJ. NO.:
COUNT DATE:

COUNT TIME:
FROM: 4:00 PM
TO: 6:00 PM



COUNT DATA INPUT:

TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM 4:15 PM	65	61	25	83	179	59	28	38	27	30	44	95	734
4:15 PM 4:30 PM	62	43	21	64	160	42	48	28	15	31	36	99	649
4:30 PM 4:45 PM	68	54	24	62	176	39	49	41	17	33	40	84	687
4:45 PM 5:00 PM	64	45	21	66	162	44	30	52	22	27	52	111	696
5:00 PM 5:15 PM	62	48	16	85	175	56	52	42	16	30	53	89	724
5:15 PM 5:30 PM	58	44	24	77	186	63	30	36	21	28	51	86	704
5:30 PM 5:45 PM	70	55	31	88	198	53	52	30	21	28	49	80	755
5:45 PM 6:00 PM	59	42	21	78	193	48	47	41	25	39	38	87	718

HOURLY TOTALS:

TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM 5:00 PM	259	203	91	275	677	184	155	159	81	121	172	389	2,766
4:15 PM 5:15 PM	256	93	37	151	337	100	82	94	70	121	181	383	1,905
4:30 PM 5:30 PM	252	137	61	228	523	163	112	130	76	118	196	370	2,366
4:45 PM 5:45 PM	254	192	92	316	721	216	164	160	80	113	205	366	2,879
5:00 PM 6:00 PM	249	189	92	328	752	220	181	149	83	125	191	342	2,901

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES

INTERSECTION:
N-S STREET:
E-W STREET:

Access #1 & 400 West

400 West

Access #1

FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

20-8008

6-May-20

COUNT TIME:
FROM:
TO:

7:00 AM

9:00 AM

PK HR VOLUME: 265

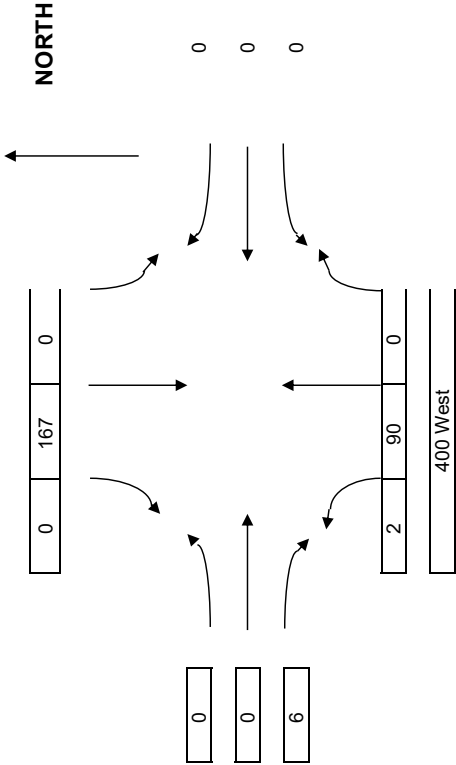
PHF: 0.83

PEAK HOUR:

FROM: 7:45 AM

TO: 8:45 AM

Access #1



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	13	0	1	0	1	0	30	0	0	0	0	45
7:30 AM	7:45 AM	1	10	0	0	0	3	0	46	0	0	0	0	60
7:45 AM	8:00 AM	0	20	0	0	0	1	0	36	0	0	0	0	57
8:00 AM	8:15 AM	2	28	0	0	0	2	0	48	0	0	0	0	80
8:15 AM	8:30 AM	0	17	0	0	0	1	0	31	0	0	0	0	49
8:30 AM	8:45 AM	0	25	0	0	0	2	0	52	0	0	0	0	79
8:45 AM	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

HOURLY TOTALS:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	8:00 AM	1	20	0	0	0	1	0	36	0	0	0	0	58
7:15 AM	8:15 AM	3	48	0	0	0	3	0	84	0	0	0	0	138
7:30 AM	8:30 AM	3	65	0	0	0	4	0	115	0	0	0	0	187
7:45 AM	8:45 AM	2	90	0	0	0	6	0	167	0	0	0	0	265
8:00 AM	9:00 AM	2	70	0	0	0	5	0	131	0	0	0	0	208

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

INTERSECTION:

N-S STREET:

E-W STREET:

Access #1 & 400 West
400 West
Access #1

FOCUS PROJ. NO.:

COUNT DATE:

NOTES:

20-8008

7-May-20

COUNT TIME:

FROM:

TO:

Access #1

4:00 PM

6:00 PM

PK HR VOLUME:

PHF:

PEAK HOUR:

FROM:

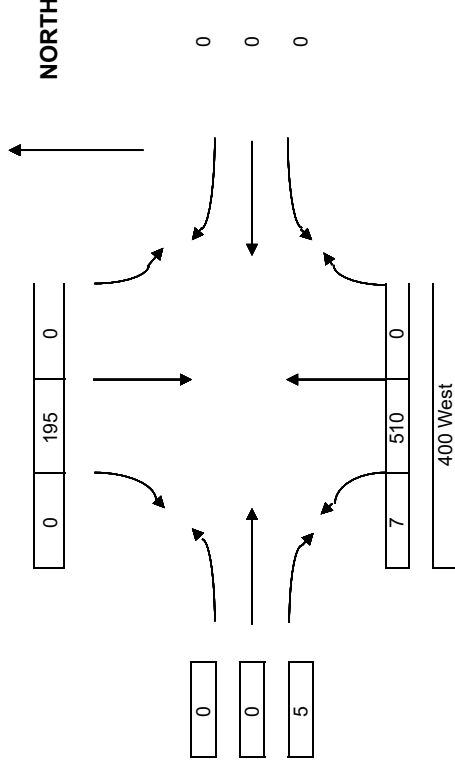
TO:

717

0.86

5:00 PM

6:00 PM



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	4:15 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	4:30 PM		0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	4:45 PM		1	80	0	0	0	2	0	43	1	0	0	0	127
4:45 PM	5:00 PM		1	72	0	0	0	1	0	49	0	0	0	0	123
5:00 PM	5:15 PM		2	88	0	0	0	4	0	45	0	0	0	0	139
5:15 PM	5:30 PM		2	121	0	0	0	0	0	44	0	0	0	0	167
5:30 PM	5:45 PM		0	156	0	0	0	1	0	51	0	0	0	0	208
5:45 PM	6:00 PM		3	145	0	0	0	0	0	55	0	0	0	0	203

HOURLY TOTALS:

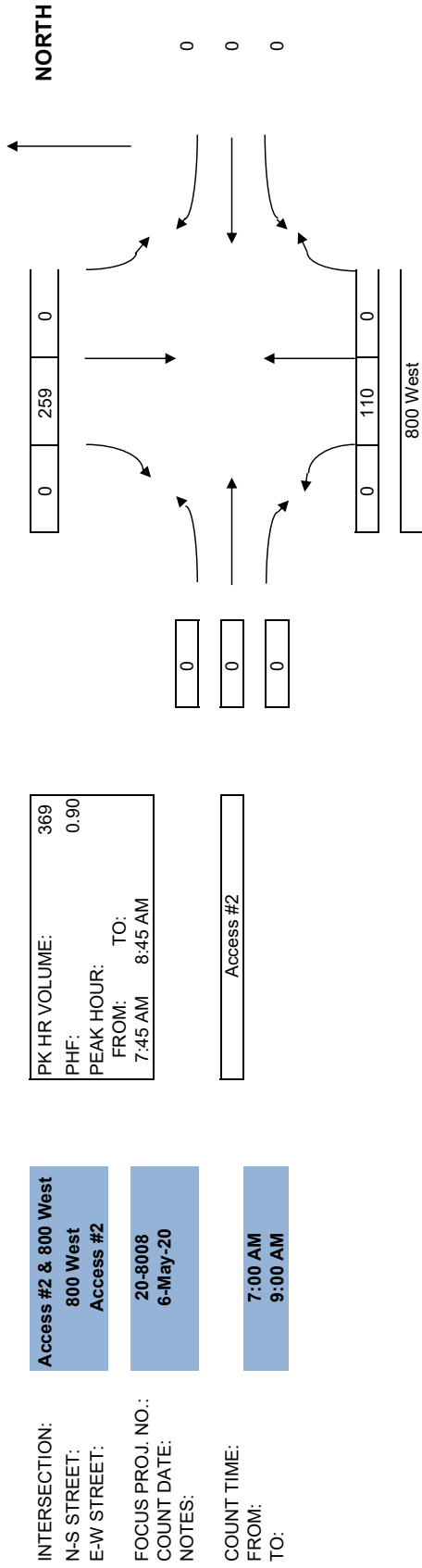
FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM	5:00 PM		2	152	0	0	0	3	0	92	1	0	0	0	250
4:15 PM	5:15 PM		4	160	0	0	0	5	0	94	1	0	0	0	264
4:30 PM	5:30 PM		6	281	0	0	0	5	0	138	1	0	0	0	431
4:45 PM	5:45 PM		5	437	0	0	0	6	0	189	0	0	0	0	637
5:00 PM	6:00 PM		7	510	0	0	0	5	0	195	0	0	0	0	717

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

AM PEAK HOUR VOLUMES



COUNT DATA INPUT:

TIME PERIOD		NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	
7:00 AM	7:15 AM		1						4					5
7:15 AM	7:30 AM		10						45					55
7:30 AM	7:45 AM		22						62					84
7:45 AM	8:00 AM		26						65					91
8:00 AM	8:15 AM		22						60					82
8:15 AM	8:30 AM		29						64					93
8:30 AM	8:45 AM		33						70					103
8:45 AM	9:00 AM													0

HOURLY TOTALS:																	
TIME PERIOD		NORTHBOUND				EASTBOUND				SOUTHBOUND				WESTBOUND		TOTAL	
FROM:	TO:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
7:00 AM	8:00 AM	0	26	0	0	0	0	0	65	0	0	0	0	0	0	0	91
7:15 AM	8:15 AM	0	48	0	0	0	0	0	125	0	0	0	0	0	0	0	173
7:30 AM	8:30 AM	0	77	0	0	0	0	0	189	0	0	0	0	0	0	0	266
7:45 AM	8:45 AM	0	110	0	0	0	0	0	259	0	0	0	0	0	0	0	369
8:00 AM	9:00 AM	0	84	0	0	0	0	0	194	0	0	0	0	0	0	0	278

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

TURNING MOVEMENT COUNT SUMMARY

FOCUS ENGINEERING & SURVEYING, LLC

PM PEAK HOUR VOLUMES

INTERSECTION:

N-S STREET:

E-W STREET:

Access #2 & 800 West
800 West
Access #2

FOCUS PROJ. NO.:

COUNT DATE:

NOTES:

20-8008

7-May-20

PK HR VOLUME: 869

PHF: 0.87

PEAK HOUR:

FROM: 5:00 PM
TO: 6:00 PM

COUNT TIME:

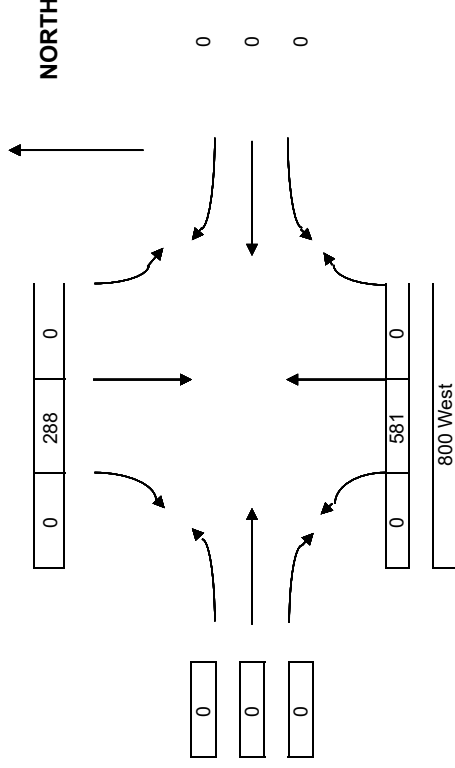
FROM:

TO:

Access #2

4:00 PM

6:00 PM



COUNT DATA INPUT:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM		4:15 PM													0
4:15 PM		4:30 PM													0
4:30 PM		4:45 PM		34						26					60
4:45 PM		5:00 PM		79						59					138
5:00 PM		5:15 PM		105						64					169
5:15 PM		5:30 PM		150						57					207
5:30 PM		5:45 PM		162						81					243
5:45 PM		6:00 PM		164						86					250

HOURLY TOTALS:

FROM:	TIME PERIOD	TO:	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
			L	T	R	L	T	R	L	T	R	L	T	R	
4:00 PM		5:00 PM	0	113	0	0	0	0	0	85	0	0	0	0	198
4:15 PM		5:15 PM	0	184	0	0	0	0	0	123	0	0	0	0	307
4:30 PM		5:30 PM	0	334	0	0	0	0	0	180	0	0	0	0	514
4:45 PM		5:45 PM	0	496	0	0	0	0	0	261	0	0	0	0	757
5:00 PM		6:00 PM	0	581	0	0	0	0	0	288	0	0	0	0	869

NOTE PHF IS BASED ON 15 MIN. PEAK WITHIN THE PEAK HOUR.

Trip Generation Report

Trip Generation Summary

Alternative: Alternative 1
Phase: Phase 2
Project: The Hive

Open Date: 6/29/2020
Analysis Date: 6/29/2020

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 18 Dwelling Units		85	85	170		3	10	13		11	7	18
220	LOW-RISE 50 Dwelling Units		183	183	366		5	18	23		18	10	28
710	OFFICEGENERAL 15 1000 Sq. Ft. GFA		73	73	146		15	2	17		3	14	17
	Unadjusted Volume		341	341	682		23	30	53		32	31	63
	Internal Capture Trips		0	0	0		0	0	0		1	1	2
	Pass-By Trips		0	0	0		0	0	0		0	0	0
	Volume Added to Adjacent Streets		341	341	682		23	30	53		31	30	61

Total Weekday Average Daily Trips Internal Capture = 0 Percent
Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 3 Percent

* - Custom rate used for selected time period.

Traffic Analysis Reports

2020 Existing Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Market Place Dr. & 400 North

2020 Existing AM
The Hive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	209	385	152	24	857	48	160	46	21	78	55	67
Future Volume (veh/h)	209	385	152	24	857	48	160	46	21	78	55	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	227	418	165	26	932	52	174	50	23	85	60	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	1255	560	375	1026	458	554	534	453	589	505	451
Arrive On Green	0.09	0.35	0.35	0.03	0.29	0.29	0.08	0.29	0.29	0.08	0.28	0.28
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1777	1585
Grp Volume(v), veh/h	227	418	165	26	932	52	174	50	23	85	60	73
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	6.0	6.0	3.6	0.7	17.7	1.2	0.0	1.4	0.6	0.0	1.8	2.4
Cycle Q Clear(g_c), s	6.0	6.0	3.6	0.7	17.7	1.2	0.0	1.4	0.6	0.0	1.8	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	1255	560	375	1026	458	554	534	453	589	505	451
V/C Ratio(X)	0.79	0.33	0.29	0.07	0.91	0.11	0.31	0.09	0.05	0.14	0.12	0.16
Avail Cap(c_a), veh/h	289	1255	560	452	1041	464	554	534	453	589	505	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	16.6	7.6	16.6	24.0	9.3	18.4	18.3	11.0	16.3	18.6	18.8
Incr Delay (d2), s/veh	13.4	0.2	0.3	0.1	9.6	0.1	0.3	0.3	0.2	0.1	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	2.3	1.7	0.3	8.3	0.6	2.1	0.6	0.3	0.9	0.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	16.7	7.9	16.6	33.6	9.4	18.7	18.7	11.2	16.4	19.0	19.6
LnGrp LOS	C	B	A	B	C	A	B	B	B	B	B	B
Approach Vol, veh/h		810			1010			247			218	
Approach Delay, s/veh		18.9			32.0			18.0			18.2	
Approach LOS		B			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	24.5	6.5	29.2	9.9	24.4	11.0	24.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.0	20.0	5.0	22.0	5.1	19.9	6.5	20.5				
Max Q Clear Time (g_c+I1), s	2.0	3.4	2.7	8.0	2.0	4.4	8.0	19.7				
Green Ext Time (p_c), s	0.0	0.2	0.0	2.8	0.1	0.5	0.0	0.5				
Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

2: 400 West & 400 North

2020 Existing AM
The Hive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	359	105	63	203	372	182	57	36	226	118	50
Future Volume (veh/h)	129	359	105	63	203	372	182	57	36	226	118	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	390	114	68	221	404	198	62	39	246	128	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	271	1064	475	398	492	439	537	544	461	595	547	463
Arrive On Green	0.08	0.30	0.30	0.05	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	140	390	114	68	221	404	198	62	39	246	128	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.6	5.6	3.5	1.7	6.7	16.1	5.0	1.6	1.2	5.1	3.4	1.6
Cycle Q Clear(g_c), s	3.6	5.6	3.5	1.7	6.7	16.1	5.0	1.6	1.2	5.1	3.4	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	1064	475	398	492	439	537	544	461	595	547	463
V/C Ratio(X)	0.52	0.37	0.24	0.17	0.45	0.92	0.37	0.11	0.08	0.41	0.23	0.12
Avail Cap(c_a), veh/h	271	1064	475	438	492	439	537	544	461	595	547	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	17.9	17.2	15.3	19.4	22.8	14.8	16.9	16.8	15.3	17.5	16.9
Incr Delay (d2), s/veh	1.6	0.2	0.3	0.2	0.6	24.6	0.4	0.4	0.4	0.5	1.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	1.2	0.7	2.6	8.5	2.0	0.7	0.4	2.5	1.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	18.1	17.4	15.5	20.0	47.4	15.2	17.3	17.1	15.8	18.5	17.4
LnGrp LOS	B	B	B	B	C	D	B	B	B	B	B	B
Approach Vol, veh/h	644					693		299		428		
Approach Delay, s/veh	18.1					35.5		15.9		16.8		
Approach LOS	B					D		B		B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	23.4	8.0	24.0	9.5	23.5	9.5	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.9	5.0	18.0	5.0	19.0	5.0	18.0					
Max Q Clear Time (g_c+11), s	3.6	3.7	7.6	7.0	5.4	5.6	18.1					
Green Ext Time (p_c), s	0.0	0.3	0.0	2.1	0.0	0.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			23.4									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	2	135	317	0
Future Vol, veh/h	0	6	2	135	317	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	2	147	345	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	496	345	345	0	-	0
Stage 1	345	-	-	-	-	-
Stage 2	151	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	533	698	1214	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	532	698	1214	-	-	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	877	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.2	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1214	-	698	-	-	
HCM Lane V/C Ratio	0.002	-	0.009	-	-	
HCM Control Delay (s)	8	0	10.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th Signalized Intersection Summary

1: Market Place Dr. & 400 North

2020 Existing PM
The Hive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	449	819	219	41	737	78	272	165	85	82	74	59
Future Volume (veh/h)	449	819	219	41	737	78	272	165	85	82	74	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	488	890	238	45	801	85	296	179	92	89	80	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	521	1588	708	270	876	391	470	491	416	379	469	341
Arrive On Green	0.24	0.45	0.45	0.04	0.25	0.25	0.08	0.26	0.26	0.05	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1962	1428
Grp Volume(v), veh/h	488	890	238	45	801	85	296	179	92	89	72	72
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1777	1613
Q Serve(g_s), s	19.1	16.6	8.8	1.7	19.7	3.8	6.9	7.0	4.1	3.4	2.9	3.2
Cycle Q Clear(g_c), s	19.1	16.6	8.8	1.7	19.7	3.8	6.9	7.0	4.1	3.4	2.9	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	521	1588	708	270	876	391	470	491	416	379	425	386
V/C Ratio(X)	0.94	0.56	0.34	0.17	0.91	0.22	0.63	0.36	0.22	0.23	0.17	0.19
Avail Cap(c_a), veh/h	542	1588	708	304	888	396	470	491	416	397	425	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	18.4	16.2	23.7	33.0	27.0	27.1	27.1	26.0	23.9	27.2	27.3
Incr Delay (d2), s/veh	23.7	0.4	0.3	0.2	11.2	0.2	2.7	2.1	1.2	0.3	0.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	6.6	3.1	0.7	9.6	1.5	2.4	3.3	1.7	1.4	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.3	18.8	16.5	23.9	44.2	27.2	29.8	29.1	27.2	24.2	28.0	28.4
LnGrp LOS	D	B	B	C	D	C	C	C	C	C	C	C
Approach Vol, veh/h		1616			931			567			233	
Approach Delay, s/veh		26.8			41.7			29.2			26.7	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	28.1	7.9	44.7	11.4	26.0	25.9	26.7				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.7	21.3	5.1	39.9	6.9	20.1	22.5	22.5				
Max Q Clear Time (g_c+I1), s	5.4	9.0	3.7	18.6	8.9	5.2	21.1	21.7				
Green Ext Time (p_c), s	0.0	1.0	0.0	7.5	0.0	0.6	0.3	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				31.3								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary 2: 400 West & 400 North

2020 Existing PM
The Hive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	752	220	125	191	342	249	189	92	181	149	83
Future Volume (veh/h)	328	752	220	125	191	342	249	189	92	181	149	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	357	817	239	136	208	372	271	205	100	197	162	90
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	1010	451	319	456	407	471	519	440	435	508	431
Arrive On Green	0.14	0.28	0.28	0.11	0.26	0.26	0.08	0.28	0.28	0.07	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	357	817	239	136	208	372	271	205	100	197	162	90
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.9	15.0	6.3	0.0	6.9	16.0	5.5	6.2	2.3	5.1	4.8	2.0
Cycle Q Clear(g_c), s	8.9	15.0	6.3	0.0	6.9	16.0	5.5	6.2	2.3	5.1	4.8	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	1010	451	319	456	407	471	519	440	435	508	431
V/C Ratio(X)	0.97	0.81	0.53	0.43	0.46	0.91	0.57	0.39	0.23	0.45	0.32	0.21
Avail Cap(c_a), veh/h	369	1137	507	319	457	408	471	519	440	435	508	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	23.3	10.7	27.6	21.9	25.3	19.2	20.5	8.8	17.7	20.3	8.0
Incr Delay (d2), s/veh	35.7	3.6	0.9	0.9	0.7	24.8	1.7	2.2	1.2	0.7	1.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	6.4	3.0	2.0	2.8	8.4	1.1	2.9	1.3	2.3	2.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.0	26.8	11.5	28.5	22.6	50.0	20.9	22.8	10.0	18.4	22.0	9.1
LnGrp LOS	E	C	B	C	C	D	C	C	B	B	C	A
Approach Vol, veh/h	1413					716		576		449		
Approach Delay, s/veh	33.6					38.0		19.7		17.8		
Approach LOS	C					D		B		B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	23.9	12.1	24.4	10.0	23.5	14.0	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.4	5.1	22.4	5.5	19.0	9.5	18.0					
Max Q Clear Time (g_c+11), s	8.2	2.0	17.0	7.5	6.8	10.9	18.0					
Green Ext Time (p_c), s	0.0	1.1	0.1	2.9	0.0	0.9	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	29.8											
HCM 6th LOS	C											

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	7	663	263	0
Future Vol, veh/h	0	5	7	663	263	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	8	721	286	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1023	286	286
Stage 1	286	-	-
Stage 2	737	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	261	753	1276
Stage 1	763	-	-
Stage 2	473	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	258	753	1276
Mov Cap-2 Maneuver	372	-	-
Stage 1	755	-	-
Stage 2	473	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1276	-	753	-	-
HCM Lane V/C Ratio	0.006	-	0.007	-	-
HCM Control Delay (s)	7.8	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

2022 Opening Year Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Market Place Dr. & 400 North

2022 Opening Year AM

The Hive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	217	401	158	25	892	50	166	48	22	81	57	70
Future Volume (veh/h)	217	401	158	25	892	50	166	48	22	81	57	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	236	436	172	27	970	54	180	52	24	88	62	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	1374	613	392	1081	482	523	496	421	561	471	421
Arrive On Green	0.11	0.39	0.39	0.03	0.30	0.30	0.08	0.27	0.27	0.08	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1777	1585
Grp Volume(v), veh/h	236	436	172	27	970	54	180	52	24	88	62	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	6.4	6.4	3.8	0.8	19.6	1.3	0.0	1.6	0.7	0.0	2.0	2.8
Cycle Q Clear(g_c), s	6.4	6.4	3.8	0.8	19.6	1.3	0.0	1.6	0.7	0.0	2.0	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	1374	613	392	1081	482	523	496	421	561	471	421
V/C Ratio(X)	0.74	0.32	0.28	0.07	0.90	0.11	0.34	0.10	0.06	0.16	0.13	0.18
Avail Cap(c_a), veh/h	321	1374	613	459	1113	497	523	496	421	561	471	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	16.1	7.2	16.9	25.0	9.6	21.0	20.8	13.1	18.4	21.0	21.3
Incr Delay (d2), s/veh	8.9	0.1	0.2	0.1	8.1	0.1	0.4	0.4	0.3	0.1	0.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	2.5	1.9	0.3	9.0	0.7	2.4	0.7	0.3	1.1	0.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	16.2	7.5	17.0	33.1	9.7	21.4	21.2	13.3	18.5	21.5	22.2
LnGrp LOS	C	B	A	B	C	A	C	C	B	B	C	C
Approach Vol, veh/h		844			1051			256			226	
Approach Delay, s/veh		17.2			31.5			20.6			20.6	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	24.4	6.7	33.5	10.5	24.4	12.8	27.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	19.9	5.0	27.0	5.1	19.9	8.5	23.5				
Max Q Clear Time (g_c+I1), s	2.0	3.6	2.8	8.4	2.0	4.8	8.4	21.6				
Green Ext Time (p_c), s	0.0	0.2	0.0	3.3	0.1	0.6	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

2: 400 West & 400 North

2022 Opening Year AM

The Hive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	374	109	66	211	387	189	59	37	235	123	52
Future Volume (veh/h)	134	374	109	66	211	387	189	59	37	235	123	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	407	118	72	229	421	205	64	40	255	134	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	1059	472	392	492	439	531	532	451	596	547	463
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	146	407	118	72	229	421	205	64	40	255	134	57
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.7	5.9	3.7	1.8	7.0	17.0	5.0	1.6	1.2	5.5	3.5	1.7
Cycle Q Clear(g_c), s	3.7	5.9	3.7	1.8	7.0	17.0	5.0	1.6	1.2	5.5	3.5	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	1059	472	392	492	439	531	532	451	596	547	463
V/C Ratio(X)	0.56	0.38	0.25	0.18	0.47	0.96	0.39	0.12	0.09	0.43	0.25	0.12
Avail Cap(c_a), veh/h	260	1059	472	430	492	439	531	532	451	596	547	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	18.1	17.3	15.2	19.5	23.1	15.2	17.2	17.1	15.4	17.5	16.9
Incr Delay (d2), s/veh	2.7	0.2	0.3	0.2	0.7	32.5	0.5	0.5	0.4	0.5	1.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.3	1.3	0.7	2.8	9.8	2.1	0.7	0.5	2.6	1.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	18.3	17.6	15.5	20.2	55.7	15.7	17.7	17.5	15.9	18.6	17.4
LnGrp LOS	B	B	B	B	C	E	B	B	B	B	B	B
Approach Vol, veh/h	671			722			309			446		
Approach Delay, s/veh	18.5			40.4			16.3			16.9		
Approach LOS	B			D			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.0	8.1	23.9	9.5	23.5	9.5	22.5					
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5					
Max Green Setting (Gmax), s	18.5	5.0	18.0	5.0	19.0	5.0	18.0					
Max Q Clear Time (g_c+I1), s	3.6	3.8	7.9	7.0	5.5	5.7	19.0					
Green Ext Time (p_c), s	0.0	0.3	0.0	2.2	0.0	0.7	0.0					

Intersection Summary

HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	2	140	330	0
Future Vol, veh/h	0	6	2	140	330	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	2	152	359	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	515	359	359	0	-	0
Stage 1	359	-	-	-	-	-
Stage 2	156	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	520	685	1200	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	519	685	1200	-	-	-
Mov Cap-2 Maneuver	585	-	-	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1200	-	685	-	-	
HCM Lane V/C Ratio	0.002	-	0.01	-	-	
HCM Control Delay (s)	8	0	10.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th Signalized Intersection Summary

1: Market Place Dr. & 400 North

2022 Opening Year PM

The Hive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						 	
Traffic Volume (veh/h)	467	852	228	43	767	81	283	172	88	85	77	61
Future Volume (veh/h)	467	852	228	43	767	81	283	172	88	85	77	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	508	926	248	47	834	88	308	187	96	92	84	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	1638	731	268	888	396	450	458	388	356	429	308
Arrive On Green	0.25	0.46	0.46	0.04	0.25	0.25	0.08	0.24	0.24	0.06	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1976	1416
Grp Volume(v), veh/h	508	926	248	47	834	88	308	187	96	92	75	75
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1777	1615
Q Serve(g_s), s	20.4	17.1	9.0	1.7	20.7	4.0	7.5	7.5	4.4	3.6	3.1	3.4
Cycle Q Clear(g_c), s	20.4	17.1	9.0	1.7	20.7	4.0	7.5	7.5	4.4	3.6	3.1	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	537	1638	731	268	888	396	450	458	388	356	386	351
V/C Ratio(X)	0.95	0.57	0.34	0.18	0.94	0.22	0.68	0.41	0.25	0.26	0.19	0.21
Avail Cap(c_a), veh/h	537	1638	731	300	888	396	450	458	388	371	386	351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	17.7	15.5	23.4	33.1	26.8	28.6	28.5	27.3	25.2	28.8	28.9
Incr Delay (d2), s/veh	26.1	0.5	0.3	0.2	14.0	0.2	4.3	2.7	1.5	0.4	1.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	6.7	3.2	0.7	10.4	1.5	2.7	3.6	1.8	1.5	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.5	18.1	15.8	23.6	47.0	27.0	32.8	31.2	28.8	25.6	29.9	30.3
LnGrp LOS	D	B	B	C	D	C	C	C	C	C	C	C
Approach Vol, veh/h		1682			969			591			242	
Approach Delay, s/veh		27.2			44.1			31.7			28.4	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	26.5	8.0	46.0	12.0	24.0	27.0	27.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.8	21.2	5.1	39.9	7.5	19.5	22.5	22.5				
Max Q Clear Time (g_c+I1), s	5.6	9.5	3.7	19.1	9.5	5.4	22.4	22.7				
Green Ext Time (p_c), s	0.0	1.0	0.0	7.8	0.0	0.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			32.8									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

2: 400 West & 400 North

2022 Opening Year PM

The Hive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	782	229	130	199	356	259	197	96	188	155	86
Future Volume (veh/h)	341	782	229	130	199	356	259	197	96	188	155	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	371	850	249	141	216	387	282	214	104	204	168	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	1055	470	322	480	428	450	497	421	411	483	410
Arrive On Green	0.14	0.30	0.30	0.11	0.27	0.27	0.08	0.27	0.27	0.07	0.26	0.26
Sat Flow, veh/h	1781	3554	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	371	850	249	141	216	387	282	214	104	204	168	93
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	9.4	15.5	6.5	0.0	7.1	16.5	5.5	6.6	2.4	5.0	5.1	2.1
Cycle Q Clear(g_c), s	9.4	15.5	6.5	0.0	7.1	16.5	5.5	6.6	2.4	5.0	5.1	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	1055	470	322	480	428	450	497	421	411	483	410
V/C Ratio(X)	1.00	0.81	0.53	0.44	0.45	0.90	0.63	0.43	0.25	0.50	0.35	0.23
Avail Cap(c_a), veh/h	373	1193	532	322	495	442	450	497	421	411	483	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	22.8	10.2	27.5	21.2	24.7	20.5	21.3	9.2	19.0	21.2	8.5
Incr Delay (d2), s/veh	42.2	3.3	0.8	0.9	0.7	21.3	2.7	2.7	1.4	0.9	2.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	6.5	3.1	2.1	2.9	8.3	1.6	3.1	1.4	2.4	2.4	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	26.0	11.0	28.4	21.9	46.0	23.3	24.0	10.6	20.0	23.1	9.8
LnGrp LOS	E	C	B	C	C	D	C	C	B	B	C	A
Approach Vol, veh/h	1470			744			600			465		
Approach Delay, s/veh	34.7			35.6			21.4			19.1		
Approach LOS	C			D			C			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	23.1	12.1	25.3	10.0	22.6	14.0	23.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	18.0	5.5	23.5	5.5	17.5	9.5	19.5				
Max Q Clear Time (g_c+11), s	8.6	8.6	2.0	17.5	7.5	7.1	11.4	18.5				
Green Ext Time (p_c), s	0.0	1.0	0.1	3.3	0.0	0.9	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay 30.3

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	7	690	274	0
Future Vol, veh/h	0	5	7	690	274	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	8	750	298	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1064	298	298	0	-	0
Stage 1	298	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	247	741	1263	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	244	741	1263	-	-	-
Mov Cap-2 Maneuver	360	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.9	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1263	-	741	-	-	
HCM Lane V/C Ratio	0.006	-	0.007	-	-	
HCM Control Delay (s)	7.9	0	9.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

2022 Opening Year with Project Traffic Analysis

HCM 6th Signalized Intersection Summary

1: Marketplace Dr. & 400 North

2022 Opening Year w/ Project AM

The Hive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	406	158	25	898	50	166	48	22	81	57	82
Future Volume (veh/h)	226	406	158	25	898	50	166	48	22	81	57	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	246	441	172	27	976	54	180	52	24	88	62	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	1385	618	392	1084	483	506	496	421	555	471	421
Arrive On Green	0.11	0.39	0.39	0.03	0.30	0.30	0.08	0.27	0.27	0.08	0.27	0.27
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1777	1585
Grp Volume(v), veh/h	246	441	172	27	976	54	180	52	24	88	62	89
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	6.7	6.5	3.8	0.8	19.7	1.3	0.0	1.6	0.7	0.0	2.0	3.3
Cycle Q Clear(g_c), s	6.7	6.5	3.8	0.8	19.7	1.3	0.0	1.6	0.7	0.0	2.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	321	1385	618	392	1084	483	506	496	421	555	471	421
V/C Ratio(X)	0.77	0.32	0.28	0.07	0.90	0.11	0.36	0.10	0.06	0.16	0.13	0.21
Avail Cap(c_a), veh/h	321	1385	618	460	1113	497	506	496	421	555	471	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	16.0	7.2	16.9	25.0	9.7	21.6	20.8	13.1	18.5	21.0	21.4
Incr Delay (d2), s/veh	10.6	0.1	0.2	0.1	8.4	0.1	0.4	0.4	0.3	0.1	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.5	1.8	0.3	9.1	0.7	2.5	0.7	0.3	1.1	0.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	16.1	7.5	17.0	33.4	9.7	22.1	21.2	13.3	18.7	21.5	22.6
LnGrp LOS	C	B	A	B	C	A	C	C	B	B	C	C
Approach Vol, veh/h		859			1057			256			239	
Approach Delay, s/veh		17.8			31.7			21.1			20.9	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	24.4	6.7	33.7	10.2	24.4	13.0	27.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	19.9	5.0	27.0	5.1	19.9	8.5	23.5				
Max Q Clear Time (g_c+I1), s	2.0	3.6	2.8	8.5	2.0	5.3	8.7	21.7				
Green Ext Time (p_c), s	0.0	0.2	0.0	3.4	0.1	0.6	0.0	1.1				
Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary

2: 400 West & 400 North

2022 Opening Year w/ Project AM

The Hive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	374	109	66	211	389	189	61	37	238	126	58
Future Volume (veh/h)	139	374	109	66	211	389	189	61	37	238	126	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	407	118	72	229	423	205	66	40	259	137	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	1059	472	392	492	439	527	544	461	592	547	463
Arrive On Green	0.08	0.30	0.30	0.06	0.28	0.28	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	3554	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	151	407	118	72	229	423	205	66	40	259	137	63
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.9	5.9	3.7	1.8	7.0	17.1	5.0	1.7	1.2	5.1	3.6	1.9
Cycle Q Clear(g_c), s	3.9	5.9	3.7	1.8	7.0	17.1	5.0	1.7	1.2	5.1	3.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	1059	472	392	492	439	527	544	461	592	547	463
V/C Ratio(X)	0.58	0.38	0.25	0.18	0.47	0.96	0.39	0.12	0.09	0.44	0.25	0.14
Avail Cap(c_a), veh/h	258	1059	472	430	492	439	527	544	461	592	547	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	18.1	17.3	15.2	19.5	23.2	15.0	16.9	16.8	15.6	17.6	17.0
Incr Delay (d2), s/veh	3.3	0.2	0.3	0.2	0.7	33.6	0.5	0.5	0.4	0.5	1.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.3	1.3	0.7	2.8	10.0	2.0	0.7	0.5	2.8	1.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	18.3	17.6	15.5	20.2	56.8	15.4	17.4	17.1	16.1	18.7	17.6
LnGrp LOS	C	B	B	B	C	E	B	B	B	B	B	B
Approach Vol, veh/h	676		724			311			459			
Approach Delay, s/veh	18.7		41.1			16.1			17.1			
Approach LOS	B		D			B			B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	23.4	8.1	23.9	9.5	23.5	9.5	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.9	5.0	18.0	5.0	19.0	5.0	18.0					
Max Q Clear Time (g_c+11), s	3.7	3.8	7.9	7.0	5.6	5.9	19.1					
Green Ext Time (p_c), s	0.0	0.3	0.0	2.2	0.0	0.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	25.4											
HCM 6th LOS	C											

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	12	9	140	330	2
Future Vol, veh/h	3	12	9	140	330	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	10	152	359	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	532	360	361	0	-	0
Stage 1	360	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	508	684	1198	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	504	684	1198	-	-	-
Mov Cap-2 Maneuver	575	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.6	0.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1198	-	659	-	-	
HCM Lane V/C Ratio	0.008	-	0.025	-	-	
HCM Control Delay (s)	8	-	10.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	3	172	9	2	647
Future Vol, veh/h	12	3	172	9	2	647
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	3	187	10	2	703
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	899	192	0	0	197	0
Stage 1	192	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	309	850	-	-	1376	-
Stage 1	841	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	309	850	-	-	1376	-
Mov Cap-2 Maneuver	405	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.3	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	452	1376	-	
HCM Lane V/C Ratio	-	-	0.036	0.002	-	
HCM Control Delay (s)	-	-	13.3	7.6	-	
HCM Lane LOS	-	-	B	A	-	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

HCM 6th Signalized Intersection Summary

1: Market Place Dr. & 400 North

2022 Opening Year w/ Project PM

The Hive

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	859	228	43	773	81	283	172	88	85	77	73
Future Volume (veh/h)	480	859	228	43	773	81	283	172	88	85	77	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	522	934	248	47	840	88	308	187	96	92	84	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	536	1640	732	267	888	396	442	457	387	355	395	335
Arrive On Green	0.25	0.46	0.46	0.04	0.25	0.25	0.08	0.24	0.24	0.06	0.22	0.22
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1825	1544
Grp Volume(v), veh/h	522	934	248	47	840	88	308	187	96	92	82	81
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1777	1592
Q Serve(g_s), s	21.5	17.3	9.0	1.7	20.9	4.0	7.5	7.6	4.4	3.6	3.4	3.8
Cycle Q Clear(g_c), s	21.5	17.3	9.0	1.7	20.9	4.0	7.5	7.6	4.4	3.6	3.4	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
Lane Grp Cap(c), veh/h	536	1640	732	267	888	396	442	457	387	355	385	345
V/C Ratio(X)	0.97	0.57	0.34	0.18	0.95	0.22	0.70	0.41	0.25	0.26	0.21	0.24
Avail Cap(c_a), veh/h	536	1640	732	299	888	396	442	457	387	373	385	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	17.7	15.5	23.4	33.1	26.8	28.8	28.6	27.4	25.3	28.9	29.1
Incr Delay (d2), s/veh	32.1	0.5	0.3	0.2	14.7	0.2	4.8	2.7	1.5	0.4	1.3	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	6.8	3.2	0.7	10.5	1.5	2.8	3.6	1.8	1.5	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	18.2	15.7	23.6	47.8	27.0	33.6	31.3	28.9	25.7	30.2	30.7
LnGrp LOS	E	B	B	C	D	C	C	C	C	C	C	C
Approach Vol, veh/h		1704			975			591			255	
Approach Delay, s/veh		29.4			44.8			32.1			28.7	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	26.5	8.0	46.0	12.0	24.0	27.0	27.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.9	21.1	5.1	39.9	7.5	19.5	22.5	22.5				
Max Q Clear Time (g_c+I1), s	5.6	9.6	3.7	19.3	9.5	5.8	23.5	22.9				
Green Ext Time (p_c), s	0.0	1.0	0.0	7.8	0.0	0.7	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay				34.1								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary

2: 400 West & 400 North

2022 Opening Year w/ Project PM

The Hive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	348	782	229	130	199	359	259	200	96	191	158	92
Future Volume (veh/h)	348	782	229	130	199	359	259	200	96	191	158	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	378	850	249	141	216	390	282	217	104	208	172	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	1075	480	354	462	412	428	474	402	387	445	377
Arrive On Green	0.18	0.30	0.30	0.13	0.26	0.26	0.09	0.25	0.25	0.07	0.24	0.24
Sat Flow, veh/h	1781	3554	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	378	850	249	141	216	390	282	217	104	208	172	100
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	11.1	16.4	6.9	0.2	7.7	18.1	6.5	7.3	2.6	5.3	5.8	2.4
Cycle Q Clear(g_c), s	11.1	16.4	6.9	0.2	7.7	18.1	6.5	7.3	2.6	5.3	5.8	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	1075	480	354	462	412	428	474	402	387	445	377
V/C Ratio(X)	0.91	0.79	0.52	0.40	0.47	0.95	0.66	0.46	0.26	0.54	0.39	0.27
Avail Cap(c_a), veh/h	424	1275	569	354	462	412	428	474	402	387	445	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	24.0	10.7	28.0	23.4	27.2	22.6	23.6	9.8	21.9	24.0	8.7
Incr Delay (d2), s/veh	20.5	2.6	0.8	0.7	0.7	30.9	3.7	3.2	1.6	1.5	2.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	6.9	3.3	2.2	3.2	10.0	1.6	3.5	1.5	0.7	2.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	26.5	11.5	28.7	24.1	58.2	26.3	26.8	11.3	23.4	26.5	10.4
LnGrp LOS	D	C	B	C	C	E	C	C	B	C	C	B
Approach Vol, veh/h	1477				747		603				480	
Approach Delay, s/veh	29.8				42.8		23.9				21.8	
Approach LOS	C				D		C				C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	23.5	14.5	27.2	11.0	22.3	17.7	24.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.3	18.7	6.1	26.9	6.5	17.5	13.5	19.5				
Max Q Clear Time (g_c+11), s	3	9.3	2.2	18.4	8.5	7.8	13.1	20.1				
Green Ext Time (p_c), s	0.0	1.1	0.1	4.3	0.0	0.9	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	12	13	690	274	3
Future Vol, veh/h	3	12	13	690	274	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	13	14	750	298	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1078	300	301	0	-	0
Stage 1	300	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	242	740	1260	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	740	1260	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.1	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1260	-	608	-	-	
HCM Lane V/C Ratio	0.011	-	0.027	-	-	
HCM Control Delay (s)	7.9	-	11.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	3	907	13	3	360
Future Vol, veh/h	12	3	907	13	3	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	3	986	14	3	391
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1390	993	0	0	1000	0
Stage 1	993	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	157	298	-	-	692	-
Stage 1	359	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	156	298	-	-	692	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.7	0		0.1		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	280	692	-	
HCM Lane V/C Ratio	-	-	0.058	0.005	-	
HCM Control Delay (s)	-	-	18.7	10.2	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Mail Recorded Deed and Tax Notice To:
CW The Hive, LLC, a Utah limited liability company
1222 West Legacy Crossing Blvd., Suite 6
Centerville 84014

This document has been recorded electronically.
Please see the attached copy to view the County
Recorder's stamp as it now appears in the public
record.

Date: 10/15/20 Entry: 3304507

Submitted by: Cottonwood Title Ins. Agency, Inc



File No.: 122785-CAF

SPECIAL WARRANTY DEED

Centerville Mobile Estates LC, a Utah limited liability company

GRANTOR(S) of Centerville, State of Utah, hereby Conveys and Warrants against all who claim by, through, or under the grantor to

CW The Hive, LLC, a Utah limited liability company

GRANTEE(S) of Centerville, State of Utah

for the sum of Ten and no/100 (\$10.00) DOLLARS and other good and valuable consideration, the following described tract of land in **Davis County**, State of Utah:

SEE EXHIBIT A ATTACHED HERETO

TAX ID NO.: 02-024-0027 (for reference purposes only)

SUBJECT TO: Property taxes for the year 2020 and thereafter; covenants, conditions, restrictions, reservations and easements of record; and all applicable zoning laws and ordinances.

Dated this 13th day of October, 2020.

Centerville Mobile Estates LC, a Utah limited liability company

BY: Cecilia H. Foxley
Cecilia Foxley ^{MC}
Manager

STATE OF UTAH

COUNTY OF SALT LAKE

On the 13th day of October, 2020, personally appeared before me Cecilia ^{MC} Foxley, who acknowledged herself to be the Manager of Centerville Mobile Estates LC, a Utah limited liability company, and that they, as such Manager, being authorized so to do, executed the foregoing instrument for the purposes therein contained.

Michael P Chabries
Notary Public

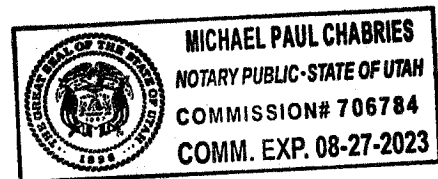


EXHIBIT A
Legal Description

Beginning at a point on the Westerly right of way of 400 West Street; said point being the Southwest corner of APPLEWOOD ESTATES PLAT I, recorded as Entry No. 4916633; said point also being South 1810.21 feet and West 3560.01 feet from the Northeast corner of Section 7, Township 2 North, Range 1 East, Salt Lake Base and Meridian and running thence South along said Westerly right of way line of 400 West Street 254.30 feet to a point on the Northerly boundary line of Centerville Corporate Park, Entry No. 1595245; thence South 89°46'44" West along said Northerly boundary line 1048.47 feet to a point on the Easterly right of way line of a Frontage Road; thence along said Easterly right of way line the following two (2) courses: North 32°39'47" West 289.95 feet to a point on a 778.51 foot radius curve to the right; thence 16.41 feet along said curve through a central angle of 01°12'28" (chord bears North 32°03'33" West 16.41 feet) to a point on the Southerly boundary line of said Applewood Estates Plat I; thence North 89°59'01" East along said Southerly boundary line 1213.65 feet to the point of beginning.

E 3304507 B 7617 P 789-791

RICHARD T. MAUGHAN

DAVIS COUNTY, UTAH RECORDER

10/15/2020 10:54:00 AM

FEE \$40.00 Pgs: 3

DEP eCASH REC'D FOR COTTONWOOD TITLE INS A

Mail Recorded Deed and Tax Notice To:
CW The Hive, LLC, a Utah limited liability company
1222 West Legacy Crossing Blvd., Suite 6
Centerville 84014



**COTTONWOOD
TITLE**

File No.: 122785-CAF

SPECIAL WARRANTY DEED

Centerville Mobile Estates LC, a Utah limited liability company

GRANTOR(S) of Centerville, State of Utah, hereby Conveys and Warrants against all who claim by, through, or under the grantor to

CW The Hive, LLC, a Utah limited liability company

GRANTEE(S) of Centerville, State of Utah

for the sum of Ten and no/100 (\$10.00) DOLLARS and other good and valuable consideration, the following described tract of land in **Davis County**, State of Utah:

SEE EXHIBIT A ATTACHED HERETO

TAX ID NO.: 02-024-0027 (for reference purposes only)

SUBJECT TO: Property taxes for the year 2020 and thereafter; covenants, conditions, restrictions, reservations and easements of record; and all applicable zoning laws and ordinances.

COMMITMENT FOR TITLE INSURANCE
Issued by
COMMONWEALTH LAND TITLE INSURANCE COMPANY

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, Commonwealth Land Title Insurance Company, a Florida Corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 180 days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.



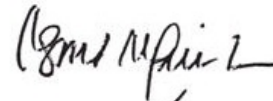
Authorized Countersignature
Cottonwood Title Insurance Agency, Inc.
Salt Lake City, Utah

File No.: 122785-CAF

COMMONWEALTH LAND TITLE INSURANCE COMPANY



By:



ATTEST



President

Secretary

COMMITMENT CONDITIONS**1. DEFINITIONS**

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

- 2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

- 3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I—Requirements; [and]
- (f) Schedule B, Part II—Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form].

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I—Requirements;
 - (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - (iii) acquire the Title or create the Mortgage covered by this Commitment.
- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.

COMMITMENT CONDITIONS
(Continued)

- (e) Any amendment or endorsement to this Commitment must be in writing [and authenticated by a person authorized by the Company].
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>.

COTTONWOOD TITLE INSURANCE AGENCY, INC. PRIVACY POLICY

Title V of the Gramm-Leach-Bliley Act (GLBA) generally prohibits any financial institution, directly or through its affiliates, from sharing nonpublic personal information about a consumer with a nonaffiliated third party unless the institution provides the consumer with a notice of its privacy policies and practices, such as the type of information that it collects about the consumer and the categories of persons or entities to whom it may be disclosed.

In compliance with the GLBA, we do not share nonpublic personal information about a consumer with a nonaffiliated third party, unless allowed or required by law.

In compliance with the GLBA, our privacy practices regarding nonpublic personal financial information of consumers and customers (as defined by GLBA) are as follows, subject to any exceptions as permitted by law.

- We protect nonpublic personal information of customers and consumers.
- We allow access on a need to know basis only. Only title company personnel who need to know can access nonpublic personal information. Examples may include bookkeepers, title examiners, title underwriter personnel, auditors, closers and their assistants, management, scanning personnel, and claims related investigation personnel, and including but not limited to retained counsel.
- We allow customers and consumers to review their nonpublic personal information that we have collected, and we allow them to provide us with requests for amendment or deletion of such information, to which we will reasonably respond.
- We require consent from a proper party to the transaction to provide nonpublic personal information relating to that transaction. On closed files, we require a written instruction by a party.
- We have implemented a security procedure for protection of nonpublic personal information: We allow only authorized personnel to review the information, and we keep closed files in secure storage, with limited access, or we store the files on computer with limited password access.
- We generally do not keep copies of credit reports, loan applications, and tax returns on consumers and customers.
- We don't share copies of owner's policies of customers on residential transactions, unless at the request of the insured owner.
- If we share starter title information, we don't share nonpublic personal information, such as sales price (unless it is public information), policy numbers, or the amount of insurance on owner's policies issued to customers.
- We don't share nonpublic personal information, such as social security numbers, shown on affidavits of identity.
- We periodically inform our personnel about our policy.
- We don't share nonpublic personal information with independent contractors, unless there is a need to process the transaction as allowed by law, and the contractors agree in writing not to further share the information.

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We will use our best efforts to train and oversee our employees and authorized contractors to ensure that your information will be handled responsibly and in accordance with this Privacy Policy. We currently maintain physical, electronic, and procedural safeguards that comply with Federal regulations to guard your nonpublic personal information.

COMMITMENT FOR TITLE INSURANCE**SCHEDULE A**

1. Commitment Date: February 4, 2020 at 7:30AM
2. Policy (or Policies) to be issued:

	Policy Amount	Premium
(a) Owner's Policy (ALTA Owners Policy (06/17/06))	\$3,500,000.00	\$7,886.00
Proposed Insured: CW Land Co., LLC, a Utah limited liability company		
(b) Loan Policy (ALTA Loan Policy (06/17/06))	\$1,000.00	\$240.00
Proposed Insured: A natural person or legal entity to be determined		
(c) Endorsements:		
3. The estate or interest in the Land described or referred to in this Commitment and covered herein is Fee Simple.
4. Title to the estate or interest in the Land is at the Commitment Date vested in:
[Centerville Mobile Estates LC, a Utah limited liability company](#)
5. The Land referred to in this Commitment is situated in the County of Davis, State of Utah, and is described as follows:

See Exhibit A attached hereto

NOTE: Parcel Identification Number: 02-024-0027 (for reference purposes only)

The Land described herein also known by the street address of:

555 North 400 West
Centerville, UT 84014

Cort Ashton
Commercial Escrow Officer

1996 East 6400 South, Suite 120, Salt Lake City, UT 84121

Office: 801 277 9999 | Direct: 801 424 6415 | Email: cort@cottonwoodtitle.com

Cottonwood Title Insurance Agency, Inc. Utah State License Number: **UT 92856**

Cort Ashton Utah State License Number: **UT 86794**



COTTONWOOD
TITLE

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Commonwealth Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; and Schedule B, Part II-Exceptions.

**SCHEDULE B
PART I - REQUIREMENTS**

All of the following requirements must be met:

- A. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.
- B. Pay the agreed amount for the estate or interest to be insured.
- C. Pay the premiums, fees, and charges for the Policy to the Company. In the event the transaction for which this commitment is furnished cancels, the minimum cancellation fee will be \$125.00.
- D. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.
- E. Any additional documentation requested by Cottonwood Title Insurance Agency, Inc. and/or Commonwealth Land Title Insurance Company, its underwriter.

NOTICE TO APPLICANT

The company requires that the following additional requirements be complied with:

- 1. The Proposed Policy Amount(s) must be increased to the full value of the estate or interest being insured, and any additional premium must be paid. An Owner's policy shall be issued for not less than (1) the amount of the current sales price of the Land and any existing improvements appurtenant thereto, or (2) if no sale is to be made, the amount equal to the value of the Land and any existing improvements at the time of issuance of the policy. A Loan policy shall be for not less than (a) the full principal amount of the indebtedness secured by the insured mortgage and may include up to 20% in excess thereof to cover foreclosure costs, etc., or (b) if the indebtedness is secured by other collateral, then for not less than the unencumbered value of the Land or the amount of the loan, whichever is the lesser. Proposed Policy Amount(s) will be revised and premiums charged consistent therewith when the final amounts are approved.
- 2. The Company requires for its review a satisfactory copy of the "Operating Agreement" and the regulations of the Centerville Mobile Estates, L.C., and any amendment thereof, a certificate of good standing, and satisfactory evidence of authority of the officers, managers or members to execute the documents.
- 3. Special Warranty Deed from Centerville Mobile Estates LC, a Utah limited liability company vesting fee simple title in CW Land Co., LLC, a Utah limited liability company.
- 4. Mortgage or Deed of Trust from CW Land Co., LLC, a Utah limited liability company to secure your loan.
- 5. Release of that certain Notice of Interest shown herein as Exception No(s). 17.
- 6. Underwriter approval from Commonwealth Land Title Insurance Company. Additional documentation may be requested by Cottonwood Title Insurance Agency, Inc. and/or Commonwealth Land Title Insurance Company.

**SCHEDULE B
PART II - EXCEPTIONS**

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

NOTE: Exceptions 1-8 will be eliminated in an ALTA Extended Lender's Policy

1. Taxes or assessments which are now payable or which are not shown as existing liens by the records of any taxing authority that levies taxes or assessment on real property or by the Public Records.
2. Any facts, rights, interest, or claims which are not shown by the Public Records but which could be ascertained by an inspection of said Land or by making inquiry of persons in possession, or claiming to be in possession, thereof.
3. Easements, liens, encumbrances, or claims of easements, liens or encumbrances which are not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title including discrepancies, conflicts in boundary lines, shortage in area, or any other facts that would be disclosed by an accurate and complete land survey of the Land, and that are not shown in the Public Records.
5. a) Unpatented mining claims; b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; c) water rights, claims or title to water, whether or not the matters excepted under a), b), or c) are shown by the Public Records.
6. Any liens, or right to a lien, for services, labor or materials theretofore or hereafter furnished, imposed by law and not shown by the Public Records.
7. Any defect, lien, encumbrance, adverse claim, or other matter, that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met.
8. Any service, installation, connection, maintenance or construction charges for sewer, water, electricity or garbage collection or disposal or other utilities unless shown as an existing lien by the Public Records.
9. Taxes for the year 2020 are accruing as a lien not yet due and payable under Parcel No. 02-024-0027. Taxes for the year 2019 have been paid in the amount of \$16,571.99 under Parcel No. 02-024-0027.
10. The herein described Land is located within the boundaries of Centerville City, Weber Basin Water Conservancy District, Davis County Mosquito Abatement District, South Davis Sewer Improvement District, South Davis Recreation District, South Davis Metro Fire District, and is subject to any and all charges and assessments levied thereunder.
11. Minerals of whatsoever kind, subsurface and surface substances, including but not limited to coal, lignite, oil, gas, uranium, clay, rock, sand and gravel in, on, under and that may be produced from the Land, together with all rights, privileges, and immunities relating thereto, whether or not appearing in the Public

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SCHEDULE B
PART II - EXCEPTIONS
(Continued)

Records or listed in Schedule B. The Company makes no representation as to the present ownership of any such interests. There may be leases, grants, exceptions or reservations of interests that are not listed.

12. Claim, right, title or interest to water or water rights whether or not shown by the Public Records.
13. The effects, if any, of easements and rights-of-way for existing roads, streets, alleys, ditches, reservoirs, utilities, canals, pipelines and power, telephone, sewer, gas or water lines, which may be ascertained by an inspection or survey of the subject Land.
14. The Land described in Schedule A shall not be deemed to include any manufactured homes or dwellings, modular homes or dwellings, mobile homes or dwellings, and/or house trailers of any type which may be located on said Land or any portion thereof.
15. Right of Way Easement in favor of the Mountain States Telephone and Telegraph Company, to construct, operate, maintain and remove communication equipment and other facilities and incidental purposes, from time to time, upon, over, under and across a portion of the subject Land, recorded September 13, 1972, as Entry No. [369975](#), in Book 498, at Page 665.
16. Right of Way and Easement Grant (Condominium-Mobile Home), in favor of Mountain Fuel Supply Company, to lay, maintain, operate, repair, inspect, protect, remove and replace pipe lines, valves, valve boxes, and other gas transmission and distribution facilities and incidental purposes, through and across a portion of the subject Land. Said Right of Way and Easement Grant recorded December 5, 1972, as Entry No. [373619](#), in Book 505, at Page 398.
17. Notice of Interest wherein Lani Christensen claims an interest in said Land pursuant to a Promissory Note dated May 24, 2018 between Lani Christensen and Cecelia Foxley, recorded May 24, 2018 as Entry No. [3095015](#) in Book 7022 at Page 105.
18. Rights of tenant(s) in the Land, if any, and rights of all parties claiming by, through or under said tenant(s).
19. Notwithstanding those items described herein-above, the Land is also subject to any additional discrepancies, conflicts in the boundary lines, shortage in area, encroachments, or any other facts which an ALTA/NSPS Survey, (made in accordance with the current Minimum Standard Detail Requirements for Land Title Surveys jointly established and adopted by (ALTA) American Land Title Association and (NSPS) National Society of Professional Surveyors) may disclose.
20. The rights of the Utah Department of Transportation, Centerville City, and/or their agencies to limit or control access to the Frontage Road abutting the Westerly boundary of the Land.

NOTE: Except as shown in Schedule B, Part II above, examination of the Public Records for the following name(s) discloses no judgments or other matters that, in the opinion of the Company, would constitute liens against the Land:

CW Land Co., LLC, a Utah limited liability company

Centerville Mobile Estates LC, a Utah limited liability company

Your order has been assigned to CORT ASHTON for a full service escrow. For questions concerning the escrow, please contact Cottonwood Title Insurance Agency, Inc. at 801 277 9999.

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SCHEDULE B
PART II - EXCEPTIONS
(Continued)

In the event the transaction for which this commitment was ordered "cancels", please refer to Paragraph C under Schedule B, Part 1 for required cancellation fee.

NOTE: The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than the certain dollar amount set forth in any applicable arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. If you desire to review the terms of the policy, including any arbitration clause that may be included, contact the office that issued this Commitment or Report to obtain a sample of the policy jacket for the policy that is to be issued in connection with your transaction.

**EXHIBIT A
LEGAL DESCRIPTION**

Beginning on the West line of a platted street (the East line of Block 1, Big Creek Plat, Centerville Townsite Survey) at a point South 66.0 feet and West 911.19 feet and South 00°03'30" West 1986.77 feet and South 89°51'40" West 33.0 feet from the North quarter corner of Section 7, Township 2 North, Range 1 East, Salt Lake Meridian, in the City of Centerville and running thence North 00°03'30" East along the West line of said street 253.0 feet, more or less, to a point on the Southerly line of Applewood Estates Plat I according to the official plat thereof on file in the office of the Davis County Recorder as Entry No. 491633; thence along said Southerly line North 89°38'30" West 1201.04 feet, more or less, to the Easterly line of a frontage road, 40.0 feet perpendicularly distant Northeasterly from the centerline thereof; thence South 31°18' East 307.70 feet along said frontage road to a point South 89°51'40" West of the point of beginning; thence North 89°51'40" East 1040.91 feet to the point of beginning.

**CENTERVILLE
PLANNING COMMISSION
Staff Backup Report
2/24/2021**

Item No. 3.

Short Title: Land Use Training - Municipal Land Use, Development, and Management Act - Part 2 - Notice

Initiated By: Lisa Romney, City Attorney

Scheduled Time:

SUBJECT

Land use training and discussion regarding Part 2 (Notice) of the Municipal Land Use, Development, and Management Act

RECOMMENDATION

BACKGROUND

The Planning Commission has agreed to the ambitious goal for the calendar year 2021 to read the entire Municipal Land Use, Development, and Management Act (LUDMA). LUDMA provides statutory provisions governing local land use regulation, including zoning and subdivisions. This month's training includes reading and discussing Part 2 (Notice). Provisions of Part 2 set forth the noticing requirements for various types of land use applications or decisions made by the City.

Also attached are some proposed amendments to the Centerville Zoning Code based on the discussion and provisions of LUDMA Part 1 (General Provisions). These proposed amendments are for discussion purposes only and will be brought back to the Planning Commission at a later time for formal consideration.

ATTACHMENTS:

Description

- ▣ LUDMA - Part 2 - Notice
- ▣ Zoning-Notice Matrix
- ▣ Proposed Zoning Code Amendments - Part 1

Part 2 Notice

10-9a-201 Required notice.

- (1) At a minimum, each municipality shall provide actual notice or the notice required by this part.
- (2) A municipality may by ordinance require greater notice than required under this part.

Enacted by Chapter 254, 2005 General Session

10-9a-202 Applicant notice -- Waiver of requirements.

- (1) For each land use application, the municipality shall:
 - (a) notify the applicant of the date, time, and place of each public hearing and public meeting to consider the application;
 - (b) provide to each applicant a copy of each staff report regarding the applicant or the pending application at least three business days before the public hearing or public meeting; and
 - (c) notify the applicant of any final action on a pending application.
- (2) If a municipality fails to comply with the requirements of Subsection (1)(a) or (b) or both, an applicant may waive the failure so that the application may stay on the public hearing or public meeting agenda and be considered as if the requirements had been met.

Amended by Chapter 257, 2006 General Session

10-9a-203 Notice of intent to prepare a general plan or comprehensive general plan amendments in certain municipalities.

- (1) Before preparing a proposed general plan or a comprehensive general plan amendment, each municipality within a county of the first or second class shall provide 10 calendar days notice of its intent to prepare a proposed general plan or a comprehensive general plan amendment:
 - (a) to each affected entity;
 - (b) to the Automated Geographic Reference Center created in Section 63F-1-506;
 - (c) to the association of governments, established pursuant to an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, of which the municipality is a member; and
 - (d) on the Utah Public Notice Website created under Section 63F-1-701.
- (2) Each notice under Subsection (1) shall:
 - (a) indicate that the municipality intends to prepare a general plan or a comprehensive general plan amendment, as the case may be;
 - (b) describe or provide a map of the geographic area that will be affected by the general plan or amendment;
 - (c) be sent by mail, e-mail, or other effective means;
 - (d) invite the affected entities to provide information for the municipality to consider in the process of preparing, adopting, and implementing a general plan or amendment concerning:
 - (i) impacts that the use of land proposed in the proposed general plan or amendment may have; and
 - (ii) uses of land within the municipality that the affected entity is considering that may conflict with the proposed general plan or amendment; and
 - (e) include the address of an Internet website, if the municipality has one, and the name and telephone number of a person where more information can be obtained concerning the municipality's proposed general plan or amendment.

Amended by Chapter 202, 2015 General Session

10-9a-204 Notice of public hearings and public meetings to consider general plan or modifications.

- (1) Each municipality shall provide:
 - (a) notice of the date, time, and place of the first public hearing to consider the original adoption or any modification of all or any portion of a general plan; and
 - (b) notice of each public meeting on the subject.
- (2) Each notice of a public hearing under Subsection (1)(a) shall be at least 10 calendar days before the public hearing and shall be:
 - (a)
 - (i) published in a newspaper of general circulation in the area; and
 - (ii) published on the Utah Public Notice Website created in Section 63F-1-701;
 - (b) mailed to each affected entity; and
 - (c) posted:
 - (i) in at least three public locations within the municipality; or
 - (ii) on the municipality's official website.
- (3) Each notice of a public meeting under Subsection (1)(b) shall be at least 24 hours before the meeting and shall be:
 - (a)
 - (i) submitted to a newspaper of general circulation in the area; and
 - (ii) published on the Utah Public Notice Website created in Section 63F-1-701; and
 - (b) posted:
 - (i) in at least three public locations within the municipality; or
 - (ii) on the municipality's official website.

Amended by Chapter 90, 2010 General Session

10-9a-205 Notice of public hearings and public meetings on adoption or modification of land use regulation.

- (1) Each municipality shall give:
 - (a) notice of the date, time, and place of the first public hearing to consider the adoption or any modification of a land use regulation; and
 - (b) notice of each public meeting on the subject.
- (2) Each notice of a public hearing under Subsection (1)(a) shall be:
 - (a) mailed to each affected entity at least 10 calendar days before the public hearing;
 - (b) posted:
 - (i) in at least three public locations within the municipality; or
 - (ii) on the municipality's official website; and
 - (c)
 - (i)
 - (A) published in a newspaper of general circulation in the area at least 10 calendar days before the public hearing; and
 - (B) published on the Utah Public Notice Website created in Section 63F-1-701, at least 10 calendar days before the public hearing; or
 - (ii) mailed at least 10 days before the public hearing to:

- (A) each property owner whose land is directly affected by the land use ordinance change;
and
 - (B) each adjacent property owner within the parameters specified by municipal ordinance.
- (3) Each notice of a public meeting under Subsection (1)(b) shall be at least 24 hours before the meeting and shall be posted:
- (a) in at least three public locations within the municipality; or
 - (b) on the municipality's official website.
- (4)
- (a) A municipality shall send a courtesy notice to each owner of private real property whose property is located entirely or partially within a proposed zoning map enactment or amendment at least 10 days before the scheduled day of the public hearing.
 - (b) The notice shall:
 - (i) identify with specificity each owner of record of real property that will be affected by the proposed zoning map or map amendments;
 - (ii) state the current zone in which the real property is located;
 - (iii) state the proposed new zone for the real property;
 - (iv) provide information regarding or a reference to the proposed regulations, prohibitions, and permitted uses that the property will be subject to if the zoning map or map amendment is adopted;
 - (v) state that the owner of real property may no later than 10 days after the day of the first public hearing file a written objection to the inclusion of the owner's property in the proposed zoning map or map amendment;
 - (vi) state the address where the property owner should file the protest;
 - (vii) notify the property owner that each written objection filed with the municipality will be provided to the municipal legislative body; and
 - (viii) state the location, date, and time of the public hearing described in Section 10-9a-502.
 - (c) If a municipality mails notice to a property owner in accordance with Subsection (2)(c)(ii) for a public hearing on a zoning map or map amendment, the notice required in this Subsection (4) may be included in or part of the notice described in Subsection (2)(c)(ii) rather than sent separately.

Amended by Chapter 84, 2017 General Session

10-9a-206 Third party notice -- High priority transportation corridor notice.

- (1)
- (a) If a municipality requires notice to adjacent property owners, the municipality shall:
 - (i) mail notice to the record owner of each parcel within parameters specified by municipal ordinance; or
 - (ii) post notice on the property with a sign of sufficient size, durability, print quality, and location that is reasonably calculated to give notice to passers-by.
 - (b) If a municipality mails notice to third party property owners under Subsection (1)(a), it shall mail equivalent notice to property owners within an adjacent jurisdiction.
- (2)
- (a) As used in this Subsection (2), "high priority transportation corridor" means a transportation corridor identified as a high priority transportation corridor under Section 72-5-403.
 - (b) The Department of Transportation may request, in writing, that a municipality provide the department with electronic notice of each land use application received by the municipality that may adversely impact the development of a high priority transportation corridor.

- (c) If the municipality receives a written request as provided in Subsection (2)(b), the municipality shall provide the Department of Transportation with timely electronic notice of each land use application that the request specifies.
- (3)
 - (a) A large public transit district, as defined in Section 17B-2a-802, may request, in writing, that a municipality provide the large public transit district with electronic notice of each land use application received by the municipality that may impact the development of a major transit investment corridor.
 - (b) If the municipality receives a written request as provided in Subsection (3)(a), the municipality shall provide the large public transit district with timely electronic notice of each land use application that the request specifies.

Amended by Chapter 377, 2020 General Session

10-9a-207 Notice for an amendment to a subdivision -- Notice for vacation of or change to street.

- (1)
 - (a) For an amendment to a subdivision, each municipality shall provide notice of the date, time, and place of at least one public meeting, as provided in Subsection (1)(b).
 - (b) At least 10 calendar days before the public meeting, the notice required under Subsection (1) (a) shall be:
 - (i) mailed and addressed to the record owner of each parcel within specified parameters of that property; or
 - (ii) posted on the property proposed for subdivision, in a visible location, with a sign of sufficient size, durability, and print quality that is reasonably calculated to give notice to passers-by.
- (2) Each municipality shall provide notice as required by Section 10-9a-208 for a subdivision that involves a vacation, alteration, or amendment of a street.

Amended by Chapter 338, 2009 General Session

10-9a-208 Hearing and notice for petition to vacate a public street.

- (1) For any petition to vacate some or all of a public street or municipal utility easement the legislative body shall:
 - (a) hold a public hearing; and
 - (b) give notice of the date, place, and time of the hearing, as provided in Subsection (2).
- (2) At least 10 days before the public hearing under Subsection (1)(a), the legislative body shall ensure that the notice required under Subsection (1)(b) is:
 - (a) mailed to the record owner of each parcel that is accessed by the public street or municipal utility easement;
 - (b) mailed to each affected entity;
 - (c) posted on or near the public street or municipal utility easement in a manner that is calculated to alert the public; and
 - (d)
 - (i) published on the website of the municipality in which the land subject to the petition is located until the public hearing concludes; and
 - (ii) published on the Utah Public Notice Website created in Section 63F-1-701.

Amended by Chapter 4, 2020 Special Session 5

10-9a-209 Notice challenge.

If notice given under authority of this part is not challenged under Section 10-9a-801 within 30 days after the meeting or action for which notice is given, the notice is considered adequate and proper.

Enacted by Chapter 254, 2005 General Session

10-9a-210 Notice to municipality when a private institution of higher education is constructing student housing.

- (1) Each private institution of higher education that intends to construct student housing on property owned by the institution shall provide written notice of the intended construction, as provided in Subsection (2), before any funds are committed to the construction, if any of the proposed student housing buildings is within 300 feet of privately owned residential property.
- (2) Each notice under Subsection (1) shall be provided to the legislative body and, if applicable, the mayor of:
 - (a) the county in whose unincorporated area the privately owned residential property is located; or
 - (b) the municipality in whose boundaries the privately owned residential property is located.
- (3) At the request of a county or municipality that is entitled to notice under this section, the institution and the legislative body of the affected county or municipality shall jointly hold a public hearing to provide information to the public and receive input from the public about the proposed construction.

Enacted by Chapter 231, 2005 General Session

10-9a-211 Canal owner or operator -- Notice to municipality.

- (1) A canal company or a canal operator shall ensure that each municipality in which the canal company or canal operator owns or operates a canal has on file, regarding the canal company or canal operator:
 - (a) a current mailing address and phone number;
 - (b) a contact name; and
 - (c) a general description of the location of each canal owned or operated by the canal owner or canal operator.
- (2) If the information described in Subsection (1) changes after a canal company or a canal operator has provided the information to the municipality, the canal company or canal operator shall provide the correct information within 30 days of the day on which the information changes.

Amended by Chapter 410, 2017 General Session

Amended by Chapter 428, 2017 General Session

10-9a-212 Notice for an amendment to public improvements in a subdivision or development.

Prior to implementing an amendment to adopted specifications for public improvements that apply to subdivision or development, a municipality shall give 30 days mailed notice and an opportunity to comment to anyone who has requested the notice in writing.

Enacted by Chapter 216, 2012 General Session

10-9a-213 Hearing and notice procedures for modifying sign regulations.

- (1)
 - (a) Prior to any hearing or public meeting to consider a proposed land use regulation or land use application modifying sign regulations for an illuminated sign within any unified commercial development, as defined in Section 72-7-504.6, or within any planned unit development, a municipality shall give written notice of the proposed illuminated sign to:
 - (i) each property owner within a 500 foot radius of the sign site;
 - (ii) a municipality or county within a 500 foot radius of the sign site; and
 - (iii) any outdoor advertising permit holder described in Subsection 72-7-506(2)(b).
 - (b) The notice described in Subsection (1)(a) shall include the schedule of public meetings at which the proposed changes to land use regulations or land use application will be discussed.
- (2) A municipality shall require the property owner or applicant to commence in good faith the construction of the commercial or industrial development within one year after the installation of the illuminated sign.

Enacted by Chapter 235, 2019 General Session

CENTERVILLE CITY NOTICING MATRIX FOR ZONING APPLICATIONS BEFORE THE PLANNING COMMISSION

Application Type	Planning Commission Review (Decision)	Notice of Intent to Prepare General Plan Amendment	General Notice of First Public Hearing	Published Newspaper Notice of First Public Hearing	Affected Entity Notice of First Public Hearing	Private Property Owner Notice of First Public Hearing	On-Site Posting Notice of First Public Hearing	Notice of Subsequent Public Hearing	Applicant Notice of Meeting and Staff Report	Agenda Notice of Meeting	Applicant Notice of Final Action or Decision
		10 calendar days before preparing proposed amendment	10 calendar days before public hearing	10 calendar days before public hearing	10 calendar days before public hearing	10 calendar days before public hearing	10 calendar days before public hearing	10 calendar days before additional public hearing	3 business days before public hearing or meeting	24 hours before public meeting	Within a reasonable time after action
		UPNW AGRC WFRC Affected Entities	UPNW City Website	Publish in newspaper of general circulation	Mail to affected entities	Send courtesy notice to each owner of private real property located in rezone area	Post in location representative of rezone or project area	UPNW City Website	Mail or email notice to applicant's designated contact	UPNW City Website City Hall Notice to newspaper	Mail or email notice of final action or decision to applicant's designated contact
General Plan	Public Hearing (Recommend)	x	x	x	x			x	x	x	x
Zoning Text	Public Hearing (Recommend)		x	x	x			x	x	x	x
Zoning Map	Public Hearing (Recommend)		x	x	x	x	x	x	x	x	x
Conditional Use	Public Hearing (Final Decision)		x				x	x	x	x	x
Concept Site Plan	Public Hearing (Final Decision)		x				x	x	x	x	x
Final Site Plan	Meeting (Final Decision)								x	x	x
Special Exception	Meeting (Final Decision)								x	x	x

**CENTERVILLE CITY NOTICING MATRIX FOR ZONING APPLICATIONS
BEFORE THE CITY COUNCIL**

Application Type	City Council Review (Decision)	Notice of Intent to Prepare General Plan Amendment	General Notice of First Public Hearing	Published Newspaper Notice of First Public Hearing	Affected Entity Notice of First Public Hearing	Private Property Owner Notice of First Public Hearing	On-Site Posting Notice of First Public Hearing	Notice of Subsequent Public Hearing	Applicant Notice of Meeting and Staff Report	Agenda Notice of Meeting	Applicant Notice of Final Action or Decision
		10 calendar days before preparing proposed amendment	10 calendar days before public hearing	10 calendar days before public hearing	10 calendar days before public hearing	10 calendar days before public hearing	10 calendar days before public hearing	10 calendar days before subsequent public hearing	3 business days before public hearing or meeting	24 hours before public meeting	Within a reasonable time after action
		UPNW AGRC WFRC Affected Entities	UPNW City Website	Publish in newspaper of general circulation	Mail to affected entities	Send courtesy notice to each owner of private real property located in rezone area	Post in location representative of rezone or project area	UPNW City Website	Mail or email notice to applicant's designated contact	UPNW City Website City Hall Notice to newspaper	Mail or email notice of final action or decision to applicant's designated contact
General Plan	Public Hearing (Final Decision)							x	x	x	x
Zoning Text	Public Hearing (Final Decision)							x	x	x	x
Zoning Map	Public Hearing (Final Decision)							x	x	x	x

Notice of Intent to Prepare General Plan Amendment: Before even preparing a proposed general plan amendment, the city must provide 10 calendar day notice of its intent to prepare a general plan amendment to the following listed entities or persons: (1) each affected entity; (2) the Automated Geographic Reference Center; (3) the association of governments of which the city is a member (Wasatch Front Regional Council); and (4) on the UPNW. Such notice shall include the contents set forth in UCA 10-9a-203. See, definition of "affected entity" below. CMC 12.21.050(e); UCA 10-9a-203	Private Property Owner Notice of First Public Hearing: Courtesy notice of the first public hearing for a zoning map amendment (rezone) shall be provided at least 10 days prior to the hearing to each owner of private real property whose property is located entirely or partially within the proposed zone map amendment in accordance with UCA 10-9a-205. CMC 12.21.050(c)(2); UCA 10-9a-205	Applicant Notice of Meeting and Staff Report: The City must notify the applicant of any zoning or land use application of the date, time, and place of each public hearing or public meeting held to consider the application. The City shall also provide the applicant a copy of each staff report regarding the applicant or application at least 3 business days before the hearing or meeting. Such notice may be provided by mail or email to the designated contact person set forth in the application. CMC 12.21.050(d); UCA 10-9a-202
General Notice of First Public Hearing: Public notice of the first public hearing on an application shall be provided at least 10 calendar days before the public hearing. Such notice shall be satisfied by: (1) posting notice on UPNW; and (2) posting notice on City Website. CMC 12.21.050(c)(2); UCA 10-9a-204 and -205	On-Site Posting: The city shall post on-site notice of the first public hearing regarding a proposed zoning map amendment (rezone), conditional use permit, or conceptual site plan application. Such notice shall be posted at least 10 calendar days before the first public hearing. Such notice shall include: (1) a statement summarizing the substance of the application; (2) the date, time, and place of the public hearing; and (3) the place where the application may be inspected or the person to contact for further information. Applications that involve multiple parcels need not be noticed on each parcel, but shall be posted in locations representative of the proposed project area. CMC 12.21.050(f)	Notice of Meeting: Pursuant to the Utah Open Meetings Act, the PC must provide 24 hours' public notice of all of its meetings. Such notice shall provide notice of the agenda, date, time, and place of the meeting. Public notice of meetings is satisfied by: (1) posting written notice at City Hall; (2) posting notice on UPNW; (3) posting notice on City Website; and (4) providing notice to at least one newspaper of general circulation in the area. CMC 12.21.050(b); UCA 52-4-202
Newspaper Notice of First Public Hearing: Public notice of the first public hearing for general plan, zoning ordinance, or zoning map amendments shall be published in a newspaper of general circulation in the area at least 10 calendar days before the hearing. CMC 12.21.050(c)(2); UCA 10-9a-204 and -205	Notice for Subsequent Public Hearings: Public notice for any additional or subsequent public hearing on an application shall be provided at least 10 calendar days before the public hearing. Such notice shall be provided by: (1) posting notice on UPNW; and (2) posting notice on the City website. This includes any additional public hearings on an application before the PC or the subsequent hearing on an application before the CC. CMC 12.21.050(c)(3)	Applicant Notice of Final Decision: The City must provide the applicant with notice of final action or decision on any application. Such notice shall be provided by the CDD for the decision-making body or official. There is no time frame set in statute for this notice of decision, but city ordinance requires that it be provided within a reasonable time after the decision is made. Such notice may be provided by mail or email to the designated contact person set forth in the application. CMC 12.21.050(l); UCA 10-9a-202
Affected Entity Notice of First Public Hearing: Public notice of the first public hearing for general plan, zoning ordinance or zoning map amendments, shall be mailed to each affected entity as defined in 12-12-040. Affected entity is defined in UCA 10-9a-103 as a county, municipality, local district, special district, school district, interlocal cooperation entity, specified public utility, property owner, property owners association or UDOT, if: (a) the entity's services or facilities are likely to require expansion or significant modification because of the intended use of land; (b) the entity has filed with the city a copy of the entity's general or long-range plan; or (c) the entity has filed with the city a request for notice during the same calendar year. CMC 12.21.050(c)(2); UCA 10-9a-103; UCA 10-9a-204 and -205	Contents of Public Hearing Notice: Public notice of any required public hearing shall include the following information: (1) a statement summarizing the substance of the application; (2) the date, time, and place of the public hearing; and (3) the place where the application may be reviewed by the public or person to contact for further information. CMC 12.21.050(c)(1)	Definition of Affected Entity: "Affected Entity" means a county, municipality, local district, special service district, school district, interlocal cooperation entity, specified public utility, property owner, property owners association, or UDOT, if: (a) the entity's services or facilities are likely to require expansion or significant modification because of intended use of land; (b) the entity has filed with the city a copy of the entity's general or long-range plan; or (c) the entity has filed with the city a request for notice during the same calendar year and before the city provides the required notice. UCA 10-9a-103

Proposed Centerville Zoning Code Amendments from LUDMA Training (Part 1)

February 18, 2021

12.10.020 Authority

This Title is adopted pursuant to the Utah Land Use Development and Management Act, as set forth in Utah Code §§ 10-9a-101, et seq., the general welfare power delegated to municipalities as set forth in Utah Code § 10-8-84, and the police power authority of local government established by Utah common law. This Title constitutes the land use ~~regulations ordinance~~ authorized by the Utah Municipal Land Use Development and Management Act.

12.10.030 Purpose

This Title is designed and enacted to:

- a) Protect public health, safety, and welfare;
- b) Promote the prosperity, peace and good order, comfort, convenience, and aesthetics of the City and its present and future inhabitants and businesses;
- c) Protect the City tax base;
- d) Promote economy in governmental expenditures;
- e) Protect urban and non-urban development; ~~and~~
- ~~f) Preserve and protect property value; and~~
- ~~g) Provide, promote, and facilitate those stated purposes of the Utah Land Use Development and Management Act as set forth in Utah Code § 10-9a-102.~~

12.10.060 Applicable Provisions Not In This Title

Centerville Municipal Code provisions not found in this Title which are applicable to the use and development of land include, but are not limited to, the following:

- ~~a) CMC 3.07 (Constitutional Takings Review)~~
- ~~a)b) CMC 3.08 (Development Fee Appeals)~~
- ~~c) CMC 6.05 (Sexually Oriented Businesses)~~
- ~~d) CMC 7.03 (Nuisances)~~
- ~~b)e) CMC 7.04 (Weed Control and Cleaning of Real Property)~~
- ~~e)f) CMC 7.05 (Fire Regulations)~~
- ~~d)g) CMC 9 (Water)~~
- ~~h) CMC 10 (Building Regulations)~~
- ~~e)i) CMC 11 (Streets)~~
- ~~f)j) CMC 15 (Subdivisions)~~

k) CMC 16 (Stormwater)
g)l) CMC 20 (Impact Fees)
h)m) _____ City Standards and Specifications

12.10.110 Conflicting Provisions

This Title shall not nullify the more restrictive provisions of agreements, other ordinances or laws, but shall prevail notwithstanding such provisions which are less restrictive. In cases where provisions within this Title conflict, the most restrictive provision shall apply over the less restrictive one unless the less restrictive provision specifically provides otherwise. Pursuant to Utah Code § 10-9a-104, the City is authorized to adopt land use regulations and standards for development within the City; provided, the City may not impose a requirement, regulation, condition, or standard that conflicts with a provision of the Utah Land Use Development and Management Act, as set forth in Utah Code §§ 10-9a-101, et seq., other state law, or federal law.

12.12.040 Definitions

As used in this Title, the words and phrases defined in this Section shall have the following meanings unless the context clearly indicates a contrary meaning. Words not included herein but defined in the Construction Codes or the Utah Land Use Development and Management Act shall be construed as defined therein.

* * *

Geologic Hazard: A surface fault rupture, shallow groundwater, liquefaction, landslide, debris flow, unstable soil, rock fall, or any other geologic condition that presents a risk to life, or a substantial loss of or damage to real property.

CENTERVILLE

Staff Backup Report 2/24/2021

Item No. 4.

Short Title: Community Development Director's Report

Initiated By: Community Development Director

Scheduled Time:

SUBJECT

Next Planning Commission Meeting is March 10, 2021:

- There are three (3) pending applications

City Council Actions:

- Nothing to Report

RECOMMENDATION

BACKGROUND

CENTERVILLE

**Staff Backup Report
2/24/2021**

Item No.

Short Title: January 13, 2021

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- 01-13-21 Planning Commission Draft Minutes

1 **PLANNING COMMISSION MINUTES OF MEETING**
2 **Wednesday, January 13, 2021**
3 **7:00 p.m.**
4

5 A quorum being present electronically via Zoom and live streamed on the Centerville
6 City YouTube channel due to Infectious Disease COVID-19, the meeting of the Centerville City
7 Planning Commission was called to order at 7:00 p.m.
8

9 **MEMBERS PRESENT**

10 Kevin Daly, Vice Chair
11 Cheylynn Hayman, Chair
12 Mason Kjar
13 Heidi Shegrud
14 Spencer Summerhays
15 Christina Wilcox
16

17 **MEMBER ABSENT**

18 Becki Wright
19

20 **STAFF PRESENT**

21 Cory Snyder, Community Development Director
22 Lisa Romney, City Attorney
23 Mackenzie Wood, Assistant Planner
24

25 **VISITOR**

26 Glen Girsberger, JF Capital
27

28 **DETERMINATION**

Chair Hayman read a determination regarding electronic meetings without an anchor location due to COVID-19
29
30

31 **PLEDGE OF ALLEGIANCE**
32

33 **OPENING COMMENTS/LEGISLATIVE PRAYER** Commissioner Summerhays
34

35 **CHAIR AND VICE CHAIR ELECTION**
36

37 Chair Hayman opened the nomination process for Chair and Vice Chair positions by
38 nominating Kevin Daly for Chair in 2021, and pointed out that her term on the Planning
39 Commission would expire in May of 2021. Commissioner Daly nominated Cheylynn Hayman to
40 continue as Chair through the end of her term in May. Commissioners texted their votes for the
41 Chair position to the City Attorney, who tallied the votes and reported five votes for Kevin Daly
42 and one vote for Cheylynn Hayman. Kevin Daly will assume the position of Planning
43 Commission Chair effective January 14, 2021.
44

45 Commissioner Summerhays nominated Mason Kjar to serve as Vice Chair in 2021.
46 Commissioner Kjar nominated Spencer Summerhays to serve as Vice Chair. Commissioners
47 texted their votes for the Vice Chair position to the City Attorney, who tallied the votes and
48 reported four votes for Spencer Summerhays and two votes for Mason Kjar. Spencer
49 Summerhays will assume the position of Planning Commission Vice Chair effective January 14,
50 2021.
51

PUBLIC HEARING – LEGACY CROSSING LOTS 2 AND 3 – PDO AMENDMENT & CONCEPTUAL SITE PLAN

Cory Snyder, Community Development Director, explained the request to amend the allowed uses as defined in the original PDO Approval and Development Agreement for Legacy Crossing, and the request to alter the storm water detention system for Lots 2 and 3 to accommodate a new site plan layout. The proposed amendments also included building architectural design changes and request for parking modification.

PDO Amendment – Proposed Additional Uses:

- Recreational Vehicle Sales & Repair
- Other “non-recreational” Vehicle Sales & Repair
- Outdoor Display of non-recreational not to exceed 10 vehicles
- Allowance of One (1) drive-through facility

Mr. Snyder stated the original agreement specifically eliminated auto sales and drive-thrus as possible uses, and said the PDO had wanted destination uses rather than the through traffic that typically came with drive-thrus. He recognized that Lots 2 and 3 were on the south end of the development, and did not share the primary development entrance. Mr. Snyder explained that auto sales were originally eliminated from the agreement to ensure development of mixed-use and prevent development of an auto-mall. He expressed the opinion that, if Recreation Vehicle Sales & Repair were allowed, the display and repair work should all be done indoors to avoid disrupting other uses in the development.

Regarding the request to include Lots 2 and 3 in the shared parking and access agreement for the development, Mr. Snyder said he was comfortable with an office calculation of 4 stalls per 1,000 square feet of office space, and said he was not concerned with intensifying the competitive parking scenario involving the nearby residential lot.

Glen Girsberger with JF Capital, applicant, said Lots 2 and 3 were originally removed from the parking count with Lot 4 because JF Capital did not know what would be developed on Lots 2 and 3. He stated the existing development had an excess of 552 parking spaces at peak usage, and said sharing the existing parking made more sense to him than creating more parking.

Chair Hayman opened a public hearing at 7:40 p.m., and closed the public hearing seeing that no one wished to comment. Commissioner Daly commented that the original agreement had been in place for some time, and development had not panned out as intended. He said he was comfortable opening up proposed the uses, and said he believed the parking modification would allow sufficient parking without over-parking. Chair Hayman said she was in favor of approving the application as presented by Staff.

Commissioner Daly made a **motion** for the Planning Commission to recommend approval for Lots 2 and 3 of the Legacy Crossing at Parrish Lane Development, subject to the following conditions and reasons for action. Commissioner Kjar seconded the motion, which passed by unanimous vote (6-0).

Conditions:

1. The PDO Approval and Conceptual Site Plan shall consist of amending the following elements:

- a) **Changes to PDO Approval and Development Agreement;** Language change of Section 5(b) to allow for the proposed “additional uses.” Such uses are limited to the following:
 - i. General Office, General Retail, General Restaurant
 - ii. Vehicle Sales, Recreational – with accessory use service and repair. All uses shall be conducted within a completely enclosed building.
 - iii. Vehicle Sales, Limited – with accessory use service and repair. Such use shall be limited to no more than 10 vehicles primarily consisting of indoor vehicle display. All uses shall be conducted within a completely enclosed building. Except, outdoor vehicle display may be allowed in a limited manner, as an additional accessory use, upon issuance of a Conditional Use Permit as part of a final site plan approval.
 - iv. One (1) Drive-through facility, which must be attached to a main building and shall meet all other applicable zoning and city ordinances.
 - b) **Changes to Exhibit “C” Master Site Plan;** Changes the site layout to reflect the proposed building parking layout, as submitted to the City, along with the proposed new underground storm water detention. This alternative detention system shall be subject to the following:
 - i. New system shall be reviewed and deemed acceptable to the City Engineer.
 - ii. The subdivision plat shall be amended to remove/replace easements, as deemed necessary by the City.
 - iii. The Applicant shall obtain approval from the Owner’s Association to ensure maintenance becomes the responsibility of the property owner.
 - c) **Changes to the Architectural Theme Regarding Materials** – The Office Building exterior design, as submitted to the City, may also consist of the following:
 - i. Aluminum composite panel – Black
 - ii. Aluminum composite panel – Grey
 - iii. Aluminum composite panel – Wood Look, Walnut Brown
 - iv. Corrugated metal decking – Mechanical Screen, BlackThe proposed office building height shall be subject to the issuance of a conditional use permit as part of a Final Site Plan Approval and as outlined in the Zoning Code.
 - d) **Create a New Exhibit for Parking Modification along with Reciprocal Parking & Cross Access Easements;** Changes the site layout to reflect the proposed parking and cross access for Lots 2 and 3 and modify the parking count, as follows:
 - i. Retail Uses shall be parked at a ratio of 4 stalls per 1,000 sq. ft. of gross building space.
 - ii. Office Uses shall be limited to 62,636 gross floor area and shall provide a minimum of 273 parking stalls.
 - iii. Parking Modification Approval shall be subject to re-establishing a shared Parking and Access Agreement for the entire Legacy Crossing Development.
2. The Applicant shall prepare and submit all applicable language and exhibits deemed necessary by the City Attorney. Additionally, a revised Development Agreement shall be prepared and submitted to the City Council, as part of their review and decision.
 3. All other applicable PDO and Development Agreement Approval provisions shall remain in effect for Lots 2 and 3 that have not been amended with any City Council Approval.

Reasons for Action:

- a. The Planning Commission finds that amendments to a PDO approval are subject to the original procedure used for obtaining an Approval.
- b. The Planning Commission finds that Lots 2 and 3 have not been developed in a timely manner to date and additional amendments may facilitate actual development to complete the planned development area.
- c. The Planning Commission finds that the proposed additional uses, with the conditions imposed, are limited in scope and are not uses that would be added from a differing higher intensity zone.
- d. The Planning Commission finds that an alternative storm water system, if deemed acceptable by the City Engineer, would not cause material injury to other properties within the immediate area.
- e. The Planning Commission finds that proposed building architectural materials are limited in scope and are to be applied only to the Office Building, which is distinctly separated from the rest of the development by the proposed retail buildings.
- f. The Planning Commission finds that parking study indicates that the needed additional 40 parking stalls can be absorbed into the excess shared parking for the overall entire development and reincorporating Lot 2 and 3 into the master parking plan is suitable, as originally planned.
- g. Therefore, the Planning Commission finds that the proposed amendments are consistent with the intent of the PDO, which is to allow "residential, commercial, industrial, and mixed residential/commercial projects to be developed in a manner that allows design flexibility, integration of mutually compatible uses, integration of open spaces, clustering of dwelling units, and optimum land planning with greater efficiency, convenience and amenity than is possible under conventional zone regulations."

BYLAWS REVIEW

Mr. Snyder stated he had been unable to find evidence that the Planning Commission Bylaws had been formally adopted by the Planning Commission. Assistant Planner Mackenzie Wood stated the Bylaws were presented and presumably approved by the City Council in 2006. Ms. Wood presented the Bylaws to the Planning Commission, pointing out a minor change in current practice, and explained the Staff request to change the deadline for agenda items from 21 days to 28 days. Staff answered questions from the Planning Commission regarding public noticing and deadlines. Ms. Romney suggested possibly including the information in the Bylaws in City ordinance and eliminating the Bylaws.

Commissioner Kjar suggested striking the deadline for agenda items from the Bylaws completely, expressing the opinion that including the deadline in the Bylaws was redundant and possibly problematic. He suggested the City Council strike reference to Robert's Rules of Order from the City ordinance and include a statement in the Planning Commission Bylaws that Robert's Rules of Order were a guideline, with Planning Commission rules adopted by tradition. Ms. Romney responded that she liked using the simplified Robert's Rules of Order as a guideline. Ms. Romney suggested changing the word "shall" to "should" in reference to Robert's Rules of Order in the ordinance. She said she agreed with the suggestion to remove the deadline for agenda items from the Bylaws.

Chair Hayman suggested the Bylaws include reference to remote meeting attendance in addition to in-person attendance. Commissioner Daly commented that noticing requirements would be different for making changes to the Bylaws than to City ordinance, and suggested retaining Bylaws may be convenient.

PARKING ORDINANCE DISCUSSION

Mr. Snyder suggested the Planning Commission review comparisons of how surrounding communities approach parking stall counts and identify problematic requirements by use: residential uses; public/civic uses; commercial uses; and industrial uses. He presented a table showing comparisons of residential use parking requirements, and stated Staff did not suggest changes to current City Code for residential use. Mr. Snyder said he would likely present a comparison of commercial use parking requirements at the next Planning Commission meeting.

OPEN AND PUBLIC MEETINGS TRAINING

Ms. Romney stated Planning Commissioners will need to complete Open and Public Meetings Act Training for 2021 online and send proof of completion to the City Recorder by January 31, 2021.

COMMUNITY DEVELOPMENT DIRECTOR REPORT

The Planning Commission was scheduled to meet next on January 27, 2021. Mr. Snyder informed the Planning Commission of items anticipated for the next agenda.

MINUTES REVIEW AND ACCEPTANCE

Minutes of the December 9, 2020 Planning Commission meeting were reviewed and changes requested. Commissioner Summerhays **moved** to accept the minutes as amended, and Commissioner Daly seconded the motion. No opposition to the motion was indicated, and Chair Hayman deemed the motion passed unanimously (6-0).

ADJOURNMENT

At 8:28 p.m., Chair Hayman **moved** to adjourn the meeting, and Commissioner Kjar seconded the motion. No opposition to the motion was indicated, and the Chair deemed the motion passed unanimously (6-0).

Janet Denison, City Recorder

Date Approved

Katie Rust, Recording Secretary

CENTERVILLE

Staff Backup Report 2/24/2021

Item No.

Short Title: January 27, 2021

Initiated By:

Scheduled Time:

SUBJECT

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

01-27-2021 Planning Commission Draft Minutes

PLANNING COMMISSION MINUTES OF MEETING
Wednesday, January 27, 2021
7:00 p.m.

A quorum being present electronically via Zoom and live streamed on the Centerville City YouTube channel due to Infectious Disease COVID-19, the meeting of the Centerville City Planning Commission was called to order at 7:00 p.m.

MEMBERS PRESENT

Kevin Daly, Chair
Cheylynn Hayman
Mason Kjar
Heidi Shegrud
Christina Wilcox
Becki Wright

MEMBER ABSENT

Spencer Summerhays, Vice Chair

STAFF PRESENT

Cory Snyder, Community Development Director
Lisa Romney, City Attorney
Mackenzie Wood, Assistant Planner

DETERMINATION

Chair Daly read a determination regarding electronic meetings without an anchor location due to COVID-19

PLEDGE OF ALLEGIANCE

OPENING COMMENTS/LEGISLATIVE PRAYER Commissioner Shegrud

LAND USE TRAINING – MUNICIPAL LAND USE DEVELOPMENT AND MANAGEMENT ACT – PART 1 – GENERAL PROVISIONS

City Attorney Lisa Romney provided training on Part 1 (General Provisions) of the Municipal Land Use Development and Management Act, and answered questions from the Planning Commission.

BYLAWS REVIEW

Assistant Planner Mackenzie Wood showed a draft of the Planning Commission Bylaws, with items addressed in City Ordinance struck-through in red. She commented that most of the remaining language was a simplified version of Robert's Rules of Order. Ms. Wood asked the Planning Commission how they wanted Staff to proceed.

Chair Daly said he thought it was helpful, especially for newer Commissioners, to have the simplified Robert's Rules of Order to use as a reference. He said he would be in favor of removing language covered by City Ordinance from the Bylaws. Commissioner Wilcox said she agreed with Chair Daly. Commissioner Hayman said she believed the full version of the Bylaws was valuable, and suggested a condensed "cheat-sheet" could be put together for Commissioner reference during meetings. Commissioner Wright said she agreed with Commissioner Hayman.

Commissioner Kjar expressed support for the proposed edits presented by Ms. Wood, and said he believed it was generally good to reduce redundancy and potential conflict. He said

he viewed the Planning Commission Bylaws as having two purposes: to serve as a guide for Planning Commissioners; and to provide consistency over time as turn-over occurs. Commissioner Wilcox said it would have been helpful to have a copy of the Bylaws when she began on the Planning Commission.

Ms. Wood was directed to streamline the Bylaws, and put together a separate summarizing document for the Planning Commission to use as a reference.

OFF-STREET PARKING REGULATIONS REVIEW

Community Development Director Cory Snyder presented off-street parking requirements for Public/Civic uses, and described different parking modification requests for Public/Civic projects received in the last several years. The Planning Commission reviewed comparative information regarding Public/Civic off-street parking regulations in neighboring cities. Mr. Snyder suggested a broader comparison might be beneficial for Church or Place of Worship Use, and spoke of the conflict between maximizing land use and ensuring sufficient parking.

Commissioner Wilcox asked why Centerville required more parking than neighboring cities for Public/Civic uses. Acknowledging that his answer was speculative, Mr. Snyder responded that when the 2003 Parking Table was put together, the City Council at the time may have been influenced by situations of insufficient parking, particularly along Main Street, and may have wanted to ensure sufficient parking for all Public/Civic uses.

Commissioner Hayman expressed interest in specific recommendations from Staff in areas they deemed change was warranted. Mr. Snyder suggested Staff prepare recommendations for areas the Planning Commission agreed change was warranted. Chair Daly said he agreed with the higher off-street parking requirement for elementary and junior high schools in Centerville compared to other cities. Mr. Snyder said he would bring back specific examples and recommendations. Commissioner Wright suggested that reasons or justifications for specific parking requirements would be helpful.

COMMUNITY DEVELOPMENT DIRECTOR REPORT

The Planning Commission was scheduled to meet next on February 10, 2021.

MINUTES REVIEW AND ACCEPTANCE

Ms. Wood stated minutes of the January 13, 2020 Planning Commission meeting would be included on the agenda of the next Planning Commission meeting for review.

ADJOURNMENT

At 8:15 p.m., Commissioner Hayman **moved** to adjourn the meeting. Commissioner Wright seconded the motion, which passed by unanimous vote (6-0).

Janet Denison, City Recorder

Date Approved

Katie Rust, Recording Secretary