

CENTERVILLE CITY PLANNING COMMISSION AGENDA

Due to Planning Commission Chair Hayman's Determination (contained in body of below agenda) public meetings will be held electronically via Zoom and live streamed on the Centerville City YouTube channel. 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 SEPTEMBER 23, 2020 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

1. Chair Hayman 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 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. Considering the continued number of COVID-19 case counts in Utah, meeting in an anchor location presents substantial risk to the health and safety of those in attendance because physical distancing measures may be difficult to maintain at City Hall.

Zoom Information:

[https://zoom.us/j/96924344130?](https://zoom.us/j/96924344130?pwd=UWN3dC9EcGtGSEFLRDBOMFpoQ3VDUT09)

pwd=UWN3dC9EcGtGSEFLRDBOMFpoQ3VDUT09

Meeting ID:969 2434 4130

Passcode: 040663

YouTube Link:<https://www.youtube.com/user/centervillecityutah>

B. PLEDGE OF ALLEGIANCE

C. PRAYER OR THOUGHT

Becki Wright, Commissioner

D. COMMISSION BUSINESS

2. Public Hearing - Summerhill Lane Subdivision - Zoning Map Amendment and PDO Conceptual Plan- LEGISLATIVE DECISION

Located at approximately at 2125 North Main Street - Request for 17.24 acres of property to be rezoned from A-L to R-L with a Planned Development Overlay Approval - Applicant, Symphony Homes

3. Public Hearing - The Hive Development - Zone Map Amendment and PDO Conceptual Plan - LEGISLATIVE DECISION

Located at 555 North 400 West - Request for 6.6 acres of property to be rezoned to a Planned Development Overlay Approval with 0.96 acres to be rezoned Commercial High as part of the PDO request - Applicant, CW Urban, LLC

4. Final Site Plan and Conditional Use Permit - 610 North 1000 West - ADMINISTRATIVE DECISIONS

1. Sensible Rides - Public Hearing - Conditional Use Permit Vehicle Rental and Sale, Used, Limited

2. Extreme Auto Service - Final Site Plan

5. Community Development Director's Report

City Council/RDA Update:

- Grazie Rezone, A-L to R-L: Council Approved
- Parrish Creek PDO Amendments: Council Approved
- Bank of America Architectural Design: RDA Rejected

Next Planning Commission Meeting of 10/14/2020:

- Continued Transportation Element Discussion

2020 Commission Goals:

- Residential Buffering - previously tabled for further discussion
- Transportation Element Amendments - In progress

E. ADJOURNMENT

Mackenzie Wood
Centerville Assistant Planner

CENTERVILLE

Staff Backup Report

9/23/2020

Item No. 2.

Short Title: Public Hearing - Summerhill Lane Subdivision - Zoning Map Amendment and PDO Conceptual Plan-
LEGISLATIVE DECISION

Initiated By:

Scheduled Time:

SUBJECT

Located at approximately at 2125 North Main Street - Request for 17.24 acres of property to be rezoned from A-L to R-L with a Planned Development Overlay Approval - Applicant, Symphony Homes

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ▣ 09-23-20 PC Staff Report - Summerhill Lane PDO Subdivision
- ▣ Summerhill Lane PDO Subdivision Submittal
- ▣ Summerhill Lane Traffic Study
- ▣ Symphony Homes - Attorney Response Regarding Access to Neighboring Property

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

STAFF REPORT AGENDA: ITEM 1

PROPERTY OWNER: SYMPHONY DEVELOPMENT CORPORATION

**APPLICANT: SYMPHONY HOMES
c/o RUSSELL WILSON
111 S FRONTAGE ROAD
CENTERVILLE, UT 84014
(rwilson@symphonyhomes.com)**

PROPERTY LOCATION: 2125 N MAIN STREET

PARCEL SIZE: 17.24 ACRES (*several parcels – between Main Street and Frontage Road*)

ZONING DISTRICT: AGRICULTURE-LOW (A-L)

**APPLICATIONS: 1. REZONE PETITION PORTION OF THE SITE
FROM AGRICULTURAL LOW (A-L) TO
RESIDENTIAL LOW (R-L)**

**2. PLANNED DEVELOPMENT OVERLAY (R-
L/PD), WITH CONCEPTUAL PLAN
ACCEPTANCE AS A MASTER PLANNED
SINGLE FAMILY HOME SUBDIVISION**

BACKGROUND & GENERAL INTRODUCTION OF THE PROJECT

The applicant, Symphony Development Corporation, has applied for a Residential-Low/Planned Development Overlay (PDO) Zone for parcels, in majority, owned by the Company adjacent to the north terminus of 400 West and roughly from Main Street to Frontage Road. The PDO requires a Conceptual Plan to be approved in conjunction with the rezone request. The Planning Commission previously reviewed this proposal on July 08, 2020 and tabled the review for further information.

However, there have been several changes to the proposed development plan, which include acquisition of a small portion of some land owned by the Davis County School District. Consequently, this report will review the proposal anew. Nonetheless, the previous directives will be provided in this report for the Commission to recall the important elements previously discussed.

PREVIOUS COMMISSION DIRECTIVES TO THE APPLICANT

1. *Provide site plan with tract perimeter setbacks as mentioned in the staff report*
2. *Address maintenance responsibility of drainage detention common area and any expectations of the City Engineer.*
3. *Address the matters related to the depiction of Parcel A.*
4. *Provide overall landscaping design scheme of the development meeting Weber Basin's expectations.*
5. *Provide street lengths and suggestions regarding mid-block dedicated public walkway.*
6. *Address concerns about prescriptive easement to the packer property, for example, a documented method of access outside the subdivision, a proposed access point within the subdivision, or reasonably reliable evidence indicating the prescriptive easement is moot.*
7. *Address areas that might not be maintained by adjacent owners, such as the park strip below 25-29.*

GENERAL APPLICATION REVIEW AND APPROVAL PROCESS OVERVIEW

The development application consists of master planning approximately 17.24 acres of property (*see Summerhill Lane Conceptual 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:

✓ **Rezone the Base Zoning from A-L to R-L**

The Planning Commission will be reviewing a petition to rezone the proposed tract from A-L to R-L. This would allow the opportunity to develop the proposed single-family subdivision.

✓ **Rezone the entire development site into master PDO approval to R-L/PD**

According to the PDO provisions, a request for any PDO approval must be associated with conceptual site plan, which is a mandatory requirement in conjunction with any PDO rezone request. Thus, the Commission will also be reviewing the overall concept plan and making a recommendation to the Council that ties the overall conceptual plan to it associated PDO zone, if approved by the City.

ZONE MAP AND PDO AMENDMENT PROCESS OVERVIEW

A. **Zone Map Amendments** - Pursuant to the City's Zoning Ordinance, the "*decision to amend the...zoning map is a matter of within the legislative discretion of the City Council as described in CZC 12.21.060.a.*" Nevertheless, the Zoning Ordinance provides to the owner of this site the ability to make also request for a PDO designation. The purpose of a PDO designation is to allow design flexibility, integration, clustering, optimum land planning than what is possible under conventional

zoning regulations. Thus, without a guarantee, a project meeting the PDO development standards is eligible to be considered for a PDO designation.

B. Process and Public Comment and Decision - The Planning Commission shall review and hold a public hearing regarding the application and shall thereafter submit its recommendation for approval, approval with modifications, or denial thereof to the City Council. Following receipt of a recommendation from the Planning Commission, the City Council shall hold another public hearing on the application. After due consideration, the City Council may approve, approve with modifications, or deny the proposed amendment request.

C. Staff Review of the General Rezone Standards of Approval – CZC 12.21.080(e) of the City Zoning Ordinance sets forth the following factors for considering a general rezone request:

1. Whether the proposed amendment is consistent with goals, objectives and policies of the City's General Plan.

General Plan [CMC 12.420.2] - The General Plan states the desire of residents is to maintain the single-family residential character of development. In addition, CMC 12.420.3 states that *'The City shall assure an adequate supply of housing for future population through identification of optimum locations for housing development and provision of City services as required.'*

General Plan [CMC 12.480.5] - According to the City's General Plan, the property is in the Northwest - Neighborhood 4. This neighborhood plan provides the general future land use pattern for the proposed residential development within this neighborhood.

Northwest Neighborhood Plan [CMC 12.480.5] - This section addresses the Northwest Centerville Neighborhood regarding rezoning of property. As stated in previous staff reports, this land parcel can remain agricultural for current owners but may also be used to preserve the viability of future housing development at the discretion of the property owners.

Staff Response: It is the opinion of staff that the proposal meets the intent of the General Plan by maintaining the single-family residential character of Centerville, while also providing housing for the ongoing needs of current and future residents.

The competing goals of agricultural preservation for current owners and the viability of future housing development are also met with this project. The rezone does not attempt to rezone any other property owners' land from Agriculture-Low to Residential-Low, just the parcels already owned by the developer, with the small exception of school property. It also will provide new

housing opportunities for residents and those seeking to live in Centerville.

2. Whether the proposed amendment is harmonious with the overall character of existing development in the vicinity of the subject property.

Staff Response: The immediate surrounding uses consist of single-family to the north along with agricultural zoning single-family home development and vacant lands. To the south, the area is primarily developed with homes consistent with the R-L zoning. Thus, the request for the R-L Zone, subject is consistent with the current land use pattern for the area, which is low-density single-family home development.

3. The extent to which the proposed amendment may adversely affect adjacent property.

Staff Response: Several previous discussions regarding development of the property generally centered around the subjects of stormwater/groundwater management and traffic circulation.

As to **storm water management**, this primarily created the impetus for changing the course for obtaining development approvals. The City Council desired the property be developed in a holistic manner to ensure the proper management of stormwater and groundwater. Thus, the development should and will be required to install all necessary storm water management system and any land drains, where required.

As to **traffic circulation**, the applicant previously submitted a traffic study and the conclusion of the study indicated that there is sufficient capacity in the area to accommodate the development.

However, over the course of these previous discussions, it has been made clear to staff that the public and come on the City Council desire not to await for the future development of the proposed collector road of this land area. Their desire is to establish a local roadway connection from this development to the Frontage Road.

Although there is no direct requirement in the zoning and subdivision ordinances addressing this desired direct connection, the subdivision ordinance states the following:

- *CMC 15.05.030 - Subdividers shall locate streets within the subdivision so that the streets connect with existing streets. If the adjoining land is zoned for residential use, streets shall be located so that the adjacent land may be most efficiently subdivided.*

4. The adequacy of facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities.

police and fire protection, schools, storm water drainage systems, water supplies, and waste water and refuse collection.

Staff Response: *(see earlier comments made for Criteria 2 and 3).*

PDO CONCEPTUAL PLAN REVIEW PROCESS

In association with the above requested rezone petition, the developer is also asking for approval of a conceptual plan that is linked (*required*) with a PDO rezone request. The PDO development provisions are to be used 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.

A. Approval Procedure - Land shall be placed in a PDO zone pursuant to a zoning map amendment as set forth in CZC 12.21.080 of the Zoning Ordinance. The following are also to be submitted in conjunction with an application for a zoning map amendment:

- ✓ *An Existing Conditions Inventory as required by CZC 12.50 of this Title; and*
- ✓ *A Yield Plan, as required by CZC 12.41.090, and*
- ✓ *A conceptual plan as provided in Section 12.21.110 of [the Zoning Ordinance].*

Staff Response:

Existing Conditions Inventory – The conceptual plan that has been provided addresses the exiting conditions of the site. Such inventory outlines the topography, slopes, existing homes - *that have now been removed*, and the existing trees – *many have also now been removed*. From staff review of the inventory sheet, it does not appear that there are any significant environmental or other matters that need further study or mitigation.

Yield Plan Schematic – The yield plan is to be prepared as a conceptual plan based on Centerville Municipal Code requirements that pertain to a conventional subdivision and shall reflect the dimensional (*lot area, frontage, width, setbacks, etc.*) and other standards of the underlying zone in which the proposed planned development will be located. The purpose of the yield plan is to establish the number of lots that can be conventionally developed, which will then function as the base density of a subdivision in order to calculate the allowable density bonus. The applicant is not requesting a bonus density with this PDO request, only some variations to the R-L standards to allow a variation to the lot sizes, such as smaller lots to the westerly areas with larger lots to the easterly areas.

Conceptual Plan – The Conceptual Plan submittal consist of multiple sheets depicting the development concepts ranging from Overall Development Plan, Existing Conditions, Slope Analysis, Preliminary Utility Plan, and Yield Plan.

Additionally, the applicant has previously provided a “*traffic impact analysis*” as

anticipated from previous discussions with the City. Staff believes that the submittal is complete, as per zoning ordinance requirements.

- B. Approval Criteria** - Submittal of an application for a PDO Zone does not guarantee that the zone or a conceptual site plan will be approved. A Zoning Map amendment and conceptual site plan may be approved only if the City Council, after receiving a recommendation from the Planning Commission, finds:

1. The proposed PDO Zone and associated conceptual site plan:

- a) *Does not conflict with any applicable policy of the General Plan.*
- b) *Meets the purpose and intent of this Chapter as set forth in CZC 12.41.010.*
- c) *Allows integrated planning and design of the property and, on the whole, better development than would be possible under conventional zoning regulations.*
- d) *Meets the use and development limitations and other requirements of the zone with which the PDO Zone is combined, except as otherwise allowed by this Chapter.*
- e) *Meets the density limitations of the General Plan; and*
- f) *If a residential density bonus is authorized, provides superior site design and increased amenities, as provided in CZC 12.41.080(c), which ameliorate the potential impact of increased density...*

Staff Response: As indicated earlier this report, staff believes that the Concept Plan is consistent with the goals and policies of the Neighborhood Plan. The proposed development consists of a low-density development with an integrated mixture of lot sizes, with a focus on developing the land as one entire subdivision for the purposes of infrastructure completion. Keep in mind, the applicant is not requesting the potential residential density.

2. The applicant has:

- a) *Sufficient control over the property to be developed to ensure development will occur as approved.*
- b) *The financial capability to carry out the planned development project; and*
- c) *The capability to start construction within one year of final plan approval.*

Staff Response: The developer now owns majority of the properties, which is portion was purchased from the Devore family. All the infrastructure will be constructed as an entire unit.

As has been discussed in similar previous PDO reviews, it is problematic to scrutinize the financial capacity of a specific person or entity. Thus, staff will leave this matter for the Planning Commission and applicant to further discuss the applicability. Staff believes since the applicant is primarily a land development company, Symphony Development Corporation likely meets the

financial expectations.

- C. **Approval Standards** – The following table is provided as a summary of the applicable PDO standards of the ordinance, as listed in CZC 12.41.100:

<i>PDO Standard</i>	<i>Development Plan Concept</i>	<i>Compliance</i>	<i>Staff Comments</i>
Access	All roadways are public streets.	YES	All lots will be accessed from a public street system
Building Heights	R-L Zone has a max. building height of 35 feet	YES	Final heights will be approved as part of the Building Permits
Common Areas	✓ Storm Water Detention Basin will be located along the Frontage Road ✓	Partially	Remnant parcels are prohibited, unless designated for a public purpose
Lot Area & Widths	PDO is to set the desired lot area and widths.	YES	These are shown on the Concept Plan.
Required Improvements	Preliminary Utility Plan has been provided	Likely	Storm/Ground Water Management needs further engineering details
Yard Area & Setbacks	PDO is to set the desired lot area and widths.	YES	These are shown on the Concept Plan.
Residential use types planned	66 single-family lots are proposed	YES	66 lots divided by 17.24 acres equals max density of 3.8 units/acre
Track Perimeter Setback	Not Applicable	YES	Single family homes only require a 20-foot setback in the R-L Zone
Wall and Fences	Fencing is not depicted	Not Applicable	Fencing can be required if there is a need for it for an adjacent zone.

- D. **Variations Requested (CZC 12.41.070)** – The following is a summary of the variations requested with the proposed development:

- a. CZC 12.32, Development Standards Regarding Lot Width and Setbacks – the proposed Concept Plan does request some variations to the lot widths and setbacks. Required track perimeter setbacks are also called out on the plan sheets.

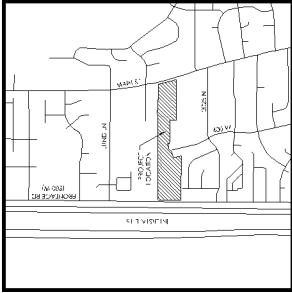
PLANNING STAFF RECOMMENDATION

Suggested Staff Motion – “I hereby make a motion for the Planning Commission to recommend approval for the R-L Rezone and PDO Conceptual Plan for The Summerhill Lane Development, as follows:

1. A **Zone Map Amendment** of the 17.24 +/- acres from A-L to R-L/PD
2. The **PDO Development shall be limited** to 17.24 +/- acres, as depicted on the submitted PDO Conceptual Plans, as received by the City.
3. All **Final Development Approvals for Summerhill Lane** shall substantially comply with the PDO Conceptual Plan submittals received by the City, unless otherwise amended by the City.
4. The **approved R-L Rezone and associated PDO Conceptual Plan** shall consist of the following:
 - i. The proposed Overall Conceptual Development Plan, Sheet C1
 - ii. The Preliminary Utility Plan, Sheets C3, C3.1,
5. The **Land Uses Approved** shall consist of the following:
 - i. Single-family Uses – Maximum number of dwellings is 66 units.
 - ii. Single-family Home, Building Heights – Primary/main buildings shall comply with the applicable regulations and codes of the Zoning Ordinance, as outlined in the provisions of the R-L Zone.
 - iii. Accessory Buildings and Uses – All allowed accessory buildings and uses shall comply with the applicable regulations and codes of the Zoning Ordinance, as outlined in the provisions of the R-L Zone.
6. The **Summerhill Lane Development** shall be subject to **obtaining Preliminary and Final Subdivision Approvals**, which shall be subject to the following:
7. All other development regulations and codes that have NOT been modified by the R-L Rezone and PDO Conceptual Plan Approval.
8. The plan for construction and maintenance of necessary stormwater and applicable groundwater management systems
9. The plan and execution methods for the elimination of remnant properties without approved public purposes.
10. The securement and approval for development of a secondary water system from the applicable secondary water service provider.
11. The **Subdivision Improvement Construction** shall be prepared as one development site to support the development in its entirety. However, construction activities regarding actual homes may be phased as independent lots, subject to applicable state and local codes and ordinances.
12. The **Development Variations Allowed** for the Summerhill Lane Development are limited to the following:
 - i. CZC 12.32, Development Standards Regarding Lot Width and Setbacks Some variations to the lot widths and setbacks are allowed, as depicted on the PDO Conceptual Plan. However, required track perimeter setbacks are required and have been referenced on the plan sheets.

(Suggested Reasons for Action -Findings)

- a. The Planning Commission finds that proposed rezone for low-density residential uses is consistent with the Northwest Neighborhood Plan
- b. 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.
- c. Lastly, 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, and more specifically with regards to concerns raised by the public about storm water and ground water management.



VICINITY MAP

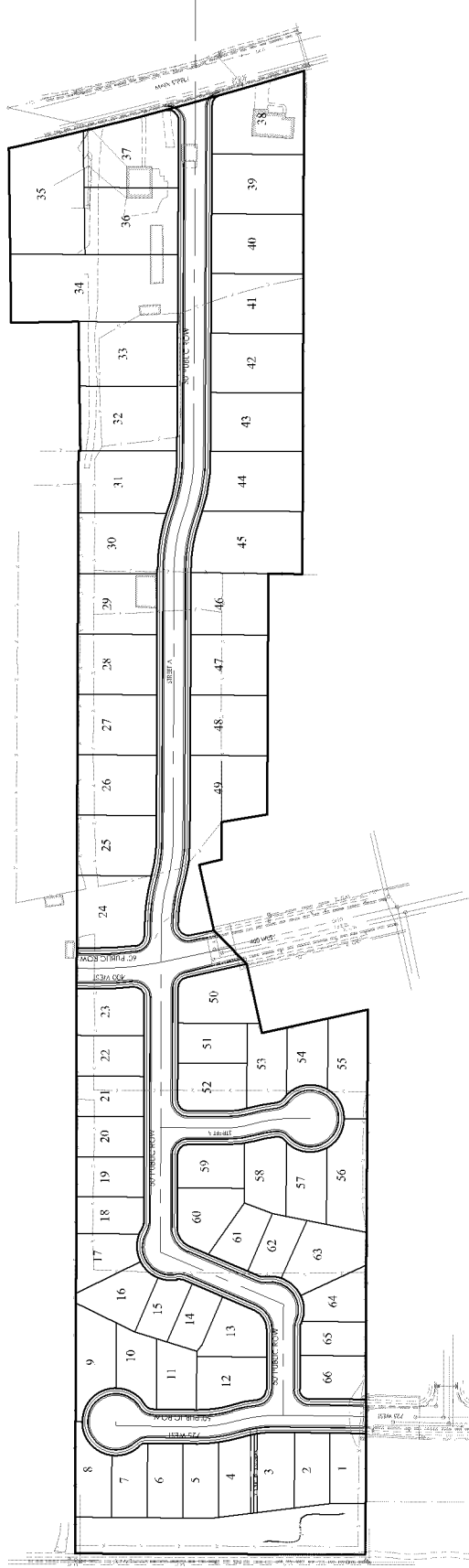
SUMMERHILL LANE

PREPARED FOR:
SYMPHONY HOMES LOCATED IN:
CENTERVILLE, UTAH

PREPARED FOR:

SYMPHONY HOMES LOCATED IN:
CENTERVILLE, UTAH

Sheet List Table	
Sheet Number	Sheet Title
C1	COVER SHEET - CONCEPT
C3	SITE & UTILITY PLAN - CONCEPT
C3.1	SITE & UTILITY PLAN - CONCEPT
C4	EXISTING SLOPES EXHIBIT - CONCEPT
C5	EXISTING CONDITIONS EXHIBIT - CONCEPT
L1	Yield Plan



SITE MAP

GENERAL AREA TABULATION

GENERAL NOTES

- ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THIS PLAN ARE BASED ON THE LATEST AVAILABLE RECORDS AND FIELD SURVEY DATA. THE ENGINEER HAS CONDUCTED A VISUAL INSPECTION OF THE EXISTING UTILITIES AND ROAD IMPROVEMENTS AND HAS FOUND THEM TO BE IN GOOD CONDITION. THE ENGINEER HAS NOT CONDUCTED A DETAILED SURVEY OF THE UTILITIES AND ROAD IMPROVEMENTS AND IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE RECORDS OR FIELD DATA. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.
- ANY AND ALL EXISTING UTILITIES IN THESE PLANS ARE TO BE BROUGHT TO THE ENGINEER'S ATTENTION PRIOR TO CONSTRUCTION. THE ENGINEER HAS NOT CONDUCTED A DETAILED SURVEY OF THE UTILITIES AND ROAD IMPROVEMENTS AND IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE RECORDS OR FIELD DATA. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY STANDARD PLANS AND SPECIFICATIONS.
- ALL UTILITIES AND ROAD IMPROVEMENTS SHOWN ON THIS PLAN ARE BASED ON THE LATEST AVAILABLE RECORDS AND FIELD SURVEY DATA. THE ENGINEER HAS CONDUCTED A VISUAL INSPECTION OF THE EXISTING UTILITIES AND ROAD IMPROVEMENTS AND HAS FOUND THEM TO BE IN GOOD CONDITION. THE ENGINEER HAS NOT CONDUCTED A DETAILED SURVEY OF THE UTILITIES AND ROAD IMPROVEMENTS AND IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE RECORDS OR FIELD DATA. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.

NOTICE

BEFORE PROCEEDING WITH THIS WORK, THE CONTRACTOR SHALL CAREFULLY REVIEW AND VERIFY ALL CONDITIONS, UTILITIES, DIMENSIONS, AND GRADES SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE RECORDS OR FIELD DATA. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.

ENGINEER'S NOTES TO CONTRACTOR

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CENTERVILLE. THE ENGINEER HAS NOT CONDUCTED A DETAILED SURVEY OF THE UTILITIES AND ROAD IMPROVEMENTS AND IS NOT RESPONSIBLE FOR ANY ERRORS OR OMISSIONS IN THE RECORDS OR FIELD DATA. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO CONSTRUCTION.
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CONTACTS

ENGINEER & SURVEYOR
FOCUS ENGINEERING AND SURVEYING, LLC
1000 S. 1000 E. SUITE 100
CENTERVILLE, UTAH 84002
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WWW.FOCUSUTAH.COM
PROJECT MANAGER: BEN DIZETT
SURVEY MANAGER: SHERIDAN LUTHE
DESIGNER: BEN DIZETT
525 NORTH 400 WEST
SUITE 100
CENTERVILLE, UTAH 84004
CONTACT: RUSSELL WILSON



GRAPHIC SCALE



1 inch = 40 feet

C1

COVER SHEET - CONCEPT

Scale	1" = 40'	Date	WBS
Drawn	9/1/20	Rev	1-01-01

CONCEPT NARRATIVE RESIDENTIAL

LOCATED IN:
CENTERVILLE, UTAH
DAVIS COUNTY
17.24 ACRES
59
342 UNITS/ACRE
ZONE X

PROPOSED ZONING

ZONE: MINIMUM AVERAGE LOT SIZE: 6,000 SQFT
FRONTAGE: 40'
LOT WIDTH: 60'
CORNER LOT WIDTH: 70'
CHILD-SAFE RADIUS: 20'
ROW WIDTH: 50'-60'

LOTS WEST OF 400 WEST
FRONT: 20'
REAR: 15'
SIDE: 5'-10' TOTAL

LOTS EAST OF 400 WEST
FRONT: 25'
REAR: 20'
SIDE: 6' & 8'-14' TOTAL

NOTES:
1. FOR LOTS 17-34, 39-45, AND 60-61, REAR YARD SETBACK OF 20' IS REQUIRED
2. FOR LOTS 34-54, 38, 46, AND 62, CORNER SIDE YARD SETBACK OF 8' ALONG PERIMETER IS REQUIRED
3. FOR LOTS 1, 8-9, 35, 45, 51, AND 52, A MINIMUM SIDE YARD SETBACK OF 8' ALONG THE PERIMETER IS REQUIRED

SUMMERHILL LANE, CENTERVILLE UT, SETBACKS

LOTS	FRONT	SIDE	REAR
1, 8, 9, 31-32	50'	5'-10' TOTAL	15'
17-22, 34-41	50'	5'-10' TOTAL	20'
35-45	50'	5'-10' TOTAL	20'
24, 38, 42	50'	8' CORNER & 6' SIDE	20'
23, 46	50'	8' CORNER & 6' SIDE	15'

LEGEND

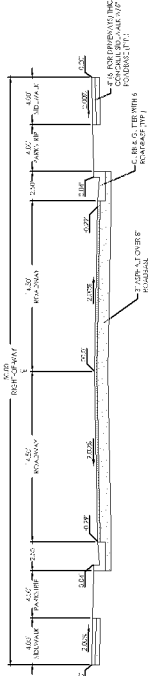
SYMBOL	DESCRIPTION
1	1" = 10' SCALE
2	2" = 10' SCALE
3	3" = 10' SCALE
4	4" = 10' SCALE
5	5" = 10' SCALE
6	6" = 10' SCALE
7	7" = 10' SCALE
8	8" = 10' SCALE
9	9" = 10' SCALE
10	10" = 10' SCALE
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GRAPHIC SCALE

1" = 10' (INCLUTY)
1" = 10' (INCLUTY)

NOTES:
1. ALL SETBACKS SHALL BE COMPLIED WITH AS SHOWN

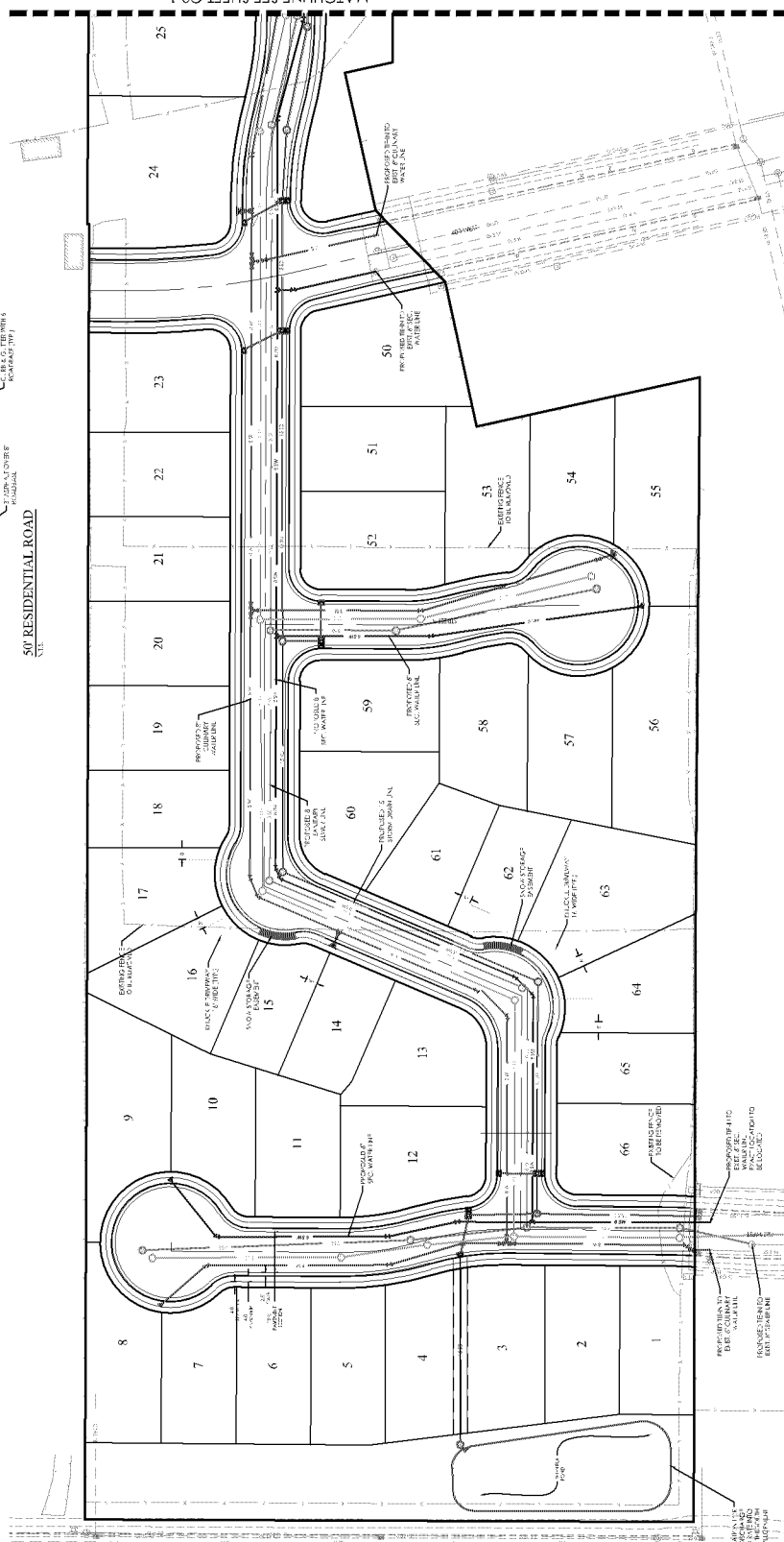


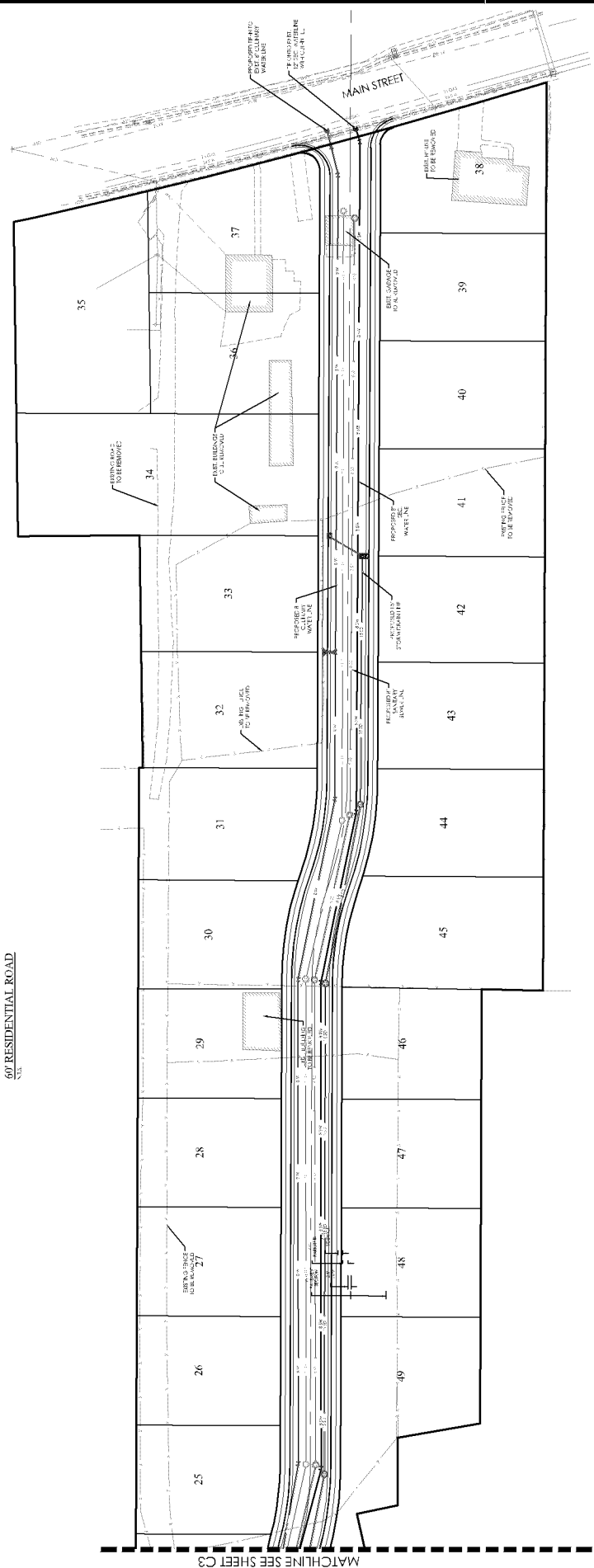
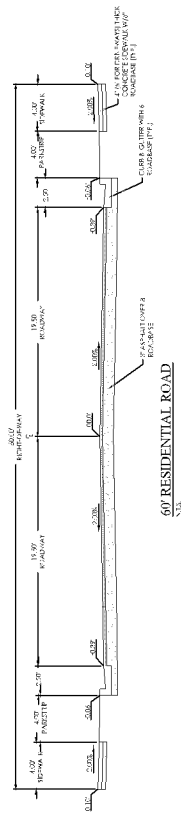
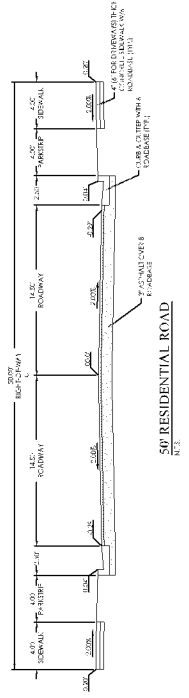
SUMMERHILL LANE
CENTERVILLE, UTAH
SITE & UTILITY PLAN - CONCEPT

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1	8/1/20	JWS		ISSUED FOR PERMITTING

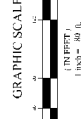
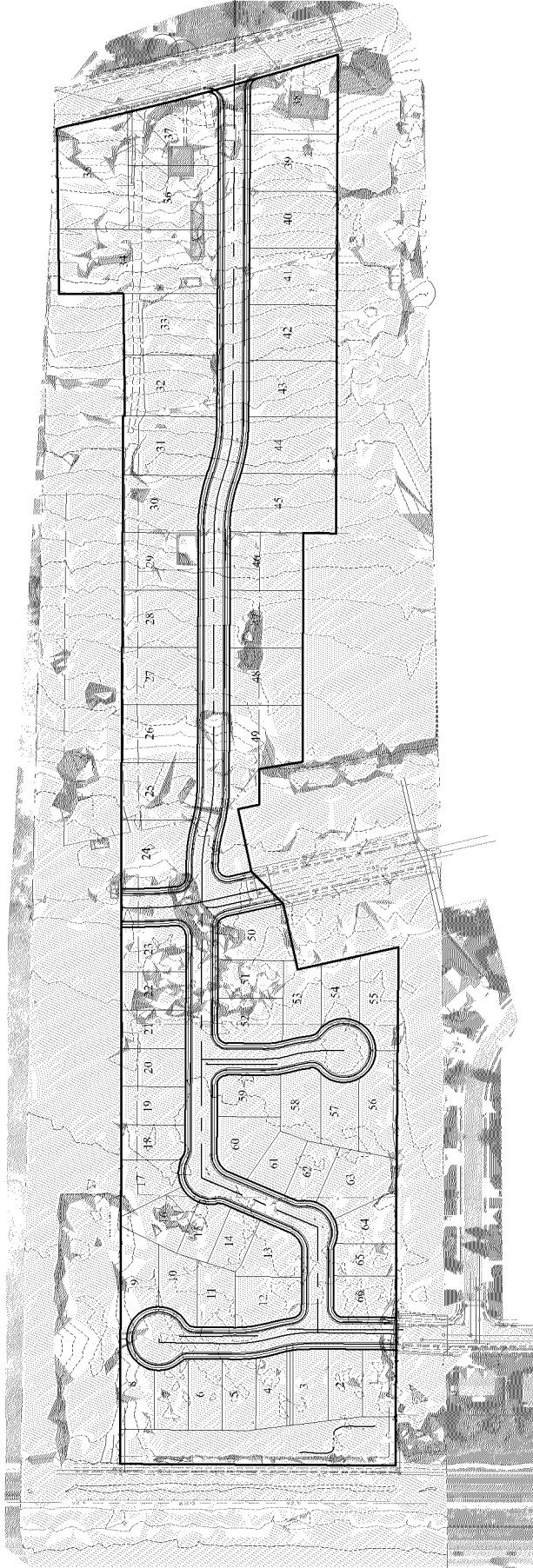
SITE & UTILITY PLAN
- CONCEPT

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Date: 8/1/20	Proj: 17-037
Sheet: C3	





Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	0.01%	10.00%	
2	10.00%	20.00%	
3	20.00%	30.00%	
4	30.00%	50.00%	



Professional Engineer
State of Utah
No. 18848

EXIST. SLOPES
EXHIBIT

Scale: 1" = 50'	Date: 01/27/20	Sheet: 1 of 3
Drawn: 01/27/20	Check: 1/28/20	Project: 18-0378

EX 3

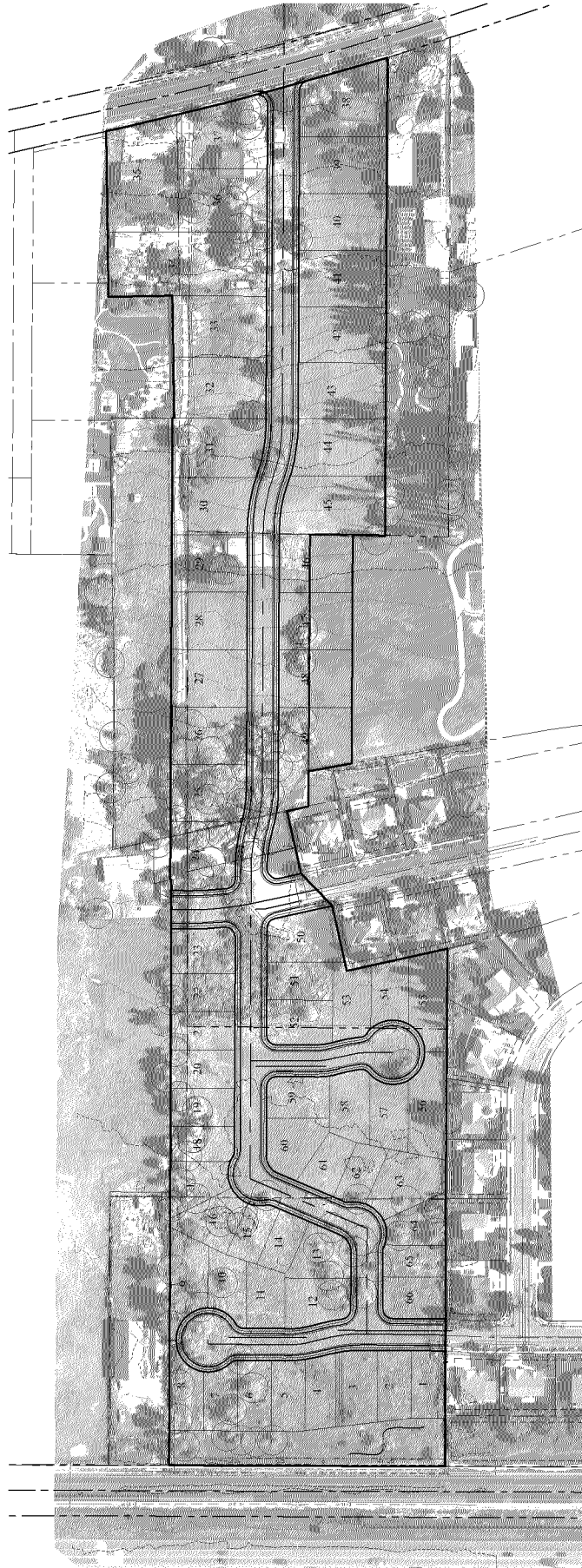
SUMMERHILL LANE
CENTERVILLE, UT
EXISTING SLOPES EXHIBIT - CONCEPT



ENGINEERING AND SURVEYING, LLC
4444 S. 106TH STREET, SUITE 200
MIDVALE, UTAH 84047
www.focusllc.com

SUMMER HILL LANE
CENTERVILLE, UT
EXIST. CONDITIONS EXHIBIT - CONCEPT

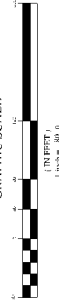
FOCUS
ENGINEERING AND SURVEYING, LLC
6949 S. HIGH TECH DRIVE SUITE 200
MIDVALE, UT 84047 P: (801) 552-0075
focusllc.com

[illegible]

LEGEND

[illegible]

GRAPHIC SCALE



Know what's below.
Call 811 before you dig.

EX 2



YIELD PLAN TABLE

LOCATED IN:	CENTERVILLE CITY, DAVIS COUNTY
ORIGINAL PROPERTY SINGLE FAMILY LOTS	17.24 ACRES
TOTAL DENSITY	66
	3.82 UNITS/ACRE
ROW WIDTH	50'-60"
MINIMUM LOT WIDTH	60'
MINIMUM LOT FRONTAGE	40'
CU-DE-SAC RADIUS	50'
FLOOD ZONE DESIGNATION	ZONE X

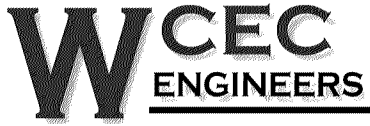


SUMMERHILL LANE yield plan

CENTERVILLE CITY, DAVIS COUNTY

8/31/2020

19-0378



9980 SOUTH 300 WEST STE. #200
SANDY, UT 84070
PHONE: 801-456-3847
FAX: 801-618-4157

TECHNICAL MEMORANDUM

DATE: 11/25/2019
TO: Russel Wilson, Symphony Homes
FROM: Paul Peterson, PE WCEC Engineers
RE: **Symphony Homes Centerville Traffic Assessment**

Introduction

The purpose of this memorandum is to present the findings of our preliminary traffic assessment for the proposed Symphony Homes single-family residential development located in Centerville Utah. The assessment includes a general trip generation estimate for the proposed residential traffic, an assignment of the project trips onto the adjacent roadways, and a general assessment of potential traffic and safety impacts.

Proposed Concept

Figure 3 shows the location of the proposed Symphony Homes development located between 2150 North and 2025 North in Centerville, UT. The concept plan currently includes 63 single-family units developed in 17.3 acres with three access points at 725 West, 400 West and Main Street.

Existing Conditions

Main Street is mostly a two-way, two-lane roadway with a posted speed limit of 40 miles per hour (mph). It travels north-south and provides regional travel through Centerville.

The I-15 Frontage Road is a two-way, two lane roadway with a posted speed limit of 40 mile per hour (mph). It travels north-south along the west side of the proposed development and provides access via 2250 North.

Additional access to the development is provided along 400 West which functions as a residential connector and provides access to Parrish Lane to the south.

According to ASSHTO, 2011 the intersection sight distance required for a design speed of 45 mph for Case B1-Left turn from stop sign is 500 feet and for Case B2- Right turn from stop sign is 430 feet. Both cases show unobstructed views as observed in Figure 2 and 3.



Fig.2- Northbound view from proposed access



Fig.3- Southbound view from proposed access

Reading Elementary School is located along 2025 North near the project site. During field observations, it was noted that during morning school traffic the queue regularly extended to approximately 350 feet north of the 2025 North and Main Street intersection. At times, it was observed to queue up to approximately 650 feet from that same intersection. The queue may occasionally back up to the proposed development access on Main Street. Since the school peak hour and the daily peak hour do not happen at the same time, this situation is not anticipated to affect the proposed access.

Project Trip Generation

The ITE Trip Generation Manual, 10th Edition was used to estimate the number of daily, AM and PM peak hour trips that are expected to be generated by the proposed development. Table 1 shows the estimated trip generation for the development.

Table 1 Land Use Specific Trip Generation								
Land Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single-Family	63 Units	680	13	37	50	41	24	65

Distribution and Assignment

Project-generated trips were distributed to the surrounding roadway network as follows:

- Frontage Road from 725 West 40%
- Along 400 West 20%
- Main Street from proposed access 40%

Project traffic was assigned to the adjacent intersections based on a general assessment of origins and destinations within the proposed developments area of influence and in accordance with the percentages above.

Figure 3 shows the project trip distribution and AM and PM project traffic assignment onto the surrounding roadway network. These figures provide the anticipated number of new trips onto the roadway network.

Findings and Recommendations

The proposed development is expected to add a total of 50 AM trips and 65 PM trips to the roadway network. Figure 3 shows how these trips are anticipated to access the development site. The traffic generated by the site is expected to have minimal impact on the surrounding roadway network.

The intersections of 2025 North/Frontage Road (intersection 1) and 2025 North/Main Street (intersection 3) will operate with similar conditions as current existing conditions. The proposed access onto Main Street (intersection 4) is anticipated to operate with similar conditions as other access roads along Main Street (such as 1950 North, 1850 North)

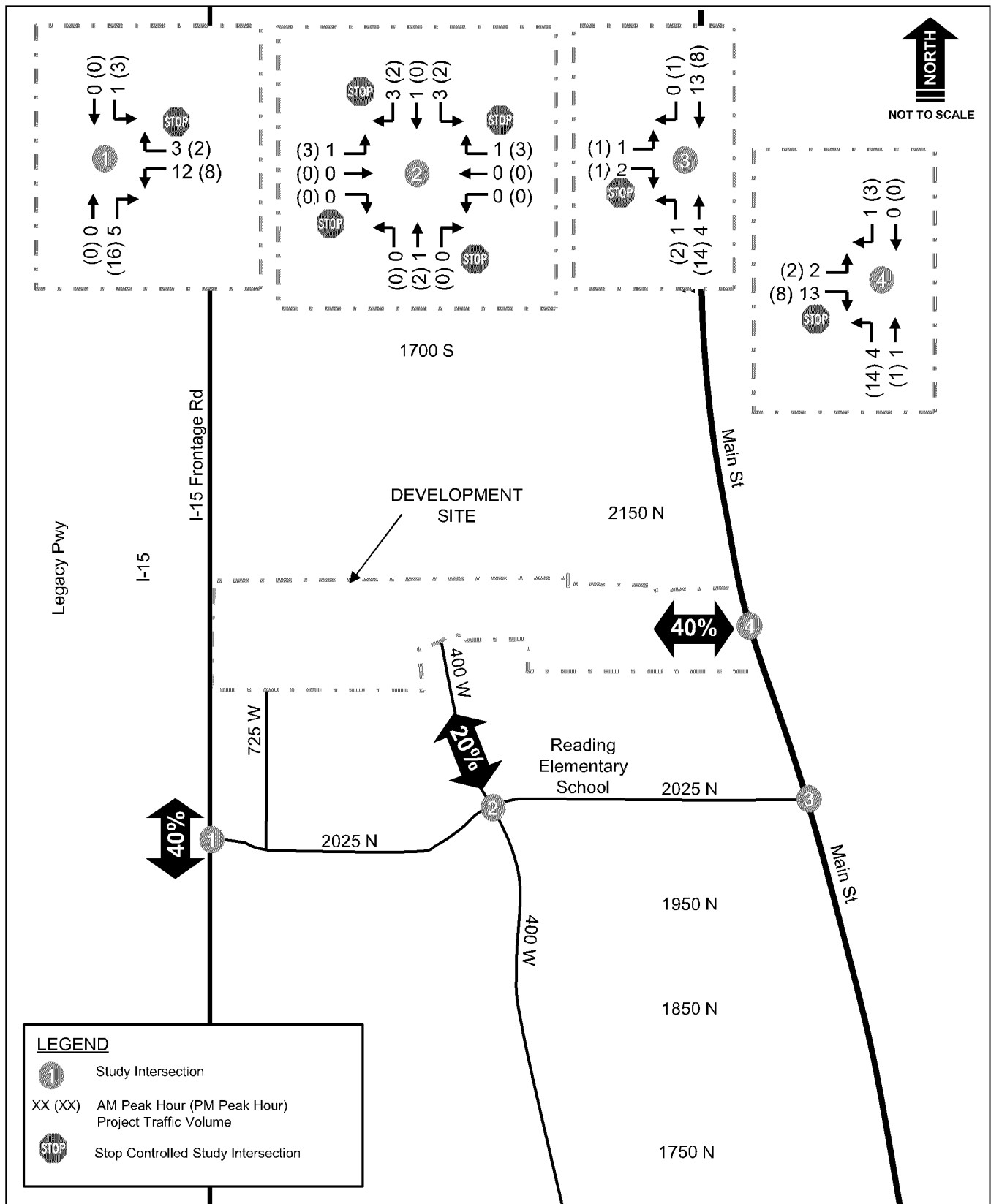


Figure 3
Trip Distribution and Weekday Peak Hour Project Trips

Leah Romero

From: Kevin Campbell <Kevin.Campbell@esieng.com>
Sent: Tuesday, December 10, 2019 11:02 AM
To: Cory Snyder; Zan Robison; Randy Randall
Cc: Brant Hanson; Leah Romero; Lisa Romney
Subject: RE: Traffic Study for the Devore Property

Hi Cory,

My general response would be that the north to south arterials (Main Street & Frontage Rd) and collector (400 West) are master planned to handle this new development and will handle the added traffic.

This development will add traffic to the 400 West / Parrish Lane, Market Place / Parrish Lane Intersections and Main Street / Parrish Lane Intersections.

The 400 West and Market Place intersections improvements at Parrish Lane are currently funded through the WFRC – CMAQ program for a couple of years from now. These intersections will fail with or without this Development. The new intersection improvements will handle the added traffic from this proposed development.

The Main Street / Parrish Lane Intersection will handle traffic for the proposed development.

Let me know of any questions or if additional information is needed from me at this time.

Kevin

Kevin Campbell, P.E.
Centerville City Engineer

Kevin Campbell, P.E.
ESI Engineering, Inc
3500 S. Main St.
SLC, Ut 84115
801.263.1752

This email may contain confidential or privileged information. If you believe you have received it in error, please notify the sender immediately and delete this message without copying or disclosing it.

From: Cory Snyder <csnyder@centervilleut.com>
Sent: Monday, December 09, 2019 2:22 PM
To: Kevin Campbell <Kevin.Campbell@esieng.com>; Zan Robison <zrobison@centervilleut.com>; Randy Randall <rrandall@centervilleut.com>
Cc: Brant Hanson <bhanson@centervilleut.com>; Leah Romero <lromero@centervilleut.com>
Subject: FW: Traffic Study for the Devore Property

Leah Romero

From: Zan Robison
Sent: Tuesday, December 10, 2019 6:26 PM
To: Cory Snyder; Kevin Campbell; Randy Randall
Cc: Brant Hanson; Leah Romero
Subject: RE: Traffic Study for the Devore Property

I will plan on attending the City Council meeting next Tuesday evening as Chief is out of the area. Our concerns with the increased foot and vehicle traffic has to do with the intersection at 400 W 2025 N. With increased vehicle traffic and foot traffic in the area we anticipate the need for new crossing guards for the children to safely cross. We would like to see if it would be possible to put a walkway near the north side of Reading Elementary from the new development area that children from the new developed area could avoid the intersection of 2025 N 400 W. Basically a designed walkway with a sidewalk that takes them from their neighborhood directly to school the back way. There is a similar walkway to Stewart Elementary that is at 1250 N 225 W. that leads from a neighborhood to the back property area of the school. It would be neat to have something like that in the case of Reading Elementary.

Respectfully,

Zan

From: Cory Snyder <csnyder@centervilleut.com>
Sent: Monday, December 9, 2019 2:22 PM
To: Kevin Campbell <kevin.campbell@esieng.com>; Zan Robison <zrobison@centervilleut.com>; Randy Randall <rrandall@centervilleut.com>
Cc: Brant Hanson <bhanson@centervilleut.com>; Leah Romero <lromero@centervilleut.com>
Subject: FW: Traffic Study for the Devore Property

Kevin & Zane,

The City Council desires a response from the City Engineer and Police Chief regarding the above attachment. You can send a response in writing or attend the Council meeting of 12/17 OR both. Please send any written comments, by Thursday/Friday to Leah- City Recorder for inclusion in the posted packet or by Tuesday next week for distribution at the Council meeting.

Thanks,

CMS

From: Russell Wilson <rwilson@symphonyhomes.com>
Sent: Monday, December 09, 2019 1:57 PM
To: Cory Snyder <csnyder@centervilleut.com>
Cc: Brant Hanson <bhanson@centervilleut.com>; Zan Robison <zrobison@centervilleut.com>; Kevin Campbell <kevin.campbell@esieng.com>; Bruce Robinson <brobison@symphonyhomes.com>; Rob Miller

MEMORANDUM

TO: CENTERVILLE CITY
FROM: ANDERSON CALL & WILKINSON, P.C.
RE: ACCESS ISSUES AFFECTING THE PACKER PROPERTY

The claims of Spencer Packer to access rights across the Symphony Homes Property are without genuine legal or factual support. This Memorandum discusses the legal and factual defects of the Packer access claims. But because Symphony Homes wants to be a good neighbor, it also proposes an access solution to provide Packer with reasonable access to his property.

EXECUTIVE SUMMARY

Spencer Packer claims that he has access rights across the Symphony Homes Property at a specific location just south of the Packer Property, as shown on Exhibit A, hereto. Mr. Packer claims he has a deeded right of way to this access, or in the alternative, that he has a prescriptive easement along that access route. As a matter of law, he has neither.

The claimed deeded right of way is a recent invention based on a purported “Quit Claim Deed” Packer recorded on April 28, 2020. But that claim fails because the purported Quit Claim Deed does not conform with the requirements of the Utah Code; it purports to affirmatively *convey* property from the Rigby’s which were sold nearly fifty years before; and it was not recorded until Symphony Homes had already recorded the Warranty Deed to its Property from the DeVores, taking priority over subsequently recorded inconsistent property interests. That warranty deed conveyed and warranted the property to Symphony Homes, without any easements or liens for access by Packer or anyone else. As detailed in Point I below, Packer’s claims are legally without merit.

In the alternative, Packer claims a prescriptive easement providing access to the Packer Property. That is also legally and factually inaccurate, as detailed in Point II below. There is no prescriptive easement over the Symphony Homes Property because Packer was *permitted* to use the access by the DeVores, the prior owners thereof. A prescriptive easement cannot be created by permitted use, but only by 20 consecutive years of adverse (unpermitted) use. Neither has Packer, or anyone else, adversely used that access for 20 consecutive years.

But even if Packer had a prescriptive easement, which is not true, a prescriptive use is restricted by several common law limitations that are debilitating to the Packer claims. For example, a prescriptive easement is limited to the historic use. Consequently, the occasional use by Packer of access to a storage barn on one side of his property cannot be unilaterally converted by Packer to provide developable access or even residential access to his property without another 20 years of adverse use of the expanded access purposes.

Even though Packer does not have a legal right of way or prescriptive easement, Symphony Homes desires to be a good neighbor. Consequently, Symphony Homes and Christopher Cutler are willing to grant Packer reasonable access to his property from 400 West and over the Cutler Property.

I. PACKER DOES NOT HAVE A DEEDED ACCESS RIGHT OF WAY

Packer's claim that he has a deeded access right of way to his property is inaccurate and without any genuine legal or factual support. The true facts are set forth below:

1. Symphony Homes owns fee title to the property described in the warranty deed attached hereto as Exhibit B (the "Symphony Property"), which was recorded March 25, 2020. That deed is not subject to any access rights of way for any other person or entity.
2. Helen and William Rigby owned a property just north of the Symphony Property (the "North Property") and conveyed such property by warranty deed to Royce P. Ostergaard and Norma J. Ostergaard, on or about March 11, 1972, without conveying any interests in or to the Symphony Property, or any portion thereof, including any easements or rights of way across the Symphony Property.
3. On or about February 11, 2015 the Ostergaards conveyed by warranty deed the North Property to Spencer Packer and Pamela Packer, husband and wife. The Ostergaards did not convey any access rights or interests in or to the Symphony Property.
4. By warranty deed recorded March 26, 2020 the Devore family, the fee title owner of the Symphony Property conveyed by warranty deed to Symphony Homes all rights, title and interests in and to the Symphony Property, and such conveyance was not subject to any easements or rights of way in favor of the Packers, or others.
5. As a result of this clear record of title, Symphony Homes acquired fee title to the Symphony Property by warranty deed and all right title and interest therein, and no easements or access rights across that property existed in favor of the Packers.
6. On April 28, 2020, Spencer Packer reportedly caused to be recorded with the Davis County Recorder's Office a purported quit claim deed, attached as Exhibit C, from the Rigby's conveying the North Property, and an interest in the Symphony Property, to Spencer Packer and Pamela Packer, as husband and wife, nearly 50 years after the Rigby's sold their property to Ostergaards, and even after the death of Mr. Rigby.

Based on these facts, the purported quit claim deed is invalid for several reasons. The purported Quit Claim deed does not "quit claim" to the Packers the interests, if any, of the Rigby's. Instead, contrary to the statutory requirements of a quit claim deed, it affirmatively "CONVEY[S] ...the following described tract of land in Davis County" to the Packer's described on an exhibit to that deed. Further, the purported deed of conveyance was prepared, executed and recorded **forty-eight (48) years after** the Rigby's sold and conveyed by warranty deed to the Ostergaards their right title and interest in and to the North Property. So, the legally improper Quit Claim deed purportedly *conveys* interests that Rigby's did not own at the time of the conveyance, and which they had not owned for decades. The deed was also signed and conveyed *after* the death of Mr. Rigby.

In addition, the purported quit claim deed is of no legal effect as to Symphony Homes because it was signed and recorded *after* the Exhibit B warranty deed to Symphony Homes was recorded, conveying all right title and interest in and to the Symphony Property. Because the purported interests of the Packers were not of record before the Symphony Warranty Deed was recorded,

that warranty deed has priority over any purported interests asserted by that belated, improper quit claim deed.

Moreover, two title companies have analyzed these title issues, and both have independently concluded Packer has no legal access or right of way across the Symphony Homes Property.

II. PACKER DOES NOT HAVE A PRESCRIPTIVE EASEMENT

Neither does Packer have a prescriptive easement over the Symphony Homes Property. The Utah Property Rights Ombudsman has set forth the following requirements of a prescriptive easement based on Utah case law.

A **prescriptive easement** is created when a person uses another person's property (even though the use was not expressly agreed to) for a prolonged period. Prescriptive easements recognize long-standing usage, especially if the use was relied upon for the enjoyment of property. To establish a prescriptive easement, the use must be:

- (1) Open, or used in such a way that the general public would be aware that the property is being used.
- (2) Notorious, or used in such a way that the general public would be aware that the property is being used.
- (3) Adverse to the owner's interest, or without permission or approval from the property owner.
- (4) Continuously used for at least 20 years.

Utah Courts have determined that if a claimed use of a prescriptive easement was permissive the prescriptive easement is *not* valid. In the case of *Van Denburgh v. Sweeny Land Co.*, 2013 UT App 265, ¶ 13, 315 P.3d 1058, the Utah Court of Appeals concluded the plaintiff's claimed prescriptive easement was invalid because it was permissive. The Court stated: "[The] use of the Path was permissive, thereby disposing of Van Denburgh's claim to a prescriptive easement."

The Packer's claim of a prescriptive easement fails for the same reason. It does not satisfy the elemental requirements because the claimed prescriptive easement across the DeVore property, which is now owned by Symphony Homes, was used with the permission of the DeVore's. *See* the DeVore letter attached hereto as Exhibit D. Moreover, under the doctrine of "neighborly accommodation," even passive (implied) permission defeats a prescriptive easement. *See e.g. Roediger v. Cullen*, 175 P.2d 669 (Wash. 1946). The Utah Court of Appeals has held that access use cannot be adverse for purposes of a prescriptive easement when it rests upon a neighborly accommodation. *Green v. Stansfield*, 886 P.2d 117 (UT App. 1994). A prescriptive easement is not favored in the law. *Elder v. Northwest Timber Co.*, 613 P.2d (Id. 369); *Shumate v. Robinson*, 627 P.2d 1295 (Or. App. 1981).

III. A PRESCRIPTIVE EASEMENT IS LIMITED TO THE HISTORIC USE

No prescriptive easement exists. But even if it is assumed for purposes of argument, it does not help Packer. The reason is that prescriptive easements are limited to the historic use, which cannot be changed, expanded or enlarged without another 20 years of prescriptive use. "It has long been the law of this jurisdiction, and elsewhere, that the extent of an easement acquired by

prescription is measured and limited by the use made during the prescriptive period.” *McBride v. McBride*, 581 P.2d 996, 997 (Utah 1978). Consequently, the claimed occasional prescriptive use of the access to the Packer storage building cannot be used for development access or residential access to the Packer property. Moreover, so long as reasonable access is provided, a prescriptive access route can be relocated by the owner of the servient estate, who retains ownership of the property. *M.P.M Builders, LLC v. Dwyer*, 442 Mass. 87 (2004) (adopting the Restatement of (Third) of Property (Servitudes) (2000), § 4.8(3); *Soderberg v. Weisel*, 687 A.2d 839 (Pa. Super. 1997).

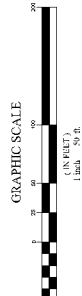
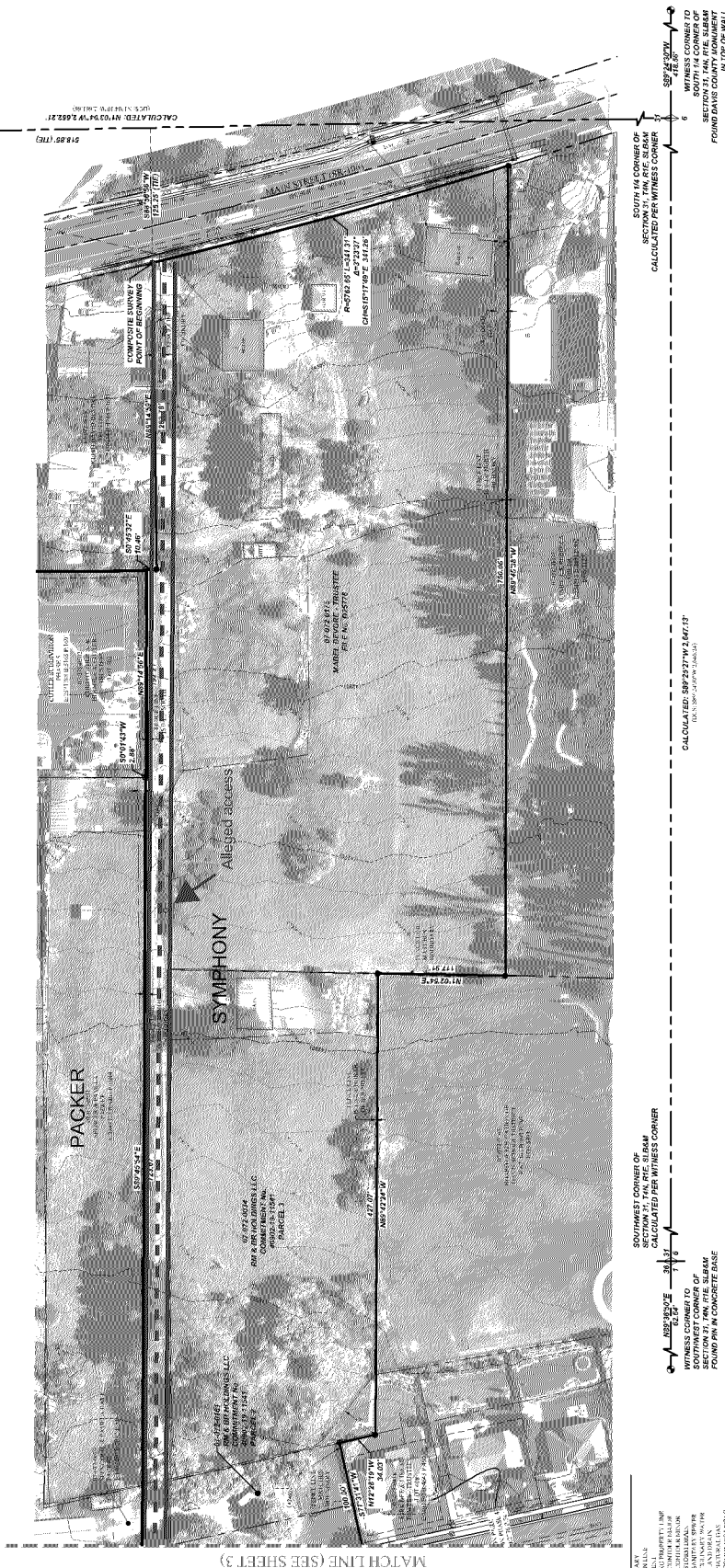
SOLUTION: CREATION OF AN ACCESS EASEMENT FOR PACKER

While Packer has no legal access to his property across the Symphony Homes property, Symphony Homes desires to be a good neighbor. Upon approval and recording of its Summerhill Lane Subdivision, it will permit Packer reasonable access to the Packer property along the subdivision’s 400 West Street, and Christopher Cutler will permit access across his property from the 400 West terminus to the Packer property. Consequently, Packer will have reasonable access to the Packer property. That is a fair resolution, providing access to the Packer property.

ALTAIRSPS LAND TITLE SURVEY
LOCATION: SW 1/4 OF SECTION 31, T4N, R1E, S18&M
CENTREVILLE CITY, DAVIS COUNTY, UTAH
PROPERTY OF: AS SHOWN HEREON
PREPARED FOR: SYMPHONY DEVELOPMENT CORP.

Date		Page No.		Page No.		Page No.	
Page No.	Date	Page No.	Date	Page No.	Date	Page No.	Date
1	10/10/2019	2	11/10/2019	3	12/10/2019	4	13/10/2019
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517							

2 OF 3



LEGEND

[illegible]

EXHIBIT B

D25776

AFTER RECORDING RETURN
AND MAIL TAX NOTICES TO:
SYMPHONY DEVELOPMENT CORP AND/OR ASSIGNS
111 S. Frontage Rd.
Centerville, UT 84014

E 3237273 B 7478 P 1033-1035
RICHARD T. MAUGHAN
DAVIS COUNTY, UTAH RECORDER
3/26/2020 2:32:00 PM
FEE \$40.00 Pgs: 3
DEP eCASH REC'D FOR ASPEN TITLE INSURANCE

WARRANTY DEED

**DEAN A. DEVORE, JACK DEVORE, W. STEVE MEYER Successor Trustees of the MABEL
DEVORE FAMILY TRUST dated AUGUST 31, 1999** Grantor,

of Centerville, County of Davis, State of UT
hereby CONVEY and WARRANTY to

SYMPHONY DEVELOPMENT CORP., a Utah Corporation Grantee,

of Centerville, County of Davis, State of UT,

for the sum of TEN DOLLARS AND NO/100 and other good and valuable consideration, the
following tract of land in the County of DAVIS, State of UT, to-wit

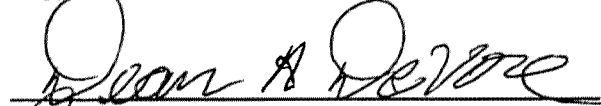
See Attached Exhibit "A"

07-072-0175

PER THE PROVISIONS OF THE TRUST THOSE BEING PAGE 18 PARAGRAPH D AND
SCHEDULE T APPOINT DEAN A. DEVORE, JACK DEVORE, W. STEVE MEYER
SUCCESSOR TRUSTEE UPON THE DEATH OF MABEL MATHILDA DEVORE AS SHOWN IN
THE DEATH CERTIFICATE NO. 2019006137 FILED IN THE STATE OF UTAH

WITNESS the hand of said grantor, this 25 day of March, 2020

**MABEL DEVORE FAMILY TRUST AUGUST 31,
1999**


DEAN A. DEVORE, Successor Trustee


JACK DEVORE, Successor Trustee

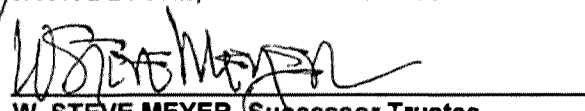

W. STEVE MEYER, Successor Trustee

EXHIBIT "A"

BEGINNING AT A POINT SOUTH 519.5 FEET AND 122.4 FEET WEST FROM NORTHEAST CORNER SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 1 EAST; SALT LAKE MERIDIAN; THENCE SOUTH 14°41' EAST 321.64 FEET ALONG WEST LANE OF STREET HIGHWAY TO NORTHEAST CORNER OF PROPERTY CONVEYED IN 587-769; THENCE SOUTH 89°05'50" WEST 747.97 FEET; THENCE NORTH 1°35' EAST 309.6 FEET; THENCE NORTH 89°52' WEST 776.58 FEET TO BOUNDARY LINE AGREEMENT 2002-1129, THENCE ALONG SAID LINE NORTH 89°45'05" WEST 267.62 FEET AND SOUTH 0°29'31" WEST 406.53 FEET; THENCE NORTH 89°38" WEST 425.02 FEET TO EAST LINE OF A FRONTAGE ROAD AS CONVEYED BY 401-679; THENCE NORTH 0°18' EAST 432 FEET, MORE OR LESS, ALONG SAID EAST LINE; THENCE SOUTH 89°47' EAST 1642.5 FEET; THENCE NORTH 157 FEET, THENCE EAST 152.5 FEET, THENCE SOUTH 66 FEET, THENCE EAST 37.3 FEET; THENCE SOUTH 111 FEET; THENCE EAST 296 FEET TO POINT OF BEGINNING.

LESS AND EXCEPTING :

PARCEL 1

A PARCEL OF LAND IN THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, DAVIS COUNTY, UTAH MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF THAT CERTAIN PROPERTY DESCRIBED IN ENTRY 1347577, BOOK 2176, IN PAGES 916 AND 917, SAID POINT ALSO BEING THE NORTHWEST CORNER OF THAT CERTAIN PROPERTY AS DESCRIBED IN ENTRY NO. 1528608, BOOK 2525, PAGE 724, AS ROTATE TO AND PARALLEL WITH THE EAST/WEST QUARTER SECTION LINE BEARING SOUTH 89°13'20" EAST (BASIS OF BEARING) BETWEEN FOUND DAVIS COUNTY MONUMENTS AT THE CENTER QUARTER AND WEST QUARTER CORNERS OF SAID SECTION 31, SAID POINT ALSO BEING SOUTH 1°04'10" EAST 408.50 FEET AND SOUTH 89°13'20" WEST 408.38 FEET FROM SAID DAVIS COUNTY MONUMENT AT THE CENTER OF SAID SECTION 31; THENCE SOUTH 0°46'40" EAST (DEED=SOUTH) 91.04 FEET ALONG THE WEST LINE OF PROPERTY DESCRIBED IN SAID ENTRY NO. 1528608, BOOK 2525, PAGE 724; THENCE SOUTH 89°13'20" WEST 192.08 FEET; THENCE NORTH 91.05 FEET; THENCE SOUTH 89°13'20" WEST 3.13 FEET; THENCE ALONG THE SOUTHERLY BOUNDARY LINE AS DESCRIBED IN SAID ENTRY 1347577, BOOK 2176, IN PAGES 916 AND 917, THE FOLLOWING FOUR COURSES, NORTH 66.00 FEET, NORTH 89°13'20" EAST 156.8 FEET, SOUTH 66.00 FEET AND NORTH 89°13'20" EAST 37.18 FEET TO THE POINT OF BEGINNING.

PARCEL 2

BEGINNING AT THE SOUTHEAST CORNER OF THAT PARCEL CONVEYED AS ENTRY #2321400, SAID POINT BEING SOUTH 9°46'45" EAST 373.91 FEET FROM THE CENTERVILLE MONUMENT SHOWN IN FRONT OF LOT 401, CUTLER SUBDIVISION, PHASE 4, SAID POINT ALSO BEING SOUTH 89°13'20" WEST 21.25 FEET AND SOUTH 0°46'40" EAST 91.40 FEET FROM THE SOUTHEAST CORNER OF SAID LOT 401, CUTLER SUBDIVISION, PHASE 4, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 3 NORTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, DAVIS COUNTY, UTAH AND RUNNING THENCE SOUTH 0°46'40" EAST 9.50 FEET; THENCE SOUTH 89°13'20" WEST 192.21 FEET; THENCE NORTH 0°00'00" EAST 9.50 FEET TO THE SOUTH LINE OF THE BEFORE MENTIONED PARCEL; THENCE NORTH 89°13'20" EAST 192.08 FEET TO THE POINT OF BEGINNING.

D25776

AFTER RECORDING RETURN
AND MAIL TAX NOTICES TO:
SYMPHONY DEVELOPMENT CORP AND/OR ASSIGNS
111 S. Frontage Rd.
Centerville, UT 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: 3-26-2020 Entry: 3237273

Submitted by: Aspen Title Insurance Agency

WARRANTY DEED

DEAN A. DEVORE, JACK DEVORE, W. STEVE MEYER Successor Trustees of the MABEL DEVORE FAMILY TRUST dated AUGUST 31, 1999 Grantor,

of Centerville, County of Davis, State of UT
hereby CONVEY and WARRANTY to

SYMPHONY DEVELOPMENT CORP., a Utah Corporation

Grantee,

of Centerville, County of Davis, State of UT,

for the sum of TEN DOLLARS AND NO/100 and other good and valuable consideration, the following tract of land in the County of DAVIS, State of UT, to-wit

See Attached Exhibit "A"

07-072-0175

PER THE PROVISIONS OF THE TRUST THOSE BEING PAGE 18 PARAGRAPH D AND SCHEDULE T APPOINT DEAN A. DEVORE, JACK DEVORE, W. STEVE MEYER SUCCESSOR TRUSTEE UPON THE DEATH OF MABEL MATHILDA DEVORE AS SHOWN IN THE DEATH CERTIFICATE NO. 2019006137 FILED IN THE STATE OF UTAH

WITNESS the hand of said grantor, this 25 day of March, 2020

MABEL DEVORE FAMILY TRUST AUGUST 31, 1999

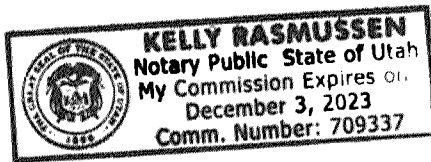

DEAN A. DEVORE, Successor Trustee

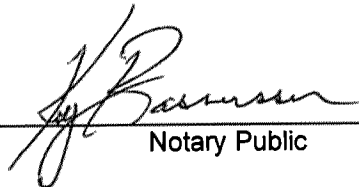

JACK DEVORE, Successor Trustee


W. STEVE MEYER, Successor Trustee

STATE OF UTAH)
 :ss
COUNTY OF DAVIS)

On the 25 day of March, 2020, personally appeared before me **DEAN A. DEVORE, JACK DEVORE, W. STEVE MEYER Successor Trustee of the MABEL DEVORE FAMILY TRUST** dated **AUGUST 31, 1999**, the signer(s) of the within instrument, who duly acknowledged to me that they executed the same.





Notary Public

EXHIBIT C

3246453

BK 7501 PG 1060

WHEN RECORDED MAIL TO:

Spencer Packer
581 Valley Drive
Centerville Utah
84014

RETURNED

APR 28 2020

E 3246453 B 7501 P 1060-1061
RICHARD T. MAUGHAN
DAVIS COUNTY, UTAH RECORDER
04/28/2020 11:08 AM
FEE \$40.00 Pgs: 2
DEF RT REC'D FOR SPENCER PACKER

09-072-0031

QUIT CLAIM DEED

HELEN S. RIGBY wife and heir of WILLIAM B. RIGBY deceased, and DEBRA PAULINE RIGBY
Executor of the Estate of SEYMOUR RIGBY and PATRICIA A. RIGBY husband and wife
deceased, grantor,
hereby CONVEY to
SPENCER PACKER and PAMELA PACKER husband and wife as joint tenants, grantee
for the sum of TEN AND NO/100—Dollars, and other good and valuable considerations the
following described tract of land in Davis County, State of Utah, to-wit:

See Attached Exhibit "A"

WITNESS the hand of said grantors, this 28 day of April, 2020.

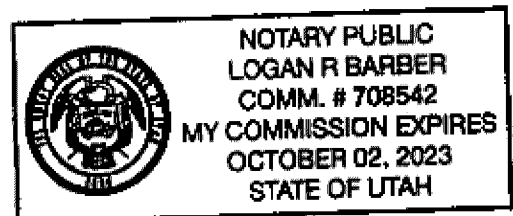
Helen S. Rigby
Helen S. Rigby

Debra Pauline Rigby
Debra Pauline Rigby

STATE of Utah
COUNTY of Davis

On the 28 day of April, 2020, personally appeared before me Helen S. Rigby wife and heir
of William B. Rigby and Debra Pauline Rigby Executor of the Estate of Seymour Rigby and
Patricia A. Rigby, signers of the above instrument, who duly acknowledged to me they
executed the same.

Logan R Barber
Notary Public
My Commission Expires : OCT 02 2023



**Exhibit A
(Legal Description)**

Beginning at a point 408.5 feet South 612.5 feet West of the Northeast Corner of the Southwest Quarter of Section 31, Township 3 North, Range 1 East, Salt Lake Meridian, and running thence West 671.76 feet, more or less; along a line 408.5 feet South of the North line of said Southwest Quarter to the East line of the Old Bamberger Railroad Right of Way 66.5 feet wide; thence South 12° 42' East 94.52 feet, more or less, along said right of way to the North line of a private right of way; thence Easterly along said right of way to a point 91.0 feet due South of the point of beginning; thence North 91.0 feet to the point of beginning.

Together with a perpetual right of way for general purposes over and through a certain lane running West from Davis County Highway No. 1, to and bounding said tract of land on the South, and also such right to convey water to said land for irrigation purposes through and along said lane by ditch or other means as is now appurtenant to said premises.

Said Right of way conveyed to Rigby's by deed E#256235 & E#280163.

Right of way more fully described as:

Right of way

Beginning at a point on the North line of a 2 Rod Right of Way known as Drake lane which is given as South 24 Rods and 12 ½ feet and West 77 Rods and 14 feet to the easterly line of the old Bamberger Right of Way and Southeasterly 5 rods and 10 feet along the Easterly line of Said Bamberger Right of Way from the Northeast Corner of the Southwest quarter of section 31, Township 3 North, Range 1 East, Salt Lake Meridian; and Running thence East to the West line of the state Highway formerly known as County Highway Number 1, Thence S 14 ° 20' E 34.06 feet along the Westerly line of said state Highway 1, Thence West to the Easterly line of the old Bamberger Railroad Right of Way, Thence N12 degrees 42' W 33.83 feet along the Easterly line of said Bamberger Right of Way to the Point of Beginning.

EXHIBIT D

March 20, 2020

Regarding the Mabel DeVore property located at 2141 North Main St, Centerville Utah. The property is about 10 acres that extends from Main Street West to the frontage road.

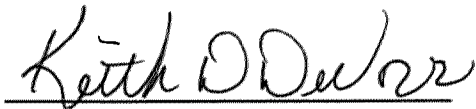
Over the past 20 plus years the DeVore family has given permission to several people including, Royce Ostergaard, Larry Farris and Spencer Packer, permission to cross their property located at 2141 North Main, Centerville Utah. Permission was granted thru multiple conversations over the years by various members of the existing family including their deceased Mother and Father. Permission was granted as long as people were respectful of the DeVore property. In addition to access to the Royce Ostergaard property, Earnest Edward DeVore and James Stark gave permission to Royce Ostergaard for a temporary buried powerline to cross the DeVore property to give power to a barn and well on the Royce Ostergaard property.



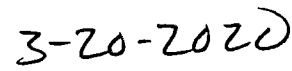
Dean DeVore



Date



Keith DeVore



Date

CENTERVILLE

Staff Backup Report

9/23/2020

Item No. 3.

Short Title: Public Hearing - The Hive Development - Zone Map Amendment and PDO Conceptual Plan -
LEGISLATIVE DECISION

Initiated By:

Scheduled Time:

SUBJECT

Located at 555 North 400 West - Request for 6.6 acres of property to be rezoned to a Planned Development Overlay
Approval with 0.96 acres to be rezoned Commercial High as part of the PDO request - Applicant, CW Urban, LLC

RECOMMENDATION

BACKGROUND

ATTACHMENTS:

Description

- ▢ 09-23-2020 PC Staff Report, Rezone and Conceptual Plan for The Hive Project
- ▢ CW Urban, LLC Application Submittal
- ▢ The Hive PDO Conceptual Plan Submittal
- ▢ The Hive Design Manual
- ▢ The Hive Traffic Study Submittal
- ▢ City Engineer Review of The Hive Traffic Study

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

STAFF REPORT AGENDA: ITEM 2

PROPERTY OWNER: ***CENTERVILLE MOBILE HOME ESTATES, LC
1629 EAST 1000 SOUTH
BOUNTIFUL UTAH 84010
Owner Contact: Darlene Carter, CW Urban, LLC, –
Attorney In Fact***

APPLICANT: ***CW THE HIVE, LLC
LEGACY CROSSING BLVD. #6
CENTERVILLE, UTAH 84014
Project Manager: Dane Smith of CW Urban LLC, dane@cw.land***

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

PARCEL ACREAGE: **6.63 ACRES**

ZONING: **RESIDENTIAL-HIGH (R-H)**

- APPLICATIONS:** **1. REZONE PETITION PORTION OF THE SITE
FROM RESIDENTIAL HIGH (R-H) TO
COMMERCIAL HIGH C-H / WITH A PLANNED
DEVELOPMENT
(C-H/PD)**
- 2. PLANNED DEVELOPMENT OVERLAY, WITH
CONCEPTUAL PLAN ACCEPTANCE AS A
MASTER PLANNED MIXED-USE PROJECT:**
- a. Office Site (15,000 sq. ft.)*
 - b. Multi-Family Residential Dwellings (50 units)*
 - c. Single-Family Dwellings (18 Units)*
-

BACKGROUND & GENERAL INTRODUCTION OF THE PROJECT

The applicant is under contract to purchase the existing Centerville Mobile Home Estates property. Their intent is to re-develop the land and convert the use from a “*manufactured home park*” to an office site and a combination of single-family and multi-family housing units.

The project consists of a proposed two-part development site that will likely be converted

to a two-lot development (*office site and a housing site*) with planned development (*PUD*) subdivision for future ownership of housing units. The new development would consist of rezoning a portion of the site to Commercial High (*C-H*) and then leaving the remaining portion in the existing Residential High (*R-H*) Zone. 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 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.

GENERAL APPLICATION REVIEW AND APPROVAL PROCESS OVERVIEW

The development application consists of master planning approximately 6.6 acres of property (*see Conceptual 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:

- ✓ **Rezone a portion of the land from R-H to C-H** – The Planning Commission will be reviewing a petition to rezone 0.96 acres of the site from R-H to C-H. This would allow the opportunity to develop the proposed “*office*” use located adjacent to the Frontage/Market Place Roadways.
- ✓ **Rezone the entire development site into master PDO approval, one part to C-H/PD and the part other to R-H/PD** – According to the PDO provisions, a request for any PDO approval must be associated with conceptual site plan, which is a mandatory requirement in conjunction with any PDO rezone request. Thus, the Commission will also be reviewing the overall concept plan and making a recommendation to the Council that ties the overall conceptual plan to it associated PDO zone, if approved by the City.

REZONE PROCESS OVERVIEW AND STAFF COMMENT FOR THE REQUEST FOR AN OVERLAY PDO ZONE DESIGNATION

A. **Zone Map Amendments** - Pursuant to the City’s Zoning Ordinance, the “decision to amend the...zoning map is a matter of within the legislative discretion of the City Council as described in CZC 12.21.060.a.” Nevertheless, the Zoning Ordinance provides to the owner of this site the ability to make a request for a PDO designation. The purpose of a PDO designation is to allow design flexibility, integration, clustering, optimum land planning than what is possible under conventional zoning regulations. Thus, without a guarantee, a project meeting the PDO development standards is eligible to be considered for a PDO designation.

B. **Process and Public Comment and Decision** - The Planning Commission shall review and hold a public hearing regarding the application and shall thereafter submit its recommendation for approval, approval with modifications, or denial

thereof to the City Council. Following receipt of a recommendation from the Planning Commission, the City Council shall hold another public hearing on the application. After due consideration, the City Council may approve, approve with modifications, or deny the proposed amendment request.

C. **Staff Review of the Rezone Standards of Approval** – CZC 12.21.080.e of the City Zoning Ordinance sets forth the following factors for considering a general rezone request:

A. REZONE A PORTION OF THE LAND FROM R-H TO C-H

1. Whether the proposed amendment is consistent with goals, objectives and policies of the City's General Plan.

General Plan [CZC 12-480-5] - According to the City's General Plan, the property is located in the Northwest - Neighborhood 4. This neighborhood plan identifies the following general issues for the proposed commercial development within this neighborhood:

- A. *Future land-uses and transitions between different uses establishes the following:*
 - i. *Compatibility of uses as outlined in the Land Use Hierarchy Standards (adopted).*
 - ✓ *High Intensity Category Criteria (as deemed applicable for this report):*
 - a. *Commercial use with 10,000 to 50,000 sq. ft. total floor area*
 - b. *Any commercial use with a 1 to 3 acre site*
 - c. *Office/warehouse without storage*
 - d. *Professional office, greater than 4,000 total sq. ft.*
 - e. *Mixed-use development greater than 10,000 sq. ft. floor area/acre*
 - ii. *Establishment of a General Plan Land Use Map (not yet adopted).*
 - iii. *Establishment of appropriate landscaping/design transitions using Transition Design Standards (not yet adopted).*
- B. *Commercial Development - In the past, commercial development in the Northwest Neighborhood has been limited to areas immediately adjacent to Parrish Lane.*
 - ✓ *Goal: Establish an appropriate boundary for commercial uses.*
 - a. *Policy: High to very high-intensity commercial uses must be located within 500 feet of Parrish Lane.*
 - b. *Policy: Medium intensity commercial uses, such as small professional offices, must be located within 1000 feet of Parrish Lane.*

Staff Response: The current zoning of the property is already Residential High and is located beyond the above stated distance from Parrish Lane. This is likely in part that the current manufactured home estates use intensity is greater than 8 units per acre, which is considered a High Intensity Category (*see Land Use Hierarchy Categories*). Additionally, the remaining acres will be developed with the existing allotted density of the underlying R-H Zoning. However, the propose rezone of 0.96 acres to the C-H Zone is located approximately 700 to 900 feet from Parrish Lane.

Nevertheless, since the land is already zoned a R-H Intensity and there is also a request to include the proposed C-H Zone in the proposed Planned Development Overlay. The actual intensity of the commercial use can be mitigated and even reduced by limiting the proposed C-H Zone to an “office use” with a maximum allowance 15,000 sq. ft. Therefore, it is staff’s opinion that the intent of the Northwest Neighborhood’s Land Use Hierarchy goals and policies regarding use intensity buffering are not further harmed with regards to the proposed C-H Zone request, if the area is included in an PDO request, as proposed by the applicant.

2. Whether the proposed amendment is harmonious with the overall character of existing development in the vicinity of the subject property.

Staff Response: The immediate surrounding uses consist of single-family to the north, with intensive commercial uses to the west and south. The remaining property to the east would be developed on way or another with residential uses with the intensity of the R-H Zone.

Staff believes that the long-established boundary between traditional neighborhood style uses and the Parrish Lane Commercial area is the north boundary of the current property to be developed. Thus, the request for the C-H Zone, subject to the proposed limitation of an office building is consistent with the current land use pattern for the area.

3. The extent to which the proposed amendment may adversely affect adjacent property.

Staff Response: The existing surrounding commercial uses are already permitted in a more intensive C- VH Zone. The boundary to the north is the current division line between the existing R-H Zone and the R-L zone.

Staff also takes the position that “master planning” the entire area is better suited to address any impacts than to piecemeal development under an already long list of permitted uses of the C-H Zone in conjunction with the remaining R-H area.. Thus, considering a PDO rezone provides an enhanced tool to address any concerns, all the while creating the needed flexibility to more properly redevelop the existing manufactured home site.

4. The adequacy of facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, storm water drainage systems, water supplies, and waste water and refuse collection.

Staff Response: The proposed PDO zoning change involves existing developed property that has been deteriorating for the past long while. For the Planning Staff, not master planning this site creates the potential for maximizing just the R-H density of 8-12 units per acre. Whereas, allowing the property to move beyond the base zoning and using the PDO process,

the redevelopment of the land in this manner creates flexibility and integration of multiple uses with optimum efficiency, as envisioned with the PDO design expectations.

PDO CONCEPTUAL SITE [i.e MASTER] PLAN REVIEW PROCESS

In association with the above requested commercial rezone petition, the developer is also asking for approval of a conceptual site plan that is associated (*required*) with a PDO rezone request for both the proposed C-H and existing R-H Zones. The PDO development provisions are to be used 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.

A. Approval Procedure - Land shall be placed in a PDO zone pursuant to a zoning map amendment as set forth in CZC 12-21-080 of the Zoning Ordinance. The following shall be submitted in conjunction with an application for a zoning map amendment:

- ✓ *An Existing Conditions Inventory as required by Chapter 12.50 of this Title; and*
- ✓ *A conceptual site plan as provided in CZC 12.21.110 of [the Zoning Ordinance].*

Staff Response:

Existing Conditions Inventory – The development plans provided address the exiting conditions of the site. Such inventory outlines the existing home pad sites, current private roadway, the flood zone designation, existing utilities, and easements. The redevelopment of the site will significantly alter or remove much of the existing infrastructure. Existing easements will likely need to be vacated. From review of the inventory sheet, it does not appear that there are any significant environmental or other matters that need further study or mitigation.

Conceptual Site Plan – The development plans consist of multiple sheets depicting the development concepts ranging from Overall Site Plan to the Architectural Design of the proposed buildings, both residential and office. Additionally, the applicant has provided a “*traffic impact analysis*” as anticipated from previous discussions with the City. Staff believes that the submittal is complete, as per ordinance requirements.

B. Approval Criteria - Submittal of an application for a PDO Zone does not guarantee that the zone or a conceptual site plan will be approved. A Zoning Map amendment and conceptual site plan may be approved only if the City Council, after receiving a recommendation from the Planning Commission, finds:

1. The proposed PDO Zone and associated conceptual site plan:

- a) *Does not conflict with any applicable policy of the General Plan.*
- b) *Meets the purpose and intent of this Chapter as set forth in CZC 12.41.010.*
- c) *Allows integrated planning and design of the property and, on the whole, better development than would be possible under conventional zoning regulations.*
- d) *Meets the use and development limitations and other requirements of the zone with which the PDO Zone is combined, except as otherwise allowed by this Chapter.*
- e) *Meets the density limitations of the General Plan; and*
- f) *If a residential density bonus is authorized, provides superior site design and increased amenities, as provided in CZC 12.41.080(c), which ameliorate the potential impact of increased density...*

Staff Response: As indicated earlier this report, staff believes that the master plan is consistent with the goals and policies of the Neighborhood Plan. The proposed development consists of an integrated mixture of uses that exceeds the standard of the base R-H Zoning for the property. Keep in mind, the applicant is not requesting the potential residential density. Additionally, single-family uses are NOT allowed in the base R-H. Thus, in order to allow the proposed single-family uses, the PDO approval is needed (*see CZC 12.36. Table of Uses - R-H and CZC 12.41.100(h), Allowable uses*). The master plan desires to integrate office potentially compatible office with both multi-family and single-family dwellings upon land located or sandwiched between C-VH (commercial) and R-L (single-family) Zones.

2. The applicant has:

- a) *Sufficient control over the property to be developed to ensure development will occur as approved.*
- b) *The financial capability to carry out the planned development project; and*
- c) *The capability to start construction within one year of final plan approval.*

Staff Response: The developer is proposing to construct the residential component and will offer the units to the open market, while the office is being proposed to be the headquarters of the development company.

As has been discussed in similar previous PDO reviews, it is problematic to scrutinize the financial capacity of a specific person or entity. Thus, staff will leave this matter for the Planning Commission and applicant to further discuss the applicability. Staff believes since the applicant is primarily a land development company, CW Urban, LLC likely meets the financial expectations.

C. Approval Standards – The following table is provided as a summary of the applicable PDO standards of the ordinance, as listed in CZC 12.41.100:

<i>PDO Standard</i>	<i>Development Plan Concept</i>	<i>Compliance</i>	<i>Staff Comments</i>
Access	An Integrated Access and Drive Lane Design	YES	30-foot width where only 27 feet is required
Building Heights	Office Use – 42 feet Multi Family – 30 feet Single Family – 30 feet	YES	Max C-H = 45 feet Max R-H = 35 feet
Common Areas	✓ Pathway through the development ✓ Yards for Single Family ✓ Alleys Common Courts for Multi Family ✓ Pickleball/ Green Play Area	YES	See The Hive Design Booklet for proposed use of monument signing, common lighting elements, and other features similar to the original R-H proposal
Required Improvements	Preliminary Utility Plan has been provided	Likely	Storm Water Management needs further details
Residential use types for planned PDOs	50 multi-family units with 18 single family units – total depicted 68 units	YES	5.67 acres x 12 units equals max density 68 units
Track Perimeter Setback	Not Applicable	YES	Single family homes along north perimeter only requires a 20-foot setback to the R-L Zone
Wall and Fences	New 6-foot solid fence along north boundary.	YES	There is an existing 6-foot fence along the south boundary.

D. Variations Requested (CZC 12.41.070) – The following is a summary of the variations requested with the proposed development:

- a. CZC 12.36, Table of Uses for R-H Zone regarding Single Family Uses - As mentioned earlier, the base R-H zone does not allow for the development of single-family uses. This PDO would allow for development of single-family homes.
- b. CZC 12.32, Development Standards Regarding Setbacks – the 400 West Street, Front Yard setback is depicted at 20 feet, where 25 feet is required.
- c. CZC 12.32, Development Standards regarding a Conditional Use Permit for 9-12 Gross Density Units – The PDO Concept Plan Acceptance would negate the requirement for a CUP, unless approved otherwise. Staff believes that a PDO approval can adequately mitigate any matters related to a CUP review. Consequently, the applicant has provided a “traffic impact study” to address any potential concerns about traffic mitigation. According the submitted study, the existing and planned future traffic improvements can adequately accommodate the proposed development.
- d. 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.

- e. CZC 12.32, Development Standards regarding a Commercial Planned Center Requirement – A PDO Concept Plan Acceptance has historically negated this CUP requirement for commercial development greater than 10,000 sq. ft. Staff believes that since the PDO request is already an integration of the proposed commercial and residential uses, the need for a “planned center” review and approval for use and layout integration is moot.

GENERAL C-H ZONE DEVELOPMENT STANDARDS

Conceptually, the proposed office use development, with some alterations, appears to potentially be able to satisfy the applicable standards of Table 12.34.300 of the Zoning Ordinance, as summarized below:

CZC 12.34.300, Development Standards for C-H Zone

Development Standard	Required	Provided	Compliance?
Maximum height	Max. 45 feet	42 feet	YES
Front setback	20 ft	21.9 feet	YES
Side setback	8/10	Both greater than 8/10 feet	YES
Rear setback	None	30 feet (to meet landscaping buffer requirements)	YES*
Floor Area per building Maximum	50,000 SF	Capped at 15,000 sq. ft. with 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, if the PDO approval is granted.

CZC 12.51, Landscaping and Screening

Required Landscaping Summary CZC 12.51			
Guidelines	Standard	Proposed	Compliance
Total Area Landscaping	15%	27.7%	YES
Total Required Trees	1 Tree per 500 square feet of <i>required</i> landscaping	Not Depicted	Feasible
Trees for Street Frontage	1 per 25 linear feet	Not Depicted	Feasible
Building Frontage/Foundation along Public Street	50%	Partially Depicted	Feasible
Total Interior Parking Lot Landscaping	7%	Not Depicted	Feasible
	For every six <i>required</i> stalls: 1	Not Depicted	Feasible

	tree		
	For every six <i>required</i> stalls: 2 shrubs		
Buffer Landscaping Between Residential and Non-residential Development	30 feet	See PDO request for proposed Alternative Concept	Likely
Landscape Architectural Approval	All Sites 1 acre or larger	0.96 acres – No LS Architect approval required	Yes
Utility Screening	Must be screened from Public Street View	Not Depicted	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	90 stalls	Yes

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) and submit and obtain the required sign permit.

GENERAL R-H ZONE DEVELOPMENT STANDARDS

Conceptually, the development, with some alterations, appears to potentially be able to satisfy the applicable standards of CZC 12.32.300 of the Zoning Ordinance, as summarized below:

R-H Development Standards Table 12.32.300			
Development Standard	Required	Actual	Compliance
Building Standards			
Maximum Height	35 Feet	Two Stories & Three Stories at 30 feet or less	Yes
Distance Between Buildings	6 feet	10-feet or greater between buildings	Yes

Lot and Parcel Standards			
Minimum Area	10,000 sq. ft.	5.67 Acres (Net)	Yes
Setbacks			
Front Yard	25 Feet	400 West only 20 feet	NO, unless PDO Request is approved
Rear	✓ See PDO Plan Requirements	20 Feet for SF Uses	Yes
Side	10 Feet	South: 10.9 Feet	Yes
Site Standards			
Landscaping, Non-Single-Family Projects	40% of Site	40% provided	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	Actual LS Plan and tree count not depicted	Undetermined, but Likely Feasible

OTHER ZONING CODE APPLICABLE RESIDENTIAL HIGH (R-H) DEVELOPMENT STANDARDS

CZC 12.32.055(a) - Architectural Design Standards – requires a licensed architect to be involved in the design plan and provide authentication. The Conceptual design plan was prepared by the applicant. However, a licensed architect review was not verified on the submittals received from the applicant. This is normally is done at the submittal of the Final Design Plan that will be used later for developing the construction documents.

CZC 12.32.055(b) - Exterior Design Standards – requires the mitigation of visual massing and articulation of the multi-family family buildings. The apparent mass of the buildings is being mitigated by bump-outs, balconies, awnings, and use of differing building materials. The exterior materials proposed appear to comply with the expected design parameters listed.

CZC 12.32.055(c) - Landscaping and Open Space – requires the provision of designed active and passive spaces for use by residents. The Conceptual Plan submitted depicts the following:

- Garden Courts between the townhome buildings opposite of the alleys
- Pedestrian Pathway system connecting the dwelling units to the open/amenity space
- Gathering Green and Pickleball Courts.
- Thematic landscape and lighting design for the open/amenity space

CZC 12.32.055(d) - Use of Public and Private Roadways – regulates access, private street widths, visitor parking, pathways, and maintenance of private supporting infrastructure.

STAFF COMMENTS: Staff believes that proposed development generally complies with these additional policies (see applicant's site layout design submittals).

CZC 12.52, Off-street Parking and Loading

Table 12.52.300			
Off-Street Parking Requirements			
Use	Standard	Provided	Compliance
Single-family	2 spaces per dwelling	Double Car Garage*	Yes
Multi-family	1.5 spaces per studio or 1 bed, or 2 spaces per 2 bed+	Double Car Garage*	Yes
Total		136 Parking Stalls	Yes

*Note: CZC 12.52.090, Parking Dimensions requires a Minimum inside dimension of 10 by 20 feet and minimum door width of 8 feet for each parking space.

Additionally, CZC 12.32.55(d).4, requires additional “*visitor parking*” at a ratio of 0.5 stalls per dwelling. This equates to providing a capacity of at least 34 on-site visitor parking spaces, where 73 visitor stalls are being provided (52 on-site, plus 21 stalls shared parking with office space).

CZC 12.51, Landscaping & Screening

The submitted plans indicate the general location of landscaping and the concept design depicted. Since the property is greater than one acre, the Zoning Code requires a landscape architect prepare a final detailed landscaping design and submit with the final site plan application. These plans must indicate location of all landscaping, types of plantings, total number of plantings and accurate calculations of landscaping percentages and totals.

Required Landscaping Summary			
Guidelines	Standard	Required	Actual/Compliance

		Site Specific	
Total Area Landscaping	40%	40% Provided	Yes
Total Required Trees	1 Tree & 2 Shrubs per Dwelling Unit	Not Depicted	Feasible
Trees for Street Frontage	1 per 25 linear feet	Not Depicted	Feasible
Total Interior Parking Lot Landscaping	10%	Not Applicable	Residential Parking is located in Garages or Private on-street parking spaces – <i>(no parking in lots depicted)</i>
Total Interior Parking Lot Trees and Shrubs	For every six <i>required</i> stalls: 1 tree		
Total Interior Parking Lot Trees and Shrubs	For every six <i>required</i> stalls: 2 shrubs		
Public Street Landscaping <i>(measured from curb to interior lot)</i>	10 Feet for Local Streets	20 feet provided (400 West Street)	Yes

CZC 12.51.110, Screening

The plans do not show any detail concerning the trash enclosures. The final plans will need to provide details indicating the number of dumpsters. Also, all dumpsters 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.

CZC 12.54, Signage

All signage requires separate permits and must be approved by the Zoning Administrator as part of the sign permit application. The submitted plans depict two entry monument areas located at the project entrances. All signs will need to comply with the Zoning Code regulations, unless otherwise requested as part of the PDO approval.

OTHER OVERALL PROEJCT RELATED DEVELOPMENT MATTERS

CZC 12.55.050, Adequate Public Facilities - Additionally, the City Engineer will need to review and approve the site drainage plan to ensure that the additional hard surfacing and associated runoff will be properly managed with the redeveloped site.

CZC 12.55.140, Outdoor Lighting – The use of outdoor lighting fixtures are to be arranged to direct light away from adjoining residential property

CZC 12.55.190, Street Improvements Required - The required sidewalk along the frontage road is missing and will need to be installed.

CZC 12.52.070(f), Recreational Vehicle Parking – Generally where recreational vehicle storage is not provided, the issue of recreational vehicle parking has created lingering problems for multi-family development. During past approvals involving multi-family and/or planned residential developments, the related approvals have addressed the RV parking with plat notes and CC&R's have been as follows:

- *The use of outside storage of Recreational Vehicles (RVs) for dwellings or in the common space areas for longer than 48 hours shall be prohibited.*

PLANNING STAFF RECOMMENDATIONS

Despite a few shortcomings mentioned in this report, as a whole, the development proposal substantially addresses the issues related to a PDO approval. Overall, staff believes that considering the proposed mixed-use PDO request is a better development scenario by far than leaving its outcome to only the R-H Base Zoning provisions.

Rather than try to perfect the development proposal, staff is forwarding a positive recommendation to the Planning Commission that allows the process to continue to the level of the City Council for a decision. Then, afterwards the administrative approvals for final site plan and remaining subdivision processes can further vet out the needed details. If the Commission believes otherwise, then tabling the matter with specific directives to be completed may be the preferred route.

[Suggested Staff Motion] - I hereby make a motion for the Planning Commission to recommend approval for the PDO Rezone and Conceptual Plan for The Hive Development, as follows:

- a. The **Hive 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** shall substantially comply with the conceptual plan submittals received by the City, unless otherwise amended by the City.
- c. The **approved 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 15,000. 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** 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.

(Suggested Reasons for Action -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.

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.*
4. Lastly, 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.

SITE PLAN - CONCEPTUAL APPLICATION

TITLE 12 – ZONING, SECTION 12-21-110

A conceptual and final site plan review and approval is required for any of the following uses: Multiple-family residential public or civic use, commercial use, industrial use, residential development outside a platted subdivision, or any planned development within a PDO zone. When a site plan approval is required, no building permit for the construction of any building, structure, or other improvement to the site will be issued prior to approval of the required plan. No clearing, grubbing, grading, drainage work, parking lot construction or other site improvement will be undertaken prior to site plan approval.



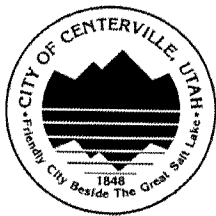
COMMUNITY DEVELOPMENT DEPARTMENT

655 North 1250 West

Centerville, Utah 84014

Phone: (801) 292-8232 • Fax: (801) 292-8251

Updated January 11, 2010



CENTERVILLE CITY

SITE PLAN – CONCEPTUAL APPLICATION

655 North 1250 West • Centerville, Utah 84014
Phone 801-292-8232 Fax 801-292-8251

NAME OF PROJECT THE HIVE
PROJECT ADDRESS 555 N. 400 W. CENTERVILLE, UT 84014
ZONING R-H PARCEL #(S) 020240027 ACREAGE 6.6
PROPOSED USE OF PROPERTY COMMERCIAL OFFICE; SINGLE-FAMILY HOMES; TOWNHOMES

APPLICANT / AGENT INFORMATION

NAME DANE SMITH COMPANY NAME CW URBAN, LLC
MAILING ADDRESS 1222 W. LEGACY CROSSING BLVD CITY / ST / ZIP CENTERVILLE, UT 84014
STE 6
PHONE 801-677-3810 FAX _____ EMAIL DANE@CW.LAND
SIGNATURE OF APPLICANT/AGENT [Signature] See Note 1 DATE JULY 10, 2020

PROPERTY OWNER INFORMATION (1)

NAME CECELIA H. FOXLEY COMPANY NAME CENTERVILLE MOBILE ESTATES, LLC
MAILING ADDRESS 1629 E. 1000 S. CITY / ST / ZIP BOUNTIFUL, UT 84010
PHONE 801-292-3922 FAX _____ EMAIL _____
SIGNATURE OF PROPERTY OWNER [Signature] See Note 1 DATE 8-25-2020

PROPERTY OWNER INFORMATION (2)

NAME LANI H. CHRISTENSEN COMPANY NAME CENTERVILLE MOBILE ESTATES, LLC
MAILING ADDRESS 502 S. 300 E. CITY / ST / ZIP CENTERVILLE, UT 84014
PHONE 801-245-5777 FAX _____ EMAIL _____
SIGNATURE OF PROPERTY OWNER [Signature] See Note 1 DATE 8-25-2020

FEE AND DEPOSIT MUST ACCOMPANY THIS APPLICATION – SEE ATTACHED FEE SCHEDULE

Date Rec'd		Rec'd / Initials		Assigned Project Name	
Fee/Deposit Attached	Y or N	Amount Fee Paid	\$ 250.00	Amount of Deposit Paid	\$ 250.00 / \$500.00 Check #:

Note 1: Deposits will be applied toward the cost of required engineering and/or legal services invoiced to the City. Developer/Applicant will be refunded or billed any difference without markup. Hourly rates for these services will be provided upon request. Also any errors or corrections needed for submitted plans are the responsibility of the developer/applicant. Initial here for acknowledgement of deposits

REQUIREMENTS FOR A CONCEPTUAL SITE PLAN

The applicant shall be required to submit the following information to the Community Development Department, 655 North 1250 West, Centerville. Additional information may be requested after the formal application is received. **All of the following must be submitted or the application will be considered incomplete:**

☐ Application/ Property Owner Affidavit	The forms shall be completed and the Affidavit notarized.
☐ Filing Fee	Fee is to be paid with the application. (see fee schedule for further information).
☐ Copies of Plan	Submit three (3) copies of Site Plan (1 copy reduced to 8 ½ x 11)
☐ PDF version of Plan	Send a copy of the site plan to cyounger@centervilleut.com or csnyder@centervilleut.com
☐ Legal Description	Provide a full legal description with a copy of the Warranty Deed or the Deed of Trust.
☐ Show us the site	Show the dimensions, total square footage and orientation of the lot and/or site proposed for development, landscaping location, parking lot location and other general site improvements and proposals.
☐ Ownership	Provide a list of the current owner(s) of the property as indicated by the current records of the Davis County Recorder's Office and any proposed owner(s) of the same.
☐ Surroundings	Provide a list of the current owners of property adjacent to the site, as indicated by the Davis County Recorder's Office and a vicinity map showing the site location in relation to the surrounding area.
☐ Structures	Show the location, height and setbacks of all proposed and existing buildings and structures on the subject property and on immediately adjoining properties. Indicate the total square footage of the proposed building by floor if more than one floor is proposed. Submit sketches of the proposed building, with height material and other building detail.
☐ Walls and Fences	Show the location and height of existing walls and fences on the site, including designation of the type of material.
☐ Show the use	Please provide a statement of the proposed use of the site and buildings shown. Show the general design of ingress and egress of vehicular and pedestrian traffic that provides a functional on-site traffic flow.
☐ Traffic	Show the general design of ingress and egress of vehicular and pedestrian traffic that provides a functional on-site traffic flow.
☐ Streets	Show the location, name and width of existing and proposed streets and sidewalks.
☐ Utilities	Give general information regarding availability and location of existing and proposed utilities.
☐ Legend	Show a "north arrow" and drawing scale.
☐ Development Schedule	Please provide a development schedule indicating the approximate date when construction of the development or its stages can be expected to begin and be completed.
☐ Storm Water Permit	Complete and submit a full detailed Storm water Pollution Prevention Plan (SWPP) and establish Best Management Practices (BMP's) in accordance with Title 16 of the Municipal Code.
☐ Other data as needed	Other Information may be required as requested by the Community Development Director or City Engineer.

PROCEDURES FOR CONCEPTUAL PLAN REVIEW

1. Set up an appointment to meet with City Staff at a Development Meeting by calling our office at 292-8232. Meetings are scheduled every Monday morning starting at 9:30 a.m. During the meeting staff will review the site, location, zoning requirements, what items need to be included and all ordinances that need to be followed.
2. When all required information is submitted and the zoning administrator determines it is complete, staff reports will be prepared. You must have all the required changes completed and all fees paid before the conceptual application can be taken to the Planning Commission for acceptance.
3. A notice of the date and time of the public hearing will be posted on-site at least ten (10) days prior to the scheduled meeting date. Notices for a public hearing will be posted at three public locations. In addition, you will be sent a copy of the staff report and the meeting date, time and location.
4. At the Planning Commission meeting you will present your request and after due consideration, the Planning Commission will accept, accept with conditions, table, or reject the application. If your request is denied, you may appeal the decision by completing an application within fourteen (14) days of the decision which was made by the Planning Commission [12-21-200-(c)].
5. If the Planning Commission accepts the conceptual site plan, you must make the necessary correction and prepare to submit a Final Site Plan Application. A Final Site Plan must be submitted within 12 months from the date of Conceptual Site Plan acceptance.

CENTERVILLE CITY FEE SCHEDULE

BOARD OF ADJUSTMENT	✓ If Yes	FEE	DEPOSIT
• APPEAL OF PLANNING & ZONING APPLICATION		1/2 ORIGINAL FEE	N/A
• VARIANCE		\$ 250.00	+ LEGAL & ENG
• ALL OTHERS		\$ 250.00	+ LEGAL & ENG
CONDITIONAL USE PERMIT	✓ If Yes	FEE	DEPOSIT
• STANDARD OR TEMPORARY		\$ 300.00	N/A
• HOME OCCUPATION		\$ 150.00	N/A
TEMPORARY USE PERMIT	✓ If Yes	FEE	DEPOSIT
• STANDARD		\$ 250.00	N/A
GENERAL PLAN AMENDMENT	✓ If Yes	FEE	DEPOSIT
• LAND USE MAP		\$ 300.00	N/A
• TEXT CHANGE		N/A	\$ 250.00 ¹
LOT SPLITS	✓ If Yes	FEE	DEPOSIT
• WITHOUT OFF-SITE IMPROVEMENTS		\$ 250.00	\$ 250.00 ²
• WITH OFF-SITE IMPROVEMENTS		\$ 400.00	\$ 500.00 ²
PLAT AMENDMENT	✓ If Yes	FEE	DEPOSIT
• AMEND SUBDIVISION PLAT		\$ 300.00	\$ 500.00 ²
SITE PLAN - CONCEPTUAL	✓ If Yes	FEE	DEPOSIT
• WITHOUT OFF-SITE IMPROVEMENTS		\$ 250.00	\$ 250.00 ²
• WITH OFF-SITE IMPROVEMENTS		\$ 250.00	\$ 500.00 ²
SITE PLAN – FINAL	✓ If Yes	FEE	DEPOSIT
• WITHOUT OFF-SITE IMPROVEMENTS		\$ 250.00	\$ 250.00 ²
• WITH OFF-SITE IMPROVEMENTS		\$ 250.00	\$ 500.00 ²
SITE PLAN - AMENDED	✓ If Yes	FEE	DEPOSIT
• WITHOUT OFF-SITE IMPROVEMENTS		\$ 250.00	\$ 250.00 ²
• WITH OFF-SITE IMPROVEMENTS		\$ 250.00	\$ 500.00 ²
SUBDIVISION DEVELOPMENT	✓ If Yes	FEE	DEPOSIT
• CONCEPTUAL PLAT		\$ 400.00	\$ 500.00 ²
• HILLSIDE OVERLAY AREA		\$ 1,200.00	\$ 1,500.00 ²
• PRELIMINARY PLAT		\$ 400.00	\$ 500.00 ²
• FINAL PLAT		\$ 400.00	\$ 500.00 ²
ZONE MAP AMENDMENT (REZONE)	✓ If Yes	FEE	DEPOSIT
• AMEND ZONING ON PROPERTY		\$ 400.00	+ LEGAL & ENG
AMENDING CITY ORDINANCE	✓ If Yes	FEE	DEPOSIT
• ZONE TEXT CHANGE		N/A	\$ 250.00 ¹
LAND USE AUTHORITY	✓ If Yes	FEE	DEPOSIT
• Exchange of Title		\$ 125.00	\$ 250.00 ²

¹ Plus any legal, engineering and/or staff costs associated with the project

² Plus any legal and/or engineering associated with the project

Deposits will be applied towards the cost of required engineering and/or legal services invoiced directly to the City. Developers will be refunded or billed any difference without markup. Final approval of those matters requiring a professional services deposit or payment of professional services will be conditioned upon the applicant making full payment for professional services costs incurred by the City to that date



Centerville City Planning and Zoning Application Process Timeline

		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Week 1				Submit Application	Staff Review for Completeness	Staff Review for Completeness	
Week 2		Development Team Review of Application Send Notice of Public Hearing to the Paper			Paper Publication Date	Post Notice on Site and/or Hearing Notice at Three Public Places	
Week 3		Development Team Follow Up	Prepare Staff Report	Prepare Staff Report	Prepare Staff Report	Prepare Packets, Post PC Agenda and Notify Applicants	
Week 4				Planning Commission Meeting			



Centerville City
Community Development Department
655 North 1250 West, Centerville, Utah 84014
Phone (801) 292-8232 Fax (801) 292-8251

UTILITY PROVIDER REVIEW SHEET

Dear Provider:

We have recommended that utility providers review and comment on development proposals in Centerville City. Please review the plans submitted to you and answer the following questions:

Dated: _____

Project: _____

Developer: _____

1. We can provide service? ☐ Yes ☐ No
2. We will require additional and/or different configuration of easements? ☐ Yes ☐ No
If yes, please detail on the plans _____
3. Any special on-site or off-site requirements? ☐ Yes ☐ No

4. Are there fees required from the Developer before utility company improvements can be installed? ☐ Yes ☐ No

5. Other comments?

Verified by: _____
(Name and Title of Reviewer) (Bus. Phone)

(Name of Agency/Utility Company) (Dated)

If you have any questions regarding this form, please call: Community Development Department at 292-8232, Randy Randall (Public Works) at 292-8232 or Fred Campbell (City Engineer) at 263-1752

UTILITY PROVIDER LIST

- **COMCAST COMMUNICATIONS**

752 North Marshall Way
Layton, Utah 84041
Contact: Dan Bailey
Phone: 801.444.4815
Fax: 801.444.4990
www.comcast.com

- **CENTERVILLE DEUEL CREEK**

202 North 100 East
Centerville, Utah 84014
Contact: Ken Mecham
Phone: 801.292.7998
Fax: 801.298.2229

- **DAVIS COUNTY HEALTH DEPT***

P O Box 618
50 East State Street (Annex Bldg)
Farmington, Utah 84025
Phone: 801.451.3296
Fax: 801.451.3242

- **QUESTAR GAS**

P O Box 45360
1140 West 200 South
Salt Lake City, Utah 84145-0360
Contact: Bill Hines, Contract Specialist
Phone: 801.324-3796
Fax: 801.324-3969

- **QWEST COMMUNICATIONS**

431 26TH Street
Ogden, Utah 84401
Contact: Gary Weaver
Phone: 801.626.5380
Fax: 801.626.5303

- **ROCKY MOUNTAIN POWER**

1569 West North Temple
Salt Lake City, Utah 84116
Contact: Scott Hopkinson
Phone: 801.220.7203
Fax: 801.220.7318

- **SOUTH DAVIS METRO FIRE AGENCY**

P O Box 1547
255 South 100 West
Bountiful, Utah 84011
Contact: Steve or Dave
Phone: 801.677.2412
Fax: 801.677.0166

- **SOUTH DAVIS SEWER DISTRICT**

1800 West 1200 North
West Bountiful, Utah 84087
Contact: Dal Wayment
Phone: 801.295.3469
Fax: 801.295.3486

- **UTAH DEPT OF TRANSPORTATION***

2010 South 2760 West
Salt Lake City, Utah 84104
Contact: Alan Loiacono
Phone: 801.975-4810
Fax: 801.975-4979

- **UTOPIA***

2175 South Redwood Road
West Valley City, UT 84119
Phone: 801.990.5449
Fax: 801.443.6501

- **WEBER BASIN WATER DISTRICT**

2837 East Highway 193
Layton, Utah 84040
Contact: Jeff Bresee, Engineering Dept
Phone: 801.359.4494
Fax: 801.544.0103

Development Schedule

Construction Stages	Beginning	Completion
Civil Improvements	2/11/2021	7/11/2021
Structural Improvements Duplexes	4/27/2021	10/24/2021
Structural Improvements Phase 1 Townhomes	10/24/2021	4/22/2022
Structural Improvements Phase 2 Townhomes	4/22/2022	10/19/2022

SETTLEMENT AGREEMENT

This Settlement Agreement (the "Agreement") is entered into between and among the following parties on July 15, 2020 (the "Execution Date"):

1. Rulon Harrison ("Rulon");
2. Cecelia Foxley ("Cecelia");
3. Lani Christensen ("Lani");
4. Susan Harrison ("Susan");
5. Centerville Mobile Estates, L.C. ("CME");

(Parties 1- 5 are referred to herein collectively as "the CME Parties")

6. CW Land Co., LLC ("CW Land"),

The CME Parties, and each of them, and CW Land are sometimes referred to hereafter individually as a "Party" or collectively as "Parties." This Agreement is deemed effective upon full execution by the Parties.

RECITALS

- A. WHEREAS, the CME Parties are members of and/or claim an interest in CME;
- B. WHEREAS, a dispute has arisen concerning an executed real estate purchase contract to sell property located in Centerville, Utah (the "Property") that is currently owned and operated by CME;
- C. WHEREAS, the Parties now desire to settle and resolve and fully satisfy all issues and disputes between and among them in accordance with the terms and provisions of this Agreement.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual covenants and obligations contained herein and other consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties, intending to be legally bound, hereby agree as follows:

1. Duty to Cooperate with Sale to CW Land. Each of the CME Parties by and through their authorized representatives hereby consent and agree to the sale of the assets of CME, including the Property known as Centerville Mobile Estates (the "Park") upon terms and conditions as set forth in that certain Commercial Real Estate Purchase Contract ("REPC") dated February 5, 2020, together with all addenda ("the Sale"). A copy of the REPC is attached hereto as Exhibit 1 and incorporated herein by this reference. The CME Parties acknowledge and agree that they are satisfied with the terms set forth in this Agreement, including without limitation, CW Land's contributions as set forth in paragraph 3 and fully approve of and consent to the sale.

2. Purchase Price. The Purchase Price, as defined in Section 2 of the REPC, is hereby amended to be [REDACTED]

3. Division of Sale Proceeds. Each of the Parties agrees and consents that the proceeds of the Sale to which the CME Parties are entitled, as reflected on the final settlement statement resulting from the Sale, shall be distributed as follows:

A. Reimbursements:

- a. [REDACTED]
- b. [REDACTED]

B. Completion of Buyout Payment to Lani and Susan

- i. [REDACTED]
- ii. [REDACTED]

C. Remaining Proceeds

Following the distribution of funds as set forth in 2(A), and 2(B) immediately preceding this subpart (C), the remaining sales proceeds shall be distributed as follows:

- a. To Rulon Harrison: [REDACTED]
- b. To Cecelia Foxley: [REDACTED]

4. CW Land Contribution to Park Residents. In conjunction with the Sale, CW Land agrees to set aside a fund of [REDACTED] (the "Fund") to be used to provide cash assistance to residents of the Park to facilitate their transition in moving out of the Park. The Fund shall be administered by a third-party administrator (the "Administrator") who shall be selected in CW Land's sole discretion. No portion of the Fund shall be used to pay the Administrator's fees, and the entirety of the Fund shall be distributed to residents of the Park in accordance with this paragraph. The Administrator shall generally distribute the Fund based on her evaluation of the residents' financial needs and circumstances and shall have no obligation to distribute the Fund equally among the residents. The Administrator shall have sole discretion to make decisions regarding how to distribute the Fund among the residents of the Park, and to determine what criteria to apply to guide those decisions. No Party to this Agreement, and no resident of the Park, shall have a right to sue or otherwise assert any claim against the Administrator based on a disagreement with the Administrator's decisions regarding how to distribute the Fund.

5. Wind up and Dissolution. The CME Parties agree to cooperate in good faith in winding up the affairs of CME, including cooperation in providing documents and signatures necessary for filing tax returns, and distributing the remaining assets of CME to Rulon and Cecelia Foxley (if any).

[REDACTED]

████████████████████ The costs and expenses of winding up CME shall be paid from the assets of CME (if any) and in the event the assets are insufficient such costs shall be borne exclusively by Rulon including any outstanding tax liability in connection with the operation of the Park. Rulon shall be entitled to any tax refunds related to any tax filings on behalf of CME.

6. Waiver of Past Rents. Except as set forth in paragraph 7 below, the Parties hereby agree to waive their claims against the residents for past due rents or delinquent payments in connection with the Park up through the date of execution of this Agreement.

7. Agreement Not to Collect Rents. From the time that CW Land takes title to the Property, CW Land agrees not to collect rents or payments from any resident of the Park through February 4, 2021. Notwithstanding any other provision of this Agreement, CW Land shall have the right to pursue all available legal remedies against any resident who does not vacate the Park by February 4, 2021, including, but not limited to, the right to seek payment of all past due rents or delinquent payments from such residents.

8. Closing Deadline. The Parties hereby agree that Closing/Settlement of the Sale shall occur with ninety (90) days of execution of this Agreement or upon 10 days prior notice from CW Land, whichever is early.

9. Instruction to Title Company. Each of the CME Parties as affirmed by the undersigned hereby appoints Cottonwood Title Insurance Agency to serve as the entity authorized to assist with Closing/Settlement and instructs the Title Company to distribute the sales proceeds as set forth in paragraph 2 herein.

10. Entitlement Agent. The CME Parties hereby appoint CW Land as agent and attorney-in-fact authorized to (1) prepare all documents and prosecute all necessary documentation and any applications incidental to termination of residency of Park residents including, without limitation, eviction and/or relocation of Park residents, (2) land entitlement including appearing in meetings and hearings, with any and all governmental authorities, to entitle the Property to accommodate the development project Buyer desires. Upon CME's written request: CW Land will present to CME all information, applications, and documents that CW Land intends to present to governmental authorities to obtain the desired entitlements. CME shall cooperate with CW Land's efforts to entitle the Property at no cost to CW Land, including but not limited to, signing applications, and other reasonable actions required for the entitlement process within three business days upon request of CW Land. However, nothing in this Agreement may inhibit or prohibit CW Land from making arrangements to obtain financing for the purchase of the Property at Closing. The intent of this Section is to allow CW Land to begin and/or continue the City review process as quickly as possible.

11. Cooperation with Closing. The CME Parties agree to cooperate with all actions that are necessary to close on CW Land's purchase of the Property, and to timely execute and return all consents, approvals, and other documents as may be reasonably requested by the title company in connection with closing.

12. Ratification of Prior Agreements and Notices. The CME Parties hereby authorize, ratify, and consent to any and all actions, approvals, or documents previously taken and/or executed by or on behalf of CME by Cecelia, Lani, or other person acting on behalf of CME, including but not limited to the REPC and all addenda, all documents submitted on behalf of CME to Centerville City, that certain "Landlord's Nine Month Notice of Land Use Change or Condemnation" dated March 23,

2020, and all other similar documents, as though each such action, approval, or document had been approved and consented to by each of the CME Parties when it was first authorized, executed, or approved.

13. No Admission. It is understood and agreed that the aforesaid resolution of the dispute between the Parties should in no way be construed as an admission of any liability or legal obligation for either Party, and such liability or legal obligation is expressly denied by both Parties.

14. Confidentiality; Non-Disclosure. Commencing from and after the Effective Date hereof, the Parties represent and agree that they will keep the terms and provisions of this Agreement, any payments made, or to be made, hereunder, and the matters and events relating thereto confidential and that they will not voluntarily disclose any information concerning the terms of this Agreement to anyone, except, so long as they agree to keep the information confidential and not to disclose it to others, their legal counsel, accountants, and other professional services providers, including to the title company, and CW Land's lenders and capital partners. The Parties agree that CME shall issue the statement attached hereto as Exhibit "2" in response to any media inquiries regarding this matter, and that such statement shall be CME's only public statement regarding this matter.

15. No Third-Party Beneficiaries. The Parties stipulate and agree that there are no intended third-party beneficiaries to this Agreement, including but not limited to the residents of the Park. Other than the Parties to this Agreement themselves, no person shall have the right to bring any claims to enforce any provision of this Agreement.

16. Nondisparagement. The Parties shall not make any disparaging statements, in writing or verbally, including any disparaging statements regarding the Parties' past relationship. This does not preclude, however, either Party from bringing any future cause of action against the other Party for alleged actions that occur after the Execution Date and making whatever necessary statements or allegations are required to sustain such action. No Party shall repudiate or criticize the terms of this Agreement, or state or imply that the terms of this Agreement are unreasonable, unfair, or agreed to only under duress or any other form of coercion.

17. Release of Notice of Interest. In connection with closing, Lani agrees to release the Notice of Interest she recorded with the Davis County Recorder's office on May 24, 2018, as Entry No. 3095015, Book 7022, Page 105-106.

18. Mutual Release. As further consideration for the settlement described herein, the Parties release and absolutely and forever discharge each other, and their respective agents, attorneys, representatives, officers, employees, shareholders, directors, partners and successors in interest, from any and all claims, causes of action, defenses, damages and counterclaims related to the dispute described herein, including but not limited to any and all claims, damages, debts, liabilities, attorneys' fees, obligations, costs, expenses, and causes of action relating to or arising in connection with the dispute. Notwithstanding the foregoing, the parties shall be entitled to enforce the provisions of this Agreement.

19. Authority. Each of the Parties hereto warrants and represents that he / it has the power and authority to consummate the transaction contemplated by this Agreement and that this Agreement will be a valid, binding, and enforceable obligation of said Party and his / its successors and assigns. The parties further warrant and represent that it may be executed by each party's authorized representative, whether such representative is an attorney, holds power of attorney or otherwise.

20. Assent to Terms. Each of the Parties agrees that he / it assents to the terms of this Agreement upon his or its own investigation and judgment and that it is entered into free of any duress, coercion, or undue influence from any source whatsoever. The Parties also represent that by signing this Agreement they have been advised by their own independent legal counsel prior to signing this Agreement or have waived the right to do so.

21. Attorneys' Fees. The Parties each shall bear their own respective costs and expenses, including attorneys' fees, incurred in connection with the dispute and this Agreement. As to enforcement of this Agreement, the prevailing Party shall be entitled to recover all of his or its reasonable attorneys' fees and costs incurred in enforcing this Agreement.

22. Counterparts. This Agreement may be executed in any number of counterparts, all of which, when taken together, shall constitute one instrument. Signatures transmitted via facsimile or e-mail shall be effective, and any person providing a signature by facsimile or email shall promptly provide an original signature counterpart via USPS regular mail.

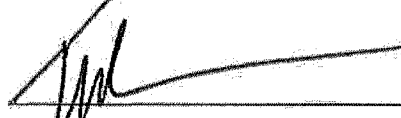
23. Miscellaneous terms. This Agreement constitutes the entire agreement among the Parties with respect to the subject matter thereof, shall be governed by and subject to the internal laws of the State of Utah, and shall be enforceable in any court of competent jurisdiction located therein. This Agreement may be executed in any number of copies, each of which shall be deemed an original, but all of which shall constitute one and the same instrument. Scanned or electronic counterparts and signatures shall be as valid and effective as originals.

Signature Page to Follow

IN WITNESS WHEREOF, the Parties hereto have signed and executed this Agreement this 15th day of July, 2020.

CENTERVILLE MOBILE ESTATES, L.C.

RULON HARRISON

 / Rulon Harrison Rulon Harrison
By: TYLER LAMARK / Rulon Harrison
Its: ATTORNEY / Member

CECILIA FOXLEY

LANI CHRISTENSEN


Attorney and Authorized Representative

SUSAN HARRISON

CW LAND CO., LLC

Darke Carter
By: Darke Carter
Its: Manager

IN WITNESS WHEREOF, the Parties hereto have signed and executed this Agreement this
15th day of July, 2020.

CENTERVILLE MOBILE ESTATES, L.C.

RULON HARRISON

By: _____

Its: _____

CECILIA FOXLEY

LANI CHRISTENSEN

SUSAN HARRISON



CW LAND CO., LLC

By: _____

Its: _____

IN WITNESS WHEREOF, the Parties hereto have signed and executed this Agreement this
15th day of July, 2020.

CENTERVILLE MOBILE ESTATES, L.C.

RULON HARRISON

By: _____

Its: _____

CECILIA FOXLEY

LANI CHRISTENSEN



SUSAN HARRISON

CW LAND CO., LLC

By: _____

Its: _____

Centerville Mobile Estates, LC
265 South 300 East
Centerville, UT 84014

2748854
BK 5794 PG 1349

E 2748854 B 5794 P 1349
RICHARD T. MAUGHAN
DAVIS COUNTY, UTAH RECORDER
06/19/2013 04:08 PM
FEE \$10.00 Pgs: 1
DEP RTT REC'D FOR RULON K HARRISON

RETURNED

JUN 19 2013

QUIT-CLAIM DEED

Rulon K. Harrison, a General Partner of V. S. Harrison and Associates, a Utah Partnership, Grantor, of Centerville, County of Davis, State of Utah, hereby QUIT-CLAIMS to Centerville Mobile Estates LC, a Utah limited liability company of Centerville, State of Utah, Grantee, for the sum of Ten and No/100 Dollars and other good and valuable consideration the following described tract of land, containing 6.633 acres, more or less, in Davis County, State of Utah:

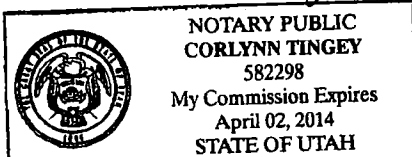
BEG ON W LINE OF PLATTED STR (THE E LINE OF BLK 1, BC PLAT, CENTERVILLE TS SURVEY) S 66 FT & W 911.19 FT & S 0°03'30" W 1986.77 FT & S 89°51'40" W 33 FT FROM N ¼ COR OF SEC 7-T2N-R1E, SLM; TH N 0°03'30" E 253 FT ALONG W LINE OF SD STR; TH N 89°38'30" W 1201.4 FT, M/L, TO E'LY LINE OF A FRONTAGE ROAD 40 FT PERP'LY DISTANT NE'LY FROM CENTER LINE THEREOF; TH S 31°18' E 307.70 FT ALONG SD FRONTAGE ROAD 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.

WITNESS the hand of said grantor, this 13th day of June, A.D., two thousand and thirteen.

Rulon K Harrison
Rulon K. Harrison, a General Partner

STATE OF UTAH)
) :ss
COUNTY OF DAVIS)

On the 13th day of June 2013, personally appeared before me Rulon K. Harrison, a General Partner, the signer of the within instrument, who duly acknowledged to me that he executed the same.



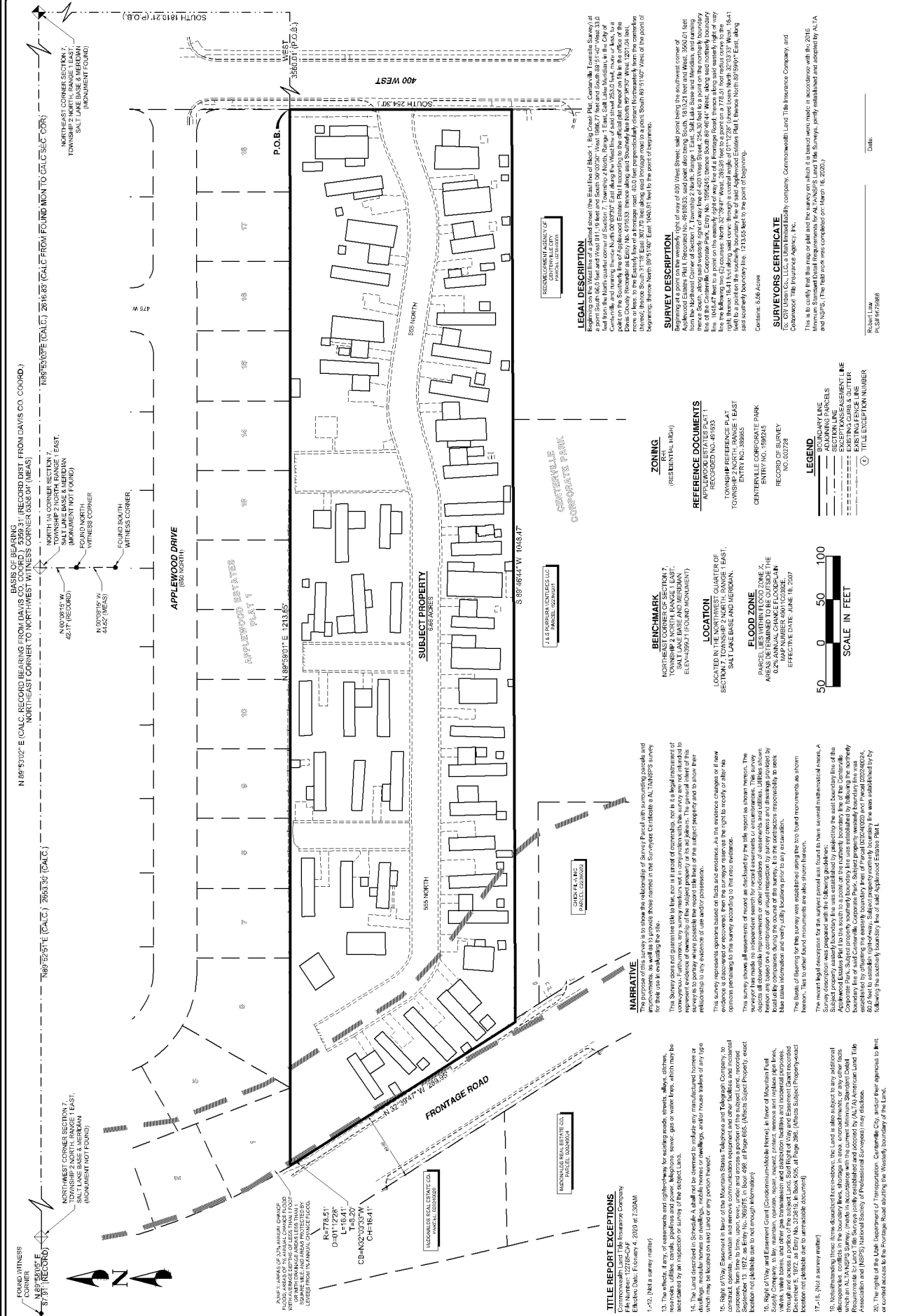
My Commission Expires.

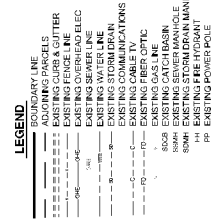
Notary Public

Residing at:

Corlynn Tingey
Centerville, UT

04-02-14





ENGINEER/LAND SURVEYOR
PEPG CONSULTING, L.L.C.
PH: (801) 562-2521
CONTACT: RYAN KITCHEN (PROJECT ENGINEER)
EMAIL: RYAN@PEPG.NET
CONTACT: ROB LAW (SURVEYOR/MANAGER)

ENGINEER/LAND SURVEYOR
PEPG CONSULTING, L.L.C.
PH: (801) 562-2521
CONTACT: RYAN KITCHEN (PROJECT ENGINEER)
EMAIL: RYAN@PEPG.NET
CONTACT: ROB LAW (SURVEYOR MANAGER)

C. W. URBAN
1222 LEGACY CROSSING BLVD #5
CENTERVILLE, UT 84104
CONTACT: DANE SMITH
PH: (801) 633-0272
EMAIL: DAN@CWI.IND

C. W. URBAN
1222 LEGACY CROSSING BLVD #5
CENTERVILLE, UT 84104
CONTACT: DANE SMITH
PH: (801) 633-0272
EMAIL: DAN@CWI.IND

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%

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%



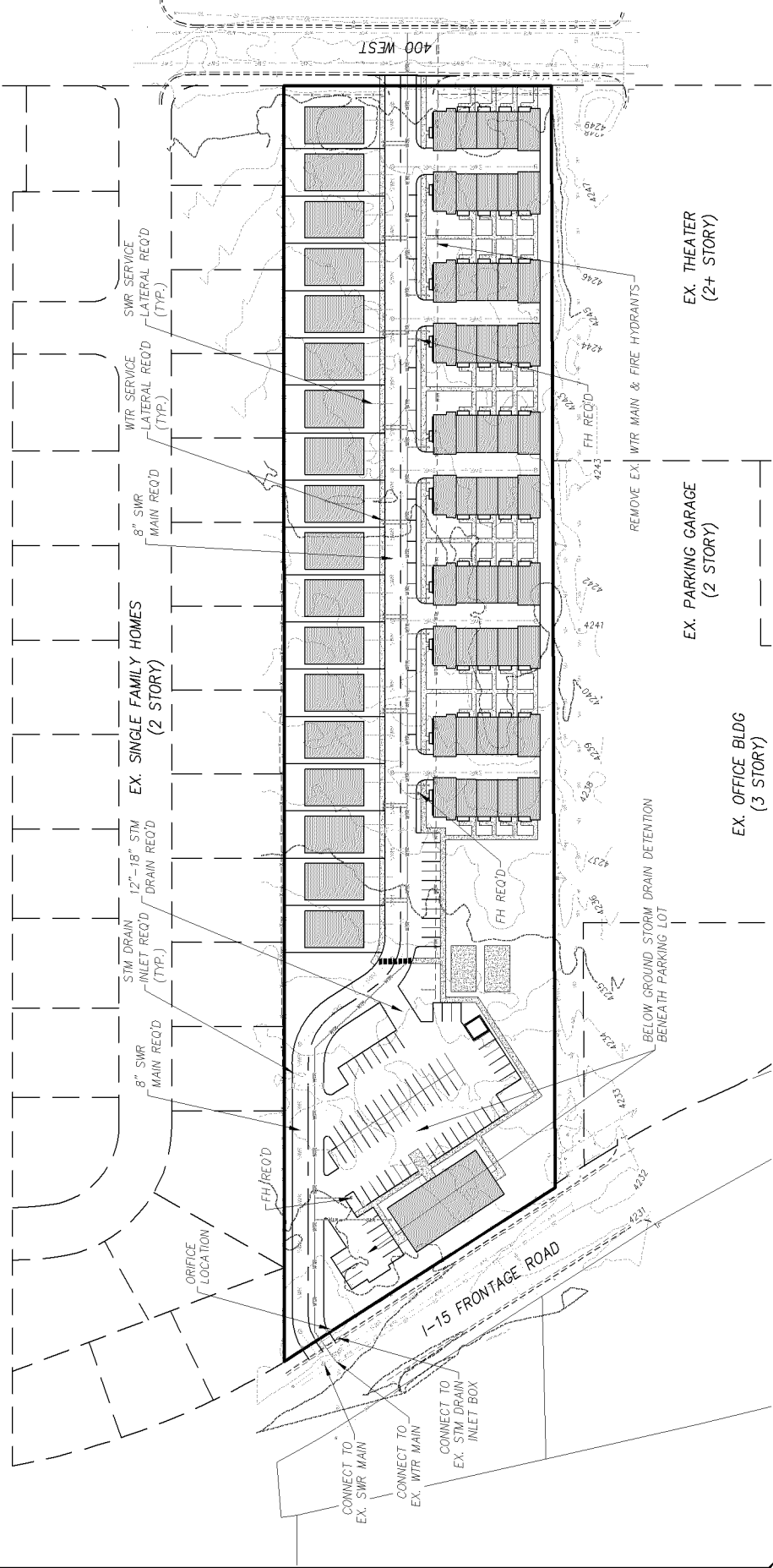
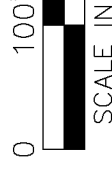
100

[illegible]

TOWNHOME VISITOR PARKING:
(1) ON-STREET VISITOR STALLS
26 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: 36/108 = 2 STALLS/UNIT

EX. OFFICE BLDG
(3 STORY)

CENTERVILLE RESIDENTIAL + COMMERCIAL DEVELOPMENT



NO.	DESCRIPTION	DATE	APP'D

PEPG CONSULTING
 CIVIL ENGINEERING • LAND SURVEYING • PROJECT MANAGEMENT
 PHONE: (801) 562-2521 • FAX: (801) 562-2551
 2270 SOUTH 400 WEST • SANDY UT 84070

CENTERVILLE PROJECT
 655 NORTH 400 WEST
 CONCEPTUAL UTILITY/DRAINAGE
 PLAN
 PROJECT NUMBER: 12507-201
 LAST REVISED: JULY 15, 2020
 DRAWING FILE: C:\MG\CONCEPT-02

CENTERVILLE CITY
 SHEET NO. **2**



CONCEPTUAL DESIGN

Issue Date

Issue Date

A200

SHEET:

PERSPECTIVE

OFFICE

TITLE:

REVISIONS:

PROJECT:

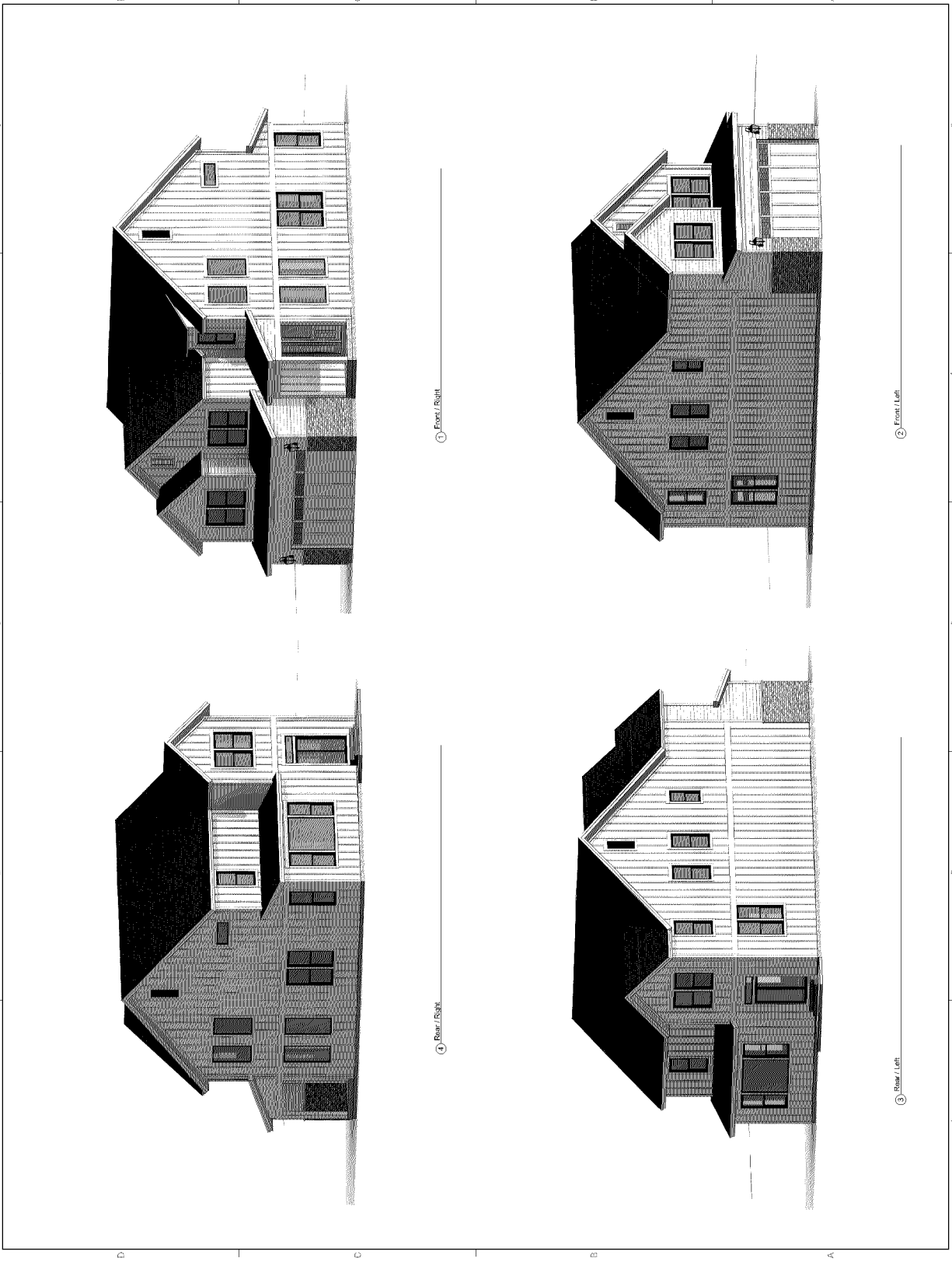
CENTREVILLE, UT 84014

URBAN
C.W.

INTERNATIONAL ARCHITECTURE
1000 WEST 1000 SOUTH, SUITE 100
SALT LAKE CITY, UT 84119

RENDERING BY: JASON WALSH, C.A.D. & ARCHITECTURAL
RENDERING
1000 WEST 1000 SOUTH, SUITE 100
SALT LAKE CITY, UT 84119
1000 WEST 1000 SOUTH, SUITE 100
SALT LAKE CITY, UT 84119





① Front / Right

② Front / Left

④ Rear / Right

③ Rear / Left

PROJECT
THE HIVE
555 NORTH 400 WEST
CENTREVILLE, UT 84014

REVISIONS:

TITLE:
3D VIEWS -
CRAFTSMAN
OPTION
SHEET:

A102C

Project Status
Issue Date:
Revised Date:



Jonathan Carl Calverly
Architect
State of Utah
No. 3000481-13001

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PROJECT
THE HIVE
555 NORTH 400 WEST
CENTERTOWN, UT 84014

REVISIONS:

TITLE: ELEVATIONS -
CRAFTSMAN
OPTION

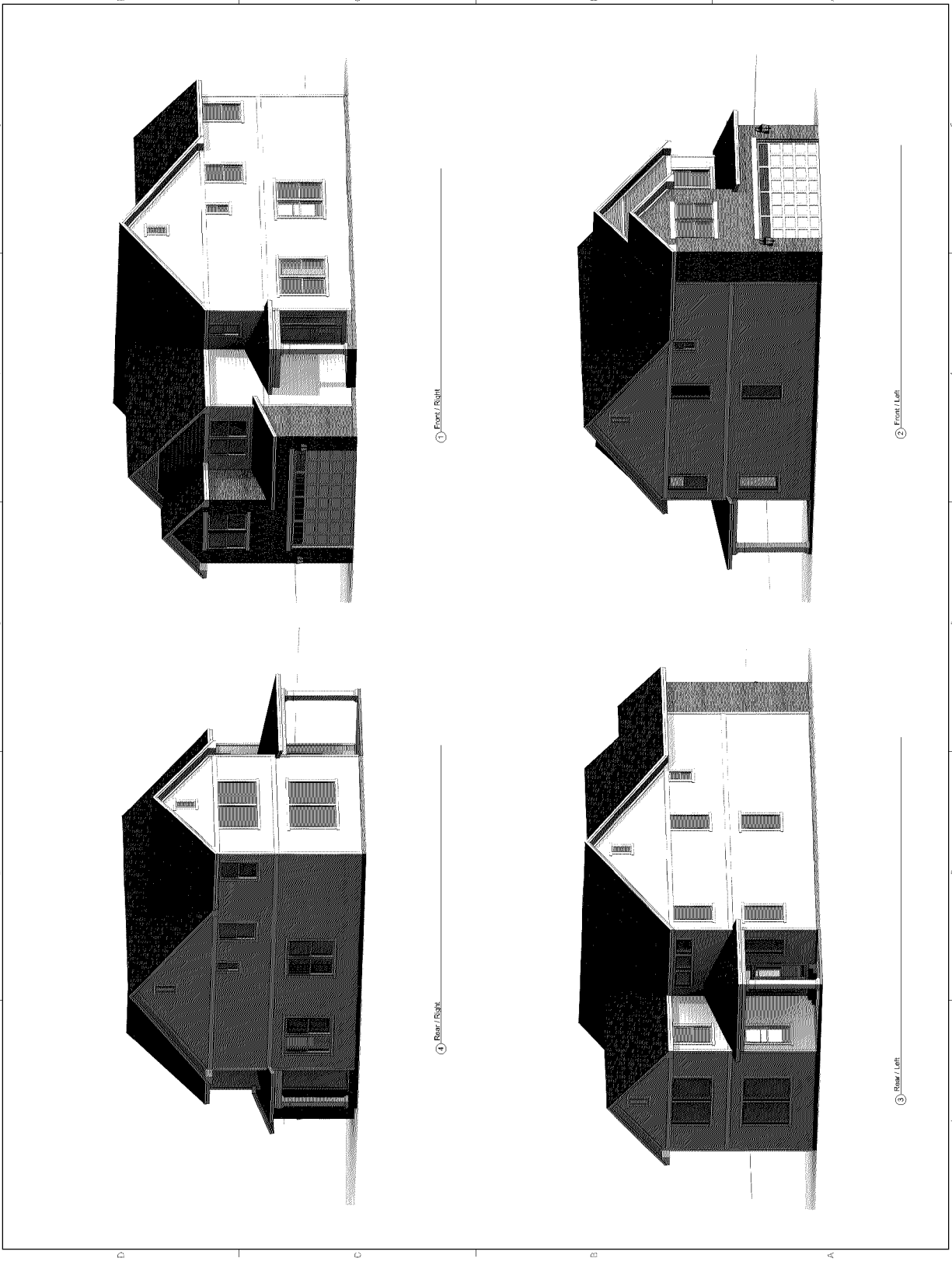
SHEET:
A101C

ISSUE DATE: Rev. Date

Project Status

MATERIAL RATIOS

	FRONT	REAR	SIDE	TOTAL
BRICK	31	0	86	117
SIDING	151	0	71	222
BOARD/BATTEN	172	421	1727	2320
WINDOWS	83	15	15	113
DOORS	188	33	0	221
	635	567	2081	3283
	5%	0%	4%	4%
	25%	0%	3%	7%
	28%	74%	83%	71%
	14%	26%	15%	12%
	29%	6%	0%	6%



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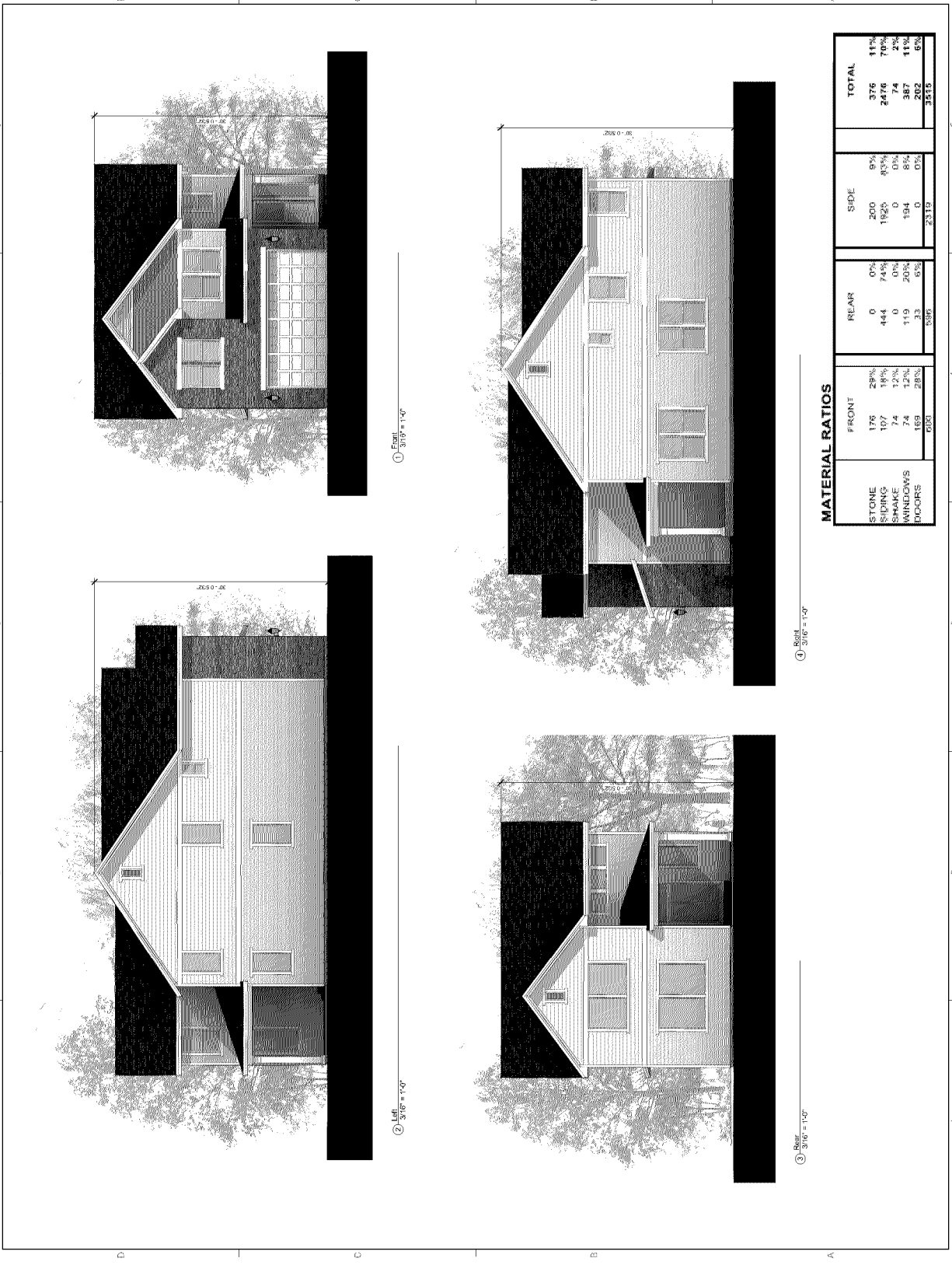
PROJECT
THE HIVE
555 NORTH 400 WEST
CENTERTVLE, UT 84014

REVISIONS:

TITLE:
3D VIEWS -
CRAFTSMAN
OPTION
SHEET:

A102C

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PROJECT
THE HIVE
555 NORTH 400 WEST
CENTERTVILLE, UT 84014

REVISIONS:

TITLE: ELEVATIONS -
CRAFTSMAN
OPTION
SHEET: A101C
ISSUE DATE:
Rev Date:
Project Status:

MATERIAL RATIOS

	FRONT		REAR		SIDE		TOTAL	
STONE	176	28%	0	0%	200	9%	376	11%
SIDING	107	18%	444	74%	1920	83%	2476	70%
SHAKE	74	12%	0	0%	0	0%	74	2%
WINDOWS	74	12%	119	20%	194	8%	387	11%
DOORS	169	28%	33	5%	0	0%	202	6%
	630		596		2319		3545	



1 2 3 4 5

CONCEPTUAL DESIGN
ISSUE DATE:
ISSUE DATE:

SHEET: **A-210**

TITLE: **TOWNHOME
PERSPECTIVE**

REVISIONS:

PROJECT: **THE HIVE**
CENTREVILLE, UT 84014

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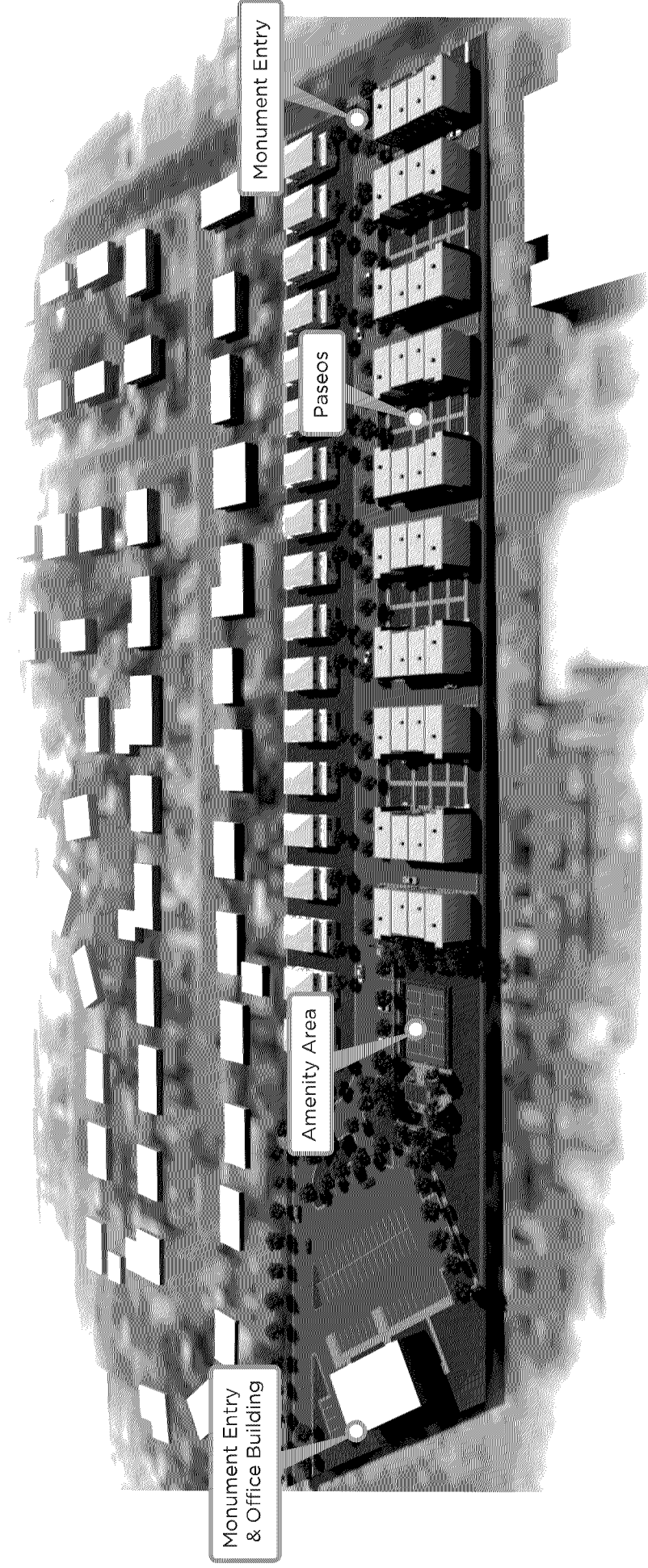
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C.W.

INTERNET: WWW.URBAN-CW.COM
PHONE: (801) 224-1111
FAX: (801) 224-1112

The HIVE

Centerville, Utah

SITE DESIGN



LANDSCAPING DETAILS

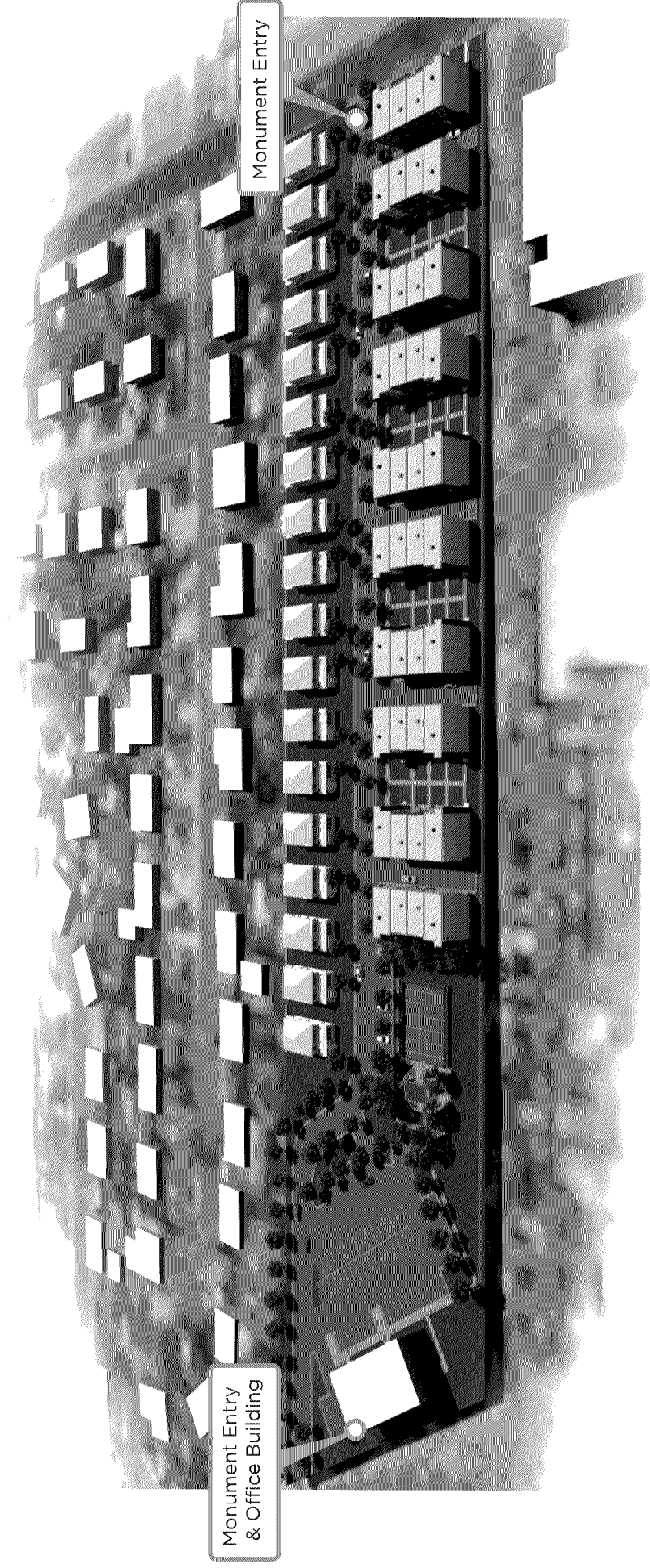
Tree Count: 95

Shrub Count: 176

PARKING



MONUMENTATION



MONUMENTATION

Structural Element

Integrated into Architecture

Placed at both entry points of development

Theme carried throughout development

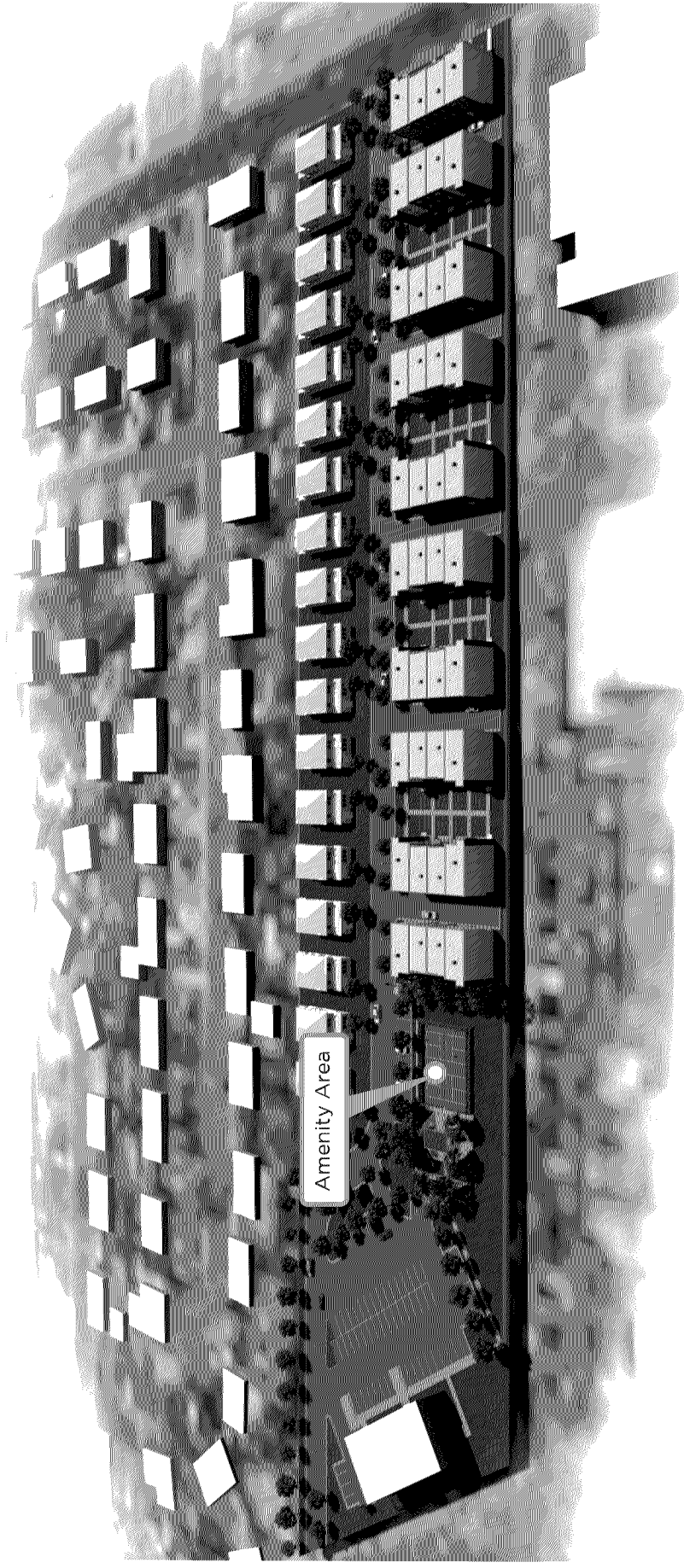
MONUMENTATION CONCEPTS



The
HIVE

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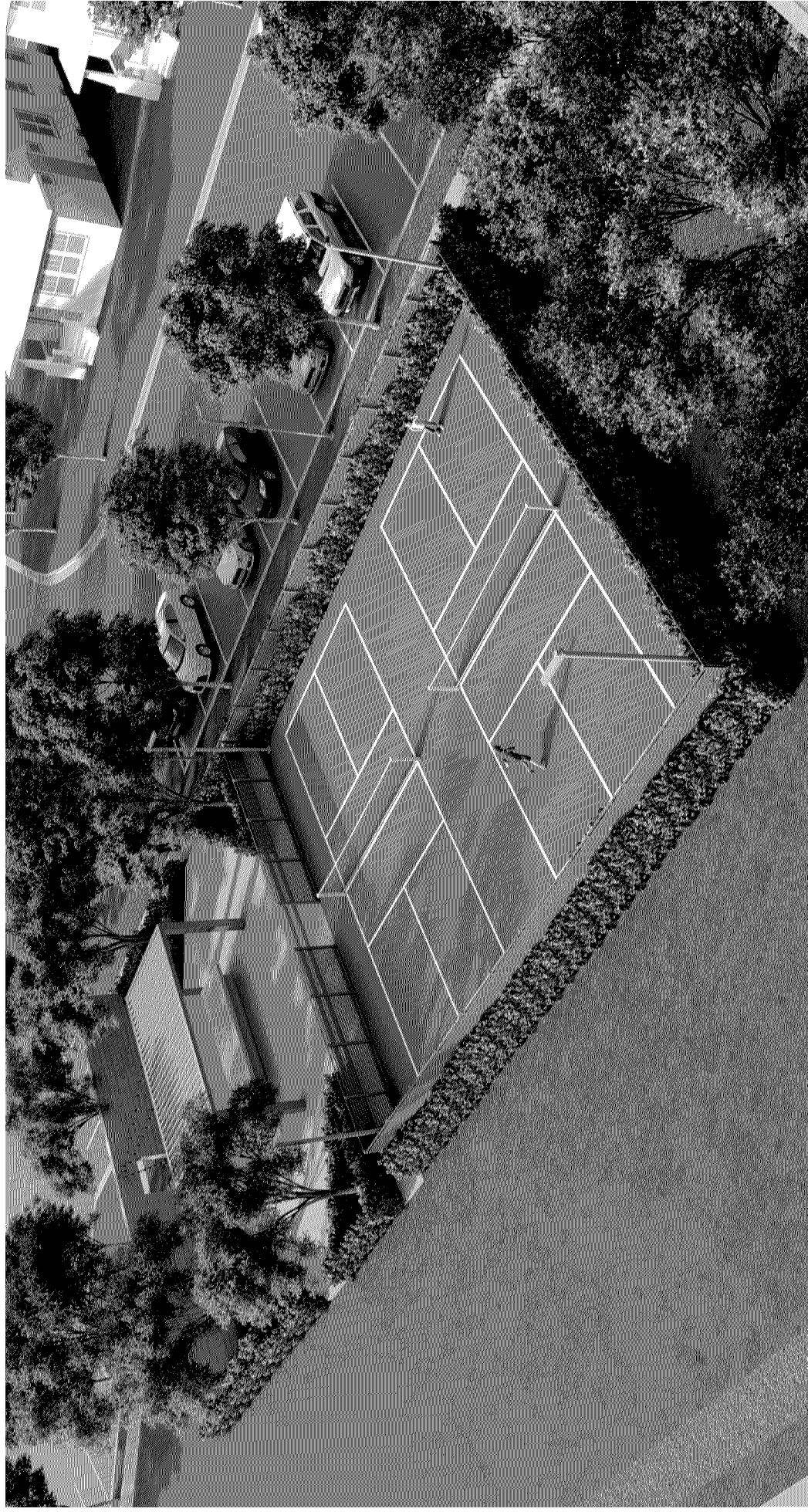
AMENITY



AMENITY DETAILS

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

AMENITY CONCEPTS



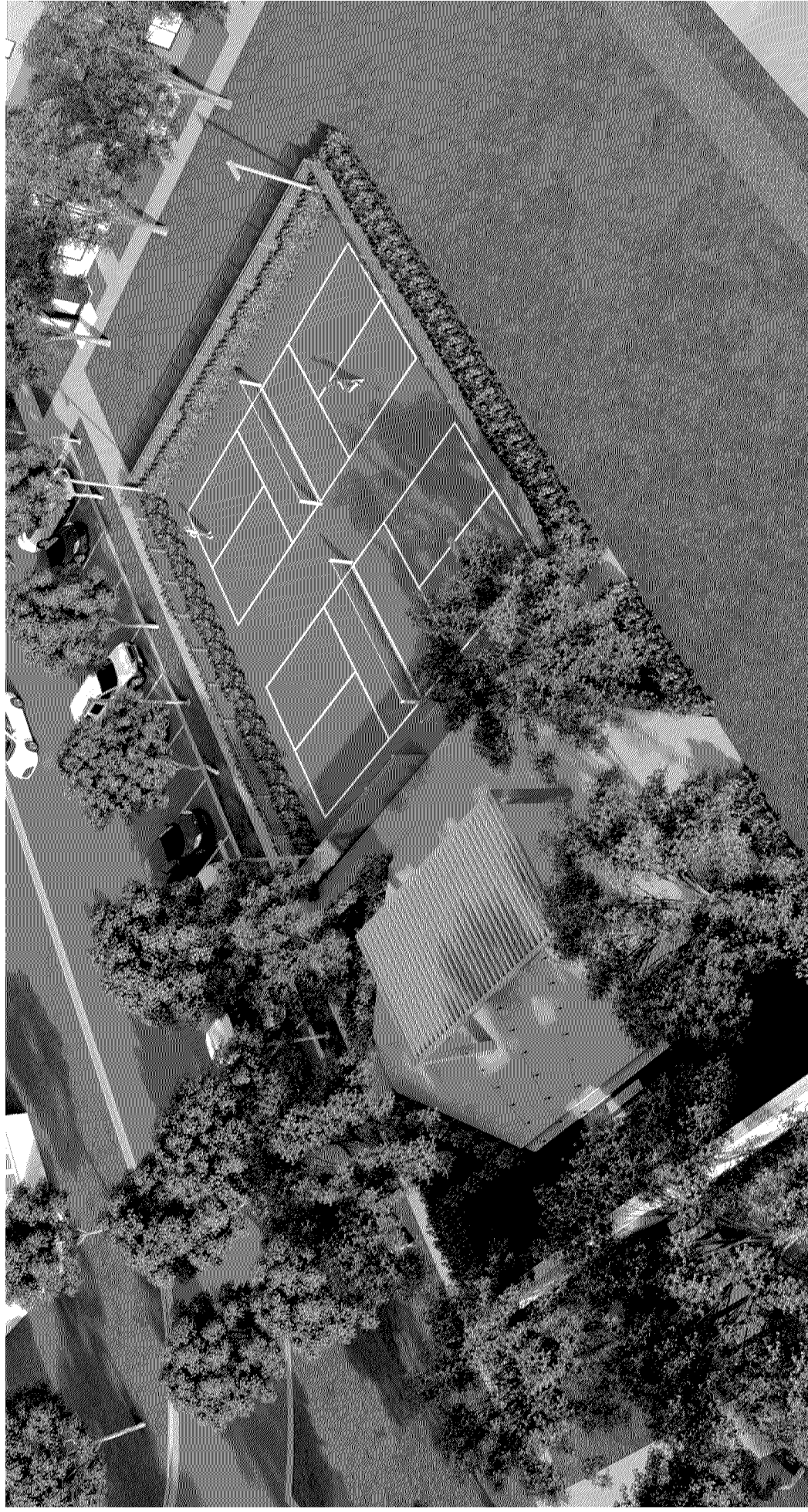
AMENITY CONCEPTS



The **HIVE**

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AMENITY CONCEPTS



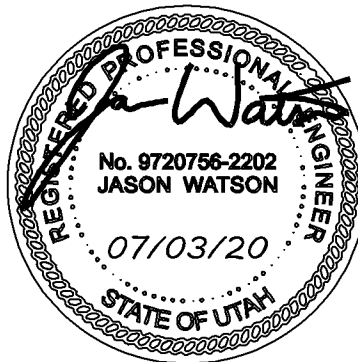
The **HIVE**

C.W.
URBAN

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 a 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.

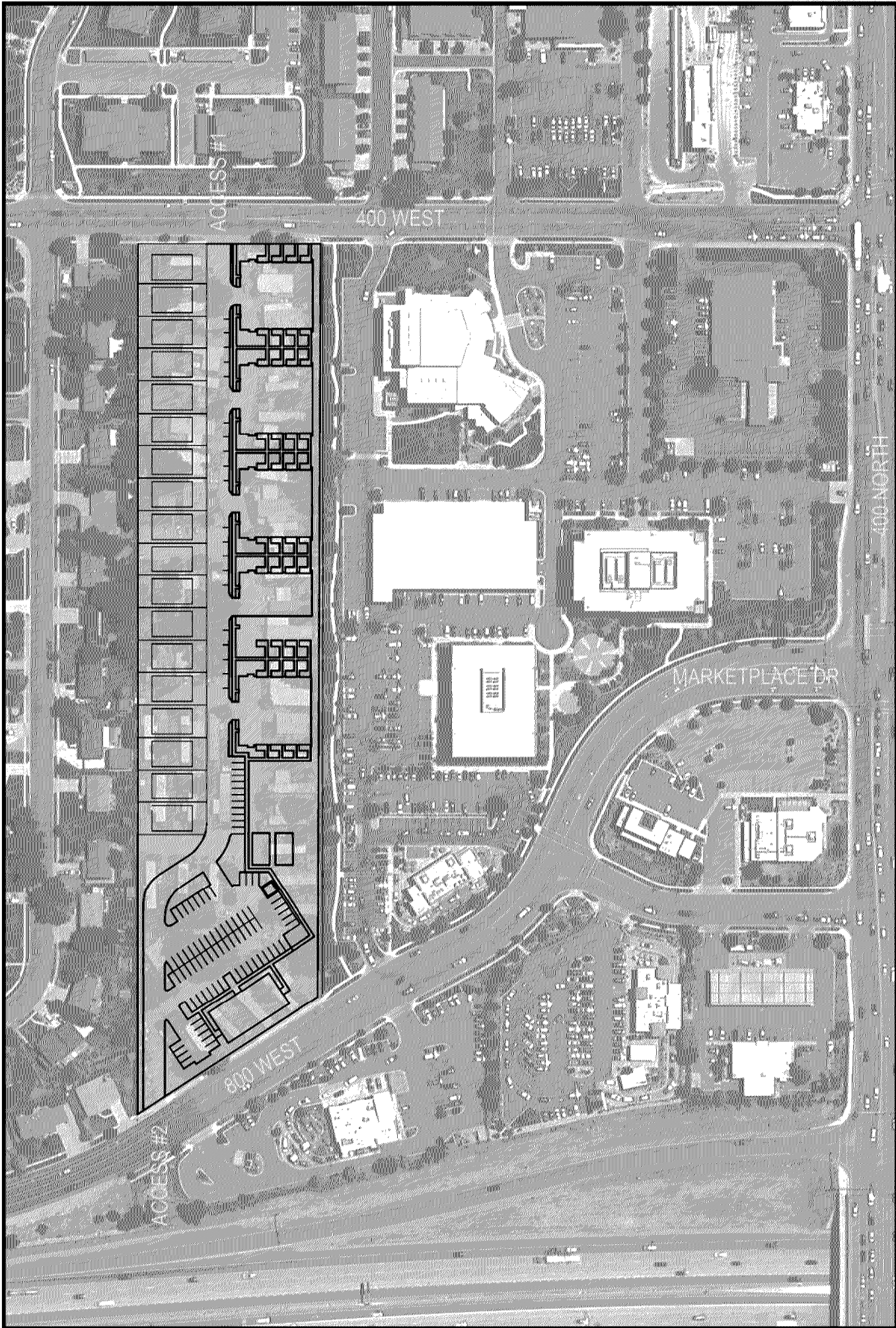
The Hive Development is anticipated to generate 682 Average Daily Trips (ADT); with 53 AM peak hour trips and 63 PM peak hour trips. In the AM peak hour, it is anticipated of the 53 trips, 23 vehicles will be entering the site and 30 will be exiting. In the PM peak hour, of the 63 trips, 32 vehicles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



7/1/2020 10:00:00 The Hive Design 20 4000x6000x6000 F:\C:\P\1 - VICINITY MAP.DWG



THE HIVE
FIGURE 1 - VICINITY MAP



17-2009-0006 The Hive Strategic Design Phase 2 - Site Plan.dwg



THE HIVE
FIGURE 2 - SITE PLAN

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.

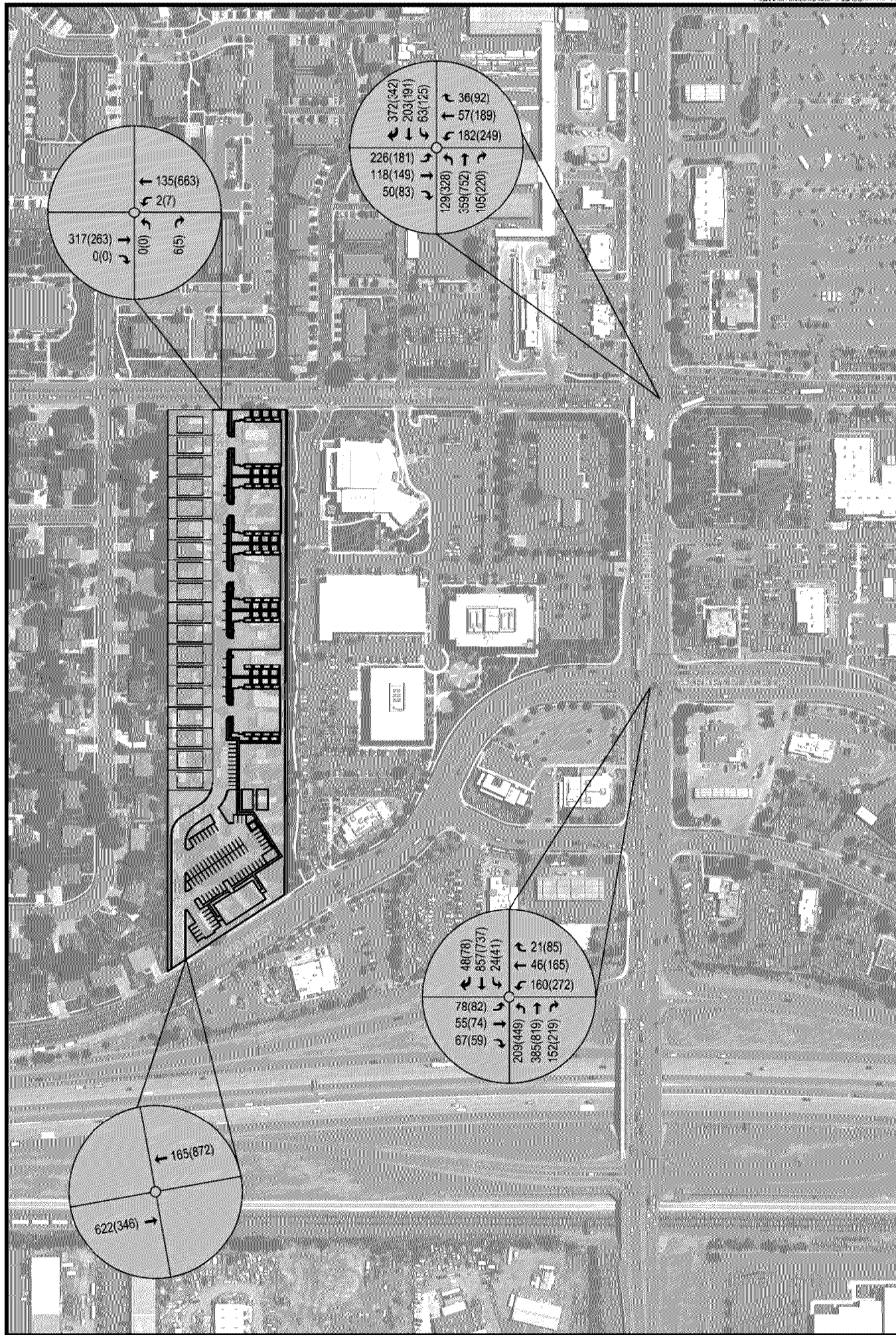
400 West: 400 West is currently a north/south Major Collector roadway that runs to the east of the proposed site. It consists of one lane in each direction. 400 West extends north and south through the Centerville city limits. The current speed limit along 400 West is 30 mph.

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

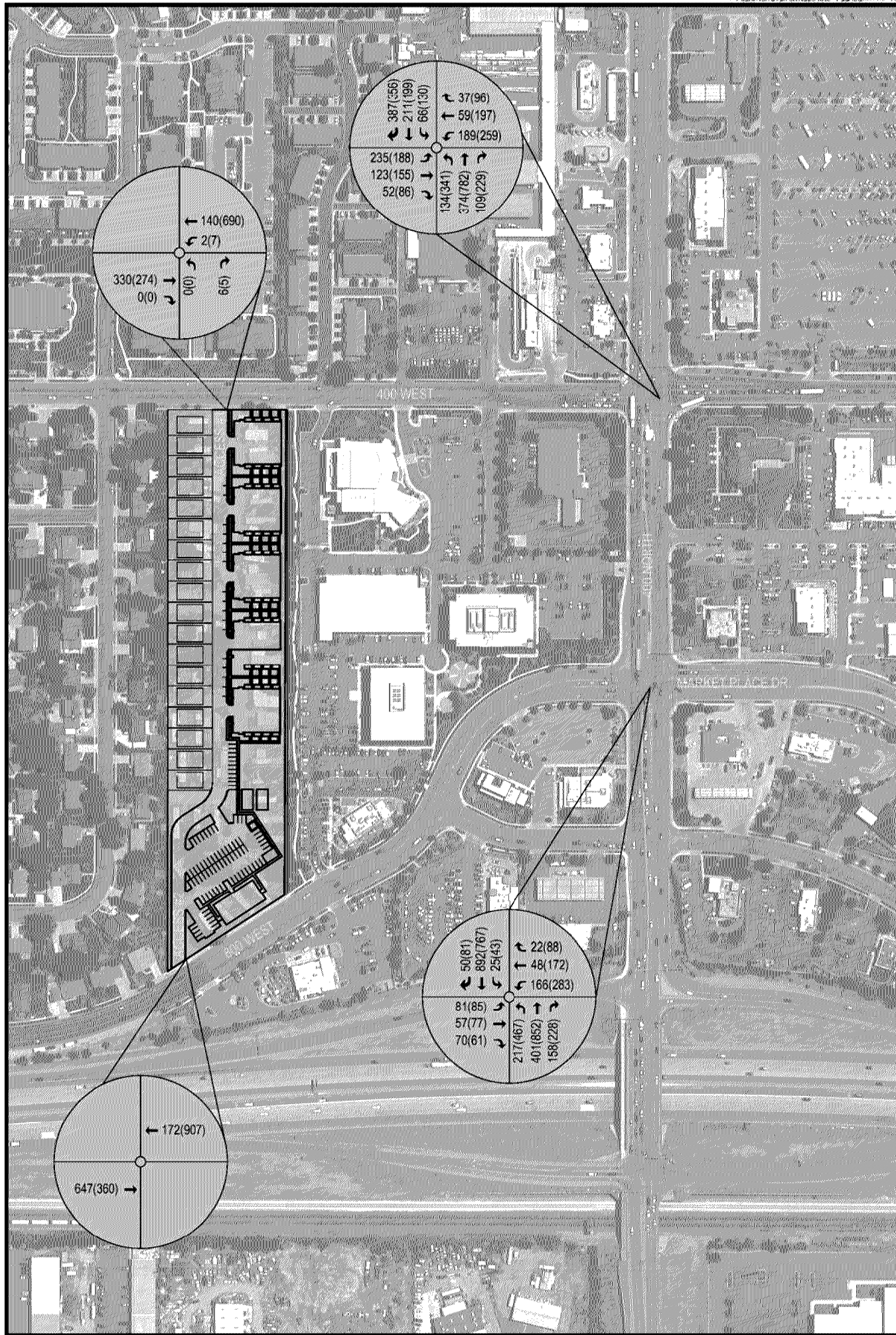
experiencing and when traffic volumes were more realistic. It has been observed throughout the entire state of Utah that in these current circumstances, traffic volumes on Utah roadways are less than what is considered normal. From the existing counts that were collected from UDOT's website, it was determined 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.



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.

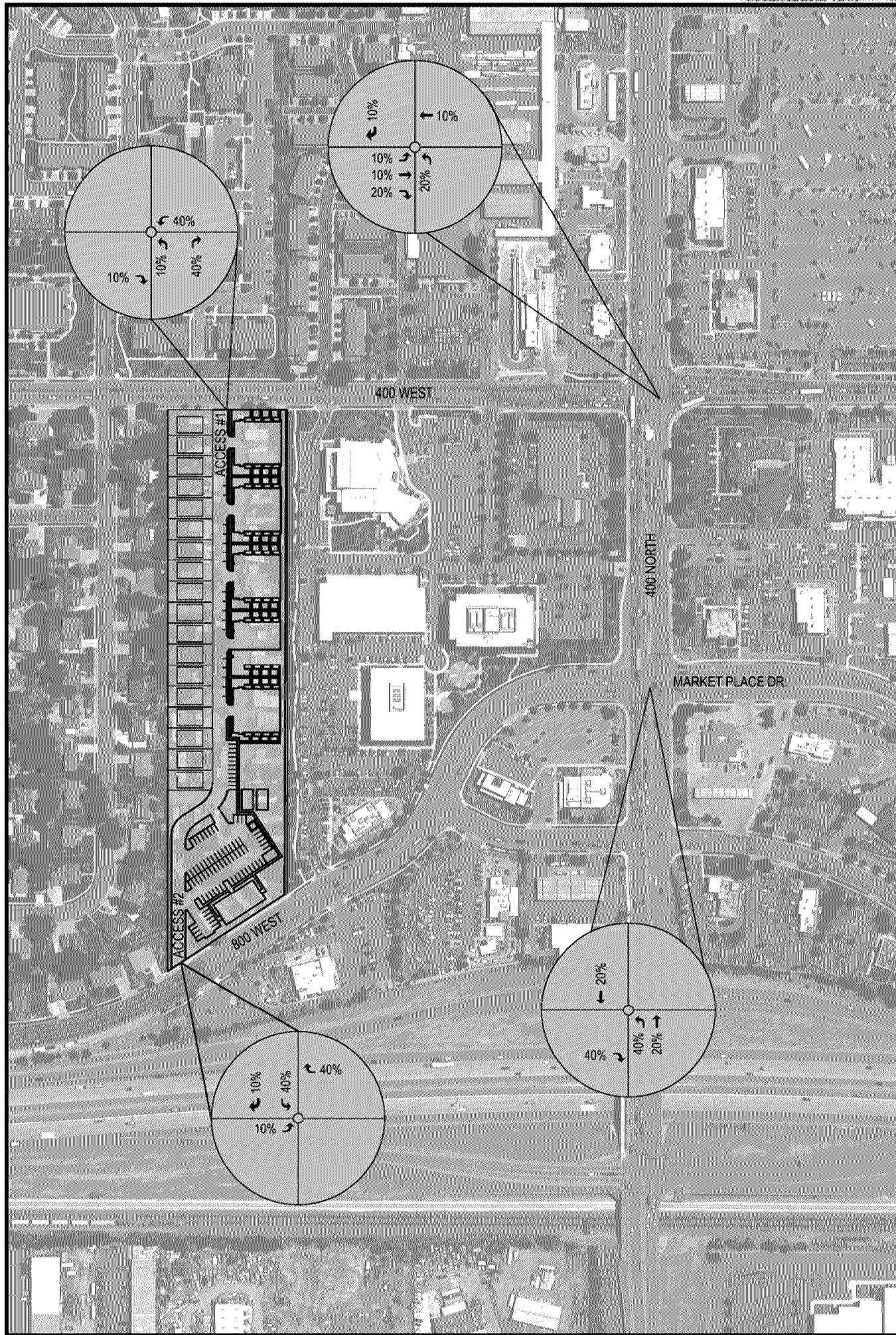
Table 1 - Trip Generation – Average Weekday Driveway Volumes

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.



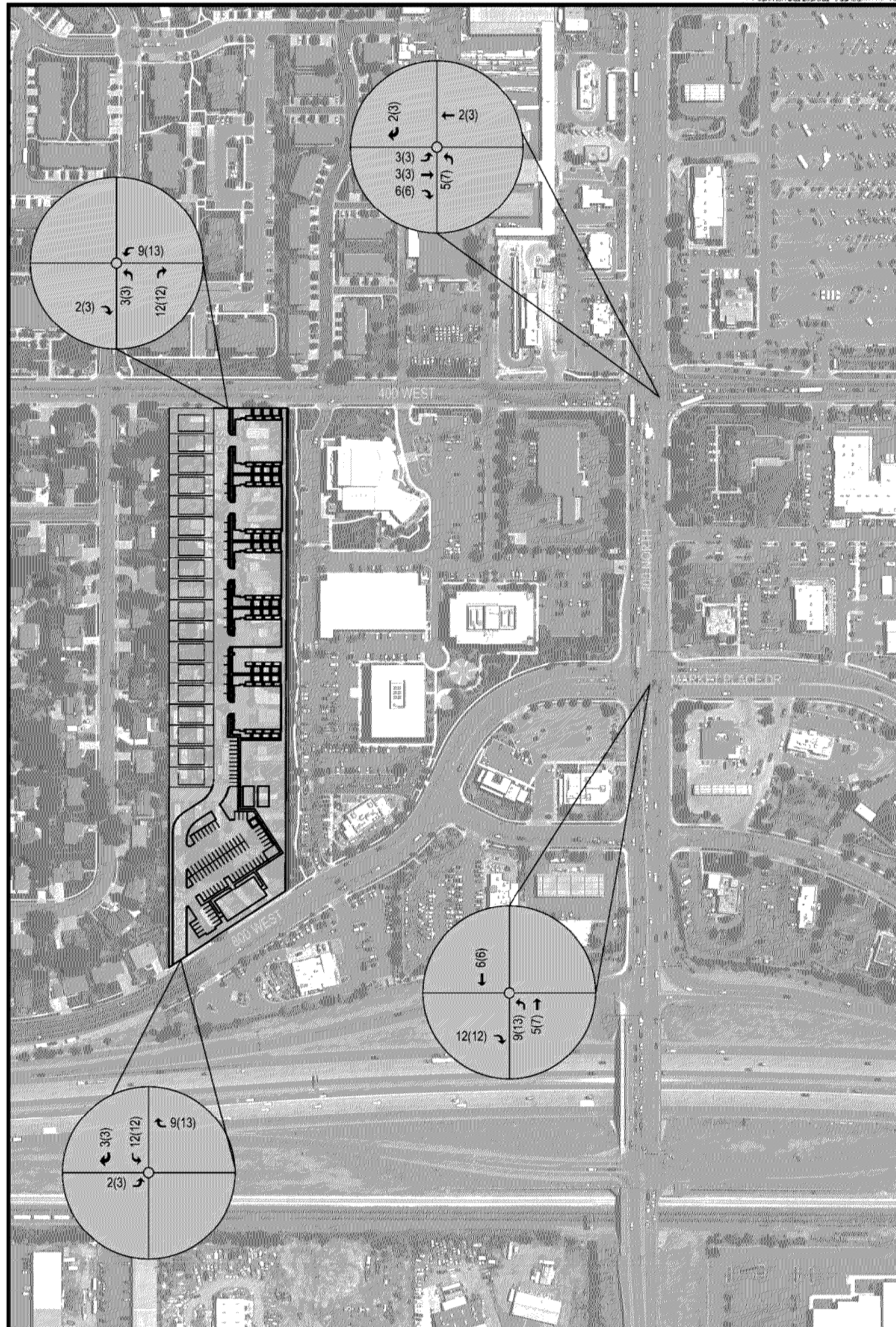
LEGEND
XX% = DISTRIBUTION PERCENTAGE



THE HIVE
FIGURE 5- PROJECT TRIP DISTRIBUTION



THE HIVE
FIGURE 6 - PROJECT TRIP VOLUMES



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.



THE HIVE

FIGURE 7- 2022 OPENING YEAR W PROJECT VOLUMES

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

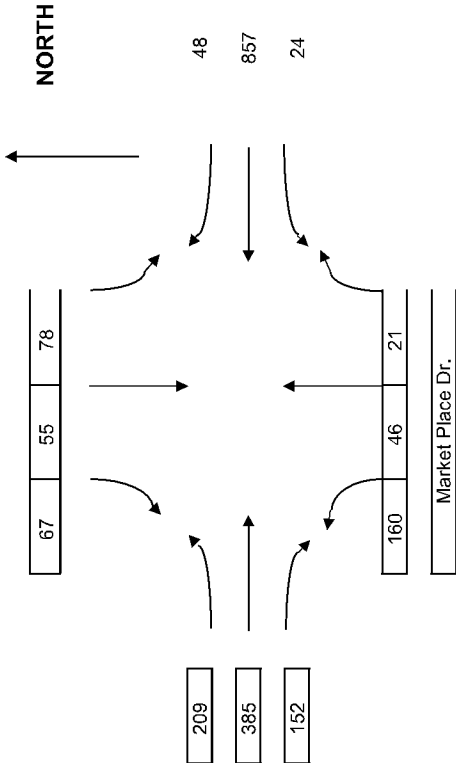
PK HR VOLUME: 2,102
 PHF: 0.95
 PEAK HOUR: FROM: 8:00 AM TO: 9:00 AM

FOCUS PROJ. NO.: 20-8008
 COUNT DATE: 27-Feb-20

NOTES:

COUNT TIME: 400 North

FROM: 7:00 AM
 TO: 9:00 AM



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

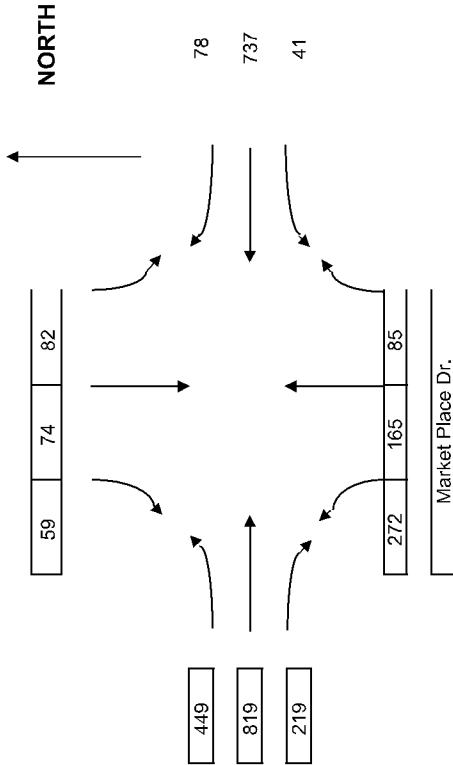
PEAK HOUR: FROM: 5:00 PM TO: 6:00 PM

FOCUS PROJ. NO.: **20-8008**
 COUNT DATE: **27-Feb-20**

NOTES:

COUNT TIME: **400 North**

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



COUNT DATA INPUT:

TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
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:

TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
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

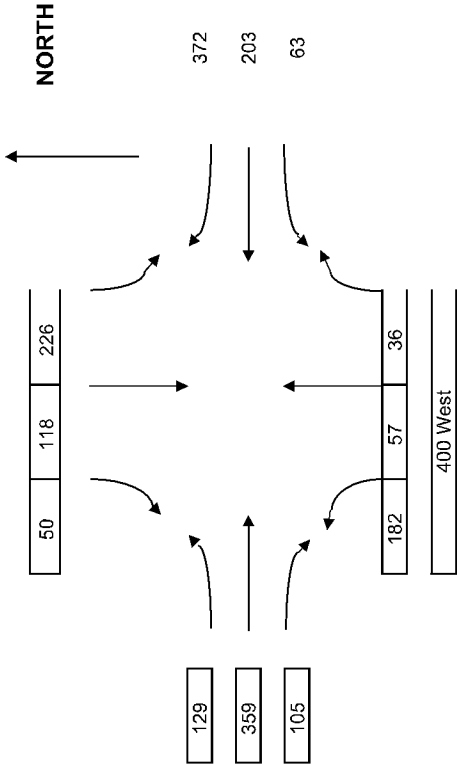
AM PEAK HOUR VOLUMES

INTERSECTION: 400 North & 400 West
N-S STREET: 400 West
E-W STREET: 400 North

PK HR VOLUME: 1,900
PHF: 0.90
PEAK HOUR: FROM: 8:00 AM TO: 9:00 AM

FOCUS PROJ. NO.: 20-8008
COUNT DATE: 26-Feb-20

COUNT TIME: 7:00 AM TO: 9:00 AM



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	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	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

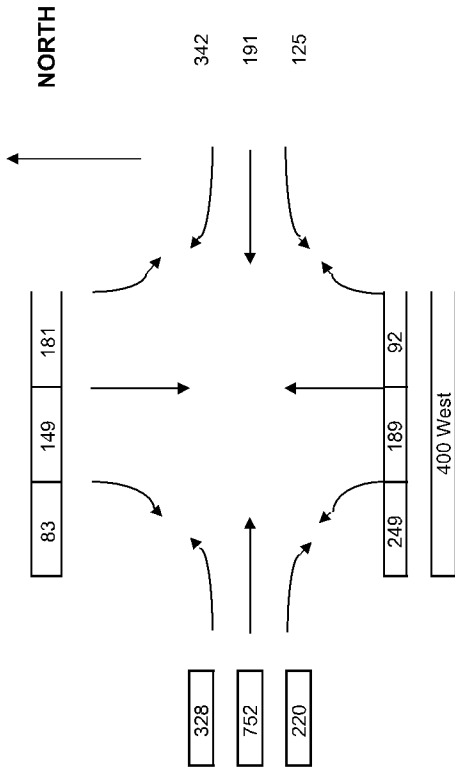
PM PEAK HOUR VOLUMES

INTERSECTION: **400 North & 400 West**
 N-S STREET: **400 West**
 E-W STREET: **400 North**

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

FOCUS PROJ. NO.: **20-8008**
 COUNT DATE: **26-Feb-20**

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



COUNT DATA INPUT:

TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
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
FROM: TO:	L	T	R	L	T	R	L	T	R	L	T	R	VOLUMES
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:

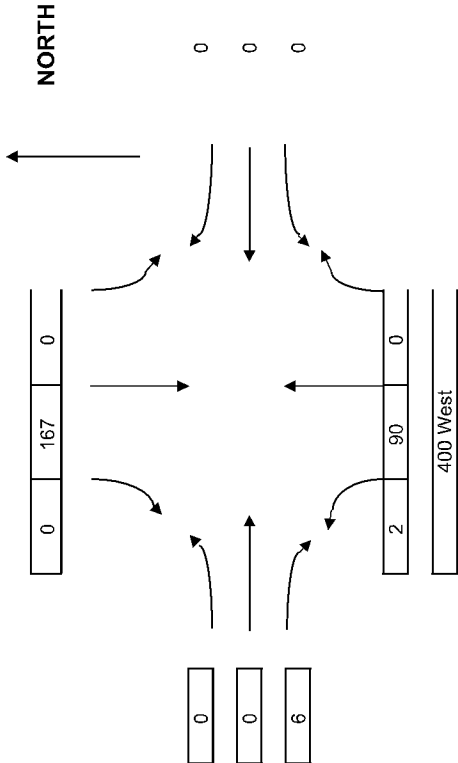
Access #1 & 400 West
400 West
Access #1

FOCUS PROJ. NO.:
COUNT DATE:

PK HR VOLUME: 265
PHF: 0.83
PEAK HOUR:
FROM: 7:45 AM TO: 8:45 AM

NOTES:
COUNT TIME:
FROM: 7:00 AM TO: 9:00 AM

Access #1



COUNT DATA INPUT:

TIME PERIOD	NORTHBOUND			EASTBOUND			SOUTHBOUND			WESTBOUND			TOTAL VOLUMES
	L	T	R	L	T	R	L	T	R	L	T	R	
FROM: 7:00 AM TO: 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM TO: 7:30 AM	0	13	0	1	0	1	0	30	0	0	0	0	45
7:30 AM TO: 7:45 AM	1	10	0	0	0	3	0	46	0	0	0	0	60
7:45 AM TO: 8:00 AM	0	20	0	0	0	1	0	36	0	0	0	0	57
8:00 AM TO: 8:15 AM	2	28	0	0	0	2	0	48	0	0	0	0	80
8:15 AM TO: 8:30 AM	0	17	0	0	0	1	0	31	0	0	0	0	49
8:30 AM TO: 8:45 AM	0	25	0	0	0	2	0	52	0	0	0	0	79
8:45 AM TO: 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
	L	T	R	L	T	R	L	T	R	L	T	R	
FROM: 7:00 AM TO: 8:00 AM	1	20	0	0	0	1	0	36	0	0	0	0	58
8:00 AM TO: 8:15 AM	3	48	0	0	0	3	0	84	0	0	0	0	138
8:15 AM TO: 8:30 AM	3	65	0	0	0	4	0	115	0	0	0	0	187
8:30 AM TO: 8:45 AM	2	90	0	0	0	6	0	167	0	0	0	0	265
8:45 AM TO: 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

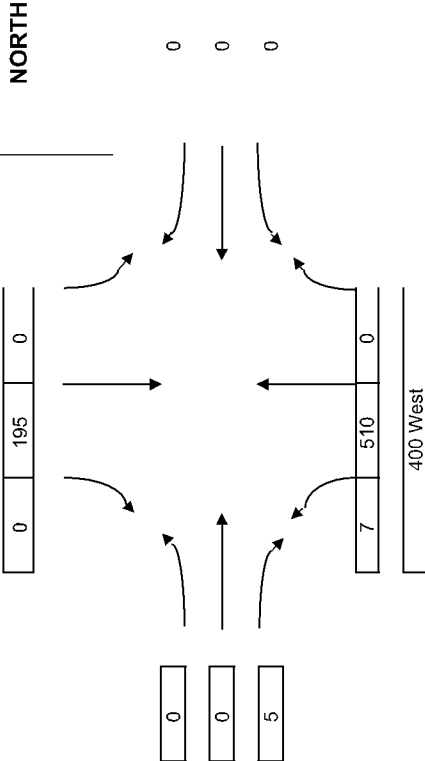
PM PEAK HOUR VOLUMES

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

Access #1 & 400 West
400 West
Access #1

FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

PK HR VOLUME: 717
PHF: 0.86
PEAK HOUR:
FROM: 5:00 PM TO: 6:00 PM



COUNT TIME:
FROM:
TO:

Access #1
4:00 PM
6:00 PM

COUNT DATA INPUT:

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

HOURLY TOTALS:

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

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

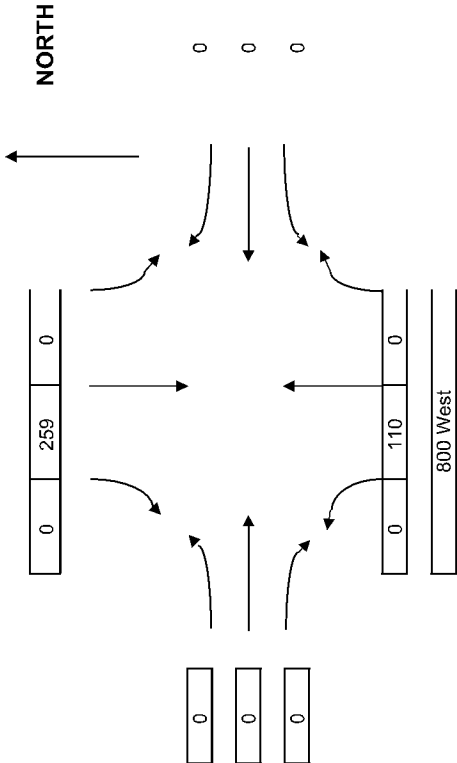
Access #2 & 800 West
800 West
Access #2
PK HR VOLUME: 369
PHF: 0.90
PEAK HOUR:
FROM: 7:45 AM TO: 8:45 AM

FOCUS PROJ. NO.:
COUNT DATE:

20-8008
6-May-20
Access #2

NOTES:
COUNT TIME:
FROM:
TO:

7:00 AM
9:00 AM



COUNT DATA INPUT:

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

HOURLY TOTALS:

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

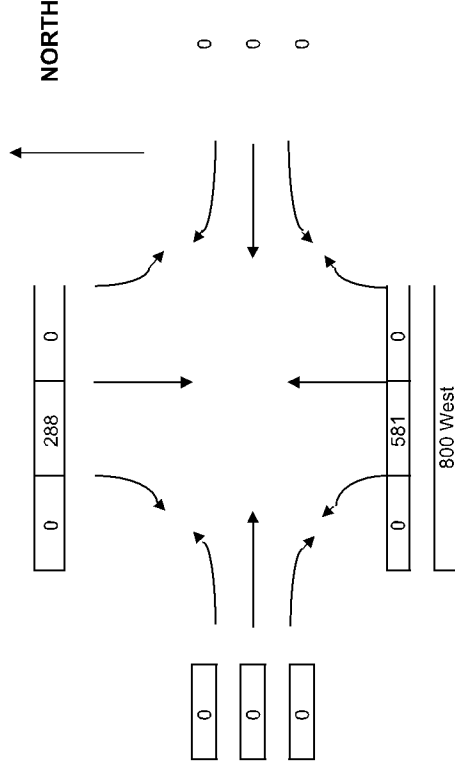
FOCUS PROJ. NO.:
COUNT DATE:
NOTES:

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:

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													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:

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	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		85	85	170		3	10	13		11	7	18
	18 Dwelling Units												
220	LOW-RISE		183	183	366		5	18	23		18	10	28
	50 Dwelling Units												
710	OFFICEGENERAL		73	73	146		15	2	17		3	14	17
	15 1000 Sq. Ft. GFA												
	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	
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+I1), 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	Y			4	4	
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			
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+I1), 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	Y			4	4	
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	0	-	0
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	10.0	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	4.5				
Max Green Setting (Gmax), s	18.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+I1), s	3.6	3.6	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	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	Y			4	4	
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
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

2022 Opening Year PM

1: Market Place Dr. & 400 North

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			
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	5.0	18.0	5.5	23.5	5.5	17.5	9.5	19.5				
Max Q Clear Time (g_c+I17), 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	Y			4	4	
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+I1), 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
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
Stage 1	192	-	-
Stage 2	707	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	309	850	-
Stage 1	841	-	-
Stage 2	489	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	309	850	-
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			
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+I17), s	17.3	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

From: [Cody Pedersen](#)
To: [kevin.campbell](#); [Cory Snyder](#)
Cc: [Randy Randall](#); [Brant Hanson](#); [Lisa Romney](#)
Subject: RE: The Hive Traffic Study
Date: Wednesday, September 16, 2020 4:09:14 PM

Cory,

Kevin and I have discussed the The Hive Development Traffic Impact Study. The Study traffic numbers correlate with traffic numbers being collected by UDOT at the major intersections along Parrish Lane. Future capacity and analysis were completed using the latest research manual, assisted by a simulation software. The Study also takes into account a modification for traffic counts affected by the Covid pandemic, which correctly increases traffic numbers to normalize for true traffic conditions. Given The Study data, I agree with the conclusions provided by the report:

1. The Hive Development will have a small impact on delay times at 400 West and Market Place intersections and therefore the intersections will continue to function at the current level of service.
2. Access (on 400 West and Frontage Road) to The Hive Development will need to meet City Standards and be designed to meet appropriate roadway geometric sight distance requirements.

Please let me know if there are any questions.

Thanks,

Cody Pedersen, PE, PTOE

ESI Engineering, Inc.

Civil - Structural - Land Survey
3500 South Main, Suite 206
Salt Lake City, Utah 84115
Off.: 801.263.1752 - Cell: 801.898.6255

This email may contain confidential or privileged information. If you believe you have received it in error, please notify the sender immediately and delete this message without copying or disclosing it.

From: Kevin Campbell <Kevin.Campbell@esieng.com>

Sent: Friday, September 11, 2020 11:03 AM

To: Cory Snyder <csnyder@centervilleut.com>

Cc: Randy Randall <rrandall@centervilleut.com>; Brant Hanson <bhanson@centervilleut.com>; Lisa Romney <lromney@centervilleut.com>; Cody Pedersen <Cody.Pedersen@esieng.com>

Subject: RE: The Hive Traffic Study

Hi Cory,

Yes we will review and comment.

Just by way of information, Cody Pedersen, PE, PTOE with our office, has passed an additional exam

and received licensure as a Professional Traffic Operations Engineer. I bring this up because he will be assisting me in this review and he will be the Lead Design Engineer for the 400 West and Marketplace Drive Intersections on Parrish Lane.

We will respond before September 18.

Kevin

Kevin Campbell, P.E.
Centerville City Engineer

Kevin Campbell, P.E.
ESI Engineering, Inc
3500 S. Main St.
SLC, Ut 84115
801.263.1752

This email may contain confidential or privileged information. If you believe you have received it in error, please notify the sender immediately and delete this message without copying or disclosing it.

From: Cory Snyder <csnyder@centervilleut.com>
Sent: Thursday, September 10, 2020 3:24 PM
To: Kevin Campbell <Kevin.Campbell@esieng.com>
Cc: Randy Randall <rrandall@centervilleut.com>; Brant Hanson <bhanson@centervilleut.com>; Lisa Romney <lromney@centervilleut.com>
Subject: The Hive Traffic Study

Kevin,

Will you please review this study and provide a response to us whether you agree with the findings, or if not, what needs to be further addressed.

We have this scheduled for the PC meeting of 9/23. I can include your comments if you respond by 9/18.

Thanks – and enjoy!

Corvin M. Snyder, AICP
Community Development Director
Centerville City, Utah
(801)292-8232

CENTERVILLE

Staff Backup Report

9/23/2020

Item No. 4.

Short Title: Final Site Plan and Conditional Use Permit - 610 North 1000 West - ADMINISTRATIVE DECISIONS

Initiated By:

Scheduled Time:

SUBJECT

1. Sensible Rides - Public Hearing - Conditional Use Permit Vehicle Rental and Sale, Used, Limited
2. Extreme Auto Service - Final Site Plan

RECOMMENDATION

1. Approve the Conditional Use Permit for Sensible Rides
2. Consider whether to approve the Final Site Plan submitted

BACKGROUND

ATTACHMENTS:

Description

- ▢ 9-23-20 PC Staff Report Sensible Rides CUP
- ▢ Sensible Rides Application Packet
- ▢ Sensible Rides PC Minutes 2019
- ▢ Sensible Rides 2019 PC Staff Report
- ▢ 9-23-2020 PC Staff Report Extreme Auto Service FSP
- ▢ 8-12-20 PC Staff Report Extreme Auto Conceptual Site Plan
- ▢ Phasing Narrative
- ▢ Final Site Plan submission
- ▢ Landscape Plan
- ▢ 9-23-20 Updated Narrative
- ▢ 9-23-20 Updated Plans

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

**STAFF REPORT
AGENDA: ITEM 3.1**

PROPERTY OWNER: JED TAYLOR
606 NORTH 1000 WEST
CENTERVILLE, UT 84014

APPLICANT: SENSIBLE RIDES
c/o JUSTIN MANNING
606 NORTH 1000 WEST
(Justin@extremeautoservice.com)

PROPERTY LOCATION: 610 NORTH 1000 WEST
(previously noted as 606 North 1000 West)

PARCEL SIZE: 1.84 ACRES

ZONING DISTRICT: INDUSTRIAL-HIGH (I-H)

APPLICATION: CONDITIONAL USE PERMIT, VEHICLE SALES
USED, LIMITED

BACKGROUND

On August 12, 2020 the applicant, Justin Manning, received conceptual site plan approval, with a condition that he apply for and receive a Conditional Use Permit for the accessory Vehicle Rental or Sale, Used, Limited use. Justin Manning received a Conditional Use Permit for Sensible Rides on January 9, 2019 as an accessory use to his primary business, Extreme Auto Service. The original staff report and meeting minutes are attached to the agenda.

CODE REQUIREMENTS

CUP Approval Factors to be Reviewed [CZC 12.21.100]

CZC 12.21.200(d) The Planning Commission shall schedule and hold a public hearing on the proposed conditional use permit application.... After due consideration the Planning Commission shall approve, approve with conditions, or deny the application pursuant to the

standards set forth in Subsection (e).

12.21.100.e Approval Standards. The following standards shall apply to the issuance of a conditional use permit.

1. A conditional use permit may be issued only when the proposed conditional use is allowed by the zone where the conditional use will be located, or by another provision of this Title.

Staff Comments: Vehicle Sale and Rental, Used, Limited is a conditional use in Industrial-High Zones, and is defined as, “an establishment engaged in the retail sale or rental, from the premises, of used motorcycles, automobiles, and light trucks.” [CZC12.36]

2. Conditions may be imposed as necessary to prevent or minimize adverse effects upon other property or improvements in the vicinity of a conditional use, upon the City as a whole, or upon public facilities and services. Such conditions may include, but are not limited to, conditions concerning use, construction, character, location, landscaping, screening, parking, hours of operation, and other matters relating to the purposes and objectives of this Title. Such conditions shall be expressly set forth in the approval authorizing a conditional use permit.
3. No conditional use permit shall be authorized unless the evidence presented establishes:
 1. The proposed use will not be detrimental to the health, safety, or general welfare of persons residing or working in the vicinity, or injurious to property or improvements in the vicinity;
 2. The proposed use of the particular location is necessary or desirable to provide a service or facility which will contribute to the general well-being of the neighborhood and the community;
 3. The proposed use will comply with regulations and conditions specified in this Title for such use; and
 4. The proposed use will comply with applicable provisions of the General Plan.

Staff Comments: The proposed use has precedence in this area, with several small vehicle sales businesses. This application is already in operation in the area, and is only seeking a new Conditional Use Permit to move operations to another building on the same street. The General Plan states the City “should provide for the establishment & viability of commercial and industrial services...” [Section 12-430-1]

4. The Planning Commission may request additional information as may be reasonably needed to determine whether the requirements of this Subsection can be met.
5. The following factors should be reviewed and considered in determining whether a conditional use permit application should be approved, approved with conditions, or denied:
 1. The suitability of the specific property for the proposed use;
 2. The development or lack of development adjacent to the proposed site and the harmony of the proposed use with existing uses in the vicinity;

3. Whether or not the proposed use or facility may be injurious to potential or existing development in the vicinity;
4. The economic impact of the proposed facility or use on the surrounding area;
5. The aesthetic impact of the proposed facility or use on the surrounding area;
6. The present and future requirements for transportation, traffic, water, sewer, and other utilities, for the proposed site and surrounding area;
7. The safeguards proposed or provided to insure adequate utilities, transportation access, drainage, parking, loading space, lighting, screening, landscaping, open space, fire protection, and pedestrian and vehicular circulation;
8. The safeguards provided or proposed to prevent noxious or offensive omissions such as noise, glare, dust, pollutants and odor from the proposed facility or use;
9. The safeguards provided or proposed to minimize other adverse effects from the proposed facility or use on persons or property in the area; and
10. The impact of the proposed facility or use on the health, safety, and welfare of the City, the area, and persons owning or leasing property in the area.

Staff Comments: The proposed use will have minimal impact on the surrounding area regarding health, safety, and aesthetics as the use will go into an existing building. No new buildings will impact the area, and will not likely increase traffic to the area. Staff believes the site could be adequate for operating a small dealership, as evidenced by other similar circumstances.

Approving the Conditional Use Permit will enable a current Centerville business to continue operating in Centerville. In preparation of this application, the applicant has cleaned up an unsightly storage yard which has improved the aesthetics of the area.

Use	Code	Required	Proposed in Phase 1
Vehicle Repair	1 per 250 SF gross floor area. 4 minimum. Separate storage for vehicles under repair.	42 + separate storage	32
Vehicles Sales	1 per 250 SF, + 1 per 10 vehicles displaced, 4 minimum.	4	4
Total		46	36

The parking provided in Phase 1 is ten stalls short for the intended uses of Phase 1. Staff finds that there will be sufficient parking once Phase 2 is complete. In addition, it is possible to house the extra State-required display stall inside the facility.

PLANNING STAFF RECOMMENDATIONS

Suggested motion for a Conditional Use Permit - I hereby make a motion for the Planning Commission to APPROVE the Conditional Use Permit request for SENSIBLE RIDES, subject to the following:

1. This Conditional Use Permit shall apply only to the user space located at 610 North 1000 West, as proposed by the applicant.
2. This Conditional Use Permit approval is for a Vehicle Rental or Sale, Used, Limited use.
3. The Conditional Use Permit is conditional upon the applicant receiving Final Site Plan approval.
4. Display vehicle parking shall not be less than four spots, as required by the State of Utah.
5. All display vehicles shall be operable and in good condition, shall be limited to no more than four (4) vehicles, and shall be kept as follows:
 - a. Vehicles for sale shall NOT encumber the use of any required parking stalls, except for the incidental use of delivery/pick-up of the operator or new owner, which shall not exceed a 24-hour period.
 - b. Any vehicle for sale shall NOT be temporarily located in an area that conflicts with needed customer or other tenant parking spaces and vehicle circulation lanes or other similar common area.
6. The loading and unloading of vehicles for sale from a commercial transport truck is prohibited, except for a limited capacity towing trailer not to exceed three (3) vehicles (e.g. wedge type trailer towed by a pick-up truck).

Suggested Reasons for the Action (Findings):

- a. The Planning Commission finds that the land use of vehicle rental or sales, used, limited is a conditional use within the Industrial-High Zone [CZC 12.36 (Table of Uses)].
- b. The use is consistent with the expectation of the City's General Plan [Section 12-430-1 & Future Land Use, Goal 1, 12-480-6].
- c. The Planning Commission finds that the applicant is proposing a limited sales operation, as an accessory use to the applicant's business.
- d. The Planning Commission finds that the applicant has enough parking spaces to fulfill the state's dealer minimum requirements of three (3) display stalls and sufficient storage and parking for a limited sales operation.
- e. The Planning Commission finds that with the implemented conditions of approval the criteria for issuance of the CUP have been satisfied, as described in the applicable staff report.



CENTERVILLE CITY

CONDITIONAL USE PERMIT APPLICATION

655 North 1250 West • Centerville, Utah 84014
Phone 801-292-8232 Fax 801-292-8251

NAME OF PROJECT	<u>Sasible Rides</u>		
PROJECT ADDRESS	<u>606 N. 1000 W</u>		
ZONING	<u>I-H</u>	PARCEL #(S)	<u>06-009-0013</u>
ACREAGE	<u>1.84</u>		
PROPOSED USE OF PROPERTY	<u>Car Sales / used</u>		

APPLICANT / AGENT INFORMATION

NAME	<u>Justin Manning</u>	COMPANY NAME	<u>Sasible Rides</u>
MAILING ADDRESS	<u>606 N. 1000 W</u>	CITY / ST / ZIP	<u>Centerville UT. 84014</u>
PHONE	<u>801-628-9140</u>	FAX	
EMAIL	<u>justin@extremeautoservice.com</u>		
SIGNATURE OF APPLICANT/AGENT			See Note 1 DATE <u>8-20-20</u>

PROPERTY OWNER INFORMATION (1)

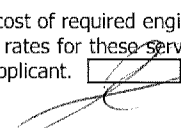
NAME	<u>Jed Taylor</u>	COMPANY NAME	
MAILING ADDRESS	<u>606 N. 1000 W</u>	CITY / ST / ZIP	<u>Centerville UT. 84014</u>
PHONE	<u>801-628 721-6464</u>	FAX	
EMAIL	<u>taylorcontracting@gmail.com</u>		
SIGNATURE OF PROPERTY OWNER			See Note 1 DATE <u>8-20-20</u>

PROPERTY OWNER INFORMATION (2)

NAME	<u>Jan Taylor</u>	COMPANY NAME	
MAILING ADDRESS	<u>610 N 1000 W</u>	CITY / ST / ZIP	<u>Centerville UT 84014</u>
PHONE	<u>801-721-2100</u>	FAX	
EMAIL	<u>PAID</u>		
SIGNATURE OF PROPERTY OWNER			SEP 3 2020 See Note 1 DATE

FEE AND DEPOSIT MUST ACCOMPANY THIS APPLICATION – SEE ATTACHED FEE SCHEDULE

RECEIVED	SEP - 2 2020	Rec'd / Initials		Assigned Project Name	
Fee/Deposit Attached	<u>Y</u> Or <u>N</u>	Amount Fee Paid	<u>\$ 300.00</u>	Amount of Deposit Paid	<u>NOT APPLICABLE</u>
				Check #:	

Note 1: Deposits will be applied toward the cost of required engineering and/or legal services invoiced to the City. Developer/Applicant will be refunded or billed any difference without markup. Hourly rates for these services will be provided upon request. Also any errors or corrections needed for submitted plans are the responsibility of the developer/applicant.  Initial here for acknowledgement of deposits

Sensible Rides Conditional Use Permit statement:

Sensible Rides is a used car dealership that displays and sales used vehicles.

This location is necessary and desirable to provide this service to the existing client base of Sensible Rides parent company Extreme Auto Service.

Comparatively speaking this dealership will be a nicely organized and clean business that will revitalize not only the property but the surrounding area as well.

This property with adequate parking will suit this business well.

The economic impact of this business will have a positive economic boost to the area. Even though we are a small business there is tax collected as well as support of surrounding small businesses right in the industrial area that we use for Body and paint work and machine shop work.

The aesthetic improvement and impact of this particular property for this use would be difficult to measure. It will surely raise the bar in the area.

Not this specific business but the overall project on this property will improve the health, safety and welfare of the City, the area, and persons owning or leasing property in the area.

Prepared by

A handwritten signature in black ink, appearing to read 'Justin Manning', with a long, sweeping horizontal line extending to the right.

Justin Manning (Owner Sensible Rides and Extreme Auto Service)

Cell 801-628-9140

Justin@extremeautoservice.com

AFFIDAVIT

PROPERTY OWNER

STATE OF Utah

COUNTY OF Davis

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}ss
}

I (We), Jed R. Taylor & Jan Taylor, being duly sworn, depose and say that I (we) am (are) the owner(s) of the property identified in the attached application and that the statements herein contained and the information provided in the attached plans and other exhibits are in all respects true and correct to the best of my knowledge. I also acknowledge that I have received written instructions regarding the process for which I am applying and the Centerville City Planning Staff have indicated they are available to assist me in making this application.

(Property Owner)

(Property Owner)

Subscribed and sworn to me this _____ day of _____, 20____.

(Notary Public)

Residing in _____, Utah

My Commission Expires _____

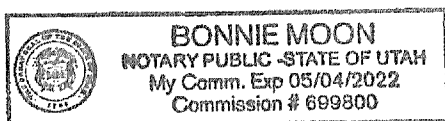
AGENT AUTHORIZATION

I (we), Jed R. Taylor & Jan Taylor, the owner(s) of the real property described in the attached application, do authorize as my (our) agent(s) Justin Manning to represent me (us) regarding the attached application to appear on my (our) behalf before any administrative or legislative body in the City considering this application and to act in all respects as our agent in matters pertaining to the attached application.

Jed Taylor
(Property Owner)

Jan Taylor
(Property Owner)

Dated this 20 day of July, 2020, personally appeared before me Bonnie Moon, the signer(s) of the above agent authorization who duly acknowledged to me that they executed the same.



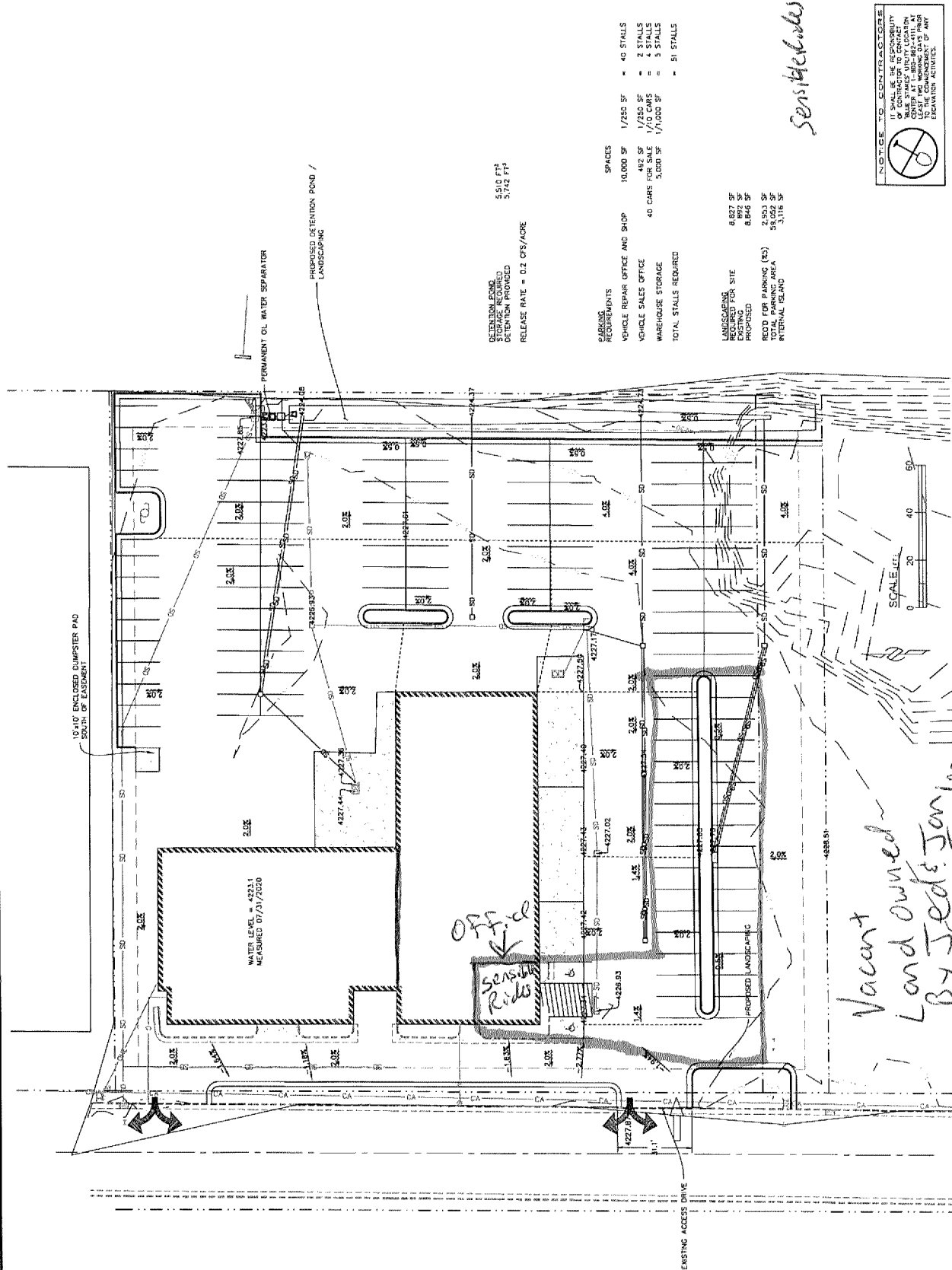
Bonnie Moon
(Notary Public)

Residing in Syracuse, Utah

My Commission Expires 5/4/22

NOTES:

- AREA USED FOR PARKING LANDSCAPING REQUIREMENT
- PARKING INTERNAL LANDSCAPING
- PROPERTY LINES
- EASEMENTS



DETENTION POND
 5,516 SQ. FT.
 5,742 FT²
 RELEASE RATE = 0.2 CFS/ACRE

LANDSCAPING REQUIREMENTS	SPACES
VEHICLE REPAIR OFFICE AND SHOP	10,000 SF
VEHICLE SALES OFFICE	482 SF
WAREHOUSE STORAGE	40 CARS FOR SALE
TOTAL STALLS REQUIRED	51 STALLS

LANDSCAPING REQUIRED FOR SITE	4,887 SF
PROPOSED	8,846 SF
ROOT FOR PARKING (45)	2,953 SF
TOTAL PARKING AREA	58,052 SF
INTERNAL ISLAND	3,116 SF

Sensitive Ridge

Vacant Land owned by Jedd Taylor

NOTICE TO CONTRACTORS
 IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS AND TO COMPLY WITH ALL APPLICABLE REGULATIONS AND ORDINANCES OF ANY AGENCY INVOLVED IN THE PROJECT.

JUSTIN MANNING & JED TAYLOR
 600 NORTH 1000 WEST
 CENTERVILLE, UT
 SITE IMPROVEMENTS

BRINGHAM ENGINEERING
 1000 N. 1000 W.
 SUITE 100
 CENTERVILLE, UT 84002
 PHONE: (801) 225-1000
 FAX: (801) 225-1001
 EMAIL: info@bringham-engineering.com

DATE: 08/19/2020
 DRAWN: JED TAYLOR
 CHECKED: JED TAYLOR
 PROJECT: 2020-001

1 requirement would provide any additional legal right protection. Ms. Romney pointed out that a
2 tattoo license is required by the State to practice microblading and agreed with Chair Hayman
3 that the proposed language would not likely add any protection. Ms. Davis commented that an
4 aesthetician license is required to wax or trim eyebrows, but not to do microblading. If an
5 aesthetician license were required for microblading, it would need to be required for tattoo artists
6 are well. She said she does not know any tattoo artists with an aesthetician license.

7
8 Commissioner Wright made a **motion** for the Planning Commission to recommend to the
9 City Council the following changes in Zoning Code 12.12 Definitions:

10
11 **Personal Care Service:** An establishment primarily engaged in the provision of frequently
12 or recurrently needed services of a personal nature. Typical uses include beauty and
13 barber shops, permanent cosmetics, custom tailoring and seamstress shops, electrolysis
14 studios, portrait studios, shoe repair shops, tailors, tanning and nail salons, and weight
15 loss centers. The term excludes Tattoo Establishment.

16
17 **Tattoo Establishment:** Any location, place, area, structure, or business used for the
18 practice of affixing a permanent mark or design on or under the skin by a process of cutting
19 for the purpose of scarring or pricking or ingraining an indelible pigment, dye, or ink in the
20 skin, or instruction for such a practice. The term excludes permanent cosmetics.

21
22 **Permanent Cosmetics:** A cosmetic treatment involving the controlled insertion of pigment
23 into the skin as a means of producing designs that resemble makeup such as eye brows
24 and eye lining and other natural enhancing colors to the face, lips, and eyelids and hairline.
25 Permanent cosmetic is solely for enhancing facial features that are already present or to
26 provide artificial eyebrows for those who have lost them as a consequence of old age,
27 disease, chemotherapy, genetic disturbance and to disguise scars and skin conditions. It
28 may be referred to as "Semi Permanent" because occasional touch ups are required.

29
30 The motion was seconded by Commissioner Hirst and passed by unanimous vote (6-0).

31
32 **PUBLIC HEARING – CONDITIONAL USE PERMIT – CAR SALES FOR SENSIBLE**
33 **RIDES AT 707 N 1000 WEST SUITE 4**

34
35 Cory Snyder, Community Development Director, explained that the applicant operates a
36 Vehicle Repair, Limited business, and desires to add sales use as an accessory use to the vehicle
37 repair activities. The applicant has a small sales operation with only a few cars per year for select
38 patrons of his business, so he does not need more than the minimum of three display stalls
39 required by the State. Mr. Snyder explained that parking is shared between multiple suites on
40 the property. He stated that staff has been unable to verify sufficient parking exists for the current
41 business and the added use involving the occupation of three parking stalls to double as a vehicle
42 sales display area. He presented two possible motions for resolving this matter.

43
44 Justin Manning, applicant, explained that all parking stalls in the center of the property are
45 allocated for his business through agreement with the property owner. Parking requirements for
46 the other businesses are met with the parking stalls in front of the offices. He said there is space
47 for three display stalls in front of one of his office spaces. Mr. Manning indicated he would be
48 willing to designate open space on the east side of the property for the three display stalls if
49 needed. He said his business occupies almost 50% of the property. Mr. Manning has a dealer
50 license, but he emphasized that his business is different from a regular dealership. Responding

1 to a question from Commissioner Johnson, Mr. Manning said he would not object if the number
2 of display stalls were capped at three.

3
4 Chair Hayman opened a public hearing at 7:55 p.m., and closed the public hearing seeing
5 that no one wished to comment. Commissioner Johnson made a **motion** to approve the
6 Conditional Use Permit request for Sensible Rides Auto Sales at 707 North 1000 West, Suite #4,
7 subject to the following:

- 8
9 1. This Conditional Use Permit shall apply only to the user space located at 707 North
10 1000 West, Suite #4.
11 2. This Conditional Use Permit approval is for a Vehicle Sales use.
12 3. All display vehicles shall be operable and in good condition, and the display of vehicles
13 shall be limited to no more than three (3) vehicles.
14 4. The display area shall NOT encumber the use of any required parking stall and shall
15 be located in an area that does NOT conflict with needed parking and vehicle
16 circulation lanes (*e.g. in the auto repair use facility, an approved storage area, or other*
17 *similar place*).
18 5. The display area location shall be provided using a site plan format to the City and
19 shall be reviewed and approved by the City's Zoning Administrator. Any dispute
20 regarding the approval of the Zoning Administrator shall be submitted to the Planning
21 Commission for resolution, prior to filing any related appeal.
22 6. The loading and unloading of vehicles for sale from a commercial transport truck is
23 prohibited.

24
25 Reasons for the Action (Findings):

- 26
27 a) The Planning Commission finds that the land use of vehicle and equipment rental or
28 sales is a conditional use within the Industrial-High Zone [CZC 12.36 (Table of Uses)].
29 b) The use is consistent with the expectation of the City's General Plan [Section 12-430-
30 1 & Future Land Use, Goal 1, 12-480-6].
31 c) The Planning Commission finds that the use of Suite #4 is the existing Vehicle Repair
32 business
33 d) The Planning Commission finds that the Vehicle Sales use is an accessory use to the
34 primary use of the applicant's business.
35 e) The Planning Commission finds that the applicant has a small sales operation with
36 only a few cars per year for select patrons of his business, so he does not need much
37 space or just enough to fulfill the state's dealer minimum requirements of three (3)
38 display stalls (see email dated 12-11-2018).
39 f) The Planning Commission finds that with the implemented conditions of approval the
40 criteria for issuance of the CUP have been satisfied, as described in the applicable
41 staff report.

42
43 Commissioner Hirst seconded the motion, which passed by unanimous vote (6-0).

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

**STAFF REPORT
AGENDA: ITEM 2**

PROPERTY OWNER: **MERRILL SHERIFF
707 NORTH 1000 WEST #1
CENTERVILLE, UTAH 84014
(merrillmsci@gmail.com)**

APPLICANT: **JUSTIN MANNING
707 NORTH 1000 WEST #4
CENTERVILLE UT 84014
(justin@extremeautoservice.com)**

PROPERTY LOCATION: **707 NORTH 1000 WEST #4**

PARCEL SIZE: **1.76 ACRES**

ZONING DISTRICT: **INDUSTRIAL – HIGH**

APPLICATION: **CONDITIONAL USE PERMIT FOR VEHICLE SALES**

STAFF RECOMMENDATION: **CONSIDER TABLING OR APPROVING WITH
CONDITONS**

BACKGROUND

The applicant, Mr. Justin Manning, has applied for a Conditional Use Permit for a Vehicle Sales use. Mr. Manning operates the exiting “Extreme Auto” business (*i.e. Vehicle Repair, Limited*) and desires to add this sales use as an accessory use to the business activities. The applicant has a small sales operation with only a few cars per year for select patrons of his business, so he doesn’t need much space or just enough to fulfill the state’s dealer minimum requirements of three (3) display stalls (*see e-mail dated 12-11-2018*).



Table of Uses Allowed 12.36.

“Vehicle sales” is only allowed with a Conditional Use Permit in an Industrial–High Zone. This specific use is defined in the Zoning Ordinance as, “An establishment engaged in the retail, sale or rental, from the premises, of used motorcycles, automobiles, and/or light trucks, along with incidental service or maintenance” [Chapter 12-12].

CUP Approval Factors to be Reviewed [CZC 12.21.100(e) (5) (A-K)]

The City’s General Plan states that in order for the City to generate revenue for local services “...Centerville City should provide for the establishment and viability of commercial and industrial services in designated areas of the community” [Section 12-430-1].”

Furthermore, the West Centerville Neighborhood Plan states that “*preserving the economic viability is critical to the success of the neighborhood*” (see *Future Land Use, Goal 1, 12-480-6*).

The proposed use is to be located in an existing office/warehouse complex and appears to be limited in nature. Thus, staff believes that the proposed use could be deemed consistent with the goals and objectives of the General Plan. Finally, in the past, the City has approved several comparable vehicle sales uses in this same neighborhood area.

Suitability and Harmony with the Proposed Site and Adjacent Property (A-C, F)

The proposed use will be located within an industrial area, which over the years has had several limited use auto dealerships very similar to what is being proposed. Other businesses within the area include warehousing, car repair, manufacturing, and other like uses. Given the proposed use will be occupying an already existing building, the use will not incur additional impact on the built environment by way of added utility services or supportive infrastructure. Staff believes that the use and the site could be adequate for operating a small dealership, as evidenced by other similar circumstances.

Impact on the Community and Safeguards to Minimize this Impact (D-E, G, I-K)

It appears that the proposed use will not likely be creating a large amount of noise, or other harmful irritants to the surrounding community. Since the auto dealership will only receive a small number of customers, they will not likely be increasing the amount of traffic within the area.

Adequate Access, Parking, Lighting, Fire Protection and Vehicular Circulation (H)

A common general recurring concern with auto sales is how vehicles to sold are delivered to the site. Every so often, vehicles can come by way of transport truck. This can become a problem when a loading and off-loading area is not provided. Due to the fact the proposed uses is accessory or limited in nature, staff assumes the delivery of cars using commercial transport trucks would likely not transpire.

Staff's largest concern is the entire development site has shared parking spaces between the multiple suites on the property. There needs to be sufficient parking for customers, employees for each tenant or suite. Historically, the City records indicated that the existing repair business was approved in the year 2000, prior to the current Zoning Ordinance. The original 1990 site plan for the development provided 65 total parking stalls or just over 16 stalls per suite. The uses shown on the original plan approval were for office/warehouse. Suite #4 has 7,200 sq. ft. of tenant area. According to the current Zoning Ordinance (*CZC 12.53- Parking Chapter*) the parking for Suite #4 for the existing and proposed use needs to be as follows:

- Vehicle Repair = 1 space per 250 gross floor area OR a total of 29 parking stalls.
- Vehicle Sales (e.g. accessory) = 1 space per every 10 vehicles displayed OR one (1) as proposed (*that actual vehicle sales display area does not generate a parking count*).
- Total Parking for Suite #4 should be 30 parking stalls.

Although, there are 65 total parking stalls for the development site, the existing and proposed uses would require nearly 50% of the total available parking. The parking capacity for the other suites also need to meet the required parking calculations. The question is "what is the parking requirement/demand for the other three (3) suites. Therefore, at this time, the staff is unable to verify that sufficient parking exists for current business and the added use involving the occupation of three (3) parking stalls to double as a vehicle sales display area. The options for resolving this matter have be listed in the staff recommendations that follow.

PLANNING STAFF RECOMMENDATIONS

OPTION #1 – [TO TABLE] Suggested motion for a Conditional Use Permit - I hereby make a motion for the Planning Commission to TABLE the Conditional Use Permit request for Sensible Rides Auto Sales at 707 North 1000 West, Suite #4 and direct the applicant to provide or address the following:

- ✓ Provide and address the parking needs for all four (4) suites of the development site
- ✓ Each tenant use shall be identified by total square feet (gross) and the number of available stalls shall for each use shall be described.
- ✓ A comparison shall be provided to describe the status of the total available on-site parking (65 stalls) versus the total ordinance required parking for each tenant use.
- ✓ If needed, the display vehicle area may be located elsewhere or substitute parking must be provided to meet the minimum parking counts for each use.

OPTION #2 – [TO APPROVE] Suggested motion for a Conditional Use Permit - I hereby make a motion for the Planning Commission to **APPROVE** the Conditional Use Permit request for Sensible Rides Auto Sales at 707 North 1000 West, Suite #4, subject to the following:

1. This Conditional Use Permit shall apply only to the user space located at 707 North 1000 West, Suite #4.
2. This Conditional Use Permit approval is for a Vehicle Sales use.
3. All display vehicles shall be operable and in good condition, and the display of vehicles shall be limited to no more than three (3) vehicles.

4. The display area shall NOT incur the use of any required parking stall and shall be located in an area that does NOT conflict with needed parking and vehicle circulation lanes (*e.g. in the auto repair use facility, an approved storage area, or other similar place*).
5. The display area location shall be provided using a site plan format to the City and shall be reviewed and approved by the City's Zoning Administrator. Any dispute regarding the approval of the Zoning Administrator shall be submitted to the Planning Commission for resolution, prior to filing any related appeal.
6. The loading and unloading of vehicles for sale from a commercial transport truck is prohibited.

Suggested Reasons for the Action (Findings):

- a) The Planning Commission finds that the land use of vehicle and equipment rental or sales is a conditional use within the Industrial-High Zone [CZC 12.36 (*Table of Uses*)].
- b) The use is consistent with the expectation of the City's General Plan [Section 12-430-1 & *Future Land Use, Goal 1, 12-480-6*].
- c) The Planning Commission finds that the primary of Suite #4 is the existing Vehicle Repair business.
- d) The Planning Commission finds that the Vehicle Sales use is an accessory use to the primary use of the applicant's business.
- e) The Planning Commission finds that the applicant has a small sales operation with only a few cars per year for select patrons of his business, so he doesn't need much space or just enough to fulfill the state's dealer minimum requirements of three (3) display stalls (*see e-mail dated 12-11-2018*).
- f) The Planning Commission finds that with the implemented conditions of approval the criteria for issuance of the CUP have been satisfied, as described in the applicable staff report.

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

**STAFF REPORT
AGENDA: ITEM 3.2**

PROPERTY OWNER: JED TAYLOR
606 NORTH 1000 WEST
CENTERVILLE, UT 84014

APPLICANT: EXTREME AUTO SERVICE/SENSIBLE RIDES
c/o JUSTIN MANNING
606 NORTH 1000 WEST
(Justin@extremeautoservice.com)

PROPERTY LOCATION: 610 N 1000 W
(parcel 06-009-0013)

PARCEL SIZE: 1.84 ACRES

ZONING DISTRICT: INDUSTRIAL-HIGH (I-H)

APPLICATION: FINAL SITE PLAN

RECOMMENDATION: CONSIDER WHETHER TO GRAND FINAL SITE
PLAN ACCEPTANCE

BACKGROUND

At the August 12, 2020 Planning Commission meeting, the applicant received conceptual site plan approval. Now the applicant, Justin Manning, is requesting Final Site Plan approval in conjunction with a Conditional Use Permit for Vehicle sales for his secondary business, Sensible Rides. Please see agenda for Conceptual Site Plan approval.

APPROVAL REQUIREMENTS (CZC 12.21.110(f))

1. The final site plan shall conform to its associated conceptual site plan.
2. The entire site shall be developed at one time unless a phased development plan is approved by the approving authority. A phased development plan shall show:

- a. The planned development of the entire site; and
 - b. The timing and sequencing of improvements to be completed with each phase, particularly amenities, open space, and public improvements.
3. 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.

APPLICABLE PROVISIONS & PREVIOUS PLANNING COMMISSION CONDITIONS

Landscaping and Screening-CZC 12.51

Guidelines	Standard	Phase 1 Proposed	Phase 2 Proposed	Compliance
Total Area	10% (8,827SF)	-	8,845 SF	LIKELY
Street Frontage Trees	1 per 25 linear feet	8	4	YES
Building Foundation	50%	50%	50%	YES
Interior Parking Lot	5%	UNCLEAR	UNCLEAR	LIKELY
	For every six required stalls: 1 tree (9 required)	None Shown	None Shown	NO
	For every six required stalls: 2 shrubs	8	7	YES
Landscape Architect Approval	Drought resistant or xeriscape	YES	YES	YES
Ground Mounted Utility Screening	Must be screened from Public Street view	YES	YES	YES
Detention	5,510SF	-	5,742SF	PHASE 2

Staff Comments: In order for Phase 1 to stand alone, it will need to meet its portion of the landscaping requirements. Per the City Engineer, at least 50% of the detention will need to be functioning in Phase 1. Detention is currently slated to be built during Phase 2. In order to meet State requirements, 2,755 SF will need to be provided during Phase 1.

As yet, there are no trees shown in the interior parking for either phase. Nine trees are required in the interior parking islands, with a minimum of one tree and two shrubs in each island. There are

Off-Street Parking and Loading – CZC 12.52

Parking Requirement	Calculation	Needed	Phase 1	Phase 2	Compliance
Vehicle & Equipment Repair	1 space per 250SF of gross floor area	42	36	6	NO
Vehicles Sales Used	Adds 1 space for every 10 vehicles displayed	4	0	4	NO
Warehouse	1 space per 1,000 SF of gross floor area	5	-	84	YES
Off-Street Loading	1 per 3,000-20,000 gross floor area	1	0	0	LIKELY

Staff Comments There is conflicting information provided by the applicant. The engineered drawings show parking that matches the table above, with insufficient parking provided in Phase 1. In the applicant's narrative, however, he describes that Phase 1 parking will be paved south of the building and to the east property line. If the latter is the case, sufficient parking is provided in Phase 1 to accommodate the needs of the Phase 1 uses. In addition, at least one off-street loading space needs to be indicated on the plans.

Driveway Access – CZC 12.52.090

The applicant has worked with the City Engineer to discuss appropriate access to the site. Per an email from the City Engineer dated September 14, 2020, only two accesses will be permitted; one at the north end and one at the south end of the property. The proposed center access does not meet applicable drive widths and could cause hazard to drivers.

Enforcement of Existing Zoning Violations – CZC 12.23.070

As mentioned in the previous staff report, there are two violations on the site: abandoned, wrecked or junk vehicles; and storage of trash and debris. The applicant has provided the date of October 10, 2020 to have the violations remedied. However, part of the remedy is removing unsold junk vehicles to the neighboring property owned by Jed and Jan Taylor. Staff do not find this an acceptable remedy, and will require the violations to be remedied completely, and not just moved to another site.

PLANNING STAFF RECOMMENDATIONS**OPTION #1 – TABLE ACTION AND REQUEST ADDITIONAL INFORMATION**

PROPOSED ACTION: I hereby make a motion for the Planning Commission to TABLE the conceptual site plan to have the submitted application address the following items:

- a) Further address the shortcomings and missing elements regarding the landscaping requirements, as described in the related Planning Staff Report.
- b) Further address the site phasing request by describing or depicting the planned timing and sequencing of improvements to be completed with each phase.
- c) Further address the current zoning violations and provide the methods and timing involved to bring the site into compliance with the mentioned violations of the Planning Staff Report.

OPTIONS #2 – APPROVE FINAL SITE PLAN

PROPOSED ACTION: I hereby make a motion for the Planning Commission to APPROVE the final site plan with the following conditions:

- 1. Code violations shall be remedied by October 10, 2020 per applicant's statement, and shall not be moved to another location within the City.
- 2. Required 46 parking stalls for the operation of vehicle repair and vehicle sales uses shall be paved as part of Phase 1.
- 3. A 15- to 20-foot utility easement shall be provided over the existing storm drain line per City Engineer's email dated September 14, 2020, to be approved by the City Engineer.
- 4. 50 percent of the required detention shall be provided during Phase 1, per City Engineer.
- 5. All construction drawings shall be stamped by a registered Engineer licensed in the State of Utah at a scale not to exceed 1:50.
- 6. Applicant shall bond with the City for necessary drainage improvements.
- 7. Site plan shall be updated to show accurate Phase 1 build to include interior parking trees, 50% of the detention pond, and Phase 1 portion of landscaping.
- 8. Applicant shall provide Building Inspector verification that interior metal wall is sufficient fire-separation between buildings.
- 9. Applicant shall provide updated civil drawings with only two drive access points.

SUGGESTED REASONS FOR THE ACTION:

- a) The Planning Commission finds that the Final Site Plan conforms to its associated conceptual site plan.
- b) The Planning Commission finds that the Final Site Plan has been reviewed considering the applicable provisions of the Centerville Zoning Ordinance and Centerville Municipal Code, as outlined in the applicable Planning Staff Reports of the related Conceptual Site and Final Site Plan submittals.
- c) Lastly, the Planning Commission finds that any conditions of this approval are limited to achieve compliance with applicable code requirements. [CZC12.21.110(f)(3)]

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

**STAFF REPORT
AGENDA: ITEM 4**

APPLICANT: **EXTREME AUTO SERVICE
c/o JUSTIN MANNING
606 NORTH 1000 WEST
CENTERVILLE, UTAH 84014
(Justin@extremeautoservice.com)**

PROPERTY: **606 NORTH 1000 WEST**

PROPERTY OWNER: **JED R. TAYLOR
606 NORTH 1000 WEST
CENTERVILLE, UTAH 84014
(taylorcontracting@gmail.com)**

ACREAGE: **1.84 ACRES**

ZONING: **INDUSTRIAL HIGH (I-H)**

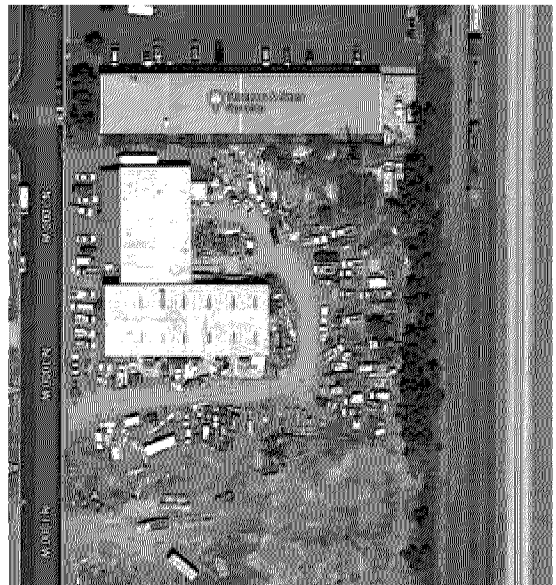
APPLICATIONS: **CONCEPTUAL SITE PLAN ACCEPTANCE**

RECOMMENDATION: **CONSIDER WHETHER TO GRANT CONCEPTUAL SITE
PLAN ACCEPTANCE**

BACKGROUND

The applicant, Mr. Manning, desires to convert the existing site for the purposes of relocating his business operation involving the Vehicle, Sales and Vehicle, Repair. Currently, the site does not have an approved operating business or land use. Generally, the site appears to be unkept and filled with abandoned vehicles, equipment, and miscellaneous materials and debris. The applicant desires to clean up the site and significantly remodel the existing buildings to accommodate his business.

According to City records, the site was likely previously developed when the County performed the “*land use approvals.*” There are NO records on



City file for developing the site. However, the Business License files show several licensing (1977 to 2008) of uses such as Taylor Contractors, a sign manufacturing company, a transport company, and former auto repair business. It appears from these records that the last use known was closed in 2008.

Additionally, the site appears to have been altered or modified in manner that is not compliant with existing or past development regulations (*e.g. parking backing onto a public street, missing street fronting landscaping, operation of a salvage yard, etc.*). Hence, such alterations and uses are NOT legally recognized by the City. Nonetheless, the applicant may seek an alternative option by submitting to the Board of Adjustment to have the Board determine if there are legal nonconformities for these matters present for the site - *see CZC 12.22.110 and CZC 12.20(d)6*.

Consequently, staff believes that to reuse the site, it will require the applicant to comply with CZC 12.22.080 – Other Nonconformity. Since the buildings will be significantly remodeled for the new businesses, a new “*certificate of occupancy*” will need to be obtained for the proposed alteration and reuse of the existing buildings. This will require the applicant to bring the site into compliance, not only with the elimination/removal of unauthorized activities or uses, but also applicable building codes and with the required parking lot and parking stall regulations, along with compliance with the landscaping regulations – *see CZC 12.22.080(c)*.

CONCEPTUAL SITE PLAN REVIEW - CZC 12.12.110.d

CMC -General Plan - Section 12.480.6

The Centerville City General Plan indicates the area of development is within the West Centerville Neighborhood and the Centerville City Business Park District. The goal for the area is “...to maintain and eventually upgrade the conditions and appearance of the buildings and yard areas, while being sensitive to the needs of existing business and property owners” [CMC 12.480.6(1)]. In addition, the objectives encourage the economic viability, and the enhancement of architectural standards and themes for businesses located within the business park.

Staff Comments: In reviewing the proposal, staff believes that to eliminate unauthorized alterations and uses significantly improves the problematic conditions of the property. Additionally, the reconfiguration of the parking improves the circulation and placement of the parking through better organization and layout. **Staff generally believes that the proposed site plan amendment takes a step forward in meeting the goals and objectives of the General Plan.**

Table of Uses – CZC 12.36.040

“**Vehicle and Equipment Repair in an allowable permitted use in I-H zone.** However, Vehicle, Sales Used, New, or Limited are allowable conditional uses, and will need a CUP approval used by the Commission, along with a Final Site Plan Approval.

Applicable Commercial Development Standards (includes needed review of nonconformities)

According to CZC 12.22.080, all existing sites with non-conformities with regards to site landscaping, screening, or other issues, shall be brought into conformance upon the occurrence of any “*new certificate of occupancy*.” Thus, the following tables and narratives also addresses both the development standards and nonconformity requirements identified by staff to be applicable to the expansion.

Landscaping and Screening– CZC 12.51.

Required Landscaping Summary CZC 12.51			
Guidelines	Standard	Proposed	Compliance
Total Area Landscaping	10%	14%	YES
Total Required Trees	1 Tree per 500 square feet of <i>required</i> landscaping	None Shown (16 Trees Required)	NO
Trees for Street Frontage	1 per 25 linear feet	None Shown	NO
Building Foundation Landscaping	50%	Foundation Plantings Shown	YES
Total Interior Parking Lot Landscaping	5%	Slightly Short	Likely
	For every six <i>required</i> stalls: 1 tree	9 Trees	NO
	For every six <i>required</i> stalls: 2 shrubs	18 Shrubs	
Landscape Architectural Approval	Xeriscaping Proposed	Missing Required Designer CZC 12.51.070(b)	NO
Ground Mounted Utility Screening	Must be screened from Public Street View	None Depicted	NO

Staff Comments: Most, if not all, of the above listed shortcomings can be resolved through preparation and installation of the required landscaping plan by to be prepared by a licensed landscape architect that is qualified in Xeriscaping Design.

Off Street Parking and Loading– CZC 12.52

Parking requirement	Calculation	Stalls Needed	Provided	Compliance
Vehicle and Equipment Repair	1 space per 250 sq. ft. of gross floor area	46	51 stalls	YES
Vehicle Sales New or Used	Adds 1 space for every 10 vehicles displayed	4		

Signs - CZC 12.54

The applicant's submittal provides exhibits depicting the proposed sign plan for the building. The signs will need to comply with CZC 12.54-Signs and submit and obtain the required separate sign permit. Although the applicant desires to move an existing pole sign from his current location of business to this new site, current ordinances DO NOT allow for the transfer of a non-conforming "*pole sign*" from another location – *see CZC 12.54.160(a)*. For this site, all signing is limited as follows:

12.54.140 Signs in Industrial Zones

1. *Signs Permitted. In addition to the signs permitted in all zones, the following signs shall be allowed in Industrial zones, subject to the conditions and restrictions herein set forth. Such signs may include any lawful commercial or non-commercial message.*
 1. *Wall Signs. The regulations of CZC 12.54.110(b)(1) shall apply.*
 2. *Low-profile Signs. The regulations of CZC 12.54.110(b)(3) shall apply. No more than one low-profile sign shall be allowed per required street frontage for any property in an industrial zone.*

OTHER APPLICABLE DEVELOPMENT MATTERS**Adequate Public Facilities – CZC 12.55.050 & 100**

“The City may require an analysis to be completed to determine whether adequate public facilities are available to service a development and whether such development will change existing levels of service or will create a demand which exceeds acceptable levels of service for roadways, intersections, bridges, storm drainage facilities, water lines, water pressure, sewer lines, fire and emergency response times, and other similar public services. No subsequent approval of such development shall be given until either the developer or the City installs improvements calculated to raise service levels to the standard adopted by the City.

Staff Comments: The applicant will need to coordinate with the City Engineer and Public Works Director to prepare the civil plans for providing or upgrading needed utility services for the property. Stormwater Management has been a focus during the Development Review Committees meetings with the applicant.

Driveway Access - CZC 12.52.090

“Driveway Dimensions. Minimum driveway dimensions shall be as follows:

- *For access to five or fewer spaces: 12 feet.*
- *For access to six or more spaces: 12 feet for one-way traffic; 25 feet for two-way traffic.*
- *Driveway width shall not exceed 35 feet.”*

Staff Comments: The applicant will need City Engineer and Public Work Director approval for the proposed access points for the site.

Development Phasing Plan – CZC 12.21.110(f).2

“The entire site shall be developed at one time unless a phased development plan is approved by the approving authority. A phased development plan shall show:

- *The planned development of the entire site; and*
- *The timing and sequencing of improvements to be completed with each phase, particularly amenities, open space, and public improvements.”*

Staff Comments: The applicant is requesting a phasing approval for the site. However, it appears to be primarily focused on separating the uses of the two (2) existing buildings. However, the necessary installation of improvements, parking, landscaping, and stormwater management need to be evaluated to ensure that “each phase” can be independently

supported and that the existing violations (*see below*) are corrected, prior to allowing the site to be developed in phases.

Enforcement of Existing Zoning Violations – CZC 12.23.070

"The City may deny or withhold all permits, certificates, or other forms of authorization pertaining to any land or improvements when an uncorrected violation exists pursuant to this Title or to a condition or qualification of a permit, certificate, approval or other authorization previously granted by the City Council, Planning Commission, Board of Adjustment, or other City officer. The City may, instead of withholding or denying an authorization, grant such authorization subject to the condition that the violation be corrected. The provisions of this Section shall apply regardless of whether the original applicant or owner or current applicant or owner is responsible for the violation in question."

- Abandoned, Wrecked or Junk Vehicles – CZC 12.55.040 - *"Abandoned, wrecked, and junk vehicles shall be prohibited as provided in CMC 7.4 (Weed Control and Cleaning of Real Property) and CMC 14 (Traffic Code)."*
- Storage of Trash and Debris Prohibited – CZC 12.55.180 - *"No yard or other open space shall be used for the accumulation of trash, debris, or abandoned equipment and no land shall be used for such purposes, except as authorized by and in compliance with the provisions of this Title."*

Staff Comments: As part of the Final Site Plan submittal, the applicant will need to provide the methods and timing involved to bring the site into compliance with these two above mentioned ordinance violations in order to gain a Final Site Plan Approval, or the Commission can withhold granting any Final Approval.

PLANNING STAFF RECOMMENDATIONS TO PLANNING COMMISSION

OPTION #1 – TABLE ACTION AND REQUEST ADDITIONAL INFORMATION

PROPOSED ACTION: *"I hereby make a motion for the Planning Commission to TABLE the conceptual site plan to have the submitted application address the following items:*

- a) *Further address the shortcomings and missing elements regarding the landscaping requirements, as described in the related Planning Staff Report.*
- b) *Consult with the City Engineer/Public Works Director and obtain written comments regarding the expected needs for public facility services (e.g. storm water management) and site access allowances.*
- c) *Further address the "site phasing" request by describing or depicting the planned timing and sequencing of improvements to be completed with each phase.*
- d) *Further address the current zoning violations and provide the methods and timing involved to bring the site into compliance with the mentioned violations of the Planning Staff Report.*

OPTION #2 – CONCEPTUAL SITE PLAN ACCEPTANCE ACTION

PROPOSED ACTION: *"I hereby make a motion for the Planning Commission to TABLE the conceptual site plan to have the submitted application address the following items*

1. *The applicant shall submit a final site plan application meeting the submittal standards listed in CZC 12.21.110.e of the Zoning Ordinance.*
2. *In conjunction with the Final Site Plan submittal, the applicant shall prepare and submit a Conditional Use Application for Vehicle Sales, Used or New, that meets the submittal standards of CZC 12.21.100(d).*
3. *The final site plan submittal shall also address the following:*
 - a. *Provide a landscaping plan that addresses the following:*
 - *Provide the total on-site tree requirements*
 - *Provide the required Street Frontage Trees*
 - *Provide the required 50% building foundation landscaping*
Provide the required 5% internal parking lot landscaping
 - *Provide final area and site percentage tabulation.*
 - *The Landscaping Plan is to be designed and prepared by a certificated Landscape Architect with adequate experience in Xeriscaping Design.*
 - b. *The applicant shall coordinate with the City Engineer and Public Works Director to prepare the civil plans for providing or upgrading needed utility services for the property, which shall be provided with the Final Site Plan submittal.*
 - c. *The applicant shall obtain City Engineer and Public Work Director approval for the proposed access points for the site.*
 - d. *The applicant shall prepare and submit a phased development site plan which shall show:*
 - *The planned development of the entire site; and*
 - *The timing and sequencing of improvements to be completed with each phase*
 - e) *As part of the Final Site Plan submittal, the applicant shall provide or depict the methods and timing involved to bring the site into compliance with mentioned Zoning Ordinance violations described in the Planning Staff Report.*

SUGGESTED REASONS FOR THE ACTION:

- a) *The Planning Commission finds that a conceptual site plan is not intended to permit actual development of property pursuant to such plan but is to be prepared and reviewed merely to represent how the property could be developed in accordance with applicable regulations.*
- b) *The Planning Commission finds that all existing sites with non-conformities with regards to site landscaping, screening, or other issues, shall be brought into conformance upon the occurrence of a new certificate of occupancy, as described in CZC 12.22.080(c).*
- c) *The Planning Commission finds that according to CZC 12.23.070, the City may deny or withhold all permits, certificates, or other forms of authorization pertaining to any land or improvements when an uncorrected violation exists or instead of withholding or denying an authorization, grant such authorization subject to the condition that the violation be corrected*
- d) *The Planning Commission finds that, with the stated Directives of Acceptance, the applicant is equipped sufficiently to proceed with a submittal of a Final Site Plan and Conditional Use Application.*

Final Site Plan statement:

Initial and future use of the property:

Initial will be for Justin Manning's businesses of Auto Repair and Car sales. In the 10000 sq ft building. Jed will continue to use of the adjacent inside building (not outside property) for the foreseeable future.

Once Jed Taylor is done using the building for personal use and storage, the space will be leased to a supporting and supplemental auto related business such as accessories sales and installation etc.

Violation correction:

In the normal course of preparing the property for reuse, clean up has been occurring and will continue to occur during the final site plan approval process. Since last meeting numerous vehicles and dozens of dump trailer loads have been removed from the property.

1-All functioning vehicles and equipment from Jed's business as an Excavation Contractor are up for sale. Remaining larger pieces are being evaluated for repair and sale, some will be relocated in an organized manner from this parcel to the adjacent to this owned by Jed Taylor. The timing will need to be flexible for Jed to maximize the value from his life's work, he/ we have demonstrated that clean up and clearing have and will continue to occur.

Note: At conceptual site plan review the google earth picture had shown a car and equipment count of 75. There are approximately 25 at this time on the property.

2-The miscellaneous items will not be moved to the adjacent parcel. They have been and will continue to be sorted for items of value and then sold, sent to recyclers and/or disposed of by October 10th.

Completion and clearing of this parcel by October 10th

Options to improve the exterior appearance

Instead of just painting the metal building we are looking at alternatives to improve the aesthetics. We are working with Myron Williams and a structural engineer of what is possible on the exterior.

-Stucco is our first choice, and what we have shown. Engineering work is being done to make sure it will hold up on a metal building.

-Worst case scenario is repairing damaged metal panels and painting the exterior with a similar color to the Dove Grey or similar color that matches the rockwork on the west building entry.

Additional 18' Drive

The aisle solution to not backing out on the street and having only 2 access points presents a couple concerns which would be resolved with the addition of an 18' drive between the 2 buildings as depicted on the site plan.

Concerns: 1- There are two buildings with two separate entrances and the north building may be rented out or used as a separate business in the future. 2- If the long Aisle had a temporary blockage of cars, emergency exiting on a one way aisle would cause driving over landscaping.

Kevin Campbell's response is: "There may be two buildings, but this is only considered to be one site and the buildings are on one lot. We typically only allow two entrances per site / Lot."

We request the additional entry / exit point due to circumstances related to positioning of the front entry points of 2 buildings, and narrow distance to the street.

Pole Sign request:

See all information submitted with the conditional use permit.

Phase Break Down

Two (2) Phases to accommodate the full scope of the project. The main reasons for the phased approach is:

- 1-Justin Manning's business' partial move in and business operation due to lost lease.
- 2- City involvement to replace main storm drain on the North side of the property.

Phase 1

Completion November 30th 2020 or earlier
(weather permitting): 606 N 1000 W Centerville
Ut. 84014

1- South building exterior face lift (currently working with Myron Williams and Cory Malan Construction to see if stucco is a possibility) including exterior lighting and signage complete as soon as permits are approved.

2- West of building street to the building split line, south parking and area around power pole landscape concrete borders installed with water lines prepped.

3- Storm drain installation within the following areas: West of building drive aisle, South parking to the South property border to the East existing fence line. In this phase tying into the existing oil separator box temporarily until phase 2 is complete.

4- Asphalt with related preparation installed: West aisle to the building split line, South parking to the South property line and East to the existing fence.

Phase 2

Commencement and time frame will be reliant on 2 factors: 1- City Storm Drain improvements complete 2- The weather. Mild winter then by spring. Harsh winter then by May/June 2021:
610 N 1000 W Centerville Ut. 84014

1- City replacement of main storm drain on the North property line.

2- All remaining site plan items:

a- Detention, grading and storm drain installation.

b-Landscape borders, water brought to areas to prep for landscaping.

c-Asphalt all remaining property with related preparation.

d-Landscaping installed, weather permitting.

1. ALL WORKS SHALL CONFORM TO THE 2017 EDITION OF THE "MANUAL OF STANDARD SPECIFICATIONS", THE "MANUAL OF STANDARD PLANS" PREPARED BY THE UTAH CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION, AND CENTREVILLE CITY ENGINEERING STANDARDS UNLESS OTHERWISE SPECIFIED ON DRAWINGS & THIS NOTE SHEET.

1. ALL WORKS SHALL CONFORM TO THE 2017 EDITION OF THE "MANUAL OF STANDARD SPECIFICATIONS: THE MANUAL OF STANDARD PLANS" PREPARED BY THE UTAH CHAPTER OF THE AMERICAN PUBLIC WORKS ASSOCIATION, AND CENTERRAIL CITY ENGINEERING STANDARDS UNLESS OTHERWISE SPECIFIED ON DRAWINGS & THIS NOTE SHEET.
2. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. SUCH MEETING SHALL COMPLY WITH ADOPTED ENGINEERING STANDARDS.
3. APPLICATION FOR INSPECTION BY THE GOVERNING AGENCY SHALL BE MADE BY THE CONTRACTOR AT LEAST TWENTY-FOUR (24) HOURS BEFORE THE SERVICES THEREOF WILL BE REQUIRED.
4. ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR A PERIOD OF TWO YEARS FROM THE COMPLETION OF SUCH WORK, WITH REASONABLE WEAR AND TEAR EXCEPTED.
5. NO BACKFILL SHALL OCCUR UNTIL THE UTILITY HAS BEEN INSTALLED CORRECTLY, INSPECTED, AND APPROVED FOR BACKFILLING.
6. THE CONTRACTOR SHALL COMPLY WITH MINIMUM SAFETY REQUIREMENTS AS CONTAINED IN THE APWA MANUAL OF STANDARD SPECIFICATIONS, SECTION 00 72.00 GENERAL CONDITIONS, ARTICLE 6.12.
7. ANY PROPOSED CHANGES TO THE APPROVED DESIGN SHALL BE REVIEWED AND APPROVED BY THE ENGINEER.
8. DUST, MUD AND EROSION SHALL BE ADEQUATELY CONTROLLED BY WHATEVER MEANS NECESSARY, AND THE PUBLIC ROADWAY SHALL BE KEPT FREE OF MUD AND DEBRIS, AT ALL TIMES.
9. NO CONCRETE SHALL BE PLACED UNTIL THE FORMS AND REINFORCING STEEL (WHERE APPLICABLE) HAVE BEEN PLACED, INSPECTED AND APPROVED.
10. THE OWNER, OR TEST ENGINEER SHALL CERTIFY THAT ALL FILL, BACKFILLS OVER UNDERGROUND UTILITIES, BASE AND ASPHALT HAVE BEEN ADEQUATELY COMPLETED. THIS CERTIFICATION SHALL BE SUBMITTED TO THE CITY ENGINEER PRIOR TO ACCEPTANCE OF THE WORK BY THE OWNER.
11. ALL REPAIRING OF UTILITY TRENCHES SHALL BE COMPLETED IN SUCH A MANNER AS TO ALLOW THE PAYMENT TO JOIN THE EXISTING PAVEMENT WITHOUT A RIDGE BEING FORMED AND TO THE SATISFACTION OF THE CITY ENGINEER.

1. LOCATION OF EXISTING FEATURES AS SHOWN HAS BEEN TAKEN FROM SURVEY DATA. ACTUAL LOCATIONS MAY VARY SIGNIFICANTLY FROM LOCATIONS AS SHOWN ON PLANS. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY LOCATIONS OF EXISTING UTILITIES. UTILITIES NOT SHOWN ON PLANS, OR SHOWN INCORRECTLY SHALL BE WORKED AROUND AT NO ADDITIONAL COST TO THE OWNER. EXCEPTIONS SHALL BE OBTAINED IN ADVANCE IN WRITTEN FORM FROM THE ENGINEER AND ARE SUBJECT TO THE APPROVAL OF THE OWNER.

1. LOCATION OF EXISTING STRUCTURES AS SHOWN HAS BEEN TAKEN FROM SURVEY DATA. ACTUAL LOCATIONS MAY VARY SIGNIFICANTLY FROM LOCATIONS AS SHOWN ON PLANS.
2. CONTRACTOR SHALL VERIFY SUFFICIENTLY TO VERIFY LOCATIONS OF EXISTING UTILITIES. UTILITIES NOT SHOWN ON PLANS, OR SHOWN INCORRECTLY SHALL BE WORKED AROUND AT NO ADDITIONAL COST TO THE OWNER. EXCEPTIONS SHALL BE OBTAINED IN ADVANCE IN WRITTEN FORM FROM THE ENGINEER AND ARE SUBJECT TO THE APPROVAL OF THE OWNER.
3. THE CONTRACTOR SHALL EXAMINE THE DRAWINGS AND SHALL NOTIFY THE OWNER OF ANY DISCREPANCIES OR CONFLICTS BEFORE PROCEEDING WITH THE WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY ALL DIMENSIONS AND CONDITIONS AT THE SITE AND SHALL NOTIFY THE OWNER & ENGINEER OF DISCREPANCIES BETWEEN THE ACTUAL CONDITIONS AND INFORMATION SHOWN ON THE DRAWINGS BEFORE PROCEEDING WITH THE WORK.
5. SPECIFIC NOTES AND DETAILS SHALL TAKE PRECEDENCE OVER GENERAL NOTES, TYPICAL DETAILS, AND SPECIFICATIONS.
6. THE CONTRACTOR SHALL REFER TO THE SPECIFICATIONS FOR INFORMATION NOT COVERED BY THESE GENERAL NOTES OR THE DRAWINGS.
7. THE CONTRACTOR SHALL PROVIDE AND BE RESPONSIBLE FOR THE TEMPORARY ERECTION OF BRACING AND SHORING AS REQUIRED FOR STABILITY OF STRUCTURES AND EXCAVATIONS DURING ALL PHASES OF CONSTRUCTION.
8. THE CONTRACTOR SHALL BE REQUIRED TO FURNISH ALL TEMPORARY WATER, POWER, OR OTHER UTILITIES AS REQUIRED TO COMPLETE CONSTRUCTION OF THE PROJECT AS DETAILED.
9. THE CONTRACTOR SHALL HOLD A VALID UTAH CONTRACTOR'S LICENSE PRIOR TO BEGINNING CONSTRUCTION.
10. THE CONTRACTOR SHALL OBTAIN PERMITS FROM WEST JORDAN CITY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN ALL OTHER NECESSARY PERMITS AND LICENSES REQUIRED FOR COMPLETION OF THE WORK.
11. THE CONTRACTOR SHALL MAINTAIN CLEAN CONSTRUCTION AREAS. ALL DEBRIS, RUBBISH AND TRASH SHALL BE REMOVED FROM THE PROJECT SITE. ALL MATERIALS AND EQUIPMENT SHALL BE KEPT CLEANED, LAYED AND MOVED OFF SITE BEFORE COMPLETION OF THE PROJECT.

1. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT BLUE STAKES OR UTILITIES AS REQUIRED TO HAVE UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO ANY EXCAVATION WORK.
2. ALL TRENCHES AND EXCAVATIONS SHALL BE CUT, PROTECTED, AND SUPPORTED AS PRESCRIBED BY OSHA.

1. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT BLUE STAKES OR UTILITIES AS REQUIRED TO HAVE UNDERGROUND UTILITIES MARKED IN THE FIELD PRIOR TO ANY EXCAVATION WORK.
2. ALL TRENCHES AND EXCAVATIONS SHALL BE CUT, PROTECTED, AND SUPPORTED AS PRESCRIBED BY OSHA.
3. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE AND MAINTAIN ANY EQUIPMENT NECESSARY TO Dewater EXCAVATIONS.

9. PROTECT ALL CONCRETE FROM FREEZING FOR A PERIOD OF 7 DAYS. WHEN TEMPERATURES BELOW 20 DEGREES FAHRENHEIT ARE ANTICIPATED, A HEAT SOURCE SHALL BE PROVIDED AND MAINTAINED FOR THE CURING PERIOD.

10. IF PRECIPITATION IS ANTICIPATED, SUFFICIENT MATERIALS SHALL BE ON-SITE TO COVER ALL CONCRETE NOT FULLY SET.

9. PROTECT ALL CONCRETE FROM FREEZING FOR A PERIOD OF 7 DAYS. WHEN TEMPERATURES BELOW 32 DEGREES FAHRENHEIT ARE ANTICIPATED, A HEAT SOURCE SHALL BE PROVIDED AND MAINTAINED FOR THE CURING PERIOD.
 10. IF PRECIPITATION IS ANTICIPATED, SUFFICIENT MATERIALS SHALL BE ON-SITE TO COVER ALL CONCRETE NOT FULLY SET.
 11. ALL REINFORCEMENT SHALL BE GRADE 60 DEFORMED BARS.
 12. ALL CONCRETE SHALL BE PLACED AND FINISHED PER APCA STANDARD SPECIFICATION SECTION 03.30 10.
- ### PIPING NOTES
1. BOLTS AND NUTS ON ALL METAL FITTINGS SHALL BE COATED WITH FM GREASE AND OILING FITTING SHALL BE WRAPPED IN PLASTIC PRIOR TO POURING OF THROTTLE BLOCKS AND BACK-FILLING.
 2. THE CONTRACTOR SHALL NOT OPERATE ANY VALVES ON THE EXISTING AGENCY-OWNED WATER SYSTEM UNTIL THE NEW PIPING IS INSTALLED AND THE VALVES ARE PROPERLY TESTED AND ADJUSTED.
 3. THE AGENCY WILL OPEN AND CLOSE THE VALVES AS NEEDED. BEST JORDAN CITY PUBLIC UTILITIES IS THE DRAINING AGENCY.
 4. ALL OPEN ENDS AND/OR CUTS IN ABANDONED PIPING LEFT IN PLACE SHALL BE CAPPED OR PLUGGED BEFORE BACKFILLING.
 5. INTERIOR JOINTS OF ALL PIPING IN BOXES SHALL BE GROUTED SMOOTH AFTER TRIMMING PIPE FLUSH WITH THE WALL.

1. BOLTS AND NUTS ON ALL METAL FITTINGS SHALL BE COATED WITH FM GREASE AND DYNIRE FITTING BUTTER.
2. THE CONTRACTOR SHALL NOT OPERATE ANY VALVES ON THE EXISTING AGENCY-SOURCED WATER SYSTEM UNTIL THE CONTRACTOR HAS NOTIFIED THE AGENCY AT LEAST 24 HOURS BEFORE REQUESTED SHUT-OFFS. IS THE AGENCY WILL OPEN AND CLOSE THE VALVES AS NEEDED. WEST JORDAN CITY PUBLIC UTILITIES IS THE OWNING AGENCY.
3. ALL OPEN ENDS AND/OR CUTS IN ABANDONED PIPING LEFT IN PLACE SHALL BE CAPPED OR PLUGGED BEFORE BACKFILLING.
4. INTERIOR JOINTS OF ALL PIPING IN BOXES SHALL BE GROUTED SMOOTH AFTER TRIMMING PIPE FLUSH WITH THE WALL.

00	OUTSIDE DIAMETER
01	PLATE
02	POINT OF CURVE
03	POINT OF INTERSECTION
04	PCC
05	POINT OF COMBINATION
06	PLAN
07	POINT OF REVERSE CURVE
08	PRELIM
09	PREABRATED LAME FOOT
10	POUND PER SQUARE INCH
11	PSI
12	POINT OF TANGENCY
13	POINT OF VERTICAL INTERSECTION
14	QTY
15	RADIUS
16	R, RAD
17	REINFORCING
18	REINFC
19	REQUIRED
20	RECD
21	REINFORCED
22	SDMH
23	SECTION
24	SEWER MAHOLE
25	SEWER
26	SPECIFICATION
27	SPEC
28	STANDARD
29	STD
30	SYM
31	SYMMETRICAL
32	TOWARD BACK OF WALK
33	TBW
34	TOP FACE OF WALK
35	TPW
36	TYPICAL CONCRETE
37	TYP
38	VERTICAL CURVE
39	VC
40	VERTICAL
41	W/
42	WITHOUT
43	W/O
44	WALKWAY
45	WALK
46	W/OUT
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186	W/OUT
187	W/O
188	W/OUT
189	W/O
190	W/OUT
191	W/O
192	W/OUT
193	W/O

1. THE CONTRACTOR WILL BE REQUIRED TO STORE ALL FUELS, OILS, SOLVENTS AND HAZARDOUS MATERIALS IN DESIGNATED IMPOUND AREAS LOCATED ONE OR MORE OF THE APPROVED STAGING AREAS. IMPOUND AREAS WILL BE EXCAVATED AND LINED WITH AN IMPERMEABLE LINER, BACKFILLED AND GRADED SUCH THAT A DEPRESSION IS CREATED, THE SIZE OF THE DEPRESSION SHALL BE LARGE ENOUGH TO COMPLETELY CONTAIN SPILLED MATERIALS. SPILLED MATERIALS SHALL BE REMOVED AT THAT LOCATION, CLEAN-UP/CONTAINMENT ARE TO BE KEPT AT EACH STORAGE LOCATION.
2. THE CONTRACTOR SHALL CONSTRUCT ONE OR MORE "WASHOUT" AREAS FOR CONCRETE TRUCKS. "WASHOUT" AREAS SHALL BE LOCATED OUTSIDE THE FLOOD PLAIN OF ALL WATERWAYS. "WASHOUT" AREAS SHALL BE CONSTRUCTED OF CONCRETE OR OTHER IMPERMEABLE MATERIALS. ALL SPILLED WASTE CONCRETE IS TO BE REMOVED FROM SITE BY COMPLETION OF PROJECT.
3. IN THE EVENT OF A SPILL, PERSONNEL DISCOVERING THE SPILL, WILL IMMEDIATELY MAKE ATTEMPTS TO CONTAIN AND/OR ABSORB THE SPILLED MATERIALS AND WILL NOTIFY EMERGENCY RESPONSE AGENCIES.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR DEVELOPING A STORM WATER POLLUTION PREVENTION PLAN (SWPPP), FILING THE "NOTICE OF INTENT" (NOI), AND OBTAINING PERMITS FROM THE STATE OF ILLINOIS.

1. CONCRETE CLASS SHALL BE PER APCA SECTION 03 30 04 ACCORDING TO STRUCTURE TYPE AS FOLLOWS:

THRUST BLOCKS:	CLASS 2000
NON-EXPOSED:	CLASS 3000
EXPOSED:	CLASS 4000
2. AIR ENTRAINMENT IS NOT REQUIRED FOR THRUST BLOCKS.
3. ALL EXPANSION JOINTS SHALL BE PER APCA SECTION 32 16 13.
4. MAXIMUM SLUMP FOR EXPOSED CONCRETE IS 4.0 INCHES, AND REQUIRED AIR CONTENT IS 6.0±1%, AS PER APCA SECTION 03 30 04, CLASS 4000 CONCRETE.
5. CONCRETE FOR BOXES AND MANHOLELS SHALL BE CONSIDERED AS EXPOSED CONCRETE.
6. A CONCRETE MIX SHALL BE PROVIDED TO THE ENGINEER FOR APPROVAL A MINIMUM OF 72 HOURS PRIOR TO ANY CONCRETE BEING PLACED. A SEPARATE MIX DESIGN MUST BE SUBMITTED FOR EACH CLASSIFICATION OF CONCRETE BEING UTILIZED ON A JOB SITE.
7. ALL CURB AND GUTTER, SIDEWALKS, CURB WALLS AND CONCRETE PAVING SHALL RECEIVE A LIGHT BROOM FINISH.
8. CURING COMPOUND SHALL BE APPLIED TO ALL EXPOSED CONCRETE IMMEDIATELY AFTER FINISHING THE CONCRETE PER APCA STANDARD SPECIFICATION SECTION 03 39 00.

SECTION IDENTIFICATION

SECTION

DETAIL

DETAIL IDENTIFICATION

DRAWING NUMBER WHERE SECTION IS LOCATED

DRAWING NUMBER WHERE DETAIL IS LOCATED

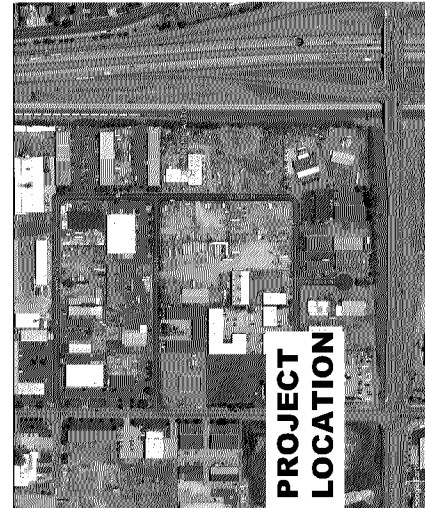
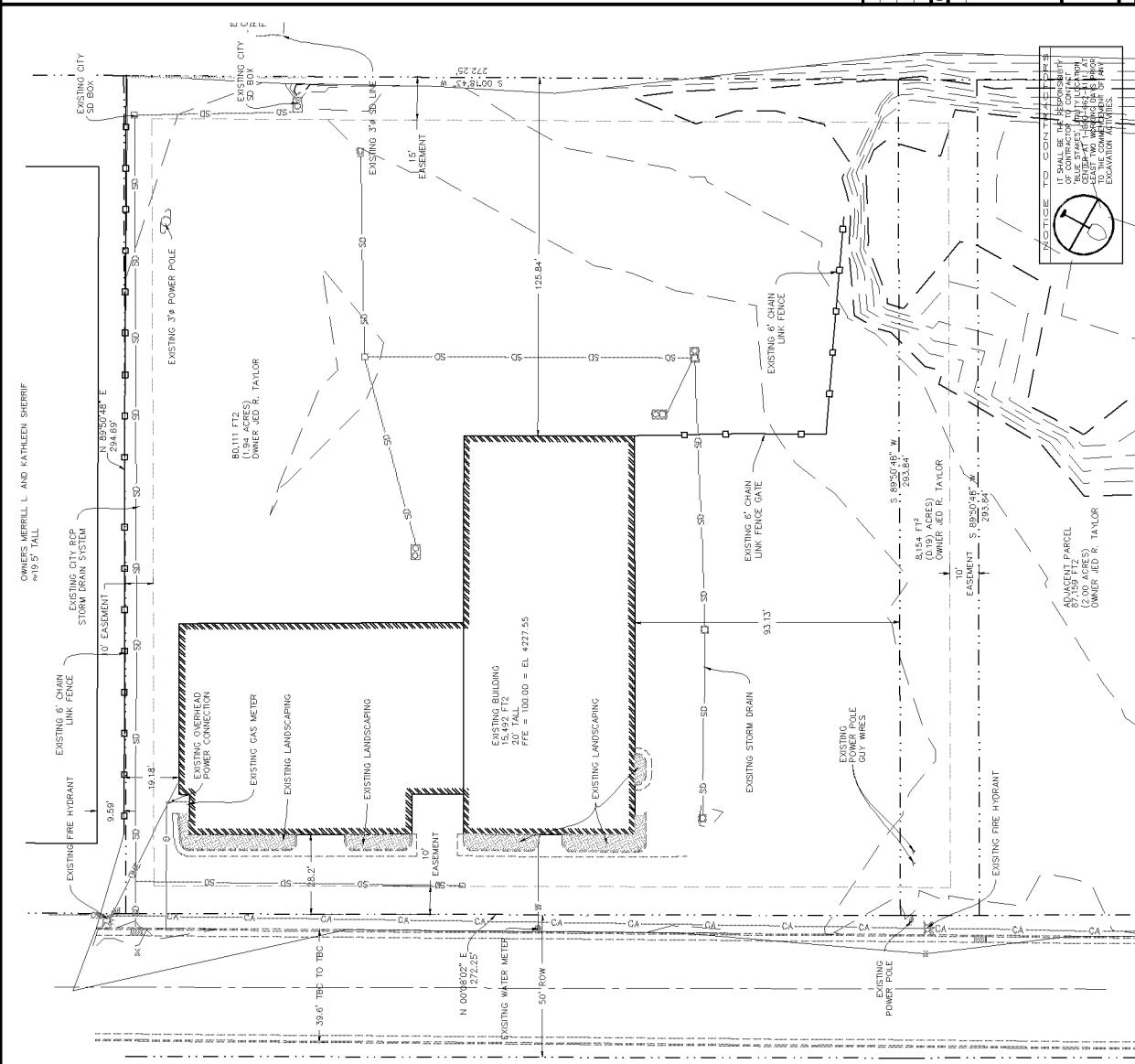
(-) INDICATES SAME SHEET OR MULTIPLE SHEETS

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PBINGHAM
ENGINEERING
SALT LAKE CITY - (801) 532-2820
OGDEN - (801) 399-1662

Print Date: 09/02/2020 Created: 07/20/20 Proj. # 5444

NOTES:



**PROJECT
LOCATION**

VICINITY MAP



JUSTIN MANNING & JED TAYLOR

EXTREME AUTO SITE IMPROVEMENTS
610 NORTH 1000 WEST
CENTERVILLE, UT

EXISTING CONDITIONS

BBINGHAM
ENGINEERING

8417 LAKE CITY - (800) 480-0800
UTAH - (801) 388-7400

DATE: 07/20/20
PROJECT: 15444 - MANNING SITE PLAN 15444-01
SHEET: 15444-01

IT SHALL BE THE RESPONSIBILITY OF THE CLIENT TO OBTAIN ALL NECESSARY PERMITS AND TO THE COMMENCEMENT OF ANY CONSTRUCTION.

NOTES:

1. FLOWABLE FILL TO BE USED AROUND AND ON STORM DRAIN PIPES TO PROVIDE COVER.
2. ALL PIPES SHALL BE SDR-35 PIPES OR APPROVED EQUIVALENT.
3. CARE SHALL BE TAKEN TO ENSURE STORM DRAIN PIPES DURING PLACEMENT OF FLOWABLE FILL DO NOT FLOAT UP IN THE FILL. THE ELEVATIONS OF THE STORM DRAIN PIPES SHALL BE MAINTAINED TO THE ELEVATIONS OF THE STORM DRAIN PIPES.
4. ALL FACILITIES SHALL CONFORM TO THE CITY'S DESIGN AND CONSTRUCTION STANDARDS AND MASTER STORM DRAIN PLAN.

- AREA USED FOR PARKING LANDSCAPING REQUIREMENT
- PARKING INTERNAL LANDSCAPING
- PROPOSED LANDSCAPING
- EXISTING LANDSCAPING

- EXISTING BUILDING
- PROPERTY LINE
- EASEMENTS
- CURB & GUTTER
- EXIST. CURB & GUTTER
- OPEN FACE CURB & GUTTER
- ROLLED GUTTER

EXIST. 3" SD PIPE COMING UNDER RAILWAY AND PRESENT

PERMANENT OIL WATER SEPARATOR

PROPOSED DETENTION POND / LANDSCAPING

DETENTION POND
TOTAL AREA REQUIRED
5,510 FT²
5,745 FT²
RELEASE RATE = 0.2 CFS/ACRE
C=0.78
OFFICE SIZE = 2,338'±

PARKING REQUIREMENTS

VEHICLE REPAIR OFFICE AND SHOP = 40 STALLS

VEHICLE SALES OFFICE = 2 STALLS

WAREHOUSE STORAGE = 5 STALLS

TOTAL STALLS REQUIRED = 51 STALLS

LANDSCAPING REQUIRED FOR SITE

EXISTING = 8,827 SF

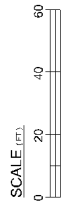
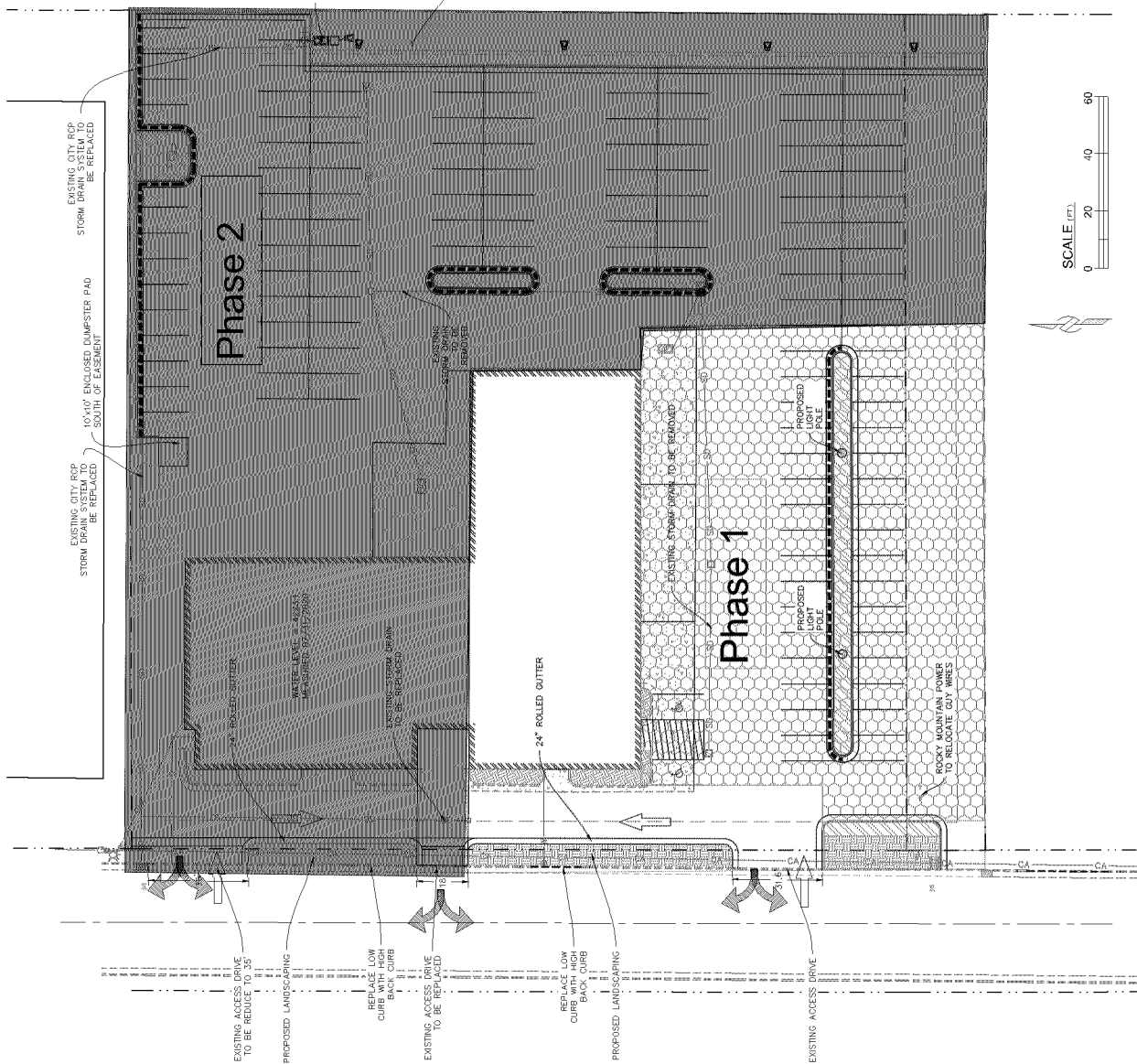
PROPOSED = 8,842 SF

RECD FOR PARKING (25) = 2,338 SF

INTERNAL ISLAND = 3,214 SF

NOTICE TO CONTRACTORS

IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO CONTACT THE CITY ENGINEER AT 1-800-465-4111 AT THE TIME OF BIDDING TO THE COMMENCEMENT OF ANY EXCAVATION ACTIVITIES.



JUSTING MANNING & JED TAYLOR

EXTREME AUTO SITE IMPROVEMENTS

610 NORTH 1000 WEST

CENTERVILLE, UT

PARKING IMPROVEMENTS

B BINGHAM

ENGINEERING

C-2.1

HALT LAKE CITY - (800) 465-4111

OWNER - (800) 465-4111

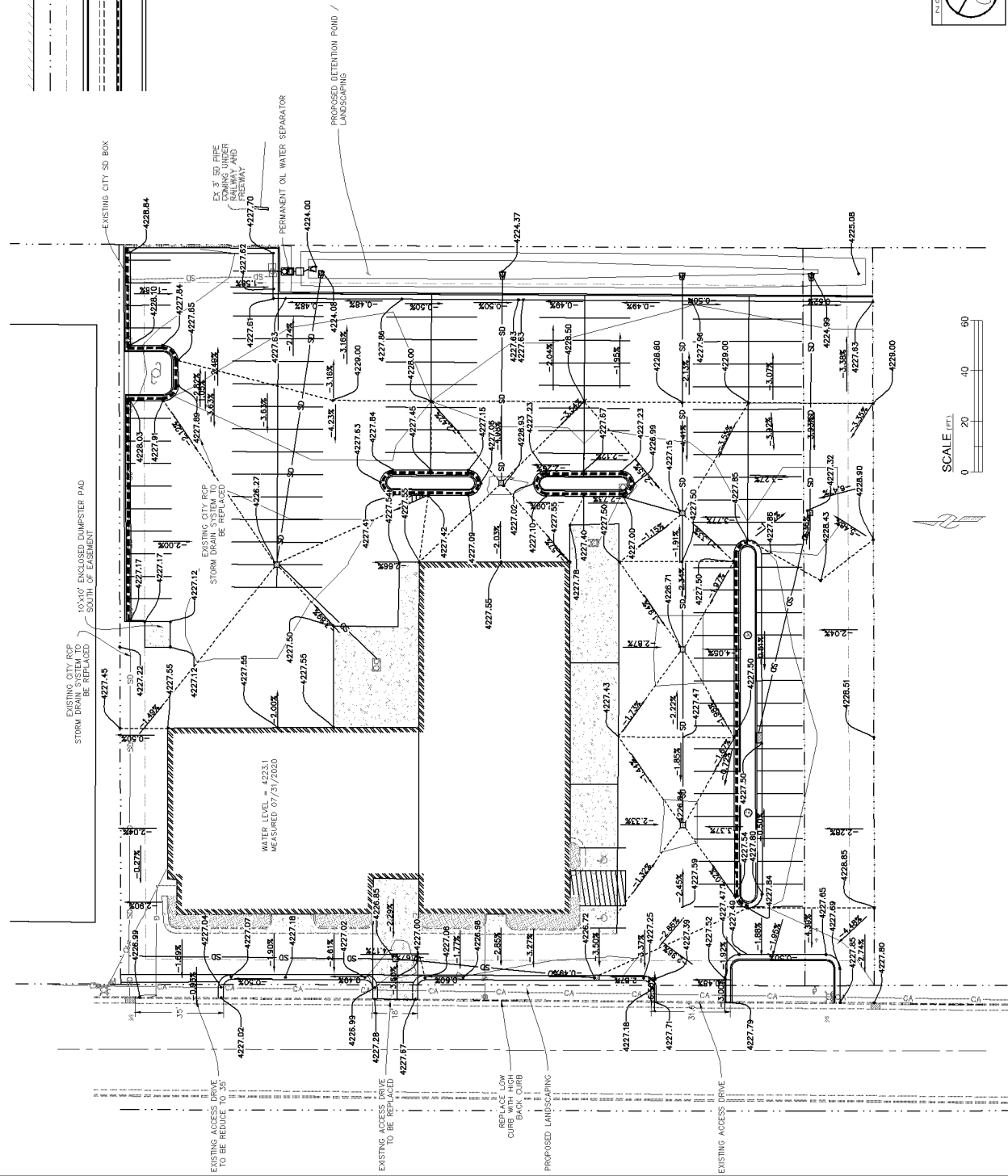
Print Date: 07/22/2020

Project: 15444 - MANNING, Site Plan 15444-001 (MANNING) Model: 15444-001.dwg

1. FLOWABLE FILL TO BE USED AROUND AND ON STORM DRAIN PIPES TO PROVIDE COVER.
2. ALL PIPES SHALL BE SDR-35 PIPES OR APPROVED EQUIVALENT.
3. CARE SHALL BE TAKEN TO SECURE STORM DRAIN PIPES DURING PLACEMENT OF FLOWABLE FILL SO THAT STORM DRAIN PIPES DO NOT FLOAT UP IN THE FLOWABLE FILL OR A CHANGE IN THE GRADE OR ELEVATIONS OF THE STORM DRAIN PIPE.

[illegible]

1. FLOWABLE FILL TO BE USED AROUND ON COVER STORM DRAIN PIPES.
2. ALL PIPES SHALL BE SDR-35 PIPES OR APPROVED EQUIVALENT.
3. CARE SHALL BE TAKEN TO SECURE STORM DRAIN PIPES DURING PLACEMENT OF FLOWABLE FILL SO THAT STORM DRAIN PIPES DO NOT FLOAT UP IN THE FLOWABLE FILL.
4. BACKFILL OF THE STORM DRAIN PIPE SHALL BE GRADE OR BETTER.
5. BACKFILL IS TO BE PLACED BEHIND CURB AND GUTTER BEFORE ASPHALT IS PLACED.



NOTICE TO CONTRACTORS

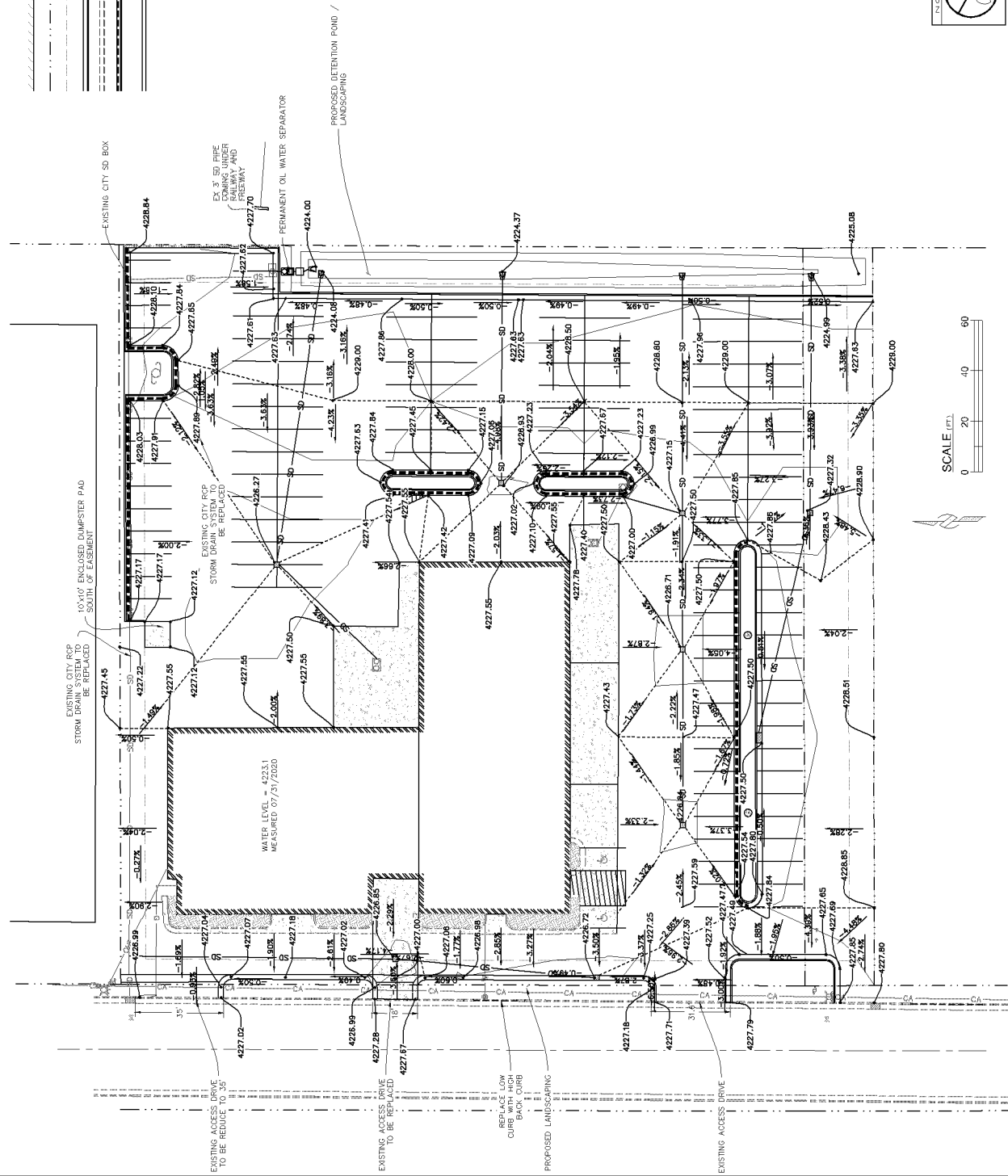
IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO CONTACT "BLUE STAKES" UTILITY LOCATION CENTER AT 1-800-662-4111, AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION ACTIVITIES.

JUSTING MANNING & JED TAYLOR
 EXTREME AUTO SITE IMPROVEMENTS
 610 NORTH 1000 WEST
 CENTERVILLE, UT
 DRAINAGE PLAN

PBINGHAM ENGINEERING SALT LAKE CITY - (801) 582-2620 OGDEN - (801) 399-1663		Don: _____ Dwg: _____ Cht: _____ Rvw: _____	Sht. C-2.4 of 7
Print Date: 09/02/2020	Created: 07/20/20	Proj # 5444	

Print Date: 09/02/2020 Created: 07/20/20 Proj. # 5444
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P:\5444 - Monrovia Silo.Dwg\5444.dwg\5444 Model.svd.dgn

1. FLOWABLE FILL TO BE USED AROUND ON COVER STORM DRAIN PIPES.
2. ALL PIPES SHALL BE SDR-35 PIPES OR APPROVED EQUIVALENT.
3. CARE SHALL BE TAKEN TO SECURE STORM DRAIN PIPES DURING PLACEMENT OF FLOWABLE FILL SO THAT STORM DRAIN PIPES DO NOT FLOAT UP IN THE FLOWABLE FILL.
4. BACKFILL OF THE STORM DRAIN PIPE SHALL BE GRADE OR BETTER.
5. BACKFILL IS TO BE PLACED BEHIND CURB AND GUTTER BEFORE ASPHALT IS PLACED.



NOTICE TO CONTRACTORS

IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO CONTACT "BLUE STAKES" UTILITY LOCATION CENTER AT 1-800-662-4111, AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION ACTIVITIES.

PRICE	QTY	DATE	QUANTITY	DESCRIPTION
				JUSTIN MANNING & JED TAYLOR
				EXTREME AUTO SITE IMPROVEMENTS
				610 NORTH 1000 WEST
				CENTERVILLE, UT
				DRAINAGE P/AN

SPBINGHAM
ENGINEERING
 SALT LAKE CITY • (801) 582-2520
 OGDEN • (801) 399-1662
 Don: SGP
 Dwn: _____
 Chk: _____
 Rvw: _____
 C-2.4 of 7
 Print Date: 09/02/2020
 Created: 07/20/20
 Proj # 5444

Print Date: 09/02/2020 Created: 07/20/20 Proj. # 5444

1. CONTRACTOR SHALL OBTAIN UPDES PERMIT FROM STATE OF UTAH. SEE COMPLETE STORM WATER POLLUTION PREVENTION PLAN FOR DETAILS IN REGARD TO EXECUTION, INSPECTION, AND MAINTENANCE OF ALL LISTED MEASURES.
2. CONTRACTOR SHALL COMPLY WITH CITY ORDINANCE (CLEANUP AND PROTECTION OF PUBLIC RIGHT OF WAYS) IN ALL PHASES AND AREAS OF CONSTRUCTION.

3. CONTRACTOR SHALL OBTAIN & COMPLY WITH HAUL ROUTES PERMIT FROM SALT LAKE CITY TRANSPORTATION DESIGNATING ACCEPTABLE HAUL ROUTES.

4. POSSIBLE POLLUTANTS INCLUDE SEDIMENTATION DUE TO RUNOFF, CONCRETE, OTHER MATERIALS AND TRASH AND DEBRIS ASSOCIATED WITH CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL FOLLOW ALL BMP'S AND ENSURE POSSIBLE POLLUTANTS ARE CONTAINED AND REMEDIATED.

5. NO SENSITIVE AREAS OR NATURAL BUFFERS ARE A PART OF THE PROJECT

6. ALL UNDEVELOPED, DISTURBED SOILS SHALL BE RE-SEEDING PRIOR TO TERMINATION OF THE SWPPP.

7. LONG TERM WATER QUALITY SHALL BE MAINTAINED BY THE DETENTION BASIN (BIO REMEDIATION) AND OIL/WATER SEPARATOR.



 IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO CONTACT "BLUE STAKES" UTILITY LOCATION CENTER AT 1-800-962-4111, AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION ACTIVITIES.

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EXTREME AUTO SITE IMPROVEMENTS
610 NORTH 1000 WEST
CENTERVILLE, UT
SWPPP

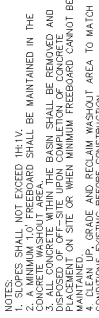
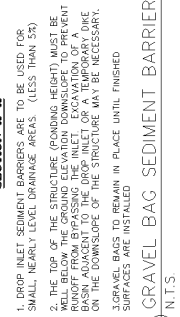
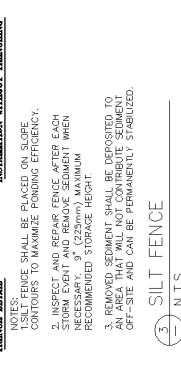
 PBINGHAM ENGINEERING SALT LAKE CITY - (801) 488-2620 CADDEN - (801) 589-0621	Date: <u>3/20/2020</u>	Sheet: <u>3</u>
	Drawn: <u>3/20/2020</u> Check: <u>3/20/2020</u> Rev: <u>3/20/2020</u>	Project: <u>5444</u>

Print Date: 09/02/2020
 Created: 07/20/2020

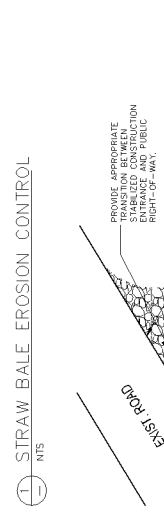
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P:\5444 - Warming Site.Plot5444\5444 Model.dwg
 User: jk
 Date: 3/20/2020

1. CONTRACTOR SHALL OBTAIN UPDATES PERMIT FROM THE STATE OF CALIFORNIA AND THE CITY OF LOS ANGELES TO PREVENT PLAYS FOR DETAILS IN REGARD TO EXECUTION, INSPECTION, AND MAINTENANCE OF ALL LISTED MEASURES.
2. CONTRACTOR SHALL COMPLY WITH CITY ORDINANCES (CLEANUP AND PROTECTION OF PUBLIC RIGHT OF WAYS) IN ALL PHASES AND AREAS OF CONSTRUCTION.
3. CONTRACTOR SHALL OBTAIN A COMPLY WITH HAUL ROUTES PERMIT FROM SALT LAKE CITY TRANSPORTATION DESIGNATING ACCEPTABLE HAUL ROUTES.



5 SECTION A-A
CONCRETE WASHOUT AREA



NOTICE TO CONTRACTORS

IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO CONTACT 'BLUE STRIKES' UTILITY LOCATION CENTER AT 1-800-462-4111, AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY

BINGHAM	Dtn.	SOP	EM
ENGINEERING	Date:		C-3.2
SALT LAKE CITY • (801) 682-2820	Drawn:		
OGDEN • (801) 399-1662	Chk:		
	Pw:		
Print Date: 09/02/2020		Created: 07/20/20	
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		Proj. # 5444	

Final Site Plan statement:

Date 9/23/20

Updates from DRC Meeting discussion are *Italicized* and underlined

Initial and future use of the property:

Initial will be for Justin Manning's businesses of Auto Repair and Car sales. In the 10000 sq ft building. Jed will continue to use of the adjacent inside building (not outside property) for the foreseeable future.

Once Jed Taylor is done using the building for personal use and storage, the space will be leased to a supporting and supplemental auto related business such as accessories sales and installation etc.

Violation correction:

In the normal course of preparing the property for reuse, clean up has been occurring and will continue to occur during the final site plan approval process. Since last meeting numerous vehicles and dozens of dump trailer loads have been removed from the property.

1-All functioning vehicles and equipment from Jed's business as an Excavation Contractor are up for sale. Remaining larger pieces are being evaluated for repair and sale, some will be relocated in an organized manner from this parcel to the adjacent parcel to the South that is owned by Jed Taylor. The timing will need to be flexible for Jed to maximize the value from his life's work, he/ we have demonstrated that clean up and clearing have and will continue to occur. *Requested time frame is 12 months September 23, 2020.*

Note: At conceptual site plan review the google earth picture had shown a car and equipment count of 75. There are approximately 25 at this time on the property.

2-The miscellaneous items will not be moved to the adjacent parcel. They have been and will continue to be sorted for items of value and then sold, sent to recyclers and/or disposed of by October 30th.

Completion and clearing of this parcel by October 30th.

Options to improve the exterior appearance

Instead of just painting the metal building we are looking at alternatives to improve the aesthetics. We are working with Myron Williams and a structural engineer of what is possible on the exterior.

-Stucco is our first choice, and what we have shown. Engineering work is being done to make sure it will hold up on a metal building.

-Worst case scenario is repairing damaged metal panels and painting the exterior with a similar color to the Dove Grey or similar color that matches the rockwork on the west building entry.

Phase Break Down

Two (2) Phases to accommodate the full scope of the project. The main reasons for the phased approach is:

1-Justin Manning's business' move in deadline is November 30th due to lost lease.

2- City involvement to replace main storm drain on the North side of the property.

3- Winter is upon us which will hinder quality of asphaltting.

Phase 1

Completion November 30th 2020 or earlier
(weather permitting): 606 N 1000 W Centerville
Ut. 84014

1- South building exterior face lift (currently working with Myron Williams and Cory Malan Construction to see if stucco is a possibility) including exterior lighting and signage complete as soon as permits are approved.

2- West of building street to the building split line, south parking and area around power pole landscape concrete borders installed with water lines prepped.

3- Storm drain installed and tied into new oil separator boxes to support phase 1.

4- Weather permitting: Asphalt with related preparation installed: West aisle to the building split line, South parking to the South property line and East to cover required 46 parking stalls.

Weather not suitable for asphalt: All weather road base surface. With bond for asphalt to be complete by June 1st 2021.

5-Oil water will installed, and connected to existing storm drain system. With at least 50% of the detention pond constructed. Will have drains installed and run through phase 2 to access the detention area.

6-See site plan doc showing phase 1 with the 46 required parking stalls.

7-Bond shall be provided for drainage improvements.

8-Myron has been contacted and verified that a 2hour firewall or sprinkler system will need to be installed. Contractor is being selected to permit a firewall between the two conjoined metal buildings.

9-Easement extension description to accommodate the installation of new city storm drain along the North side of the property has been submitted to the city attorney, public works director and engineer for review and processing.

10-Landscaping areas prepped with infrastructure for phase 1 will be constructed. Planting will commence as weather conditions will permit for successful survival.

Phase 2

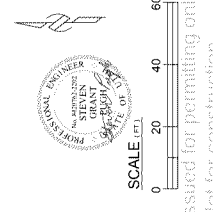
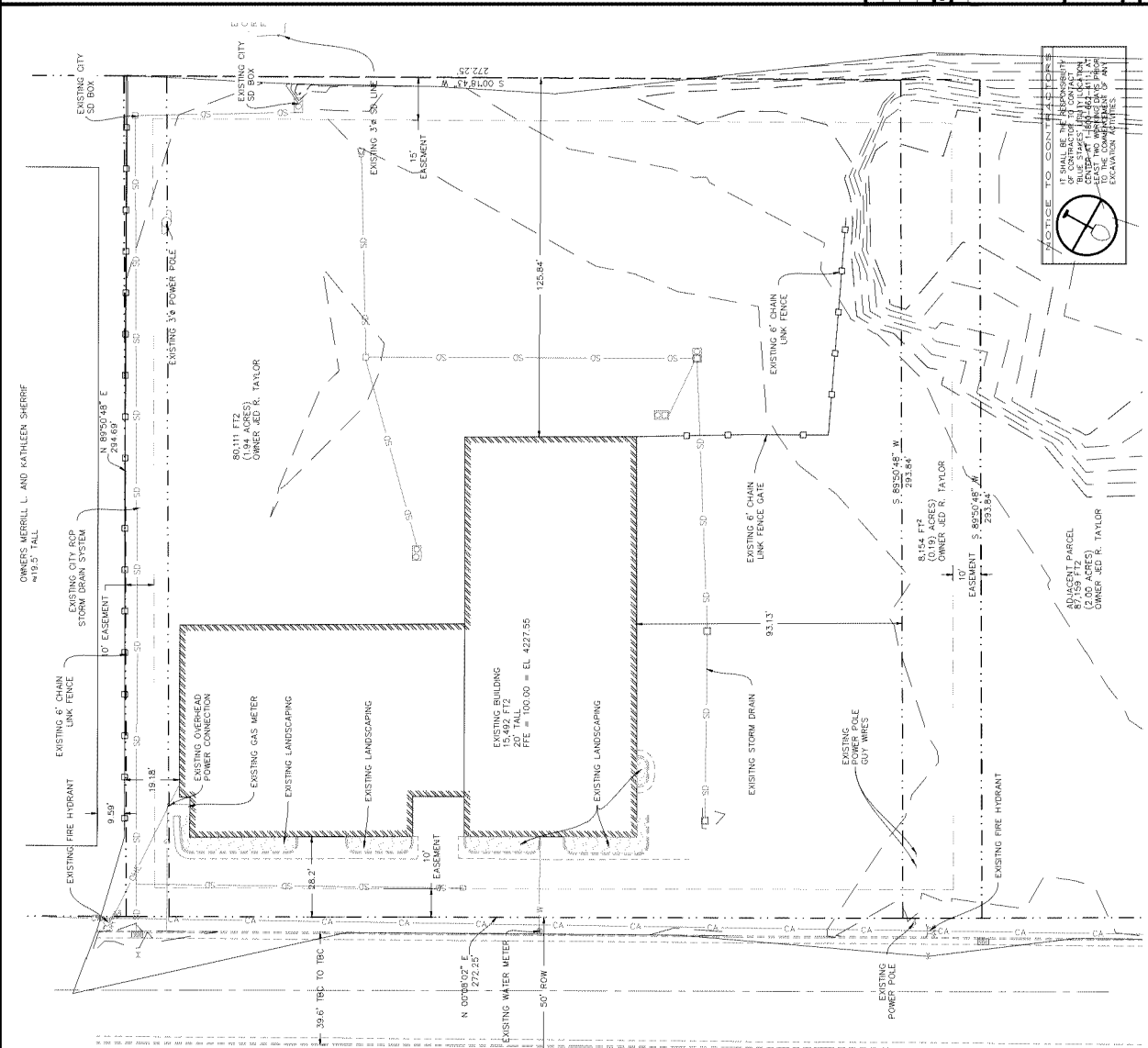
Commencement will happen after phase 1 doing as much as possible during the winter months, with completion by July 2021. This will be reliant on City Storm Drain improvements being complete.

1- City replacement of main storm drain on the North property line.

2- All remaining site plan items:

- a- Detention, grading and storm drain installation.
- b-Landscape borders, water brought to areas to prep for landscaping.
- c-Asphalt all remaining property with related preparation.
- d-Landscaping installed.

NOTES:



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Disc	By	Date	Remarks
0	SGP	8/23/20	Issued for permitting
1	SGP	8/23/20	Revised

JUSTIN MANNING & JED TAYLOR
EXTREME AUTO SITE IMPROVEMENTS
610 NORTH 1000 WEST
CENTERVILLE, UT
EXISTING CONDITIONS

BBINGHAM ENGINEERING
SALT LAKE CITY - (801) 482-8800
UTAH PROFESSIONAL ENGINEERING LICENSE # 1022
UTAH PROFESSIONAL SURVEYING LICENSE # 1022
DATE: 8/23/2020
PROJECT: 1000 WEST
DATE: 8/23/2020
PROJECT: 1000 WEST
DATE: 8/23/2020
PROJECT: 1000 WEST



PROJECT LOCATION

VICINITY MAP

NOTES:

1. FLEXIBLE FILL TO BE USED AROUND AND ON STORM DRAIN PIPES TO PROVIDE COVER.
2. EQUIVALENT SHALL BE SDF-35 PIPES OR APPROVED.
3. CARE SHALL BE TAKEN TO SECURE STORM DRAIN PIPES DURING PLACEMENT OF FLOWABLE FILL SO THAT STORM DRAIN PIPES DO NOT FLOAT UP IN THE FLOWABLE FILL. THE ELEVATION OF THE STORM DRAIN PIPE SHALL BE MAINTAINED.
4. ALL ELEVATIONS SHALL CONFORM TO THE CITY'S DESIGN AND CONSTRUCTION STANDARDS AND MASTER STORM DRAIN PLAN.

- AREA USED FOR PARKING LANDSCAPING REQUIREMENT
- PARKING INTERNAL LANDSCAPING
- PROPOSED LANDSCAPING
- EXISTING LANDSCAPING

- EXISTING BUILDING
- PROPERTY LINE
- EASEMENTS
- CURB & GUTTER
- EXIST. CURB & GUTTER
- OPEN FACE CURB & GUTTER
- ROLLED GUTTER
- PROPOSED TREE

EX. 1" X 30" PIPE
COVERING UNDER
RAILWAY AND
PRELIMINARY

PERMANENT OIL WATER SEPARATOR

PROPOSED DETENTION POND /
LANDSCAPING

DETENTION POND
STORAGE REQUIRED
DETENTION PROVIDED
RELEASE RATE = 0.2 CFS/ACRE
C=0.78
ORFICE SIZE = 2.338"

PARKING REQUIREMENTS

VEHICLE REPAIR OFFICE AND SHOP 10,000 SF = 40 STALLS

VEHICLE SALES OFFICE 1,250 SF = 2 STALLS

WAREHOUSE STORAGE 40 CARS FOR SALE 1,000 SF = 5 STALLS

TOTAL STALLS REQUIRED 5,000 SF = 51 STALLS

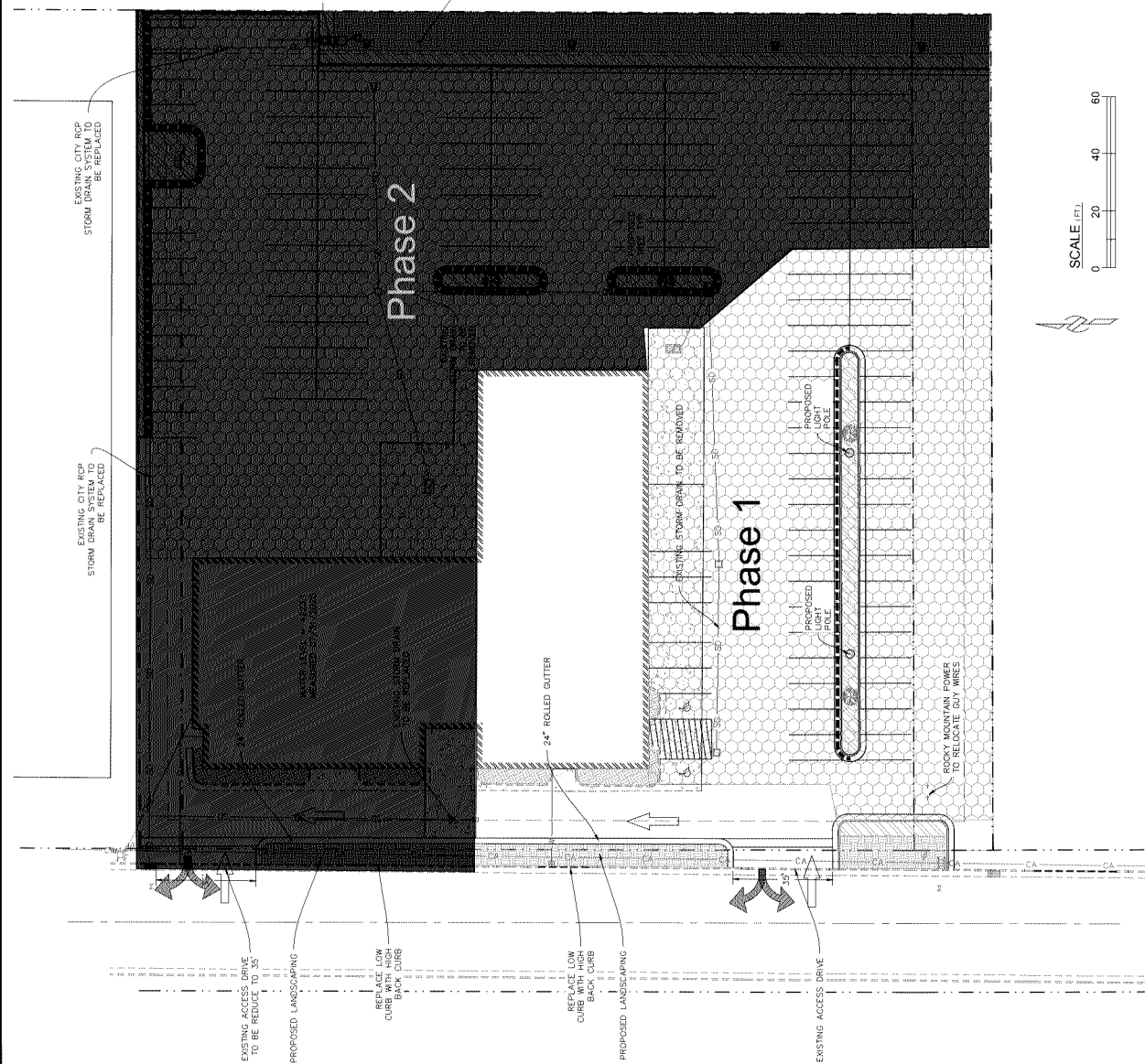
LANDSCAPING REQUIRED FOR SITE

EXISTING 8,827 SF

PROPOSED 8,827 SF

REDUCED PARKING (P2) 2,053 SF

INTERNAL ISLAND 3,214 SF



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0	Sign	9/23/20	Issued for permitting
1	Rev	09/23/20	Remarks
JUSTIN MANNING & JED TAYLOR			
EXTREME AUTO SITE IMPROVEMENTS			
610 NORTH 1000 WEST			
CENTERVILLE, UT			
PARKING IMPROVEMENTS			
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Print Date: 09/23/2020			
Project: 07/20/20			
Page: 5 of 5			
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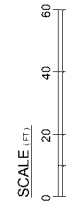
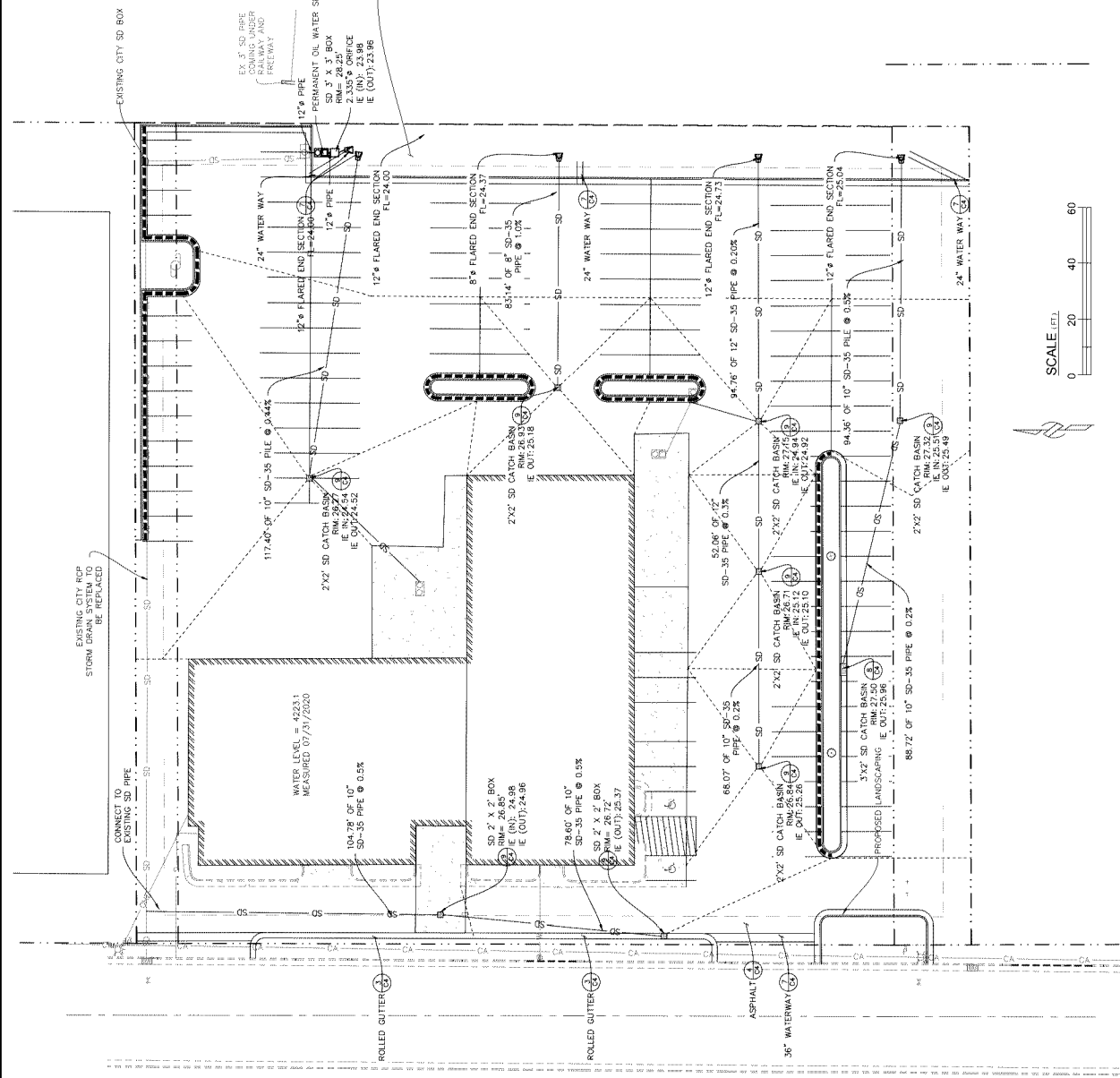
NOTICE TO CONTRACTORS

IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO CONTACT THE ENGINEER AT 1-800-462-4111 OR 801-582-8800 FOR ANY INFORMATION REGARDING THE EXCAVATION ACTIVITIES.

NOTES:

1. FLOWABLE FILL TO BE USED AROUND AND ON STORM DRAIN SYSTEM TO PROTECT EXISTING UTILITIES.
2. ALL PIPES SHALL BE 300-35 PIPES OR APPROVED EQUIVALENT.
3. PIPES SHALL BE TAKEN TO SECURE STORM DRAIN SYSTEM DURING PLACEMENT OF FLOWABLE FILL SO THAT FLOWABLE FILL DOES NOT CAUSE DAMAGE TO EXISTING FLOWABLE FILL OR CHANGE IN THE GRADE OR ELEVATIONS OF THE STORM DRAIN PIPE.

- EXISTING BUILDING
PROPERTY LINE
EASEMENTS
CURBS & GUTTERS
EXIST. CURB & GUTTER
OPEN FACE CURB & GUTTER
ROLLED GUTTER



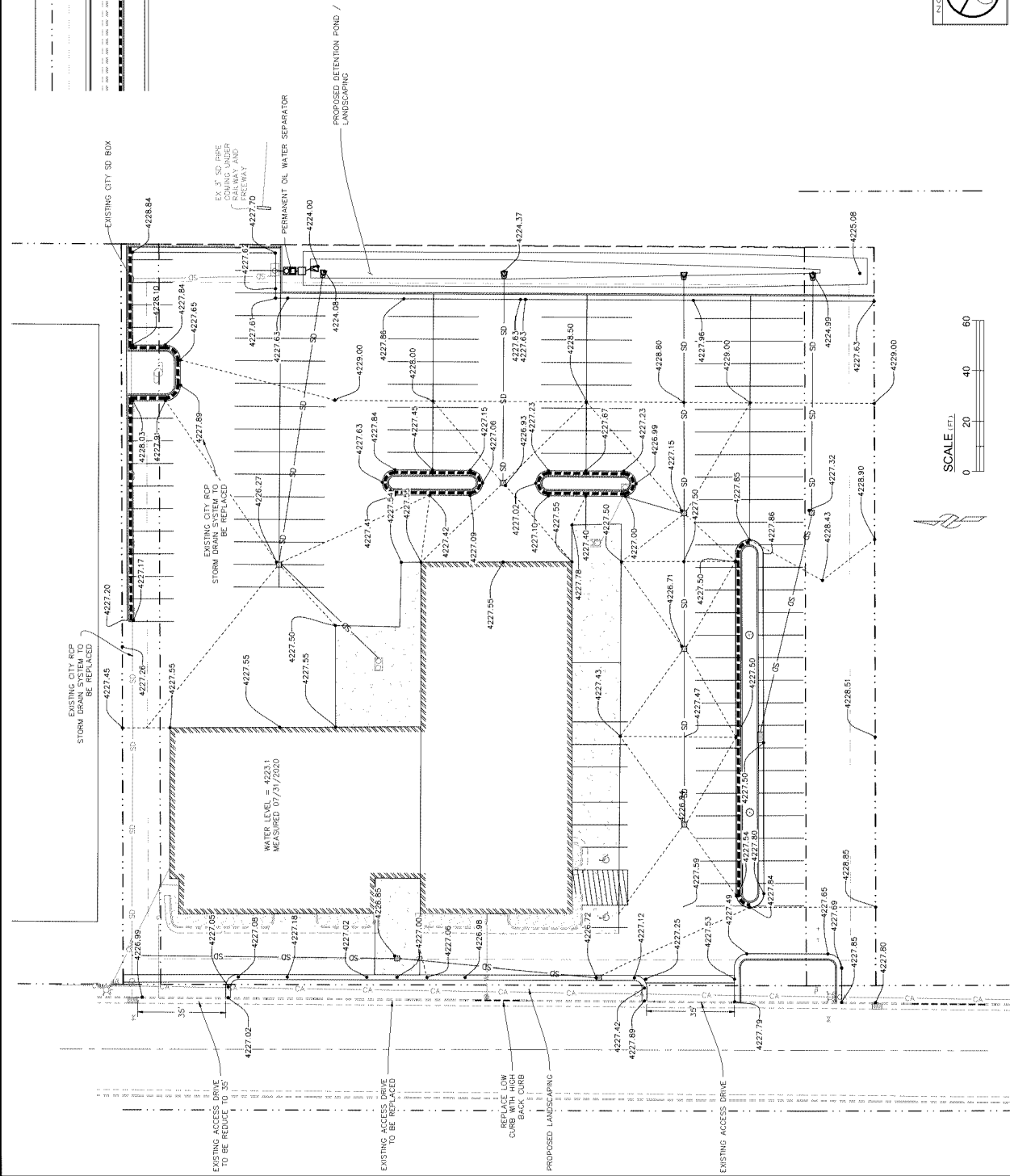
NOTICE TO CONTRACTORS
IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO CONTACT THE ENGINEER FOR ANY CHANGES TO THE CENTER AT 1-800-462-4111, AT THE COMMENCEMENT OF ANY EXCAVATION ACTIVITIES.



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0	Exp.	9/23/20	Issued for permitting
1	Rev.	01	Revisions
JUSTIN MANNING & JED TAYLOR			
EXTREME AUTO SITE IMPROVEMENTS			
610 NORTH 1000 WEST			
CENTERVILLE, UT			
STORM DRAIN LAYOUT			
B BINGHAM ENGINEERING		Job No.	SDP 101
SALT LAKE CITY - (800) 462-4111		Drawn By	C-2.2
CADDEN - (800) 462-4111		Check By	
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4. BACKFILL IS TO BE PLACED BEHIND CURB AND GUTTER BEFORE ASPHALT IS PLACED.

[illegible]

NOTICE

B BINGHAM		Sht	
ENGINEERING		C-2.3	
SALT LAKE CITY - (801) 532-2820		Des: _____	of 7
OGDEN - (801) 390-1062		Dwn: _____	
		Chk: _____	
		Rvw: _____	
Print Date: 09/23/2020	Created: 07/20/20		
		Proj # 5444	

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3. CONTRACTOR SHALL OBTAIN A PERMIT FROM STATE OF UTAH, SEE COMPLETE STORM WATER POLLUTION PREVENTION PLAN FOR DETAILS IN REGARD TO EROSION PREVENTION, AND MAINTENANCE OF ALL LISTED MEASURES.
4. CONTRACTOR SHALL COMPLY WITH CITY ORDINANCE 22.01.010 REGARDING THE PROTECTION OF WATERS IN URBAN PHASES AND AREAS OF CONSTRUCTION.
5. CONTRACTOR SHALL OBTAIN A COMPLIANCE WITH HALL COUNTY ORDINANCE 22.01.010 REGARDING TRANSPORTATION DESIGNATING ACCEPTABLE HAIL ROUTES.
6. POSSIBLE POLLUTANTS INCLUDE SEDIMENTATION DUE TO EROSION, CONCRETE, OTHER MATERIALS AND TRASH AND DEBRIS ASSOCIATED WITH CONSTRUCTION ACTIVITIES.
7. CONTRACTOR SHALL MONITOR AND REMOVE ANY POSSIBLE POLLUTANTS NOT CONTAINED AND REQUESTED.
8. NO SENSITIVE AREAS OR NATURAL BUFFERS ARE A PART OF THIS PROJECT.
9. ALL UNDESIRABLE, DISTURBED SOILS SHALL BE RE-SEED/PRIOR TO TERMINATION OF THE SMPF.
10. LONG TERM WATER QUALITY SHALL BE MAINTAINED BY THE DRAINAGE DRAINAGE (BIO REMEDIATION) AND COVERED.



is subject for permitting only.
Not for construction.

By	Date	Remarks
sgp	9/25/20	Issued for permitting

EXTREME AUTO SITE IMPROVEMENTS
610 NORTH 1000 WEST
CENTERVILLE, UT
SWPPP

BINGHAM

ENGINEERING

10000
ALT LAKE CITY • (801) 532-2830
FAX • (801) 599-1652

DATE 09/23/2020

PRINTED DATE 09/23/2020

CREATED 07/30/2020

PROJECT 3020 Brighton Engineering, Inc. Drawing not in part

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Rev. 092

Rev. 092

Chk. _____

Rev. _____

of 8

Draw. # 5444

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SCALE { FT. }



TO CONTRACTORS

IT SHALL BE THE RESPONSIBILITY OF CONTRACTOR TO CONTACT "BLUE STAKES" UTILITY LOCATION CENTER AT 1-800-662-4111, AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY EXCAVATION ACTIVITIES.

18F SNOOT (AS SPECIFIED) BY
BEST MANAGEMENT PRODUCTS
INC. OR APPROVED
EQUIVALENT. INSTALL PER
MANUFACTURERS
SPECIFICATIONS.



NOTES

1. PIPE LATERALS ARE SHOWN FOR ILLUSTRATIVE PURPOSES; SEE DRAINAGE PLAN FOR ACTUAL LOCATIONS AND ELEVATIONS.
2. PROVIDE D&B SUPPLY CO. 1-30225 FRAME AND GATE OR EQUAL.
3. ALL CONCRETE TO MEET CLASS 40, SLC SPECIFICATION SECTION 03000
4. SEAL FRAME WITH NON SHRINK GROUT AFTER

