NOTICE AND AGENDA
SANTA CLARA CITY COUNCIL MEETING
Wednesday, May 26, 2021
Time: 5:00 p.m.

AGENDA

NOTICE is hereby given that the Santa Clara City Council will hold a Regular Meeting on the 26th Day of May 2021 which meeting will begin at 5:00 PM.
The Meeting will be available to view live steam on the YouTube link: https://www.youtube.com/channel/UCxLBLm30-XLqM1AEmhpcMA. Council Chambers will be available to residents, but we will have limited availability and follow Covid-19 guidelines.

1. **Call to Order:**

2. **Opening Ceremony:**
   - Pledge of Allegiance: Wendell Gubler
   - Opening Comments: Wendell Gubler

3. **Communications and Appearances:**

4. **Conflicts and Disclosures:**

5. **Working Agenda:**

A. Public Hearing(s) 5:00 p.m.

B. Consent Agenda:

1. Approval of Claims and Minutes
   - May12, 2021 Regular City Council Meeting Minutes
   - May12, 2021 City Council Executive Session Minutes
   - Claims through May 26, 2021.

2. Calendar of Events
   - May 31, 2021 Memorial Day (offices closed)
   - June 2, 2021 City Council Work Meeting
   - June. 9, 2021 Regular City Council Meeting
   - June 23, 2021 Regular City Council Meeting

C. General Business:

1. Consider request for a donation to Cub Scout Pack 407 for $500. Presented by Brock Jacobsen, City Manager.

2. Consider approval of the parking lot design & cost estimate for the BMX/Canyon View Parking Lot. Presented by Brad Hays, Parks & Trails Director.

3. Consider approval of an amended Final Plat for The Hills of Santa Clara Ph. 3 located south of the Santa Clara River and west of the Hills Project Phase 1, in the western portion of the city.

Presented by Corey Bundy, Building Official.

4. Consider approval of a project plan for the Pointe at Entrada Assisted Living Community on 23.6 acres generally located on the north side of Pioneer Parkway and just west of the Entrada development. Presented by Corey Bundy, Building Official.

5. Discussion regarding a proposed project on the corner of 400 East and North Town Road. The project developer is proposing a plan that mixes vacation rentals (Quail Crossing) and long-term residents (Coyote Landing). Applicant, Robert Smith. Presented by Corey Bundy, Building Official.

6. **Reports:**
   a. Mayor / Council Reports

7. **Executive Session**

8. **Adjournment**

Note: In compliance with the Americans with Disabilities Act, individuals needing special accommodation during this meeting should notify the city no later than 24 hours in advance of the meeting by calling 435-673-6712. In accordance with State Statute and Council Policy, one or more Council Members may be connected via speakerphone or may by two-thirds vote to go into a closed meeting.

Zoom Meeting Participants: Participants on the Zoom call are limited to City Staff, Council Members, and applicants on the Agenda. E-mail calendar invitations will be sent out in advance of the meeting. Instructions for each meeting will include the meeting link, ID, and password to join. When joining the meeting your screen name must show your Full Name. Each applicant will be accepted into the meeting when their item is up for discussion. Submissions from this form will be sent directly to the City. Please contact Chris Shelley at (435) 673-6712 Ext. 203 with any questions regarding Public meetings.

The undersigned, duly appointed City Recorder does hereby certify that the above notice and agenda was posted within the Santa Clara City limits on this 20th day of May 2021 at Santa Clara City Hall, on the City Hall Notice Board, at the Santa Clara Post Office, on the Utah State Public Notice Website, and on the City Website at http://www.sccity.org. The 2021 meeting schedule was also provided to the Spectrum on January 1, 2021.

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Chris Shelley – City Recorder

SANTA CLARA CITY COUNCIL MEETING
WEDNESDAY, MAY 12, 2021
MINUTES

THE CITY COUNCIL FOR THE CITY OF SANTA CLARA, WASHINGTON COUNTY, UTAH, met for a Regular Meeting on Wednesday, May 12, 2021 at 5:00 p.m. in the City Council Chambers of the Town Hall at 2603 Santa Clara Drive, Santa Clara, Utah. Notice of the time, place and agenda of the meeting was provided to the Spectrum and to each member of the governing body by emailing a copy of the Notice and Agenda to the Spectrum and also, along with any packet information, to the mayor and each council member, at least two days before the meeting. The Meeting will be available to view live on the YouTube link: https://www.youtube.com/channel/UCxLBLm30-XLqM1AEmhpcMA. Council Chambers will be available to residents, but we will have limited availability and follow Covid-19 guidelines.

Present:	Mayor Rick Rosenberg
Council Members:	Jarett Waite, Ben Shakespeare, Wendell Gubler and Leina Mathis
City Manager:	Brock Jacobsen
City Recorder:	Chris Shelley

Others Present: Dustin Mouritsen, Public Works Director; Corey Bundy, Building Official; Brad Hayes, Parks & Trails Director; Randy Hancey, Fire Chief; Matt Ence, City Attorney; Bob Nicholson, City Planner; Kristelle Hill, Admin. Assistant; Bob Flowers, Police Chief; Ken Sizemore; Dennis Mehr; Allen Hall; Garrett Mair; Amy Mair; Jeff Germaine; David Salazar

1. **Call to Order**: Mayor Rosenberg called the meeting to order at 5:02 p.m. He welcomed everyone and introduced the City Council. Councilman Drake was not in attendance. He stated that Santa Clara City Scout Pack 407 Webelos Den was in attendance to perform the Flag Ceremony.

2. **Opening Ceremony:**

   - Pledge of Allegiance: Santa Clara City Scout Pack 407 - Webelos
   - Opening Comments: Jarett Waite

3. **Communications and Appearances:**

   A. General Citizen Communications:

   1. Mayor Rosenberg thanked the Scouts for the Flag Ceremony and expressed how much he missed that and that there used to be Scouts that would come to the City Council Meetings. He stated that we haven't seen any Scouts here for over a year. He asked each Scout to introduce themselves. He said that their names would get on the minutes and at some point, in time they will need that to earn merit badges and other things.
   - Rodney Graf, Santa Clara; Jackson Mehr, Ivins City; Obidiah Mehr, Santa Clara; Lincoln Butterfield, Santa Clara; Grayson Hendrickson, Diamond Valley; Hank Kirkland, Diamond Valley; John Stafford, Ivins City; Leslie Mehr, Den Leader, Ivins City; Kathy Ence, Den Leader, Santa Clara.

2. Mayor Rosenberg introduced former Councilman, Ken Sizemore who wanted to talk about transit funding. He said that the County is trying to get the City to sign a ten-year agreement.
   - Ken Sizemore said that is why he is here at the meeting. He said he read with interest the idea that the County wants Santa Clara City to sign over 10 years' worth of transits funding to fund the line from St. George to Springdale. He said he feels pretty strongly about transit funding and the future of transit in our communities and Santa Clara still sits in the middle of a growing urbanizing area and when we watch what is happening around the Harmon's corner and additional multi-family housing developing up in that area and what is happening down on the main road going through Santa Clara it seems that it is pretty obvious that within 10 years Santa Clara City is going to want to be able to determine if it is time to join in to the regional transit system. He said he thinks it is shortsighted planning to give away that opportunity for a decade. In a decade it is highly likely that none of the Council will be sitting in the seats they are in right now and you would be making a decision for Council members and Mayors after them that would probably tie their hands more than he feels is appropriate. He said that is a very big concern. He also commented that he is very happy to see the City garden working. He was there this morning to harvest some beets. He is still working towards some Veteran involvement with the garden. He said one other thing someday the City needs to have in their budget to build a restroom at the cemetery. He said that up and down the State most well-maintained cemeteries have a restroom as part of the amenities at the cemetery. He said he thinks the Council should be thinking about this. It is a need there. He thanked Council for the opportunity to visit with them.
   - Mayor Rosenberg said he doesn't think that Council is ready to sign that agreement. He thanked Ken and appreciated his input.

4. <u>Conflicts and Disclosures:</u>

- Mayor Rosenberg stated that he has three to disclose. Items C 1-3, Rosenberg Associates has been working on these.

5. <u>Working Agenda</u>:

A. Public Hearing(s): None.

B. Consent Agenda:

1. Approval of Claims and Minutes:

   - April 28, 2021 Regular City Council Meeting Minutes
   - May 5, 2021 City Council Work Meeting Minutes
   - Claims through May 12, 2021

2. Calendar of Events

   - May 26, 2021 Regular City Council Meeting

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- June 2, 2021 City Council Work Meeting

3. Set a Public Hearing to receive public input on the Santa Clara City FY 2021-2022 Final Budget for June 9, 2021 at 5:00 p.m.

Motion to Approve the Consent Agenda.
Motion by Jarett Waite, seconded by Leina Mathis.
Voting Aye: Leina Mathis, Jarett Waite, Wendell Gubler and Ben Shakespeare.
Voting Nay: None.
Motion Carried.

- Randy Hancey, Fire Chief, said that they hired the Wildland Seasonal Crew, and they are out in the field right now. He will bring them in for an introduction to the Council at the next Council meeting.

C. General Business:

1. Consider amending the Plat for Desert Village Townhomes Ph. 1 by changing the Name Tuacahn Road to Settlers Drive. Presented by Drake Howell.

- Mayor Rosenberg said that this is not an amendment to the final plat but just an ordinance changes in the street name. He said that Council has talked about this and Staff has talked about this. The post office made the request to change the name of Tuacahn Road to Settlers Drive. This is in the Desert Village Townhomes Ph. 1. Matt Ence, City Attorney, prepared an ordinance to comply with the County Recorder's requirements to make that change. There are no homes or addresses off of it yet, so we are not affecting any residents.

Motion to Approve Ordinance 2021-06 amending the Plat for Desert Village Townhomes Ph. 1 by changing the Name Tuacahn Road to Settlers Drive.
Motion by Ben Shakespeare, seconded by Jarett Waite.
Voting Aye: Leina Mathis, Jarett Waite, Wendell Gubler and Ben Shakespeare.
Voting Nay: None.
Motion Carried.

2. Consider approval of a Final Plat for Desert Village Townhomes Phase 2 with 53 townhome units on 4.4 acres located east of Rachel Drive (east of Lava Ridge Intermediate School) and north of the Harmons Store. Cole West Homes, applicant. Presented by Bob Nicholson, City Planner.

- Bob Nicholson stated that this is a final plat of Phase 2 with 53 units. Allen Hall is the project engineer. The preliminary plat was approved by the Planning Commission and the City Council in June 2020. The entire project has 185 total dwelling units on 17 acres. Phase 1 is underway. They are building the units. The exterior materials include tile roof, two-tone stucco colors with band and pop out features and they all have an attached two-car garage. All of the units are outside of the 100-year flood plain. The project amenities include a pool with bathrooms and a small playground areas and pickle

ball courts. They will have an HOA to maintain the common areas and all the landscaping. All roads will be public and conform to the city's public street standards. The project will have two accesses off Rachel Drive. In the phase 2 area, the units back to either the Tuacahn Wash or the Lava Flow wash, and front onto a public street called Settlers Drive. Public trails are planned along both the Tuacahn Wash and Lava Flow Wash. Settlers Drive is proposed to extend eastward to cross the wash and connect to Red Mountain Drive at some point in the future. The Phase 2 plat is compliant with the approved preliminary plat, so staff recommends approval of the phase 2 Final Plat. The Planning Commission also recommends approval of this final plat for Phase 2.

Motion to Approve the Final Plat for Desert Village Townhomes Phase 2 with 53 townhome units on 4.4 acres located east of Rachel Drive (east of Lava Ridge Intermediate School) and north of the Harmons Store. Cole West Homes, applicant.
Motion by Jarett Waite, seconded by Ben Shakespeare.
Voting Aye: Jarett Waite, Leina Mathis, Ben Shakespeare and Wendell Gubler.
Voting Nay: None.
Motion Carried.

3. Consider approval of a Final Plat for Heritage Point Townhomes Phase 2, located on the south side of Santa Clara Drive, west of Country Lane extending to Lava Flow Drive. Austin Anderson, applicant. Presented by Bob Nicholson, City Planner.

   - Corey Bundy, Building Official, stated that the zoning for this is PD Commercial. The General Plan designation is Main Street Commercial. The approximate acreage is 2.8 acres for Phase 2 residential area. Allen Hall and Jared Bates with Rosenberg Associates are the engineers. The final plat for this Phase 2 is for 27 townhomes at the east portion of the project site with frontage on Santa Clara Drive. The entire project contains 55 two-story units on 5.47 acres for an overall density of 10 units per acre. The streets are public, and the plat conforms to the approved preliminary plat. The 2-story townhome units were approved for short-term rental use. The perimeter wall along Lava Flow Drive and along Santa Clara Drive (east half of frontage) was approved as a combination of masonry block with wrought iron railing in the upper 3' of the wall. The privacy wall along the south property line was approved as a 6' tall masonry wall. Along Santa Clara Drive the commercial frontage does not need a privacy wall (that area will be reviewed when development is proposed) and the eastern portion where the townhomes back against Santa Clara Drive the developer proposes a combination 3' masonry wall, and 3' wrought iron on top with columns every 20'. Landscaping with trees and shrubs will be placed on the street-side of the privacy walls. There are two street accesses to the site, one off Lava Flow Drive and a second access off Santa Clara Drive. All units have a 20' deep driveway and 2-car garage. The phase 1 plat contains most of the project amenities (pool, clubhouse) but amenities are not shown on the plat. The developer proposes additional amenities in Phase 2, including a pickle ball court area but those are not shown on the plat, but are included in the site improvement drawings. There is a future commercial area in the NW corner of the project site (SE corner of intersection of Santa Clara Drive and Lava Flow Drive). Also, a geotechnical report for the site has been prepared by the firm of AGEC and is available for review at the city office by any interested person. No change is proposed for the building elevation drawings, which were

previously approved as part of the PD zone Project Plan approval. At the Planning Commission meeting it was not clear what the plan is for the privacy wall along the east (residential) frontage on Santa Clara Drive; the Planning Commission stated that a cinder block wall without any aesthetic enhancement would not be adequate. They stated they needed to have the same wall along Lava Flow and Santa Clara Drive. After the Planning Commission meeting Austin Anderson clarified that the plan for the privacy wall along Santa Clara Drive would be similar to the privacy wall along Lava Flow Drive–that it would be a combination of masonry wall on the bottom 3' with wrought iron fencing on the upper 3' with vertical columns every 20'.
- Jarett Waite asked about the common areas, the longer sections. Are those going to be striped for trailer or boat parking? Will it be paved?
- Corey Bundy said he believes they will stripe the longer portion. It will be for the use of certain units. They will be striped for the short-term rentals use of boats and trailers. They have also stated that until the commercial area is developed, they will use that for some kind of storage.
- Leina Mathis asked about the units that back east but are not on Santa Clara Drive and are adjacent to the empty lot. Are they putting a wall along there also and if so, is it just a standard cinderblock wall or is it going to be the wrought iron to match the others? She also asked if the HOA is going to be responsible for maintaining the landscape strip between the sidewalk and the fence.
- Corey Bundy said they were responsible for maintaining that.
- Leina Mathis asked that where this is a PD and where we approved it for short-term rental use, and they have to comply with the requirements of that ordinance as well does it matter that they haven't identified the amenities on the final plat since that is the only document that is going to end up being recorded.
- Mayor Rosenberg said he doesn't think so. The amenities are located inside the common area. The zoning has the amenities shown on it. The preliminary plat has the amenities shown on it and the improvement drawings that the City has approved have the amenities shown on it.
- Matt Ence, City Attorney, said that on that similar note he doesn't see that the common areas are very well identified on this plat. We probably ought to have that clarified a bit.
- Mayor Rosenberg said the unhatched area is common area. We can add a note saying that it is common.
- Corey Bundy said that on the legend it shows everything in white as common area.

Motion to Approve the Final Plat for Heritage Point Townhomes Phase 2, located on the south side of Santa Clara Drive, west of Country Lane extending to Lava Flow Drive. Austin Anderson, applicant.
Motion by Ben Shakespeare, seconded by Leina Mathis.
Voting Aye: Jarett Waite, Ben Shakespeare, Wendell Gubler and Leina Mathis.
Voting Nay: None.
Motion Carried.

4. Consider a request for a preliminary plat extension for 1 year for the Edge at Grand Desert. Presented by Corey Bundy, Building Official.

   - Corey Bundy said that the developer requested a preliminary plat extension for 1 year

for the Edge at Grand Desert. The Edge at Grand Desert went to Planning Commission on January 9, 2020, then to City Council on April 22, 2020. Code Ordinance 16.12.050 item I states, "All final plats and construction drawings shall be prepared and approved within one year of city council approval of the preliminary plat." If it is not completed within 1 year, then it has to start over. This development originally was approved on January 9, 2019 then they came back a year later and amended it. That is where we are at. The first time they brought it, it had a roadway going up the wash. He showed the original and amended plats to the Council. When they came back for the amended plat, they proposed to bring the road around the knoll. At that time, we requested them to go back to the Hillside Board and make sure that the contours would be designed correctly and get additional approval and that the road dedication take place as soon as possible. That is where it was left a year ago. Right now, we have a plat with no way to get there so the City would like to see that road dedication.

- Ben Shakespeare asked if there are any issues with the legality of this.
- Matt Ence said he doesn't see any issues if the Council is okay with it. The main thing would be to make a good record of what date the extension is to. They said they wanted a 1-year extension from the date of their letter and if that is what we want to do let's make a record of it for the minutes.
- Ben Shakespeare asked if we want it to be today's date or would we want it dated from the letter.
- Mayor Rosenberg said he thinks that is up to Council if Council wants to hold the original April date or set it to today.
- Matt Ence said it is up to the Council but whatever it is it needs to be included in the motion, so it is clear.
- Leina Mathis asked if there is any reason why we wouldn't want to do this, or we shouldn't do this.
- Mayor Rosenberg said that all the planning that the City has done has been based on this preliminary plat getting followed through. It would make it so they would have to go through the process again.
- Ben Shakespeare said all the hard stuff goes into the final plat, all the engineering, the utilities.
- Mayor Rosenberg said the roadway is probably not going to change because it is really limited on how you get roadways up there. Those will probably stay as they are. If they wanted to come back and amend their use, then they may have to go back clear to zone change to do that. So right now, you are just basically extending the entitlement for the use over the year.
- Jarett Waite said we already went through the whole process of making sure anything visible from Santa Clara Drive would look like a home and he felt like the developers met what the public wanted.
- Ben Shakespeare said that is his concern of not approving it is having to go through that.
- Mayor Rosenberg said the City actually owns a part of the roadway down at the bottom. The City has made some efforts to facilitate it. He said he doesn't want to see it go away.

Motion to Approve the request for a preliminary plat extension for 1 year, through May 12, 2022, for the Edge at Grand Desert.
Motion by Jarett Waite, seconded by Ben Shakespeare.

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Voting Aye: Leina Mathis, Wendell Gubler, Ben Shakespeare, and Jarett Waite.
Voting Nay: None.
Motion Carried.

5. Consider approving a Lease Agreement for a Wildland Utility Vehicle between Santa Clara City and CH Wildland Fire Support. Presented by Randy Hancey, Fire Chief.

   - Chief Hancey said that what this agreement would be is a lease agreement for a lease of a utility vehicle. He said that Jeff Germaine was with the department last year as a volunteer fire fighter. He had this piece of equipment and it was very useful for the department. It went out on 36 fires in the County last year. He said Jeff has gone on to other fire agencies within the County so this agreement would be for the lease of that utility vehicle. We need to change the date on the agreement to the date it would be approved by Council and then the amount, for business reasons, would be $1 a month and the lease term is nine months so it would be $9.
   - Jeff Germaine said that Tyrel Hansen and himself built this side-by-side apparatus. This is actually listed as a Type 7 apparatus. This is the only one really around except the other one they built. No one else has this. It holds enough water. He said he and a couple of other Santa Clara/Ivins fire fighters operated it. They went out on a lot of fires. He said he has really grown to love the community and the fire department, so he wanted to let the City use this for the summer to fight fires. He agreed to lease it to the City for $1 a month and asked the City to make sure they have insurance on it and take care of it. He said his plan is to make enough money this year and maybe next year to where they can make enough funds to put it back into the Wildland program to actually purchase and build one of these themselves. It is something that is going to start taking shape in our Country, these apparatuses because they can get from point A to B so fast and a lot quicker than an engine can and it is less wear and tear on an engine.
   - Chief Hancey said that Jeff has been a great supporter of the department over the years. He has donated equipment and his time and has really helped us out. We really appreciate him doing this for us.
   - Ben Shakespeare asked about the design of it and how much water it holds.
   - Jeff Germaine said it is Can Am side-by-side with a little skid pack in the back and it holds about 100 gallons of water. It has a little hose reel on it and some hand tools and a little extinguisher. It is a really quick attack vehicle. A person needs to be trained on it. He said the performance is unreal.
   - Matt Ence said he has reviewed the agreement. The City's responsibilities are to insure and maintain the equipment. The agreement is for an initial nine months but it sounds like if that works out it could be extended with another signed agreement. It is pretty straightforward.

Motion to approve the Lease Agreement beginning May 12, 2021 for a Wildland Utility Vehicle between Santa Clara City and CH Wildland Fire Support for $1 a month for nine months.
Motion by Ben Shakespeare, seconded by Wendell Gubler.
Voting Aye: Leina Mathis, Jarett Waite, Wendell Gubler and Ben Shakespeare.
Voting Nay: None.
Motion Carried.

6. Reports:

A. Mayor / Council Reports

Ben Shakespeare:
- He went to a Flood Control Authority meeting. This was the first meeting this year. There are a lot of upcoming projects. They reviewed the projects and went through the audit. Things are moving well.
- He gave an update on building costs. Fifteen months ago, lumber was $380 a thousand board ft. (MBFT) and in October it hit $1,000. It is now at $1,359 MBFT as of today and probably going up and the reason why is because there is a housing shortage in the U.S. of 3.8 million residential units that are needed now. There is a 2-month inventory nationwide. He said he doesn't see things changing anytime soon. He said when they would buy lumber for a house four years ago it would be $30,000 and now it is costing $100,000.
- Mayor Rosenberg said he is assuming that new home contracts have got lumber escalators and those types of clauses in them.
- Ben Shakespeare said that a lot of the builders are not even taking contracts.

Leina Mathis:
- She looked at some existing sales for entry-level housing in our community today and she was surprised that units in Black Hawk are selling for $380,000 presently. This is generally not affordable for most people and that is entry-level housing in our community. She said this is a big concern.

Jarett Waite:
- He attended Shakespeare in the Park. It went really well and was very well attended, and it was a great performance. Our tax dollars were spent well on that.
- He looked at the bill that allocated the sales tax revenue for public transit and it was pretty vague on what public transit is considered. He said he doesn't see why we couldn't spend it on a scooter fleet in our community or some other form of public transit like we talked about.
- He attended a CEC meeting yesterday. Things are going really well with the station. The franchise fees that the CEC gets from TDS have been going down consistently but it is settling out and things are going well there.
- He has a Mosquito Abatement meeting tomorrow.

Wendell Gubler:
- He attended the Washington County Solid Waste District meeting on Monday. They stated who the new District Manager was going to be for the Waste District. His name is Kevin Koontz. He doesn't have any experience in waste management. He comes to us from Micron and has experience in that field. He has 28 years of leadership experience. He is from Lehi, but he will move here. He will start his job on May 4.

Mayor Rosenberg:
- He gave a COVID update. There are 8 patients in the ICU as of Tuesday. No one who has been vaccinated has died in the hospital. They are strongly encouraging everyone to

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get vaccinated. People may still get sick if they are vaccinated but no one has died after getting vaccinated. The School Board has made the decision that masks were optional at school. Superintendent Bergeson said the kids seem happier. It is unlimited attendance at the graduations in the next couple of weeks. Dr. Blodgett reported that cases of COVID are continuing to drop. There are less than 100 per 100,000 people. The vaccine demand is also dropping. 85% of our residents who are over 70 have been vaccinated. The Governor's restrictions are completely gone now. Governor Cox is ending the $300 bonus unemployment benefit in June. Unemployment insurance fraud is problematic, and Job Service is encouraging employers to report when people don't show up for appointments for job interviews so they can follow up and try to minimize the unemployment fraud that is going on right now.

- The Iron Man event was successful. 2,600 athletes participated and 1.4 million viewers watched the event live on Facebook. They had hospitality employment challenges for the athletes during the event.
- We had a report from the Air Quality Task Force primarily concerned with fugitive dust. Jay Sandberg from the Task Force and St. George City gave a presentation. Basically, the air quality down here is really good. They have encouraged everyone to look at St. George City's Air Quality Ordinance and put it into place. That may be something we want to look at and possibly purchase an air monitor. It would do a real time assessment of the air and establish a background. The monitors are pretty cheap. If we do see problems with our air quality, they have asked us to report it.
- He had a meeting about the water supply agreement with the Water District today. There was a presentation from the Executive Directors of the Southern Nevada Water Authority. They went through what they did in Las Vegas and Clark County about their conservation measures. When they ran up against the limitation of the Colorado River allocation and what they were able to use and what they have done to lower their consumption to be able to meet their allotment. There is a lot of things that we will probably be looking at in the future as things happen such as prohibiting turf in front yards, reducing it in backyards, not allowing it at all in commercial, industrial and streetscapes. They initiated a moratorium on building until the landscape codes were enacted by local governments. He said he could see the Water District doing something similar here until all the communities got together and put the landscape codes in place. He also talked about reducing golf course usage, watering schedules, water cops who actually go out and monitor usage times and amounts and giving warnings and then giving out fines. He said the AMI meters were a valuable tool in that because they watch the consumption on the AMI meters to determine if people are watering at the right times of day. He said they talked about if you are implementing conservation measures to lower your consumption to match what your rights are, and you are still overusing you have to get pretty harsh. He said we really need to focus on working with the Canal Company and doing the outdoor use conversion. We really need to be as proactive as we can. We may want to look at our Development Ordinance and some of our landscape strip requirements and minimizing any turf requirements. There are some proactive things we can do, and we need to start looking at it. He talked about incentive programs and community outreach education. He talked about how most of the water from the Wastewater Plant is discharged back into the Virgin River. They take it through the first two stages and then they discharge it. There is not a prohibition on Santa Clara City asking St. George for our reuse water back. But we have to pay to treat it to the next

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level where we can put it back out and we have to pay for the pipeline and the pump station to deliver it up to us and so the cost to bring that water back up here would be fairly high, but it is an option. That is something that we can put on the list of options. That would be fairly expensive to do that. He said we can bring this discussion to a Work Meeting in the future.

Brock Jacobsen:
- He stated that the City actually has two air monitors. They have not been installed yet. We are going to put one down in the valley and one in the Heights.
- Mayor Rosenberg said it will be good for us to get regular readings. It would be good to have a baseline.

Police Chief Bob Flowers:
- He talked about the enforcement of the trailers and parked vehicles he would like everyone to continue to pay attention to that. We have a pretty liberal parking ordinance, so we are trying to deal with the unregistered vehicles. We have cleaned a lot of that out. As far as people parking their trailers if they are using them, we are taking a patient approach. We will talk with the resident and tell them they need to move their vehicle. He doesn't think we need to be putting parking tickets on all of these. If there is a specific complaint or a safety issue an officer will respond immediately and deal with it.
- Officer Jessica Bate was sent to SWAT training for a week. She was voted as the number 1 cadet in the class.

Dustin Mouritsen:
- He wanted to make the Council aware of a road closure next week on Gates Lane from Sycamore to Santa Clara Drive. The contractor doing our line out there needs to do a tie in and a PRV and a vault in that intersection. There will be a detour and they are going to put a signboard out this weekend alerting all the residents. This should take about 3 days.

Brad Hays:
- The TNE they did for the shooting range; the formal report isn't out but he got the preliminary report. There were no plants found in the whole 270 acres, but they did find some tortoises. We are waiting for the report to come in.
- He gave an update on converting culinary water to irrigation. The Parks Crew and Dustin's Water Crew got Black Rock Park on irrigation this week. We also had a company come out and service our filters at Canyon View Park, Gubler Park, and the cemetery. We are ready to convert the cemetery over but we had a defective switch so they are ordering a new switch and then that will be done. We are trying to locate the waterline that comes from the back street for irrigation for the streetscape. We just want to make sure we get the right size of filter. The only thing this won't do right now is Heritage Square.
- Jarett Waite asked if that irrigation water would stain headstones.
- Brad Hays said we have been using it at Gubler Park and Little League for quite a while and we don't notice any staining of the sidewalks or any significant problems. He doesn't believe it will cause any significant damage.

7. Executive Session:

- Mayor Rosenberg excused Staff and asked for a motion to go into Executive Session to discuss the character and professional competence of an individual.

Motion to enter Executive Session.
Motion by Jarett Waite, seconded by Wendell Gubler.
Voting Aye: Leina Mathis, Jarett Waite, Wendell Gubler and Ben Shakespeare.
Voting Nay: None.
Motion Carried.

- Entered Executive Session at 6:16 p.m.
- Reconvened at 6:58 p.m.

8. <u>Adjournment:</u>

Motion to adjourn by Wendell Gubler.
Seconded by Ben Shakespeare with all members present voting aye.
Meeting Adjourned at 6:59 p.m.

_____ Date Approved: _____
Chris Shelley – City Recorder

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City of Santa Clara
Check Register
Checking 1889 - 05/18/2021 to 05/18/2021

Payee Name	Reference Number	Invoice Number	Invoice Ledger Date	Payment Date	Amount	Description	Ledger Account
CHILD SUPPORT SERVICES	69089	51921-692490	05/18/2021	05/18/2021	131.73	CASEY-C000692490 PAY PERIOD 05/19/202	102595-000 - GARNISMENTS PAY
CHILD SUPPORT SERVICES	69089	51921-873789	05/18/2021	05/18/2021	206.77	CASEY-C000873789 PAY PERIOD 05/19/202	102595-000 - GARNISMENTS PAY
					$338.50		
					$338.50		
COMPUTECH CONSULTING	69090	20230	05/17/2021	05/18/2021	8.31	inv#20230-Monoprice Extension Cord	104130-310 - DATA PROCESSING
					$8.31		
JOY MILES	69091	51821-JM	05/18/2021	05/18/2021	79.62	COURT INTERPRETER MULTIPLE CASES	104120-330 - LEGAL SERVICES
					$79.62		
OCOTILLO LLC	69092	SAC200623092	04/23/2021	05/18/2021	500.00	BLDG MAIN DEP REFUND PERMIT 20-092	102570-000 - BLDG SITE MAINTEN
OCOTILLO LLC	69092	SAC200623093	04/06/2021	05/18/2021	500.00	BLDG MAIN DEP REFUND PERMIT 20-093	102570-000 - BLDG SITE MAINTEN
OCOTILLO LLC	69092	SAC200623094	04/06/2021	05/18/2021	500.00	BLDG MAIN DEP REFUND PERMIT 20-094	102570-000 - BLDG SITE MAINTEN
OCOTILLO LLC	69092	SAC200623095	04/06/2021	05/18/2021	500.00	BLDG MAIN DEP REFUND PERMIT 20-095	102570-000 - BLDG SITE MAINTEN
OCOTILLO LLC	69092	SAC200623096	04/06/2021	05/18/2021	500.00	BLDG MAIN DEP REFUND PERMIT 20-096	102570-000 - BLDG SITE MAINTEN
					$2,500.00		
					$2,500.00		
SNOW CANYON HIGH SCHOOL	69093	51821-GRAD NI	05/18/2021	05/18/2021	500.00	SCHS 2021 GRAD NIGHT DONATION	104652-417 - DONATIONS
					$500.00		
STELLA-JONES CORPORATION	69094	UMI-0206702	05/04/2021	05/18/2021	8,581.00	INV#UMI-0206702-POWER POLES FOR ST	535310-466 - POWER LINES/POLE
					$8,581.00		
TREVOR DOUGLAS TERRY	69095	51721	05/17/2021	05/18/2021	10,875.00	LEGAL SERVICES JUN 2020-APR 2021	104120-330 - LEGAL SERVICES
					$10,875.00		
UTAH LOCAL GOVERNMENTS T	69096	1590812	05/12/2021	05/18/2021	-5.25	AUTO PHY DAMAGE ENDORSEMENT-1992	104235-370 - PROFESSIONAL SE
UTAH LOCAL GOVERNMENTS T	69096	1590813	05/12/2021	05/18/2021	1,249.75	ADD AND LIFE INSURANCE PREMIUMS	102235-000 - DISABILITY PAYABLE
UTAH LOCAL GOVERNMENTS T	69096	1590814	05/12/2021	05/18/2021	3,674.98	WORKERS COMP MONTHLY FEE	102225-000 - WORKERS' COMPEN
					$4,919.48		
					$4,919.48		
WEIDNER FIRE	69097	59515	05/13/2021	05/18/2021	5,233.80	INV#59515-Annual flow test, Compressor prev	104230-253 - REPAIRS & MAINTEN
					$5,233.80		
WESTERN UNITED ELECTRIC S	69098	6035036	05/17/2021	05/18/2021	97.50	INV#6035036-ROD GROUND NEW SUBDIV	535310-254 - NEW SUBDIVISION E
WESTERN UNITED ELECTRIC S	69098	6035037	05/17/2021	05/18/2021	238.08	INV#6035037-PROBELESS CAP/GRD LEAD	535310-254 - NEW SUBDIVISION E
WESTERN UNITED ELECTRIC S	69098	6035038	05/17/2021	05/18/2021	198.40	INV#6035038-PROBELESS CAP/GRD LEAD	535310-254 - NEW SUBDIVISION E
					$533.98		
					$533.98		
					$33,569.69		

REQUEST FOR ACTION

AGENDA ITEM 1

City Council May 26, 2021

APPLICANT: Cub Scout Pack 407

SUBJECT:

Cub Scout Pack 407 is requesting a donation $500.

BACKGROUND DESCRIPTION:

The Cub Scout Pack was formed after the LDS church ended is affiliation with the Boy Scouts of America. The pack is lead by dedicated volunteers from the community. Two of the current pack leaders are Santa Clara residents, Kathy Ence and Terri Rosenberg. The pack is able to function due to donations and volunteers from the community. The donations are used to pay for materials and activities. The City supported the pack and donated $500.

May 10, 2021

Mayor Rosenberg
Santa Clara City Council
2603 Santa Clara Dr.
Santa Clara, UT 84765

Dear Mayor and Council,

Cub Scout Pack 407 was formed to continue opportunities for youth to participate in Scouting after the Church of Jesus Christ of Latter-Day Saints ended support of the Boy Scouts of America Organization in 2019. Approximate 25 young men from Ivins and Santa Clara are currently registered and participating in Pack 407's Cub Scout program and weekly activities. The Pack is a feeder unit for Boy Scout Troop 407 based in Ivins

Strong leadership forged through a lifetime of devoted service to the Scouting Organization still exists today in our community. Cub Scout Pack 407 functions under the direction of dedicated volunteer scouters including Santa Clara residents Terri Rosenberg and Kathy Ence. We appreciate the City's support in hosting monthly Pack Meetings at Town Hall and the financial support we have received from the City in the past.

The Cub Scout Pack would not be able to function without the assistance of community donors and volunteers like you. We have limited and modest funds available for activities and providing materials to. Please help us invest in the youth of tomorrow to "Be Prepared" to face the future with bright and cheerful faces. We are requesting a $500 donation from the City, but any donation to Pack 407 would be greatly appreciated.

Sincerely,

Lesley Muir
Cubmaster of Pack 407

cc Brock Jacobson, City Manager

Proposed Recommendation

Approval

Cost

500.00

Approved by Legal Department

N/A

Approved in Budget

Yes

Approved by City Finance Department

Yes

Amount

500.00

Requested By

Lesley Muir

File Upload Attachments

https://sccity.org/wp-content/uploads/formidable/41/Cub-Scout-Donation-Request.pdf

REQUEST FOR ACTION

AGENDA ITEM 2

City Council May 26, 2021

APPLICANT: Parks Department

SUBJECT:

BMX- Canyonview Parking area plan review and approval

BACKGROUND DESCRIPTION:

Staff requests the City Council to Review the BMX-Canyonview Parking area plans with costs estimates and provide staff with direction. We have the 3 Canyonview Park Complex Parking area designs with the engineer's estimates for City Council Review. The BMX Pickleball Parking area is currently 52,252 square feet and has increased 77,257square feet. The increase in parking is based on expected parking needs for concurrent events at the new BMX Races and the Baseball tournaments. Larger State and National BMX races most likely fill the 150 parking spaces. The old skatepark will be removed and the trails will be aligned closer to Laub Pond. A new skate park will be constructed in the Park in a later phase of the project. The engineer's estimate for this Parking area is $508,464 but could be completed for $464,000 if Public works lays the Asphalt for the parking area and trail and Parks completes the landscape. The Canyon View Parking area will have 77 parking spaces with a paved walking path that connects the Lava Flow Trail at Spence Gunn Field to Santa Clara Drive at the Park entrance. The Park parking area engineers estimate is $246,304 but could be completed for approximately $204,600 if Public Works installs the asphalt and Parks completes the Landscape. The Power Department will install solar powered parking area lighting in all parking areas. Our for FY 2021-22 General Fund project budget is $350,000 with the agreement that Washington County Tourism Funds will pay $160,000 and the City will contribute RAP tax revenues and in-kind labor. If the City completes the BMX Parking Area as phase 1, we would be about $75,000 over budget using in-kind labor. We would be about $158,000 over budget without City in-kind labor. If the City chooses to complete the BMX and Canyon View Park Parking Areas with In-kind labor the project cost would be about $631,000.

Parking Area	BMX/Pickleball	Park	Little League
Engineers Estimate	$ 508,464.55	$ 246,304.25	$ 348,868.85
Savings with City installed Landscape and Asphalt	$ 81,440	$ 41,745	
Project cost with In-kind labor	$ 427,024	$ 204,559	

Proposed Recommendation

Approval

Cost

631,000

Approved by Legal Department

N/A

Approved in Budget

Yes

Approved by City Finance Department

Yes

Amount

$350,000

Requested By

Brad Hays

File Upload Attachments

https://sccity.org/wp-content/uploads/formidable/41/Site-Layout-NE-Lot-Little-League-5-5-21.pdf, https://sccity.org/wp-content/uploads/formidable/41/Site-Layout-NW-Lot-Park-5-5-21.pdf, https://sccity.org/wp-content/uploads/formidable/41/Site-Layout-South-Lot-BMX-5-5-21.pdf, https://sccity.org/wp-content/uploads/formidable/41/Engineers-Estimate-5-5-2021.pdf

PROPOSED FLOODWAY LOCATION (LOMR)

WASH MAINTENANCE/ EMERGENCY ACCESS

75 SPACES (5 ADA)

ALL WEATHER ACCESS/PARKING AREA

LITTLE LEAGUE DRIVE

EFFECTIVE FLOODWAY

ADA ACCESS FROM STREET

REPLACE EXISTING STRUCTURE WITH 20' X 30' MAINTENANCE BUILDING

ASPHALT TRAIL/ MAINTENANCE ACCESS ROAD

RELOCATE BLEACHERS

2' WALL

4' WALL

6' WALL

4' WALL

2' WALL

EXISTING 6" POLY STORM DRAIN

100 YEAR FLOODPLAIN

0 30' 60'

SCALE: 1"=30'

DATE: 4/15/2021
JOB NO.: 086610-20-01A
DESIGNED BY: GRF
CHECKED BY: JWB
DWG: LAYOUT

REVISIONS
DATE

ROSENBERG ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS
352 East Riverside Drive, Suite A-2
St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8397
www.racivil.com

SITE LAYOUT - NE LOT (LITTLE LEAGUE)
FOR
CANYON VIEW PARK PARKING LOTS
SANTA CLARA
UTAH

SHEET
1
1 OF 2 SHEETS

EXISTING 6" POLY STORM DRAIN

EXISTING GATE

15' WIDE PAVED ACCESS

DUMPSTER ENCLOSURE

12' X 12' CONCRETE SLAB

REMOVE EXISTING LIGHT POLE

5' WALL

2' WALL

STACKED ROCK RETAINING WALL

7.5' WALL

4' WALL

3' WALL

5' WALL

4.5' WALL

2.5' WALL

8' WIDE ASPHALT TRAIL

2' X 2' CATCHBASIN WITH 8" POLY STORM DRAIN PIPE

77 SPACES (4 ADA)

RELOCATE BENCHES AS DIRECTED BY CITY

10' WIDE ASPHALT TRAIL (ADA ACCESSIBLE)

CONDUIT FOR FUTURE UTILITIES

15' TAPER

CANYON VIEW DRIVE

0 20' 40'

SCALE: 1"=20'

DATE:	3/11/2021
JOB NO.:	08610-20-014
DESIGNED BY:	GRF
CHECKED BY:	JAB
DWG:	LAYOUT

REVISIONS

DATE

ROSENBERG ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS

352 East Riverside Drive, Suite A-2
St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8397
www.racivil.com

SITE LAYOUT - NW LOT (PARK)
FOR
CANYON VIEW PARK PARKING LOTS
SANTA CLARA
UTAH

SHEET
1
1 OF 2 SHEETS

DATE: 3/11/2021
JOB NO.: 08610-20-014
DESIGNED BY: GRF
CHECKED BY: JAB
DWG: LAYOUT

REVISIONS
DATE

ROSENBERG ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS
352 East Riverside Drive, Suite A-2
St. George, Utah 84790
Ph (435) 673-8586 Fx (435) 673-8397
www.racivil.com

SITE LAYOUT - SOUTH LOT (BMX)
FOR
CANYON VIEW PARK PARKING LOTS
SANTA CLARA
UTAH

SHEET
1
1 OF 2 SHEETS

Canyon View Park Parking Lots - South Lot (BMX)

Preliminary Engineers Estimate 5/5/2021

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNITS	UNIT COST	TOTAL
1	Mobilization	1	Lump	$20,000.00	$20,000.00
2	SWPPP, Traffic Control, and Site Access	1	Lump	$3,500.00	$3,500.00
3	Clear and Grub	0.5	Acres	$1,500.00	$750.00
4	Earthwork	7,524	Cu Yd	$8.00	$60,192.00
5	Asphalt - 2 1/2" Depth	77,257	Sq Ft	$1.50	$115,885.50
6	Trail Asphalt - 2 1/2" Depth	4,550	Sq Ft	$1.50	$6,825.00
7	3/4" Road Base - 6" Depth	86,033	Sq Ft	$0.85	$73,128.05
8	24" HB Curb and Gutter	2,386	Ln Ft	$18.00	$42,948.00
9	24" Mountable Curb and Gutter	206	Ln Ft	$18.00	$3,708.00
10	30" HB Curb and Gutter	61	Ln Ft	$18.00	$1,098.00
11	Temporary Tack-On Curb	187	Ln Ft	$20.00	$3,740.00
12	Sidewalk and Concrete Flatwork	2,625	Sq Ft	$6.00	$15,750.00
13	ADA Accessible Ramp	17	Each	$1,000.00	$17,000.00
14	6' Cross Gutter	788	Sq Ft	$15.00	$11,820.00
15	Stacked Rock Retaining Wall	28	Cu Yd	$150.00	$4,200.00
16	Parking Lot Striping	4,380	Ln Ft	$1.25	$5,475.00
17	15' Wide Livestock Gate	2	Each	$700.00	$1,400.00
18	18" Poly Storm Drain Pipe	250	Ln Ft	$40.00	$10,000.00
19	Single Curb Inlet Catch Basin	3	Each	$2,750.00	$8,250.00
20	12" D50 Rock Rip-Rap	7.4	Cu Yd	$50.00	$370.00
21	Extend Water Line and Move Hydrant	1	Lump	$1,500.00	$1,500.00
22	Wheel Stops	10	Each	$300.00	$3,000.00
23	Street Lights	8	Each	$2,500.00	$20,000.00
24	Landscaping	18,705	Sq Ft	$2.00	$37,410.00
25	Remove Existing Curb and Gutter	215	Ln Ft	$10.00	$2,150.00
26	Remove Existing Sidewalk	860	Sq Ft	$3.00	$2,580.00
27	Remove Existing Asphalt Trail	4,975	Sq Ft	$3.00	$14,925.00
28	Remove Existing Skate Park (3,564 sq ft)	1	Lump	$15,000.00	$15,000.00
29	Remove Exisitng Planter Curb	586	Ln Ft	$10.00	$5,860.00
				TOTAL	**$508,464.55**

Canyon View Park Parking Lots - Northwest Lot (Park)

Preliminary Engineers Estimate 5/5/2021

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNITS	UNIT COST	TOTAL
1	Mobilization	1	Lump	$9,500.00	$9,500.00
2	SWPPP, Traffic Control, and Site Access	1	Lump	$3,000.00	$3,000.00
3	Clear and Grub	0.5	Acres	$1,500.00	$750.00
4	Earthwork	1,771	Cu Yd	$8.00	$14,168.00
5	Asphalt - 2 1/2" Depth	34,081	Sq Ft	$1.50	$51,121.50
6	Trail Asphalt - 2 1/2" Depth	3,994	Sq Ft	$1.50	$5,991.00
7	3/4" Road Base - 6" Depth	39,635	Sq Ft	$0.85	$33,689.75
8	24" HB Curb and Gutter	1,249	Ln Ft	$18.00	$22,482.00
9	"A" Curb	301	Ln Ft	$18.00	$5,418.00
10	Sidewalk and Concrete Flatwork	2,417	Sq Ft	$6.00	$14,502.00
11	ADA Accessible Ramp	5	Each	$1,000.00	$5,000.00
12	6' Cross Gutter	394	Sq Ft	$15.00	$5,910.00
13	Stacked Rock Retaining Wall	206	Cu Yd	$150.00	$30,900.00
14	Parking Lot Striping	1,564	Ln Ft	$1.25	$1,955.00
15	8" Poly Storm Drain Pipe	55	Ln Ft	$30.00	$1,650.00
16	2' X 2' Catch Basin	1	Each	$3,000.00	$3,000.00
17	Dumpster Enclosure	1	Lump	$7,500.00	$7,500.00
18	Wheel Stops	19	Each	$300.00	$5,700.00
19	Street Lights	5	Each	$2,500.00	$12,500.00
20	Landscaping	1,274	Sq Ft	$2.00	$2,548.00
21	4" Conduit	52	Ln Ft	$15.00	$780.00
22	Remove Existing Curb and Gutter	215	Ln Ft	$10.00	$2,150.00
23	Remove Existing Sidewalk and Conrete Flatwork	686	Sq Ft	$3.00	$2,058.00
24	Remove Existing Asphalt Trail	177	Sq Ft	$3.00	$531.00
25	Remove Existing Street Light	1	Each	$500.00	$500.00
26	Relocate Benches	2	Each	$500.00	$1,000.00
27	Relocate Fire Pit	1	Lump	$500.00	$500.00
28	Relocate Park Entry Sign	1	Lump	$1,500.00	$1,500.00
				TOTAL	**$246,304.25**

Canyon View Park Parking Lots - Northeast Lot (Little League)

Preliminary Engineers Estimate 5/5/2021

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNITS	UNIT COST	TOTAL
1	Mobilization	1	Lump	$14,000.00	$14,000.00
2	SWPPP, Traffic Control, and Site Access	1	Lump	$3,300.00	$3,300.00
3	Clear and Grub	0.5	Acres	$1,500.00	$750.00
4	Earthwork	2,284	Cu Yd	$8.00	$18,272.00
5	Asphalt - 2 1/2" Depth	39,111	Sq Ft	$1.50	$58,666.50
6	Trail Asphalt - 2 1/2" Depth	9,189	Sq Ft	$1.50	$13,783.50
7	3/4" Road Base - 6" Depth	49,414	Sq Ft	$0.85	$42,001.90
8	24" HB Curb and Gutter	1,244	Ln Ft	$18.00	$22,392.00
9	30" HB Curb and Gutter	37	Ln Ft	$18.00	$666.00
10	Sidewalk and Concrete Flatwork	5,774	Sq Ft	$6.00	$34,644.00
11	ADA Accessible Ramp	9	Each	$1,000.00	$9,000.00
12	6' Cross Gutter	394	Sq Ft	$15.00	$5,910.00
13	Parking Lot Striping	2,780	Ln Ft	$1.25	$3,475.00
14	18" Poly Storm Drain Pipe	86	Ln Ft	$40.00	$3,440.00
15	8" Poly Storm Drain Pipe	253	Ln Ft	$30.00	$7,590.00
16	Single Curb Inlet Catch Basin	2	Each	$2,750.00	$5,500.00
17	2' X 2' Catch Basin	2	Each	$3,000.00	$6,000.00
18	12" D50 Rock Rip-Rap	7.4	Cu Yd	$50.00	$370.00
19	Wheel Stops	8	Each	$300.00	$2,400.00
20	Street Lights	3	Each	$2,500.00	$7,500.00
21	Landscaping	2,120	Sq Ft	$2.00	$4,240.00
22	Remove Existing Curb and Gutter	114	Ln Ft	$10.00	$1,140.00
23	Remove Existing Sidewalk	570	Sq Ft	$3.00	$1,710.00
24	Remove Existing Structure	1	Lump	$3,500.00	$3,500.00
25	Relocate Bleachers	1	Lump	$500.00	$500.00
26	4' Cross Gutter	311	Sq Ft	$12.00	$3,732.00
27	Block Wall	1,485	Sq Ft	$28.00	$41,580.00
28	6" Perforated Poly Drain Pipe	513	Ln Ft	$25.00	$12,825.00
29	All Weather Parking Access/Parking Area	23,507	Sq Ft	$0.85	$19,980.95
				TOTAL	**$348,868.85**

REQUEST FOR ACTION

AGENDA ITEM 3

City Council May 26, 2021

APPLICANT: Shooks Run, LLC

SUBJECT:

The proposed plat amendment for the Hills at Santa Clara, phase 3 Final Plat is to allow the merger (combining) of two lots into one lot in three separate locations within the phase 3 plat. These lot mergers are requested by the property owners, and the net effect is that the number of lots in the phase 3 plat will be reduced by 3 lots (ie, 6 lots into 3 lots).). The phase 3 plat will thus have 23 lots instead of 26 lots at present.

BACKGROUND DESCRIPTION:

The subdivision is located on the hillside which begins just south of the Santa Clara River. All of the proposed lots in this phase are larger than 10,000 sq ft. It is staff's understanding that no easements will be vacated.

Proposed Recommendation

Approval

Cost

Permit fee reduction for 3 new homes

Approved by Legal Department

Yes

Approved in Budget

Yes

Approved by City Finance Department

Yes

Amount

Requested By

Corey Bundy

File Upload Attachments

https://sccity.org/wp-content/uploads/formidable/41/2021-04-11-Hills-at-Santa-Clara-PH3-AMD.pdf

City Council agenda report for 5/26/21: Consider approval of an Amended Final plat for The Hills, phase 3

Plat Amendment: The proposed plat amendment for the Hills at Santa Clara, phase 3 Final Plat is to allow the merger (combining) of two lots into one lot in three separate locations within the phase 3 plat. These lot mergers are requested by the property owners, and the net effect is that the number of lots in the phase 3 plat will be reduced by 3 lots (ie, 6 lots into 3 lots). The phase 3 plat will thus have 23 lots instead of 26 lots at present. Because the applicant wasn't able to obtain written consents from all property owners, including the mortgage companies, a public hearing was held by the PC on 5/13/21 to consider and approve the requested plat amendment.
The single family subdivision is located in a R-1-10/RA Mixed Lot Size zone located south of the Santa Clara River and west of The Hills Phase 1, in the western portion of the city. The subdivision is located on the hillside which begins just south of the Santa Clara River. All of the proposed lots in this phase are larger than 10,000 sq ft. It is staff's understanding that no easements will be vacated, at least at this time.

Applicant: Shooks Run, LLC

Project Engineer: Adam Allen, PE

Geotechnical Engineer: Geotechnical Testing Services Inc.

#of Lots & Total Area: With the requested plat amendment there will be 23 lots on approximately 23 acres in phase 3. **All streets within the subdivision are public streets.**

PC Action: The PC recommends approval of the Amended Final Plat for phase 3 as requested by the applicant.

THE HILLS AT SANTA CLARA PHASE 3 AMENDED

SECTION 17, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN
SANTA CLARA CITY, WASHINGTON COUNTY, UTAH

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNER(S) OF ALL THE ABOVE DESCRIBED TRACT OF LAND HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS AND PUBLIC STREETS TO BE HEREAFTER KNOWN AS:

THE HILLS AT SANTA CLARA PHASE 3 AMENDED

FOR GOOD AND VALUABLE CONSIDERATION RECEIVED, DOES HEREBY DEDICATE AND CONVEY TO THE CITY OF SANTA CLARA FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS PUBLIC STREETS AND EASEMENTS. ALL LOTS, STREETS AND EASEMENTS ARE NOTED OR SHOWN. THE OWNERS DO HEREBY WARRANT TO THE CITY OF SANTA CLARA AND IT'S SUCCESSORS AND ASSIGNS, TITLE TO ALL PROPERTY DEDICATED AND CONVEYED TO PUBLIC USE HEREIN AGAINST THE CLAIMS OF ALL PERSONS. LOTS SHOWN ON THIS PLAT ARE SUBJECT TO THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS, OF "THE HILLS AT SANTA CLARA PHASE 1", RECORDED IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER ON THE __ DAY OF 2012 AS ENTRY NO._____, PAGE_____, IN BOOK _____, SAID DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTION IS HEREBY INCORPORATED AND MADE PART OF THIS PLAT.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____ 20__,

BRIGHT IDEAS REI LLC, A UTAH LIMITED LIABILITY COMPANY	DAVID BISHOFF AND SHANTELL BISHOFF, HUSBAND AND WIFE AS JOINT TENANTS	J35B LLC, A WYOMING LIMITED LIABILITY COMPANY
BY: _____	_____ DAVID BISHOFF	BY: _____
ITS: _____	_____ SHANTELL BISHOFF	ITS: _____

ACKNOWLEDGEMENT – BRIGHT IDEAS REI, LLC

STATE OF UTAH)
55.
COUNTY OF WASHINGTON)

ON THE _____ DAY OF _____ 20__, BEFORE ME, _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____ _____ PROVED ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO IN THIS DOCUMENT, AND ACKNOWLEDGED HE/SHE EXECUTED THE SAME VOLUNTARILY FOR ITS STATED PURPOSE.

FULL NAME SIGNATURE: _____
FULL NAME PRINT: _____
COMMISSION NO.: _____
EXPIRATION DATE: _____
A NOTARY PUBLIC COMMISSIONED
IN THE STATE OF UTAH
(STAMP NOT REQUIRED PER UTAH CODE 46-1-16 (6) IF ABOVE INFORMATION IS FILLED IN)

ACKNOWLEDGEMENT – DAVID BISHOFF AND SHANTELL BISHOFF

STATE OF _____)
55.
COUNTY OF _____)

ON THE _____ DAY OF _____ 20__, BEFORE ME, _____, A NOTARY PUBLIC, PERSONALLY APPEARED DAVID BISHOFF AND SHANTELL BISHOFF, HUSBAND AND WIFE PROVED ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO IN THIS DOCUMENT, AND ACKNOWLEDGED HE/SHE EXECUTED THE SAME VOLUNTARILY FOR ITS STATED PURPOSE.

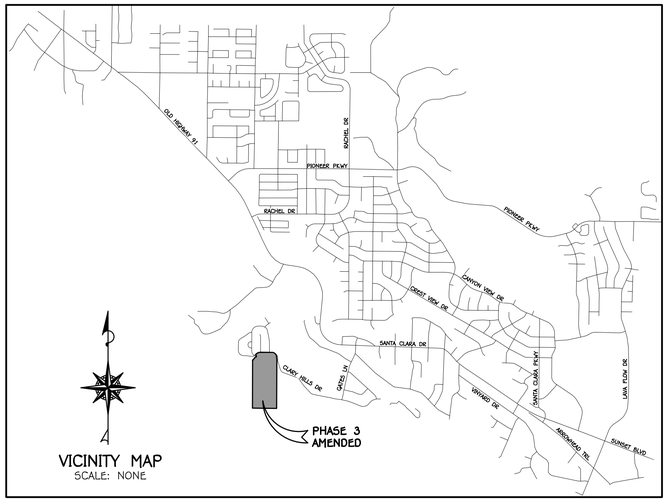
FULL NAME SIGNATURE: _____
FULL NAME PRINT: _____
COMMISSION NO.: _____
EXPIRATION DATE: _____
A NOTARY PUBLIC COMMISSIONED
IN THE STATE OF UTAH
(STAMP NOT REQUIRED PER UTAH CODE 46-1-16 (6) IF ABOVE INFORMATION IS FILLED IN)

ACKNOWLEDGEMENT – J35B, LLC

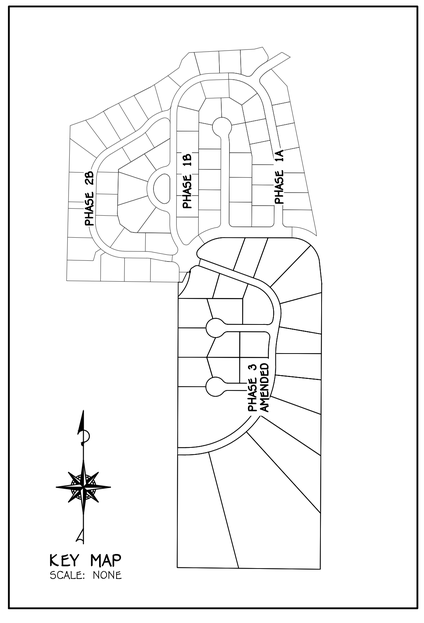
STATE OF _____)
55.
COUNTY OF _____)

ON THE _____ DAY OF _____ 20__, BEFORE ME, _____, A NOTARY PUBLIC, PERSONALLY APPEARED _____ _____ PROVED ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO IN THIS DOCUMENT, AND ACKNOWLEDGED HE/SHE EXECUTED THE SAME VOLUNTARILY FOR ITS STATED PURPOSE.

FULL NAME SIGNATURE: _____
FULL NAME PRINT: _____
COMMISSION NO.: _____
EXPIRATION DATE: _____
A NOTARY PUBLIC COMMISSIONED
IN THE STATE OF UTAH
(STAMP NOT REQUIRED PER UTAH CODE 46-1-16 (6) IF ABOVE INFORMATION IS FILLED IN)



VICINITY MAP
SCALE: NONE



KEY MAP
SCALE: NONE

SURVEYOR'S CERTIFICATE

I, **ADAM S. ALLEN**, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD **LICENSE NO. 5633341**, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACTS OF LAND SHOWN ON THIS PLAT AND DESCRIBED HEREON, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, TOGETHER WITH EASEMENTS, HEREAFTER TO BE KNOWN AS:

THE HILLS AT SANTA CLARA PHASE 3 AMENDED

AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND WILL BE MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT.

PROFESSIONAL LAND SURVEYOR
No. 5633341
ADAM S. ALLEN
STATE OF UTAH

REVIEW COPY

DATE: _____ ADAM ALLEN, PLS #5633341

LEGAL DESCRIPTION

BEGINNING AT THE CENTER QUARTER CORNER OF SECTION 17, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE & MERIDIAN, SAID POINT BEING ON THE SOUTHERLY LINE OF THE HILLS AT SANTA CLARA PHASE 2B, AND RUNNING; THENCE EASTERLY THE FOLLOWING (2) COURSES ALONG SAID THE HILLS AT SANTA CLARA PHASE 2B; THENCE SOUTH 89°15'11" EAST 19.25 FEET; THENCE NORTH 26°04'19" EAST 52.22 FEET TO THE SOUTHERLY LINE OF THE HILLS AT SANTA CLARA PHASE 1B; THENCE EASTERLY THE FOLLOWING (8) COURSES ALONG SAID SOUTHERLY LINE OF THE HILLS AT SANTA CLARA PHASE 1B; THENCE SOUTH 89°48'07" EAST 12.61 FEET; THENCE NORTH 00°50'19" EAST 3.62 FEET; THENCE NORTHEAST 21.77 FEET ALONG AN ARC OF A 20.00 FOOT RADIUS CURVE TO THE RIGHT (CENTER BEARS SOUTH 88°31'09" EAST, LONG CHORD BEARS NORTH 32°39'46" EAST 20.71 FEET WITH A CENTRAL ANGLE OF 62°21'51"); THENCE NORTHEAST 8.85 FEET ALONG AN ARC OF A 47.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS NORTH 26°09'19" WEST, LONG CHORD BEARS NORTH 58°27'12" EAST 8.83 FEET WITH A CENTRAL ANGLE OF 10°46'59"); THENCE EAST 23.70 FEET ALONG AN ARC OF A 25.00 FOOT RADIUS CURVE TO THE RIGHT (CENTER BEARS SOUTH 36°56'18" EAST, LONG CHORD BEARS NORTH 80°13'09" EAST 22.82 FEET WITH A CENTRAL ANGLE OF 54°18'53"); THENCE NORTH 13°07'38" EAST 34.09 FEET; THENCE NORTH 49.00 FEET ALONG AN ARC OF A 25.00 FOOT RADIUS CURVE TO THE RIGHT (CENTER BEARS NORTH 17°22'35" EAST, LONG CHORD BEARS NORTH 16°28'05" WEST 41.53 FEET WITH A CENTRAL ANGLE OF 112°18'39"); THENCE NORTHEAST 142.37 FEET ALONG AN ARC OF A 161.50 FEET RADIUS CURVE TO THE RIGHT (CENTER BEARS SOUTH 50°18'46" EAST, LONG CHORD BEARS NORTH 64°56'32" EAST 137.81 FEET WITH A CENTRAL ANGLE OF 50°30'35") TO AND ALONG THE HILLS AT SANTA CLARA PHASE 1A; THENCE EASTERLY THE FOLLOWING (2) COURSES ALONG THE SOUTHERLY LINE OF CLARY HILLS DRIVE; THENCE SOUTH 89°48'17" EAST 313.23 FEET; THENCE SOUTHEAST 178.20 FEET ALONG AN ARC OF A 130.00 FOOT RADIUS CURVE TO THE RIGHT (CENTER BEARS SOUTH 00°11'49" WEST, LONG CHORD BEARS SOUTH 50°32'02" EAST 164.57 FEET WITH A CENTRAL ANGLE OF 78°32'18"); THENCE SOUTH 06°11'06" EAST 111.26 FEET TO THE CENTER SECTION LINE; THENCE NORTH 89°15'11" WEST 0.63 FEET ALONG SAID CENTER SECTION LINE; THENCE SOUTH 00°17'35" WEST 1,328.74 FEET TO THE 1/16TH LINE; THENCE NORTH 89°21'04" WEST 666.36 FEET ALONG SAID 1/16TH LINE TO THE SOUTH 1/16TH CORNER OF SAID SECTION 17; THENCE NORTH 00°11'54" EAST 1,329.90 FEET ALONG THE CENTER SECTION LINE TO THE POINT OF BEGINNING. CONTAINING 1,004,713 SQUARE FEET OR 23.07 ACRES.

AMENDMENT NOTE:

THE PURPOSE OF THIS AMENDMENT IS TO COMBINE **LOTS 303 AND 304** INTO ONE LOT KNOWN AS **LOT 303**. TO COMBINE **LOTS 318 AND 319** INTO ONE LOT, KNOWN AS **LOT 318**. TO MODIFY THE NO BUILD AREA ON THE NEW **LOT 318** SO THAT THE LOT CAN FRONT HILLSIDE DRIVE. AND TO COMBINE **LOTS 323 AND 324** INTO ONE LOT KNOWN AS **LOT 323**. NO OTHER CHANGES WERE MADE OR INTENDED TO BE MADE ON THIS PLAT. FOR ALL OTHER LOTS PLEASE SEE THE HILLS AT SANTA CLARA PHASE 3 FINAL PLAT.

NOTES:

1. ALL LOTS IN THIS SUBDIVISION ARE SUBJECT TO A 14.00 FOOT WIDE PUBLIC UTILITY, SIDEWALK AND DRAINAGE EASEMENT ALONG THE STREET, UNLESS OTHERWISE NOTED ON PLAN.
2. ALL LOTS IN THIS SUBDIVISION ARE SUBJECT TO A 20.00 FOOT FRONT YARD SETBACK, AN 8.00 AND 12.00 FOOT SIDE YARD SETBACK, AND A 10.00 FOOT REAR YARD SETBACK. GARAGE SETBACKS MUST BE A MINIMUM OF 20 FEET FROM THE BACK OF SIDEWALK.
3. NOT WITHSTANDING THE POSTING OF BOND FOR INSTALLATION OF OFF-SITE IMPROVEMENTS, NO BUILDING PERMIT WILL BE ISSUED FOR ANY LOT IN THIS SUBDIVISION UNTIL ALL UTILITIES ARE FULLY INSTALLED IN THE ENTIRE SUBDIVISION.
4. UNSTABLE SOIL CONDITIONS MIGHT EXIST ON LOTS IN THIS SUBDIVISION. PURCHASERS OF LOTS HEREIN HAVE THE SOLE RESPONSIBILITY FOR OBTAINING APPROPRIATE ENGINEERING SERVICES AND ADVICE RELATIVE TO THE USABILITY OF THE LOTS. THE CITY OF SANTA CLARA DISCLAIMS AND AND ALL RESPONSIBILITY FOR SUCH SOIL CONDITIONS, WATER CONTROL (SURFACE AND/OR SUBSURFACE), AND DRAINAGE CONTROL.
5. THE BASIS OF BEARING FOR THE PLAT IS THE CENTER SECTION LINE OF SECTION 17, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN BETWEEN THE WEST QUARTER CORNER AND THE CENTER QUARTER CORNER OF SAID SECTION. THE BEARING IS SOUTH 89°16'24" EAST AND MEASURES 2054.27 FEET ON THE GROUND.
6. ALL STREET LANDSCAPING SHALL CONFORM TO SANTA CLARA CITY'S LANDSCAPE ORDINANCE.
7. ALL RETAINING WALLS CONSTRUCTED BY INDIVIDUAL PROPERTY OWNERS WILL BE REQUIRED TO MATCH IN COLOR AND TEXTURE WITH WALLS CONSTRUCTED BY DEVELOPER.

GEOTECHNICAL INVESTIGATION:

A GEOTECHNICAL INVESTIGATION WAS PERFORMED BY GTS CONSULTING. THE INVESTIGATION RESULTS AND SPECIFIC RECOMMENDATIONS FOR THE CONSTRUCTION OF FOUNDATIONS, FLOOR SLABS AND EXTERIOR FLATWORK, ARE COMPILED IN A REPORT DATED AUGUST 20, 2012. THIS REPORT IS AVAILABLE FROM THE DEVELOPER AND A COPY IS ON FILE WITH SANTA CLARA CITY. OWNERS, BUILDERS AND CONTRACTORS SHOULD BECOME FAMILIAR WITH THIS REPORT AND COMPLY WITH ITS RECOMMENDATIONS.

FINAL PLAT OF:
THE HILLS AT SANTA CLARA PHASE 3 AMENDED
SECTION 17, TOWNSHIP 42 SOUTH, RANGE 16 WEST
SALT LAKE BASE AND MERIDIAN
SANTA CLARA CITY, WASHINGTON COUNTY, UTAH

SHEET 1 OF 2

AMERICAN LAND CONSULTING
1043 EAST 3740 SOUTH, WASHINGTON, UT 84780

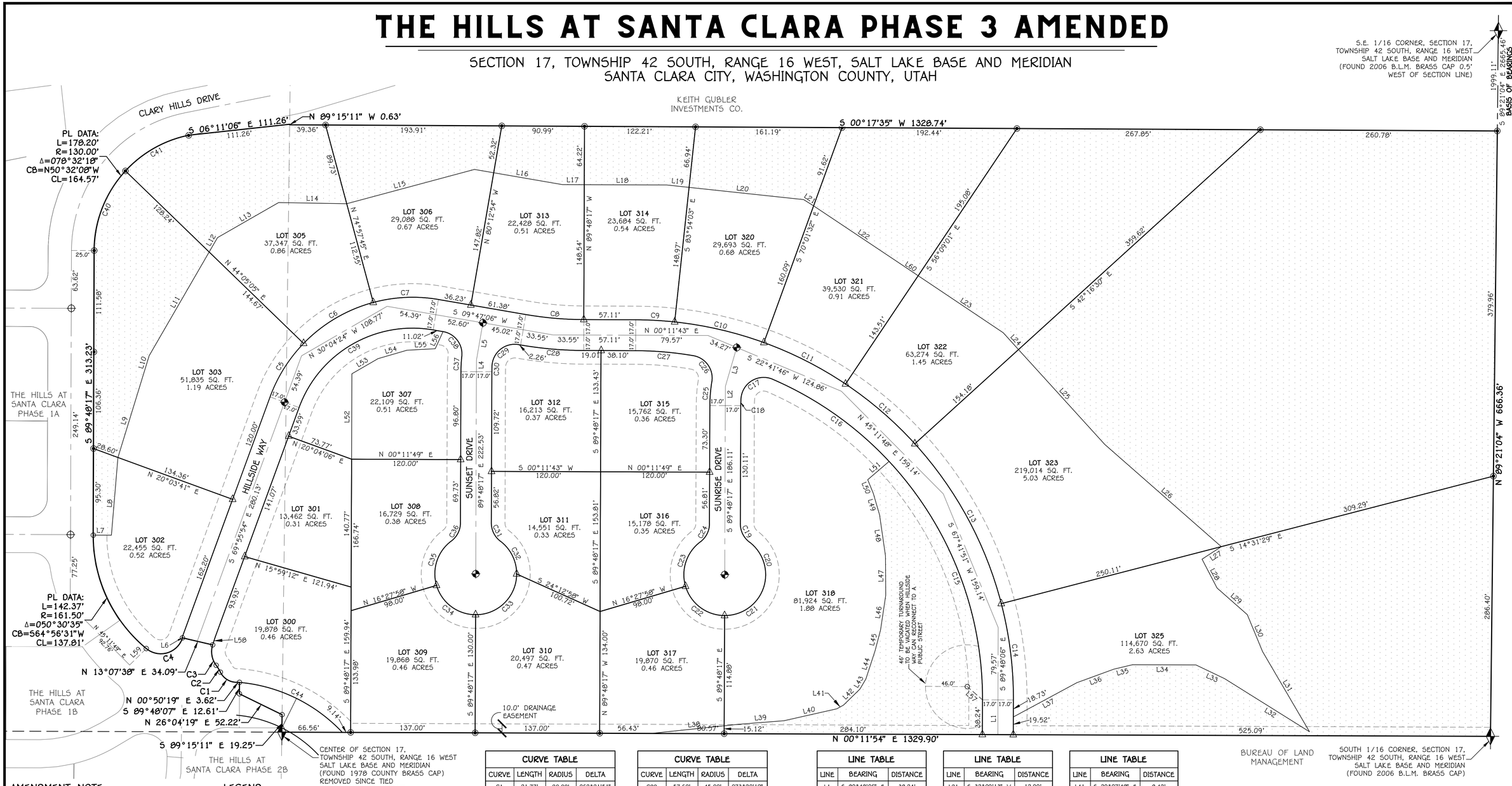
JOB # 21-009	DATE: 04/12/2021
FILE: AMD PLAT.DWG	SCALE: N/A

ENGINEER'S APPROVAL:	APPROVAL OF THE PLANNING COMMISSION:	CITY SURVEYOR'S CERTIFICATE:	APPROVAL AND ACCEPTANCE BY THE CITY OF SANTA CLARA, UTAH:	APPROVAL AS TO FORM:	TREASURER APPROVAL:	RECORDED NO.
THE HEREON SUBDIVISION HAS BEEN REVIEWED AND IS APPROVED IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE, THIS _____ DAY OF _____ 20__,	ON THIS _____ DAY OF _____ 20__, THE PLANNING COMMISSION OF SANTA CLARA CITY, HAVING REVIEWED THE ABOVE SUBDIVISION FINAL PLAT AND HAVING FOUND THAT IT COMPLIES WITH THE REQUIREMENTS OF SANTA CLARA CITY'S PLANNING ORDINANCES, AND BY AUTHORIZATION OF SAID COMMISSION, HEREBY APPROVE SAID SUBDIVISION FOR ACCEPTANCE BY SANTA CLARA CITY, UTAH.	I THE SANTA CLARA CITY SURVEYOR, DO HEREBY VERIFY THAT THIS OFFICE HAS EXAMINED THIS SUBDIVISION PLAT AND HAVE DETERMINED THAT IT IS CORRECT AND IN ACCORDANCE WITH INFORMATION ON FILE IN THIS OFFICE.	WE THE MAYOR AND CITY COUNCIL OF SANTA CLARA CITY, UTAH HAVE REVIEWED THE ABOVE SUBDIVISION PLAT AND BY AUTHORIZATION OF SAID CITY COUNCIL RECORDED THE MINUTES OF ITS MEETING OF THE _____ DAY OF _____ 20__, HEREBY ACCEPT THE SAID SUBDIVISION WITH ALL COMMITMENTS AND ALL OBLIGATIONS PERTAINING THERETO	APPROVED AS TO FORM, THIS _____ DAY OF _____ 20__,	I, WASHINGTON COUNTY TREASURER, CERTIFY ON THIS _____ DAY OF _____ 20__, THAT ALL TAXES, SPECIAL ASSESSMENTS, AND FEES DUE AND OWING ON THIS SUBDIVISION PLAT HAVE BEEN PAID IN FULL.	
ENGINEER SANTA CLARA CITY, UTAH	CHAIRMAN OF THE PLANNING COMMISSION SANTA CLARA CITY, UTAH	CITY SURVEYOR SANTA CLARA CITY, UTAH	CITY RECORDER SANTA CLARA CITY, UTAH MAYOR SANTA CLARA CITY, UTAH	CITY ATTORNEY SANTA CLARA CITY, UTAH	TREASURER WASHINGTON COUNTY, UTAH	FEE: COUNTY RECORDER WASHINGTON COUNTY, UTAH

C:\Dropbox\ALCSG\JOBS\2021\21-009 - Santa Clara Hills 23-24\21-009 - Hills at Santa Clara PH3 AMD2.dwg

THE HILLS AT SANTA CLARA PHASE 3 AMENDED

SECTION 17, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN
SANTA CLARA CITY, WASHINGTON COUNTY, UTAH



AMENDMENT NOTE:

THE PURPOSE OF THIS AMENDMENT IS TO COMBINE **LOTS 303 AND 304** INTO ONE LOT KNOWN AS **LOT 303**. TO COMBINE **LOTS 318 AND 319** INTO ONE LOT, KNOWN AS **LOT 318**. TO MODIFY THE NO BUILD AREA ON THE NEW **LOT 318** SO THAT THE LOT CAN FRONT HILLSIDE DRIVE. AND TO COMBINE **LOTS 323 AND 324** INTO ONE LOT KNOWN AS **LOT 323**. NO OTHER CHANGES WERE MADE OR INTENDED TO BE MADE ON THIS PLAT. FOR ALL OTHER LOTS PLEASE SEE THE HILLS AT SANTA CLARA PHASE 3 FINAL PLAT.

LEGEND:

- FOUND SECTION MONUMENTATION AS SHOWN AND DESCRIBED
- CLASS I MONUMENT TO BE SET
- CLASS II MONUMENT TO BE SET
- CLASS I MONUMENT – EXISTING
- CLASS II MONUMENT – EXISTING
- NOTHING SET OR FOUND
- 5/8" REBAR AND CAP (ROSENBERG ASSOCIATES)
- FRONT PROPERTY CORNERS OFFSET 7.0' WITHIN THE LOT, ON LINE, IN THE SIDEWALK WITH A BRASS PLUG
- NO BUILD AREA

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	21.77'	20.00'	062°21'51"
C2	8.85'	47.00'	010°46'59"
C3	23.70'	25.00'	054°18'53"
C4	49.00'	25.00'	112°18'39"
C5	70.00'	167.00'	024°00'58"
C6	90.00'	167.00'	030°52'41"
C7	72.35'	167.00'	024°49'20"
C8	64.10'	383.00'	009°35'23"
C9	42.97'	417.00'	005°54'15"
C10	100.98'	417.00'	013°52'31"
C11	100.98'	417.00'	013°52'31"
C12	100.98'	417.00'	013°52'31"
C13	201.97'	417.00'	027°45'01"
C14	107.15'	417.00'	014°43'23"
C15	276.31'	383.00'	041°20'09"
C16	170.19'	383.00'	025°27'34"
C17	47.97'	25.00'	109°56'18"
C18	7.59'	133.00'	003°16'10"
C19	23.18'	25.00'	053°07'48"
C20	53.97'	45.00'	068°42'51"
C21	58.45'	45.00'	074°24'56"

CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C22	57.60'	45.00'	073°20'19"
C23	54.81'	45.00'	069°47'29"
C24	23.18'	25.00'	053°07'48"
C25	26.37'	167.00'	009°02'49"
C26	39.06'	25.00'	089°30'51"
C27	63.72'	383.00'	009°31'58"
C28	69.79'	417.00'	009°35'23"
C29	42.23'	25.00'	096°47'53"
C30	6.49'	133.00'	002°47'40"
C31	23.18'	25.00'	053°07'48"
C32	41.73'	45.00'	053°07'48"
C33	70.69'	45.00'	090°00'00"
C34	57.60'	45.00'	073°20'19"
C35	54.81'	45.00'	069°47'29"
C36	23.18'	25.00'	053°07'48"
C37	16.83'	167.00'	005°46'25"
C38	37.60'	25.00'	086°11'02"
C39	185.04'	133.00'	079°42'59"
C40	96.32'	130.00'	042°27'11"
C41	81.87'	130.00'	036°05'07"
C44	128.66'	177.01'	041°38'39"

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 89°48'06" E	38.24'
L2	N 89°48'17" W	21.13'
L3	N 73°45'53" W	44.62'
L4	N 89°48'17" W	12.58'
L5	N 80°12'54" W	41.80'
L6	S 13°07'38" W	0.46'
L7	S 00°11'43" W	20.00'
L8	S 85°11'39" E	85.85'
L9	S 72°56'54" E	100.16'
L10	S 72°56'54" E	17.01'
L11	S 59°57'17" E	131.85'
L12	S 59°57'17" E	18.33'
L13	S 29°49'28" E	77.52'
L14	S 00°58'45" W	74.92'
L15	S 15°02'15" E	145.53'
L16	S 09°47'06" W	98.28'
L17	S 00°11'43" W	24.00'
L18	S 00°11'43" W	90.46'
L19	S 06°05'57" W	25.00'
L20	S 06°05'57" W	126.80'

LINE TABLE		
LINE	BEARING	DISTANCE
L21	S 32°09'13" W	12.99'
L22	S 33°34'45" W	113.32'
L23	S 33°50'59" W	112.67'
L24	S 47°43'25" W	25.04'
L25	S 47°43'25" W	141.10'
L26	S 41°15'54" W	170.61'
L27	N 32°57'35" W	25.30'
L28	S 62°33'23" W	35.79'
L29	S 41°22'23" W	44.38'
L30	S 67°31'58" W	43.93'
L31	S 59°40'19" W	102.30'
L32	N 32°02'52" E	110.17'
L33	N 25°32'24" E	35.05'
L34	N 00°11'54" E	69.70'
L35	N 13°25'47" W	21.22'
L36	N 20°07'09" W	43.20'
L37	N 28°20'24" W	79.49'
L38	S 05°57'22" E	96.85'
L39	S 04°29'28" E	50.17'
L40	S 12°42'04" E	59.62'

LINE TABLE		
LINE	BEARING	DISTANCE
L41	S 29°07'48" E	8.42'
L42	S 44°25'58" E	25.38'
L43	S 59°25'19" E	12.71'
L44	S 71°57'34" E	32.55'
L45	S 75°09'29" E	23.66'
L46	S 81°30'12" E	38.76'
L47	N 89°38'03" E	43.44'
L48	N 81°46'43" E	45.49'
L49	N 73°47'43" E	24.85'
L50	N 67°44'46" E	16.11'
L51	S 40°32'50" E	30.93'
L52	S 89°48'17" E	94.00'
L53	S 30°03'18" E	33.24'
L54	S 16°17'56" E	33.24'
L55	S 02°58'36" E	31.07'
L56	S 65°26'51" E	20.68'
L57	N 40°58'44" E	22.14'
L58	S 71°45'21" E	9.46'
L59	N 44°48'11" W	31.07'
L60	S 33°50'59" W	20.68'

0 50 100
SCALE: 1"=50'

AMERICAN LAND CONSULTING
1043 EAST 3740 SOUTH, WASHINGTON, UT 84780

JOB # 21-009	DATE: 04/12/2021
FILE: AMD PLAT.DWG	SCALE: 1"=50'

FINAL PLAT OF:

THE HILLS AT SANTA CLARA PHASE 3 AMENDED

SECTION 17, TOWNSHIP 42 SOUTH, RANGE 16 WEST
SALT LAKE BASE AND MERIDIAN
SANTA CLARA CITY, WASHINGTON COUNTY, UTAH

SHEET 2 OF 2

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REQUEST FOR ACTION

AGENDA ITEM 4

City Council May 26, 2021

APPLICANT: Mr. Jim Peterson and Mr Clint Tolman.

SUBJECT:

To consider approval of the Project Plan for an Assisted Living community on 23.6 acres. Generally located on the north side of Pioneer Parkway and west of the Entrada development.

BACKGROUND DESCRIPTION:

. The Project Plan proposes 158 total units on the 23.6 acre site. The various unit types are arranged as follows; 100 units in the main 2-story Assisted Living Center comprised of 54 Independent Living units, and 46 Assisted Living Units (including 14 memory care units). Also there are 43 detached single family active adult homes, and 15 additional Independent Living units in five 3-plex cottages. The Assisted Living Center also has various amenities for residents along with a central dining facility for meals. The other 43 detached single family homes and the 15 cottage units will be 1-story dwellings (14' max) with full kitchen facilities and are typical homes designated for seniors age 55 and older. The 43 detached single family homes all have a 2-car garage and a 20' long driveway.

Proposed Recommendation

Approval

Cost

N/A

Approved by Legal Department

Yes

Approved in Budget

Yes

Approved by City Finance Department

Yes

Amount

Requested By

Corey Bundy

File Upload Attachments

https://sccity.org/wp-content/uploads/formidable/41/CC-rpt-for-5-26-21-Consider-approval-of-the-project-plan-for-the-Pointe-at-Entrada-Assisted-Living-community-1.docx, https://sccity.org/wp-content/uploads/formidable/41/2021-5-3-Project-Narrative-Entrada-1.docx

City Council agenda report for 5/26/21: Consider approval of the Project Plan for the Pointe at Entrada Assisted Living community on 26.3 acres generally located on the north side of Pioneer Parkway and west of the Entrada development.

Applicant: Mr. Jim Peterson and Mr Clint Tolman.
Property's present zoning: PD-Residential
Assisted Living facility is a Permitted Use in the PD-R zone
Acres: 23.6 total

Purpose for the request: To consider approval of the Project Plan for an Assisted Living community on 23.6 acres. The Project Plan proposes **158** total units on the 23.6 acre site**. The various unit types are arranged as follows; 100 units in the main 2-story Assisted Living Center** comprised of 54 Independent Living units, and 46 Assisted Living Units (including 14 memory care units**). Also** there are **43** detached single family active adult homes, and **15** additional Independent Living units in five 3-plex cottages. The Assisted Living Center also has various amenities for residents along with a central dining facility for meals. The other 43 detached single family homes and the 15 cottage units will be 1-story dwellings (14' max) with full kitchen facilities and are typical homes designated for seniors age 55 and older. The 43 detached single family homes all have a 2-car garage and a 20' long driveway. The Assisted Living Center proposes 73 parking spaces and the five 3-plex cottages propose an additional 40 spaces. The city parking code (17.32.050) lists "Nursing Homes" as the closest applicable use and that requirement is 4 spaces plus 1 space for each 3 beds. Independent Living is not listed in the parking chapter but a standard of 1.3 spaces per Independent Living unit seems reasonable. The PC determined that a parking standard of 1.3 spaces per unit is a reasonable standard per section 17.32.100 which authorizes the PC to determine the number of parking spaces required for uses not specifically identified in the Parking section.

The project proposes two access points off Pioneer Parkway to serve the project. The two access points are approximately 1,100' apart. The interior streets are all proposed as public streets.

Temporary Land Use Regulation adopted on 2/24/21 by the City Council. On Feb. 24, 2021 the City Council adopted a Temporary Land Use Regulation that deals with density equivalents for Assisted Living projects. Basically the temporary zoning regulation states that living units with **their own kitchen facilities**, **and not dependent** on a central dining facility, will be considered equal to a typical or standard dwelling unit for density calculation purposes. For AL units **which do not have their own kitchen facilities** but are dependent on a central dining facility or by meal delivery to the rooms, those AL units will be considered on a density basis **of 2 Al units being equal to 1 typical or standard dwelling unit. Staff is not certain on the number of units with and without kitchen facilities, but the question of "equivalent**

residential units" is a moot point on this project because even if all the units were assumed to have their own kitchen facilities (which is not the case) the overall density would be only 6.7 units per acre. (158 units divided by 23.6 acres). The allowed density in the PD-R zone (without a Density Bonus) is 8 units / acre, so the project is within the allowed density, even without considering the ERU factor which would lower the overall density below the 6.7 units/acre.

Architecture: The proposed architectural style will reflect the existing architectural vernacular of the surrounding area, as stated by the applicant's project narrative. The applicant has provided renderings for all the unit types proposed in the project. Staff feels the proposed building designs are excellent and provide a strong sense of quality to the entire project.

Open Space: The applicant states that approximately one-half of the overall site is in open space with the other half consisting of building footrpints and access ways. The zoning code requires a minimum of 30% of the project area to be in open space, so this requirement is amply met.

Traffic: All of the project-generated traffic will use Pioneer Parkway to access the project. Assisted Living and Memory Car units typically generate a low rate of traffic compared to standard residential units, because the tenants typically don't drive, and only staff and guests drive to the facility. Based on the ITE Trip Generation manual (7th edition), the Assisted Living units are expected to generate about 2.6 trips / bed / day, and the Memory Care units are expected to generate about 2 trips/ bed /day. For the proposed 32 Assisted Living units and the 14 Memory Care units this amounts to an estimated trip generation of 111 trips / day, which estimates the total trips for staff and visitors since the unit (room) tenants typically don't drive. Independent Living units are estimated to generate approximately 3.7 trips / day which could amount to 255 trips / day for the proposed 69 Senior Independent Living units. The 43 "Active Senior" homes are expected to generate about 7-8 trips / day. Because the three types of assisted living units are all part of one project and utilize the same common facilities & staff, there will be less traffic impact than if the three unit types were separate independent projects with separate staffing.

The applicant has provided a Traffic Impact Study prepared by Hales Engineering, a firm which specializes in transportation issues. Their study addresses traffic impacts along Pioneer Parkway both with and without the proposed project. Their findings are that in 2026 with the proposed project, Pioneer Parkway and the intersection with Red Mountain Drive will have acceptable Levels of Service (LOS) . Their estimate is that in 2026 with the project, Pioneer Parkway at both access points will operate at a LOS of 'A' and that the intersection with Red Mountain Drive will operate at LOS B.

The Traffic Impact Study is available at the city office for study and can be utilized to answer traffic related questions at the PC meeting.

The PC recommends and Mr. Ryan Hales, PE and author of the Traffic Impact Study agrees that decel lanes are needed at both entrances to the project on Pioneer Parkway.

Parking Requirements: The City requirement for **Assisted Living and Memory Care units** falls under the general category of "Nursing Homes" which is 4 spaces plus 1 space for each 3 beds. Based on a total of 46 beds for the combined AL & Memory units the minimum parking requirement would be 19 parking spaces, which is intended for staff and visitors as the AL & Memory Care residents don't drive.
Parking for Independent Senior Living units the city zoning code **does not list** a specific parking requirement but typically that would range at about 1.3 spaces per unit which would amount to 90 total parking spaces for the 69 Senior Independent living units. **Total parking requirement** for Assisted Living and Independent Living components of the project would be **approximately 109** spaces. The applicant states that 113 parking spaces are proposed. The 43 "Active Adult" detached homes will all have 2-car garages with a 20' long driveway.

Summary: Staff feels this project is very attractive and well planned and would be a valuable asset to the community to meet the needs of the aging population. A neighborhood meeting held on February 25, 2021 at the Santa Clara City Hall was well attended and according to the applicants received strong support from those attending the meeting.

PC Action: The PC held a public hearing on 5/13/2021 with no public in attendance. The PC recommends approval of the Project Plan with two conditions;

1) The Independent Living units have at least 1.3 parking spaces per unit, and
2) The project construct decel lanes at each entrance to the project (on Pioneer Parkway), and that such decel lanes be shown on future drawings including the Preliminary Plat and Final Plat.

Development Narrative

This Retirement Living Community development is a 23.82-acre project that is located at the North side of Pioneer Parkway in Santa Clara Utah. This will be a single-phase retirement living development. During planning of the project great consideration was taken to provide a quality development that is a good fit and contributes to the community. Through this process the design team has had four TRC planning meetings with Santa Clara City. The development team has implemented suggestions from the City on use, access, parking, landscaping, setbacks, and facade. Also reviewed road requirements within the community and improvements for Pioneer Parkway.

.

Neighborhood meeting was held on February 25th, 2021 at Santa Clara City Hall to introduce the project. The meetings had great attendance and neighbors were very vocal in support of this project being developed in their neighborhood.

The proposed retirement living community development will provide a continuum of care for seniors including active adult homes, Independent living town homes cottages, Independent living apartments, assisted living apartments and memory care units.

A. **Senior Living Facility (West Parcel, PDR Zone)**
   - This parcel will host a two-level senior living facility for Independent Living (54 Units), Assisted Living (32 Units) and Memory Care (14 Units). These living areas will be in different wings all connected to a common core area. This design is visually appealing as it breaks up the mass of a large building and creates great outdoor open space. The building is buffered by single story town homes cottages between the main facility and existing adjacent neighborhood to the north.
   - Parking - 74 stalls for the Senior Facility
   - Two story – Max 35 feet

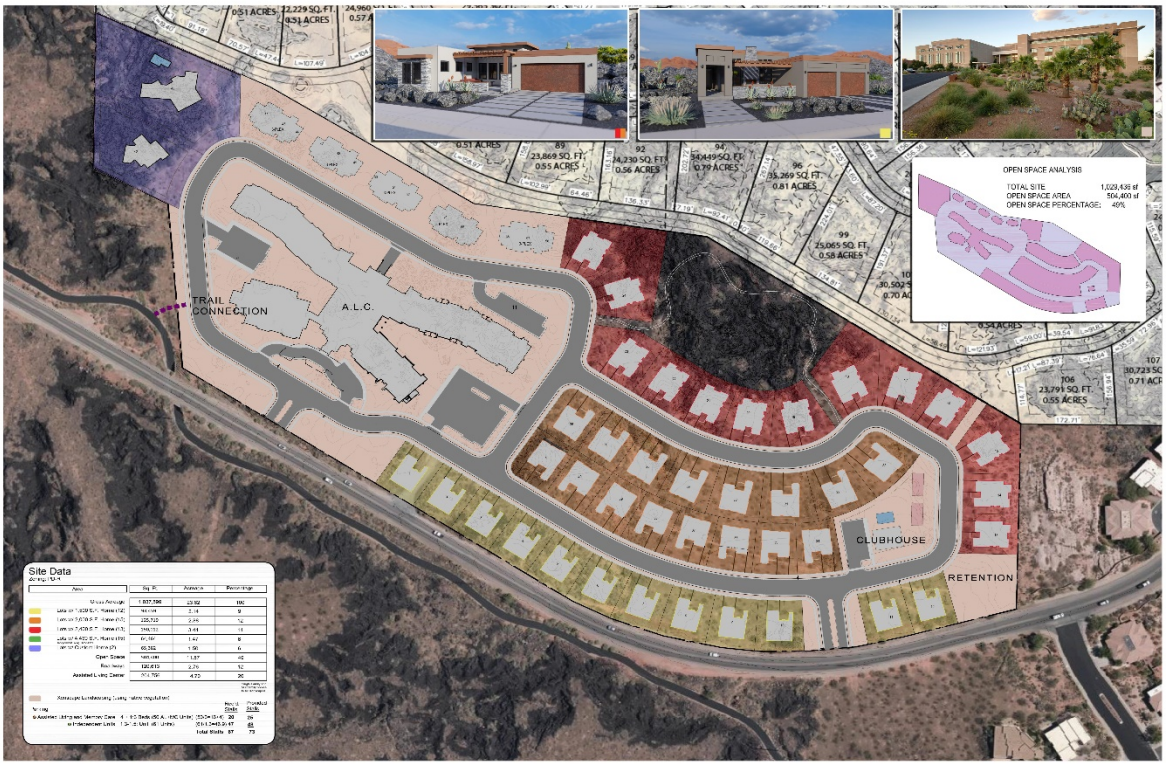
B. Independent Living Townhomes Cottages (North part of senior living parcel, PDR Zone)
   - 5 three-plex Independent Living Townhome Cottages. Residents will partake of the daily care and activities at the main facility. The location of these town homes creates a great buffer between adjacent residential neighborhoods and the main senior living building.
   - Parking – Small and mid-size units are two total. (1 garage, 1 driveway). Larger units total of four parking (2 garage, 2 driveway) 40 total parking stalls for town homes
   - Single Story – Max 14 feet

C. Active Adult Homes (41 lots on the east parcel and 2 lots on the north west parcel, PDR Zone)
   - 43 Active adult homes that will be for sale. Residents of these homes can also partake of the amenities of the main senior living facility. The location of these homes creates a great buffer between adjacent residential neighborhoods and the main senior living building.
   - Parking - Four per home (2 garage, 2 driveway) 172 total parking stalls
   - Single Story – Max 14 feet
   - Clubhouse with swimming pool, lounging areas, BBQ, sports courts and a dog run. (8 Parking stalls)

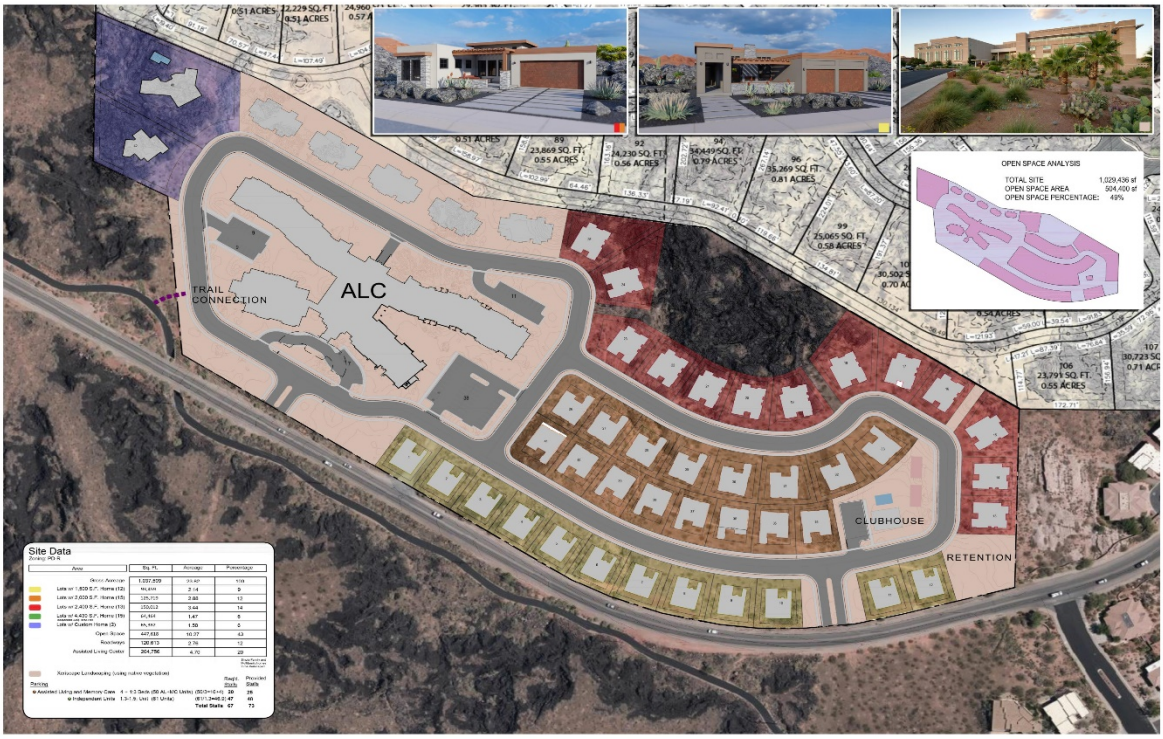
This Retirement Living Development provides great land-use transition with the existing neighborhood. The neighbors are very positive of this soft transition with single level senior homes adjacent to their existing homes.

The community is designed with a lot of open space in mind. After taking out the active adult lots, main building, townhomes and club house footprints there is 504,400 square feet of open space. Total size of the site is 1,037,599 square feet, this equals 49% of open space. There will be walking trails throughout the community. These trails will connect to the city trail system.

Site Plan



GOLD STREAM



Senior Living Building

GOLD STREAM



LMnt ARCHITECTURE THE POINTE

Active Adult Homes





LMnt ARCHITECTURE

THE POINTE





LMnt ARCHITECTURE

THE POINTE

Entrada Retirement Living Community
Operations Overview

The Entrada Retirement Living Community provides a full-service continuum of care Senior Living Community for older adults wishing to enjoy a healthy and quality lifestyle.

I. RESIDENT PROFILE

The Entrada Retirement Living Community will offer Active Adult Homes, Independent Living, Assisted Living and Memory Care Services to its residents. Many independent seniors opt for the convenience and lifestyle benefits, and amenities offered by a Full-Service Senior Living Community. Most seniors also desire the assurance that additional services will be available as their needs change over time. Our typical resident will be a moderate- to upper income senior, over the age of 65, who are either unwilling or unable to live independently

Resident needs vary from basic support services (meals, housekeeping, social activities, transportation and laundry) to more comprehensive care (medication assistance, personal care for activities of daily living and on-going non-skilled health services). Many residents have chronic conditions such as Parkinson's, diabetes, degenerative joint disease, congestive heart disease, stroke, etc., which limit their physical capabilities, including mobility.

II. PHILOSOPHY OF SERVICES

The philosophy underlying the approach to services is to focus upon upholding prevailing American cultural norms that are valued by those for whom we seek to provide housing and care. The main principles of Senior Living are listed below.

1. Individuality is defined as recognizing variability is human need and flexibility to organize services in response. Individuality is supported in the physical environment by providing a range of services to meet differing needs.

2. Independence is defined as supporting resident capabilities and facilitating use of those abilities to the broadest extent possible. Independence is supported in the physical environment by creating barrier free structures and careful design of assistive devices. It is supported programmatically by determining systematically areas of competence for which the individual can retain responsibility and providing support to enhance areas of functional disability.

3. Dignity is defined as providing support in such a way as to validate the self-worth of the individual. Dignity is supported in the physical environment by designing a structure that allows supportive services to be provided in the resident's living unit or a private area designated for that purpose. It is supported programmatically by program policies and procedures that provide special training for staff and services to be responsive to attitudes, beliefs and values.

4. Choice is defined as creating viable options for residents to enable them to exercise greater control over their lives. Choice is supported in the physical environment by providing sufficient private and common space to provide opportunities for selecting where and how to spend time. It is supported programmatically by program policies and procedures that encourage resident selection of services used and scheduling of services in response to resident preferences.

5. Privacy is defined as designated areas and time which are not shared and over which the resident maintains a large degree of control. Privacy is supported in the physical environment by designing living space that is not shared, except by personal choice, with others.

6. Home is defined, as a living environment that creates to the extent possible the atmosphere that most closely resembles the personal definition of a socially and spatially cohesive unit. Home is supported in the physical environment by the use of residential building codes, materials and furnishing whenever possible to replace commercial or institutional ones.

III. PROGRAM COMPONENTS

In addition to private housing accommodations residents of the community will enjoy the following Basic Services: Experienced Professional Management

- Orientation: Support & Move-in Coordination
- Personalized Service Plans for each resident
- 24-hour staffing and medical monitoring
- Private accommodations with private bath.
- Accessible, "Senior Friendly" Building design
- Weekly Housekeeping
- Personal laundry and linen service
- Dietitian approved menus
- Specialized Diets available.
- Individual, small and larger group activities
- Part time professional Activities coordinator
- Medication Administration (in licensed unit)
- On Site Professional Pharmacy Service
- Hair Salon,
- Library
- Scheduled Transportation Service
- Cable TV
- All Utilities except telephone
- Ongoing Needs Assessment

Memory Care Services

PROGRAM SERVICES

We have divided our program components into three categories: General Services, Support Services, and Special Needs Services. All services are clearly delineated in the Resident Handbook, Residency (Rental) Agreement, and resident Negotiated Service Plan.

A. GENERAL SERVICES

Basic services include meals, housekeeping, and laundry and maintenance activities. The on-site manager will have overall responsibility the coordination of these services. Technical assistance will be provided by the Management Agent and with selected services subcontracted for in the community.

1. Meals.

Three meals a day are offered in the dining room, including special diets, if required, to meet the resident's needs. The dining room is shall be designed to seat all residents simultaneously. Located in the core area of the building, the dining room will be designed to provide smaller, more intimate eating areas to accommodate resident preferences and needs. Dining service will be available 7 days per week. It will operate from approximately 7:30 a.m. to 6:30 p.m. daily, with meal service available to the residents from 7:30 to 9:00 a.m., 11:30 to 1:00 p.m. and 5:00 to 6:30 p.m. Snacks will be prepared daily for residents.

Care will be taken to plan for maximum choice and flexibility in dining services. Menu planning will be monitored by a registered dietitian. The dietitian will be a contracted consultant, averaging one hour per week to review menus, provide nutrition counseling and education and staff training. Cycle menus may be used, with special adaptations when needed to meet the dietary need and preferences of the residents. Calorie counts, nutritional supplements, physician ordered snacks and room tray service for residents who are ill, will be available.

2. Housekeeping/Laundry.

Housekeeping services to the resident apartments are provided weekly in the core service package. This service includes vacuuming; dusting, bed changing, bathroom cleaning and kitchen clean up. For more impaired individuals a more frequent schedule is available, at an additional cost to ensure the resident's needs are being met and property is maintained.

3. Maintenance.

Maintenance service for the building and for resident apartments will be provided primarily using contract labor. Interior and exterior window cleaning, landscape work, elevator maintenance, water pressure testing, alarm monitoring, pest control and the like will be subcontracted. One full time maintenance person is budgeted at full occupancy.

B. SUPPORT SERVICES

Support Services include personal and selected nursing care, social and recreational services, transportation and ancillary services needed to support the resident. The on-site manager has overall responsibility for the coordination of these services.

1. Personal Care and Nursing Services.

All Care Services are planned with the understanding that residents' individual needs can change over time. In planning and providing services we always consider the unique interests, attributes, abilities, and overall health status of each resident. Paradigm Senior Living utilizes a comprehensive, web based, care management software program , www.alwizard.com , to accurately and efficiently asses residents care needs and develop-maintain up to date service plans for all residents

A Licensed Nurse and therefore will coordinate resident care and services. Prior to move-in, a standardized assessment of resident health status and functional ability is completed.

Direct care staff will be responsible for most of the personal care provided to residents after receiving orientation to project policies and procedures, as well as specific skills development related to personal care tasks. By paying prevailing wages, offering health care benefits and extensive training, we anticipate being able to reduce some of the problems typically associated with the available labor pool for these positions.

In addition to the care coordinator, the project will have signed agreements with a physician and pharmacist to provide training and technical assistance to direct care staff. Ancillary health care services (e.g. hospice care, hospitalization, physical therapy, skilled nursing care, etc.) will be coordinated through transfer agreements, preferred provider arrangements and contracted fee-for-services agreements

a. Medication Management.

Pharmaceutical services will be subcontracted with an institutional pharmacy that will in turn provide all equipment and systems necessary for the legal, safe, and proper ordering, storage, administration, and documentation of medications. Medications will be stored in the administration and/or wellness areas. This area has been designed with locking cupboards, a refrigerator and a washing sink to facilitate safe storage and dispersal of medications.

b. Personal Care for Activities of Daily Living.

Personal care staff will be scheduled and dispatched from the area marked administration adjacent to the lobby on the first floor of the facility. Virtually all personal care services will be provided in the resident's apartment. These services include bathing, dressing, personal hygiene, toileting, grooming, eating, ambulation and other assistance needed to maintain resident functioning.

A complete record of the resident's needs and preferences is maintained in the care coordination area. Resident records may include but are not limited to the following: physician evaluation, medical histories, treatment and medication orders, lab and x-ray information, nursing assessments, vaccine records, vitals records, service plan and other relevant information to assist direct care staff and consulting professionals in the provision of services to the resident.

c. Routine Nursing Services

The facility is not designed or licensed for those needing continuous skilled nursing care. The project will however coordinate the provision of short term or intermittent (non-skilled) nursing care through duly qualified community-based providers. The facilities direct care staff, as allowable by state regulation, will provide routine nursing care.

2. Social and Recreational Services

The underlying philosophy of a continuum of care community living emphasizes the importance of social and recreational services to the wellbeing of the resident. To that end, the staff will be trained to Asses resident needs, particularly in the area of behavior management services. To facilitate social-recreational opportunities several design features have been incorporated into the building.

a. Social Services

An interdisciplinary team including representatives from all departments located on the Organizational Chart will provide initial contact with the resident during move-in. The General Manager will be the primary contact with the family and/or concerned professionals to provide continuity over time as issues and concerns arise.

b. Recreational Activities

The Entrada Retirement Living Community Senior Living will provide residents with opportunities social, educational, recreational, and spiritual activities. The Activity Director will conduct a social assessment as a part of the move-in process and the results will be incorporated into the services plan. Planning, organizing and implementing group activities will be the responsibility of the direct care staff designated to function as activity aides, while individual resident activities will be the responsibility of the assigned staff person. The goal will be to provide opportunities for the residents to participate as fully in community life as they wish. Regular group features will include Resident Council, family nights, family/resident newsletters, religious services, pet and horticulture therapy programs, as well as visiting entertainers from the surrounding community.

3. Transportation

Scheduled and emergency transportation to activities and medical appointments, within a specific Zone will be provided in each resident's basic service plan. Ancillary transportation services will be coordinated through community-based providers. In many cases, family, volunteers or caseworkers will provide medical transportation.

4. Ancillary Services

The Activity Director together with the interdisciplinary team will coordinate the provision of all ancillary services, including non-emergency medical care.

a. Medical Care.

Physicians will be encouraged to make house calls whenever possible. All residents will be examined by their designated Primary Care Physician prior to move-in and at lease annually thereafter. Access to specialty medical services such as dental, lab, x-ray, etc. will be coordinated as needed.

b. Banking, Salon, Shopping, Mail, Educational Services

Resident Banking Services will be provided to create access to resident's personal funds. Each resident will have his/her own locking mailbox. Salon services will be provided in an on-site beauty salon through a contract with a local cosmetologist.

c) Health and Wellness Program

I. Objectives for the Community Wellness Program:

To provide an environment and service for the residents that will promote:

1. As high a level of physical health as possible for as long as possible
2. As high a level of mental health and alertness as possible
3. The maintenance of social relationships with friends and family
4. The acceptance of loss and the coping with and enjoying what they have
5. Being at peace with the past, having meaning and enjoyment in the present and hope For the future

II. Implementation Plan for Community Wellness Program:

The Community will make various services available to the residents. The residents will have a choice whether to participate in them or not. With the choice of the resident, they may be included in the resident's service plan.

The following services and programs will be available for the promotion of the health and wellbeing of the resident.

A. Health Screening and Evaluation Program
B Diet and Nutrition
C. Exercise Program
D. Counseling Referral Program
E. Mental Alertness Program
F. Spiritual Life Enhancement Program

Education on topics of health, wellness and topics of interest to seniors aging will be featured for staff and families, as well as the residents. Educational opportunities will be provided family and residents. Community groups will be encouraged to use the project for training and meetings.

MANAGEMENT OF THE PROJECT

Paradigm Senior Living, the proposed Management Agent is responsible for setting standards of performance, quality, productivity and conduct; and for performing accounting and human resources functions. Additionally, the agent is responsible for making available any and all resources, advice, consent, and capital required for optimum day to day operating performance of the community. The primary objective of the management company is to enhance the long-term efficiency and effectiveness of the facility.

REQUEST FOR ACTION

AGENDA ITEM 5

City Council May 26, 2021

APPLICANT: Robert Smith

SUBJECT:

Discussion of new development Quail Crossing and Coyote Landing PD. Zoning change application from R1-10 to PDR.

BACKGROUND DESCRIPTION:

Discussion regarding proposed project on the corner of 400 East and North Town Road. The project developer is proposing a plan that mixes vacation rentals (Quail Crossing) and long-term residents (Coyote Landing). Staff has concerns with the plan meeting the PDR zoning code (17.68.060) for short-term rentals. The developer would like to get councils input on the project before taking it to planning commission.

Proposed Recommendation

Discussion

Cost

N/A

Approved by Legal Department

N/A

Approved in Budget

Yes

Approved by City Finance Department

Yes

Amount

N/A

Requested By

Robert Smith

File Upload Attachments

CITY OF
SANTA CLARA
FOUNDED 1854

Potential PC Date: June 10th 2021 (Note: The application will not be placed on a Planning Commission agenda until **ALL** required submittals have been received by the Building Dept)

PLANNED DEVELOPMENT ZONE CHANGE APPLICATION & CHECKLIST (also for PD Zone Amendment) *Application Fee

I. PROPERTY OWNER(S) / APPLICANT INFORMATION

APPLICANT: Taylor Built Homes / Robert Smith

MAILING ADDRESS: 1100 E. South Union Ave Midvale UT 84047

PHONE: 801-449-9706 E-MAIL ADDRESS: Robert@TaylorBuiltHomes.com

CONTACT PERSON / REPRESENTATIVE: Robert Smith

MAILING ADDRESS: Same as above

PHONE: Same E-MAIL ADDRESS: Same

PROPERTY INFORMATION

PROJECT NAME: Coyote Landing & Quail Crossing

LOCATION OF SUBJECT PROPERTY: 400 E and North Town Rd

TAX ID (PARCEL) NUMBER: SC-5B-80 GENERAL PLAN: MDR

EXISTING ZONING: R-1-10 PROPOSED ZONING: PDR

TOTAL ACREAGE OF PROPOSED ZONE CHANGE: 20.70

CITY STAFF REVIEW (TRC)

When did this proposal appear before TRC? 2/18/21

IV. APPLICATION REQUIREMENTS

PHYSICAL SUBMISSION

- ☐ Planned Development Zone Change Application
- ☐ List of property owners within 300', formatted as mailing labels, prepared by a title company or other entity
- ☐ Mailing label radius map
- ☐ Payment of filing fee

***$500 (filing fee) + acreage fee; < 1 acre no acreage fee; (1-100 acres: $50) acre; 101 -500 acres: $25 /acre**
Over 500 acres: $10 / acre

No fee for acreage designated as natural area Open Space and zoned Open Space if over ten acres.

- ☐ Color and materials board (20"x30" maximum size, each color and material must be labeled, and materials must also be numbered and called out on an elevation drawing)

DIGITAL SUBMISSION (note; the Project Plan requirements are found in section 17.68.30 of Zoning code, and summarized below) Submit the items below to: snez@sccity.org

The subject line of your email must read as PD Zone Change Application (Project Name)

- ☐ A project area map
- ☐ A legal description and surveyed site plan in DWG (AutoCad) format prepared by a licensed surveyor or engineer
- ☐ Project Plan(s) including but not limited to:
  - ☐ Colored site development plan, and colored building elevations for all four sides of building(s).
  - ☐ Landscape plan showing the general location of landscaped area and trees and the location of any areas to be preserved in their natural state
  - ☐ Topography at contour intervals of two feet (2') (unless waived by city staff)
  - ☐ A phasing plan, if the development is proposed to be developed in phases
  - ☐ Refuse storage areas screened so that materials stored within these areas are not visible from public streets
  - ☐ Vehicular and pedestrian circulation plan including trails, and also including safe and convenient turning space for cars, sewer vehicles, refuse collection vehicles, firefighting equipment, etc., at the end of private drives and dead-end streets. Show road widths. The city may require a Traffic Impact Study (TIS) if deemed necessary.
  - ☐ Statement or exhibit that all utilities are underground
- ☐ Building height and elevations: the type, character and proposed height of all buildings
- ☐ A detailed narrative (written text) of the proposed development, including but not limited to:
  - ☐ A detailed list of proposed uses
  - ☐ The proposed density in terms of dwelling units per gross acre of land and proposed floor area of non-residential uses per acre
  - ☐ Description of the proposed uses of land, including percentages of land devoted to various types of land use, such as open space, building coverage, parking area, and landscaped area.
  - ☐ A description of the proposed exterior building materials, including roof materials
- ☐ Application Fees Paid

V. APPLICANT AGREEMENT

I (we) have read and understood the requirements of this application and all information is true and accurate to the best of my (our) abilities. The application must be signed by the current property owner or a signed statement from the current property owner that the applicant is authorized to submit this application on behalf of the property owner.

Printed Name Robert Smith Signature Robert Smith Date 5/6/21

Property Owner / Authorized Agent

Printed Name Signature Date

Property Owner / Authorized Agent

CITY OF
SANTA CLARA
FOUNDED 1854

APPLICATION FOR A CONDITIONAL USE PERMIT

AS PROVIDED BY THE CITY OF SANTA CLARA, UTAH, ZONING ORDINANCE

Hearing Date: 2nd Thursday at 5:30 p.m. Application **MUST BE SUBMITTED 7 DAYS PRIOR** to hearing date.

Filing Fees: $200.00 (Additional Dwelling Unit Fee: $100.00)

TO THE PLANNING COMMISION
SANTA CLARA, UTAH

DATE: 5/6/21

The undersigned applicant is the owner of the following legally described property: (Give exact legal description to include Section, Township, Range, Lot Subdivision, Street Address, Business Name):

LOTS 2 and 3 of Block 25, ST GEORGE AND SANTA CLARA BENCH CO. SURVEY IN SECTION 5 T 42 SOUTH, R 16 WEST, SALT LAKE MERIDIAN

Attach a plot plan, drawn to scale, of the property involved showing the following information:

1. Prepare site plans and elevations;
2. Show existing and proposed buildings, fences and general landscape layout;
3. Show parking, loading areas, and automobile circulation;
4. Show any existing and proposed signs, lighting;
5. Show vicinity map (major/minor streets, intersections, neighboring subdivisions and relative location within the city), drainage plan and topography of irregular land;
6. Include any other pertinent information.

Are there any deed restrictions affecting the use of the property involved? Give the expiration date of these restrictions:

NO

Would the proposed use be materially detrimental to the surrounding property?:

NO

The undersigned property owner requests a CONDITIONAL USE PERMIT as permitted in the Santa Clara City Zoning Ordinances to use the above-described property for the following purposes (attach additional sheets if necessary):

SHORT TERM NIGHTLY RENTAL AT QUAIL CROSSING SUBDIVISION

17.40.060: PLANNING COMMISSION ACTION:

The planning commission may approve, modify, and approve, or deny the conditional use application made to the planning commission. The planning commission shall require such regulations and conditions as may deemed necessary to protect the public health, safety, welfare, and aesthetics of the area. In approving a conditional use permit, the planning commission shall find:

A. That the proposed use is necessary or desirable and will contribute to the general well being of the city;

B. That the use will not be detrimental to the health, safety, welfare, or aesthetics, or detrimental to property or improvements in the area;

C. That the proposed use will comply with the regulations of this title;

D. That the proposed use is in harmony with the intent and purpose of the general plan, or that the plan shall have first been amended through public hearing. (Ord. 97-06 § 9-6)

WHEN A CONDITIONAL USE PERMIT IS GRANTED SUBJECT TO CONDITIONS, SAID CONDITIONAL USE PERMIT DOES NOT BECOME EFFECTIVE UNTIL SUCH TIME AS THOSE CONDITIONS HAVE BEEN MET.

NOTE: A CONDITIONAL USE PERMIT DOES NOT ELIMINATE THE NECESSITY OF OBTAINING A BUILDING PERMIT. A PERMIT IS REQUIRED FOR CONSTRUCTION OF ALL BUILDINGS IN THE PROJECT.

A Conditional Use Permit shall be good for one (1) year after final approval, or as otherwise determined by the Santa Clara Planning Commission. If at the end of one (1) year construction has not been commenced, the Permit shall become null and void unless a request is made with the Planning Commission for an extension. Extensions may be granted for a period of time not to exceed six (6) months.

If use is discontinued for a period of six (6) months, or if property is sold or developed by someone other than applicant, the conditional use is null and void.

The filing fee for this CONDITIONAL USE PERMIT is $200.00. The fee is payable to the City of Santa Clara, Utah and such fee shall not be refundable in whole or in part, even though the application may be withdrawn or denied.

Robert Smith
Signature of Applicant

1100 E South Union Ave
Midvale UT 84047
Address of Applicant

Robert Smith
Printed Name of Applicant

801-449-9706
Phone number of Applicant

Applicant shall contact adjacent property owners within 300 feet of their property lines. Attach a sheet using the following outline:

We, the undersigned owners of property adjacent to the property legally described in the APPLICATION FOR CONDITIONAL USE PERMIT hereby notify that we have been contacted and informed of the property owner's Conditional Use Permit application and the date the Planning Commission will hear the issue. Ord Chapter: 17.40.010-17.40.100

Robert Smith
Printed Name of Property Owner

1100 E. South Union Ave Midvale UT 84047
Address of Property Owner

Robert Smith
Signature of Property Owner

Coyote Landing (Townhomes)

City of Ivins

Detention Basin /

RV / Boat Storage Area

15x45'

Mail

Amenity Area

Mail

19 Units

Mail

Club House

Pickleball

Tennis Courts

Pedestrian Tunnel

Mail

Mail

Detention Basin / Dog Park

400 East

City of Ivins

Future Hamblin Prkwy. per City Roads Master Plan

North Town Rd.

Quail Crossing (Condos)

SITE SUMMARY

SITE AREA = 19.13 ACRES
TOTAL DWELLING UNITS = 199 UNITS
DENSITY = 10.40 UNITS PER ACRE
TOTAL OPEN SPACE = 7.71 (40.30%)

CONDO AREA = 6.51 ACRES
TOTAL DWELLING UNITS = 80 UNITS
DENSITY = 12.28 UNITS PER ACRE

TOWNHOME AREA = 13.56 ACRES
TOTAL DWELLING UNITS = 119 UNITS
DENSITY = 8.77 UNITS PER ACRE

FRONT LOAD TOWNHOMES	38 UNITS
REAR LOAD TOWNHOMES	81 UNITS
CONDOS	80 UNITS
TOTAL UNITS	199 UNITS

PARKING

FRONT LOAD TH GARAGES	76 STALLS
FRONT LOAD TH DRIVEWAYS	76 STALLS
REAR LOAD TH GARAGES	162 STALLS
TOWNHOME VISITOR	76 STALLS
(2.63 STALLS PER UNIT OR 3.27 WITH DRIVEWAYS)	
CONDO GARAGES	48 STALLS
CONDO SURFACE PARKING	122 STALLS
(2.13 STALLS PER UNIT)	
TOTAL RESIDENTIAL PARKING	560 UNITS
(2.81 STALLS PER UNIT OVERALL)	
CLUBHOUSE PARKING	39 STALLS
RV/BOAT PARKING	22 STALLS

TYPICAL ROAD PROFILES

MAIN ROADS = 35' TBC TO TBC
SECONDARY ROADS = 27' TBC TO TBC
ALLEYS = 26' TOTAL WIDTH
(DRIVEWAYS OFF ALLEYS ARE ~5' AVERAGE)

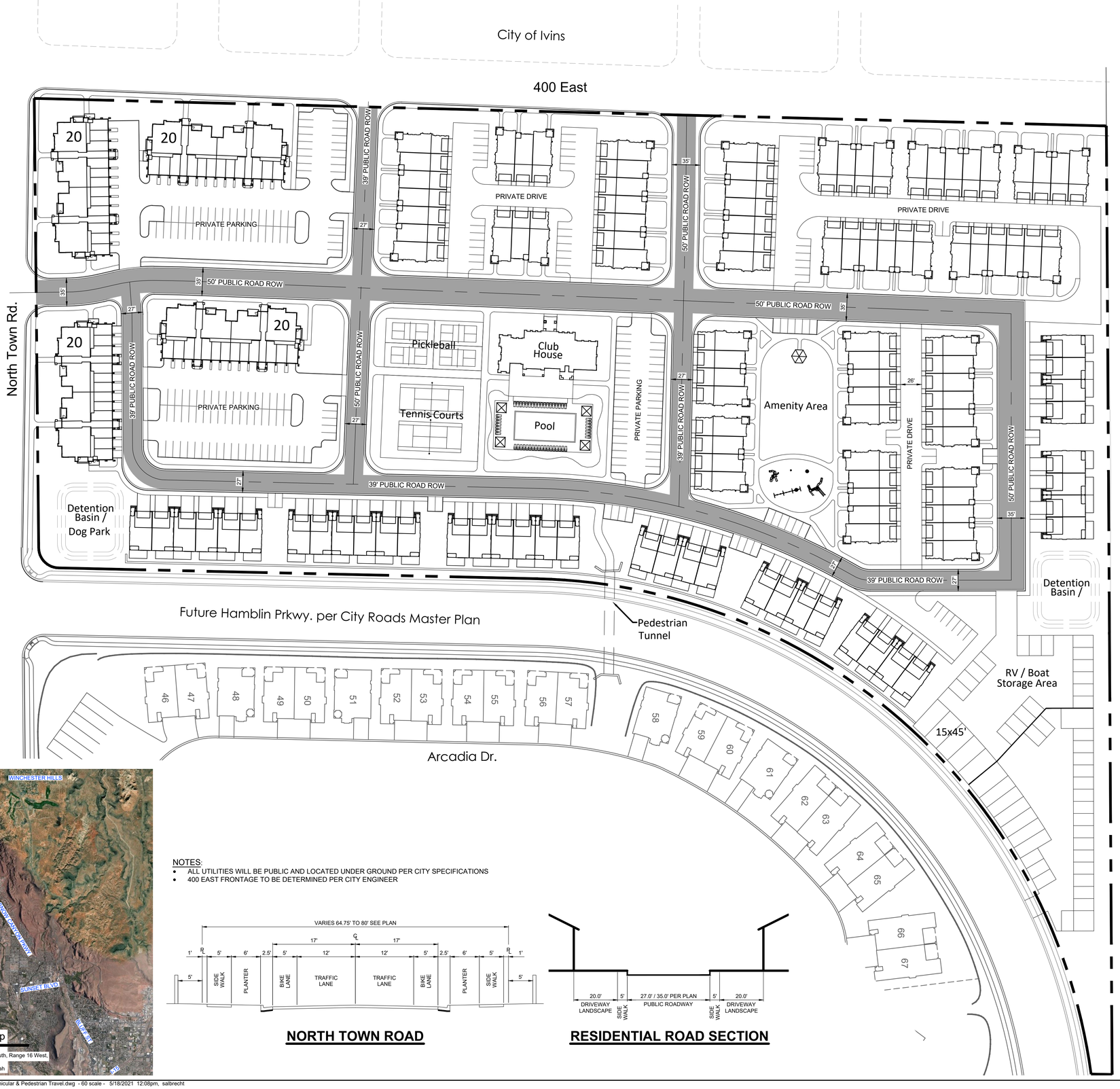
Think Architecture

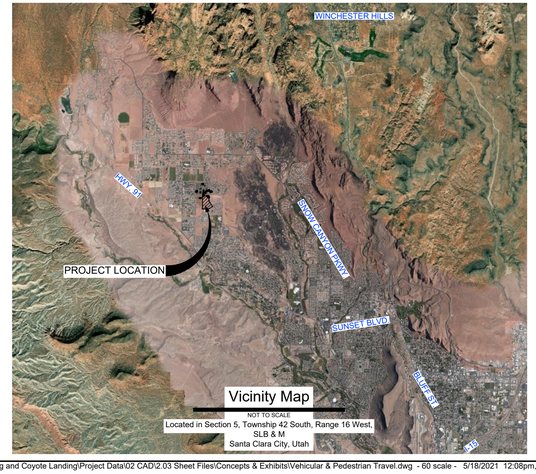
May 20, 2021

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Concept Plan

Santa Clara, Utah





NOTES:
- ALL UTILITIES WILL BE PUBLIC AND LOCATED UNDER GROUND PER CITY SPECIFICATIONS
- 400 EAST FRONTAGE TO BE DETERMINED PER CITY ENGINEER

NORTH TOWN ROAD

RESIDENTIAL ROAD SECTION

HORROCKS ENGINEERS
555 South Bluff St., Suite 101
St. George, UT 84770
(435) 986-7888
www.horrocks.com

SCALE: 1" = 60'

WARNING
IF THIS BAR DOES NOT MEASURE 2" THEN DRAWING IS NOT TO SCALE

REVISIONS

REV #	DATE

*SEE GENERAL NOTES SHEET

DRAWING INFO

DATE	2021 05-19
DESIGNED	BW
DRAWN	SA
CHECKED	BW
PROJECT	UT-3083-2104

PRELIMINARY
NOT FOR CONSTRUCTION

QUAIL CREEK CROSSING & COYOTE LANDING

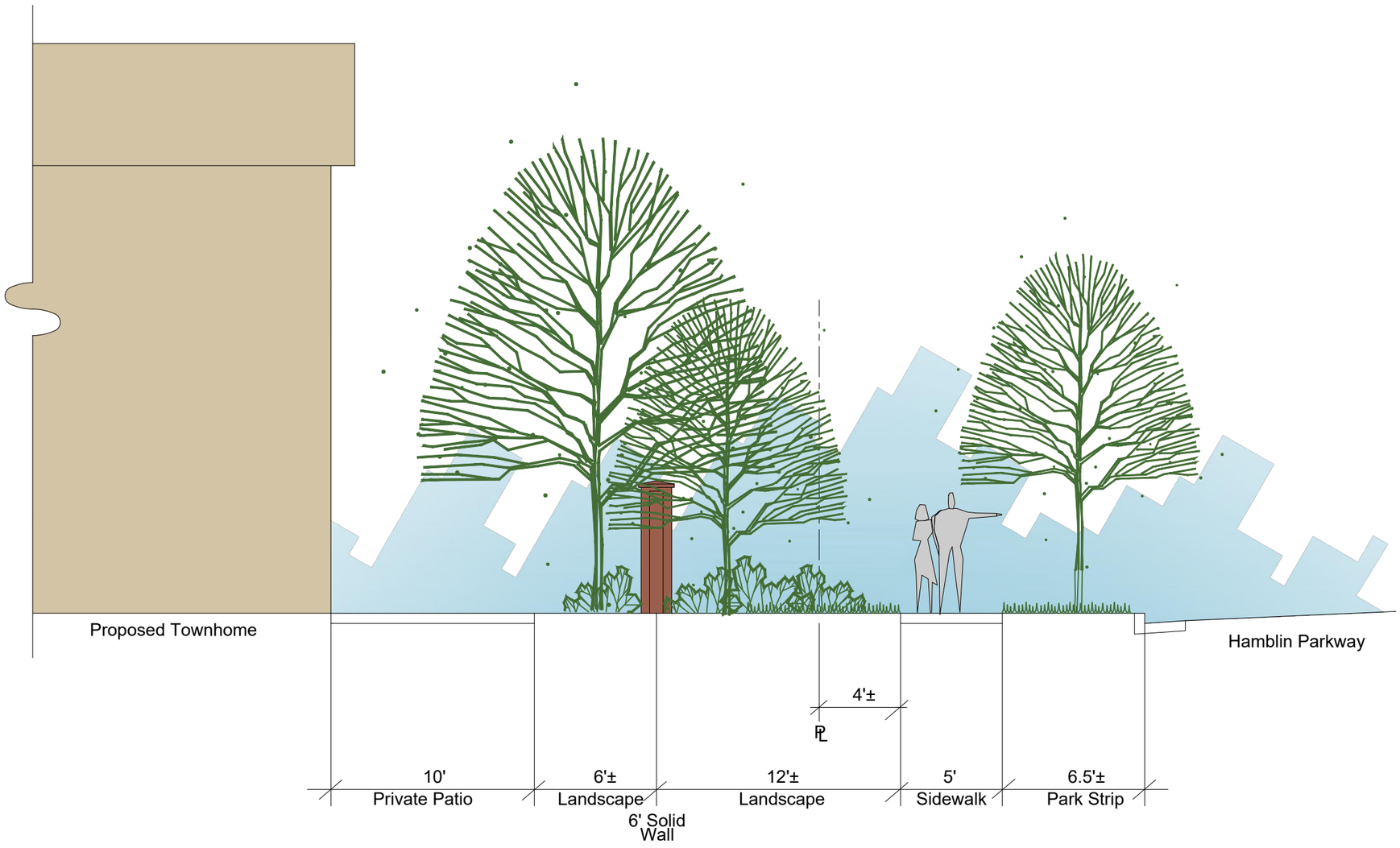
SANTA CLARA, UTAH

VEHICULAR & PEDESTRIAN TRAVEL PLAN

OVERALL

TR.01

H:\!2021\UT-3083-2104 Quail Crossing and Coyote Landing\Project Data\02 CAD\2.03 Sheet Files\Concepts & Exhibits\Vehicular & Pedestrian Travel.dwg - 60 scale - 5/18/2021 12:08pm, salbrecht



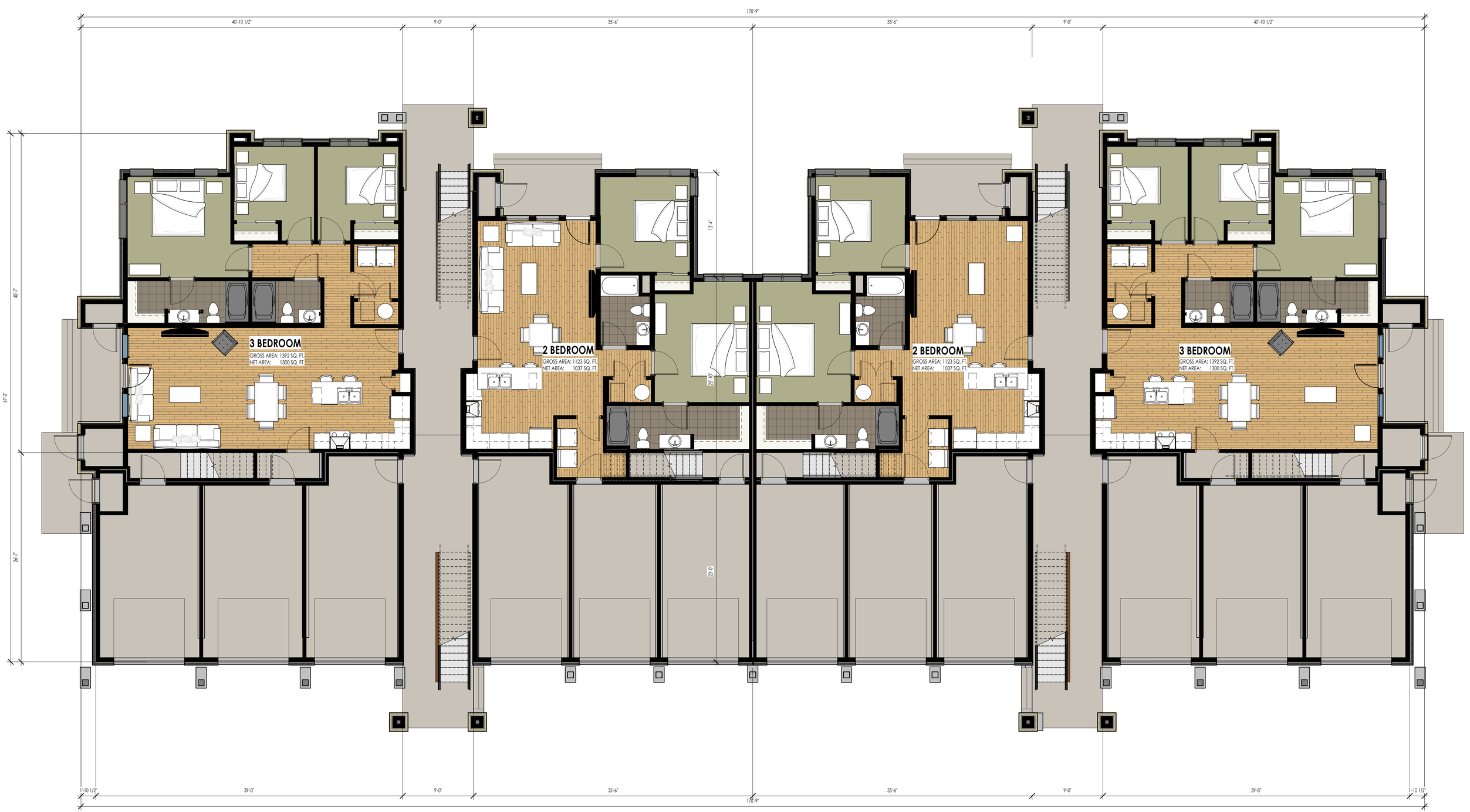
Think
Architecture

May 14, 2021

0 3 6 9

Landscape Concept

Hamblin Parkway, Santa Clara, Utah



20-PLEX - LEVEL ONE

3/16" = 1'-0"

1 / D101

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QUAIL CROSSING

WASHINGTON COUNTY, UT

CONDO BUILDING - LEVEL 1

D101

17 MAY 2021



20-PLEX - LEVEL TWO
3/16" = 1'-0"

1
D102

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QUAIL CROSSING

WASHINGTON COUNTY, UT

CONDO BUILDING - LEVEL 2

D102

17 MAY 2021



20-PLEX - LEVEL THREE

3/16" = 1'-0"

1 / D103

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QUAIL CROSSING

WASHINGTON COUNTY, UT

CONDO BUILDING - LEVEL 3

D103

17 MAY 2021



FRONT EXTERIOR PERSPECTIVE 1 / D201

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QUAIL CROSSING

WASHINGTON COUNTY, UT

EXTERIOR PERSPECTIVE

D201

17 MAY 2021



REAR EXTERIOR PERSPECTIVE 1 D202

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QUAIL CROSSING

WASHINGTON COUNTY, UT

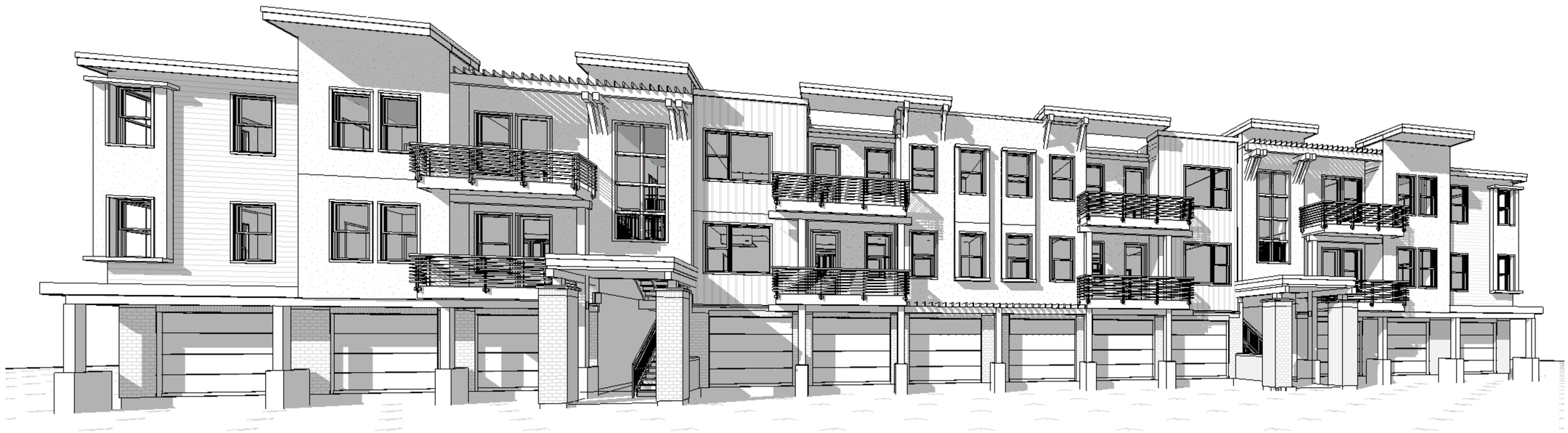
EXTERIOR PERSPECTIVE

D202

17 MAY 2021



FRONT ELEVATION PERSPECTIVE 1 D203



REAR ELEVATION PERSPECTIVE 2 D203

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QUAIL CROSSING

WASHINGTON COUNTY, UT

EXTERIOR PERSPECTIVE

D203

17 MAY 2021



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QUAIL CROSSING

WASHINGTON COUNTY, UT

EXTERIOR RENDERING
STREET VIEW

D204

17 MAY 2021



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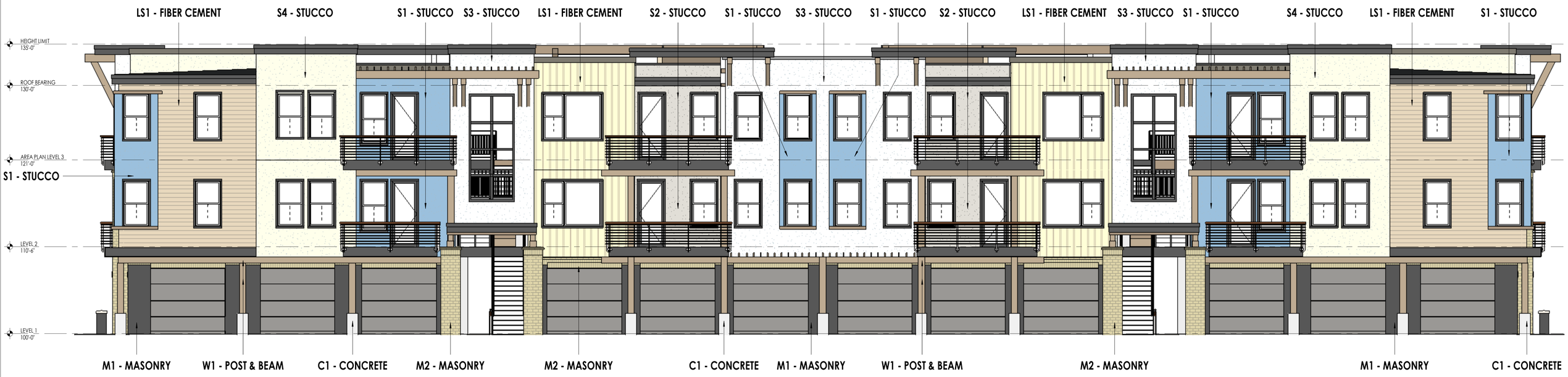
QUAIL CROSSING

WASHINGTON COUNTY, UT

EXTERIOR RENDERING
REAR VIEW

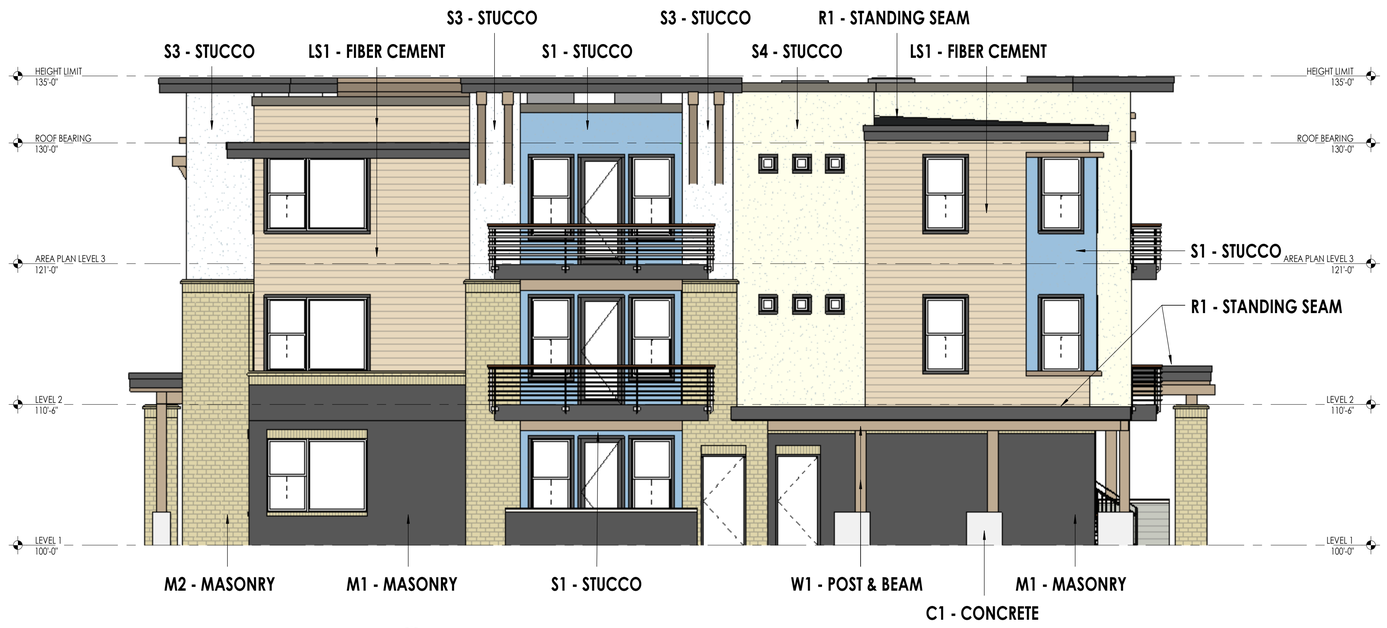
D205

17 MAY 2021



20-PLEX - SOUTH ELEVATION — 1 / D301

3/16" = 1'-0"



20-PLEX - WEST ELEVATION — 2 / D301

3/16" = 1'-0"

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QUAIL CROSSING

WASHINGTON COUNTY, UT

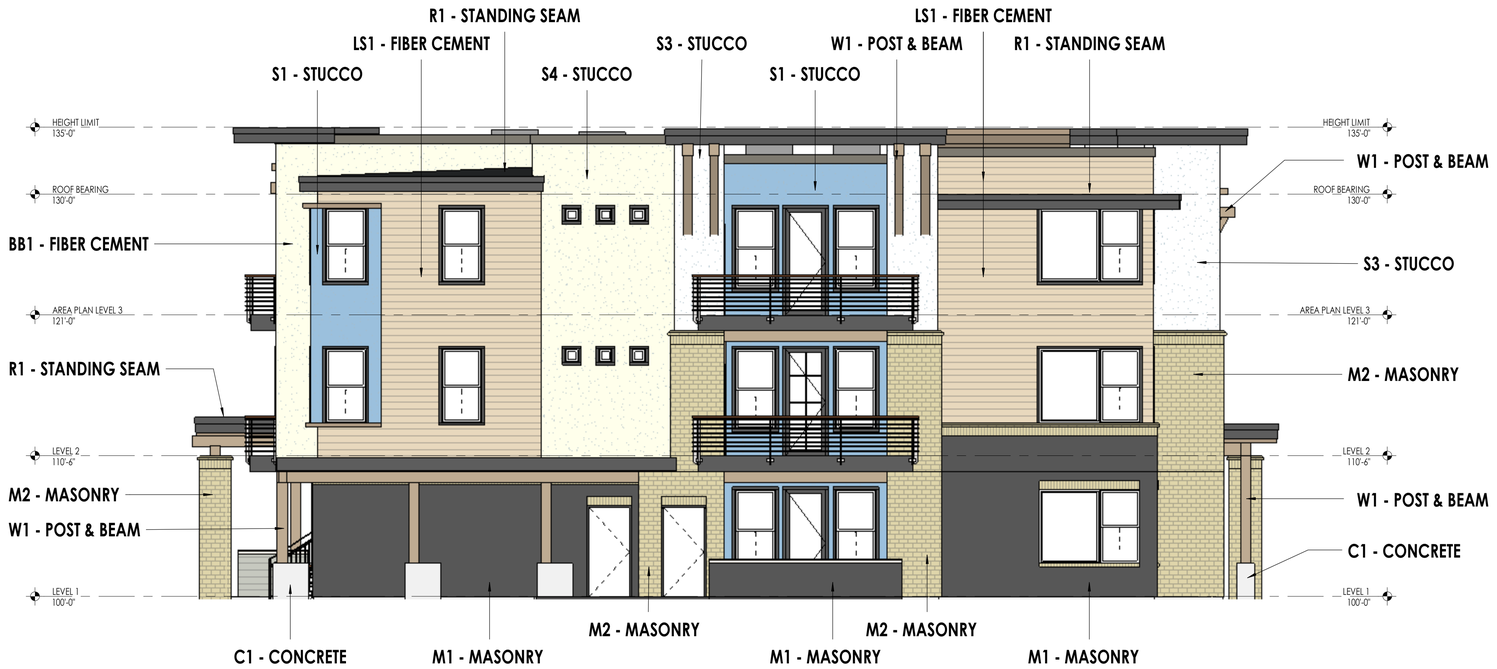
BUILDING ELEVATIONS

D301

17 MAY 2021



20-PLEX - NORTH ELEVATION 1
3/16" = 1'-0" D302



20-PLEX - EAST ELEVATION 2
3/16" = 1'-0" D302

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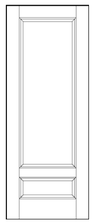
WASHINGTON COUNTY, UT

BUILDING ELEVATIONS

D302

17 MAY 2021

MATERIAL CHART - 20-PLEX CONDOMINIUMS



ENTRY DOORS
Material: Wood
Manufacturer: TBD
Color: TBD



WINDOWS
Material: Vinyl
Manufacturer: TBD
Color: White



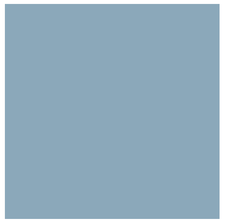
W1 - POSTS & BEAMS
Material: Wood
Manufacturer: TBD
Color: SW 9117 - Urban Jungle



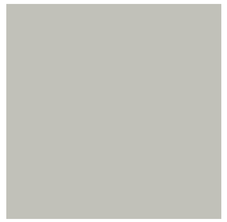
GARAGE DOORS
Material: Overhead Door
Manufacturer: Insulated Steel Doors
Color: Black



C1 - CONCRETE
Material: Concrete
Manufacturer: TBD
Color: Light Gray



S1 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 6521 - Notable Hue



S2 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 7649 - Silverplate

S3 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 9166 - Drift of Mist

S4 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 6379 - Jersey Cream



M1 - BRICK
Material: Standard Brick
Manufacturer: Interstate Brick
Color: Midnight Black



M2 - BRICK
Material: Standard Brick
Manufacturer: Interstate Brick
Color: Tumbleweed
* Also used for all soldier course trim



LS1 - FIBER CEMENT LAP SIDING
Material: Fiber Cement Lap Siding
6" Exposure
Manufacturer: TBD
Color: SW 6149 - Relaxed Khaki



BB1 - FIBER CEMENT BD & BATT SIDING
Material: Fiber Cement Board and
Batt Siding
Manufacturer: TBD
Color: SW 6386- Napery



R1 - ROOFING
Material: Standing Seam Metal
Manufacturer: MBCI
Color: Medium Bronze



ROOFING
Material: TPO
Manufacturer: ARCAT or Equal
Color: White



FASCIA/TRIM/PARAPET CAP/DRIP EDGE
Material: Fiber Cement/MTL
Manufacturer: TBD
Color: Charcoal 379 (Gentek)

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QUAIL CROSSING

WASHINGTON COUNTY, UT

MATERIAL BOARD

D303

17 MAY 2021



3D VIEW 1 D201

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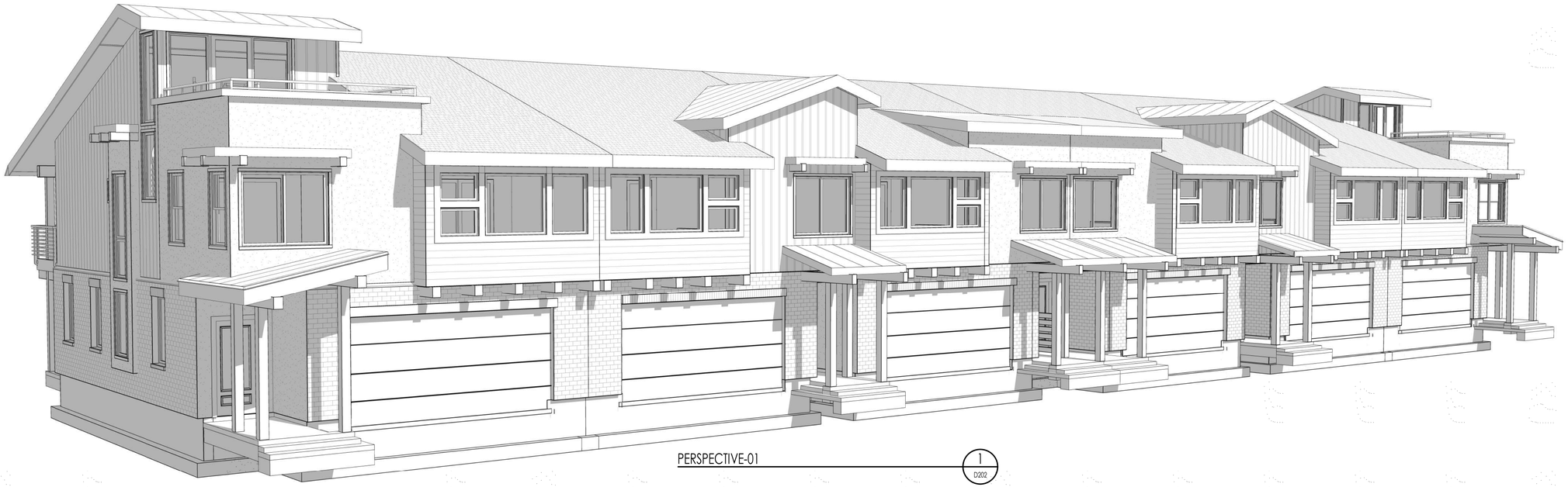
COYOTE LANDING

SANTA CLARA, UT

6-PLEX FRONT LOAD
EXTERIOR VIEW

D201

17 MAY, 2021



PERSPECTIVE-01 1 D202



PERSPECTIVE-02 2 D202

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COYOTE LANDING

SANTA CLARA, UT

6-PLEX FRONT LOAD
EXTERIOR VIEW

D202

17 MAY, 2021



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COYOTE LANDING

SANTA CLARA, UT

FRONT LOAD EXTERIOR RENDERING STREET VIEW

D203

17 MAY, 2021



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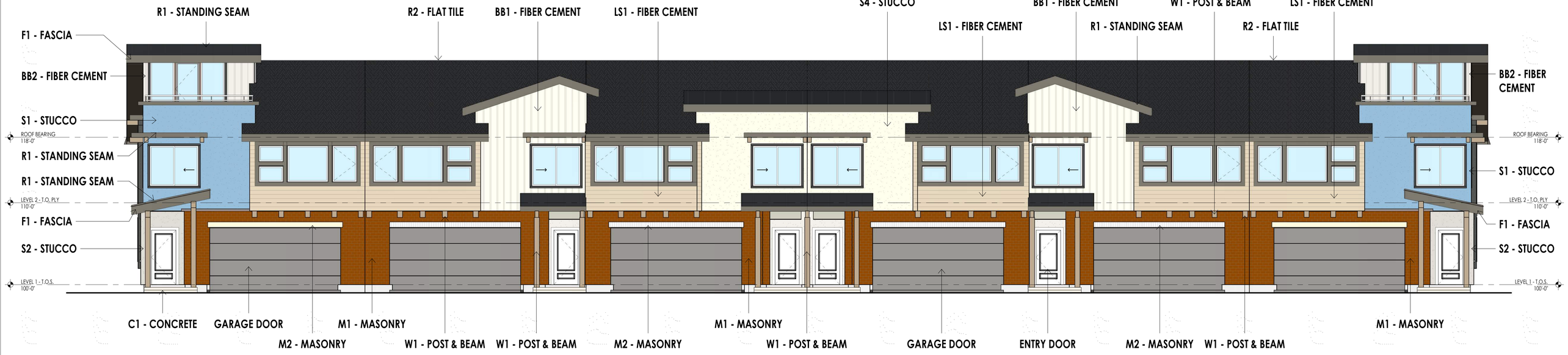
COYOTE LANDING

SANTA CLARA, UT

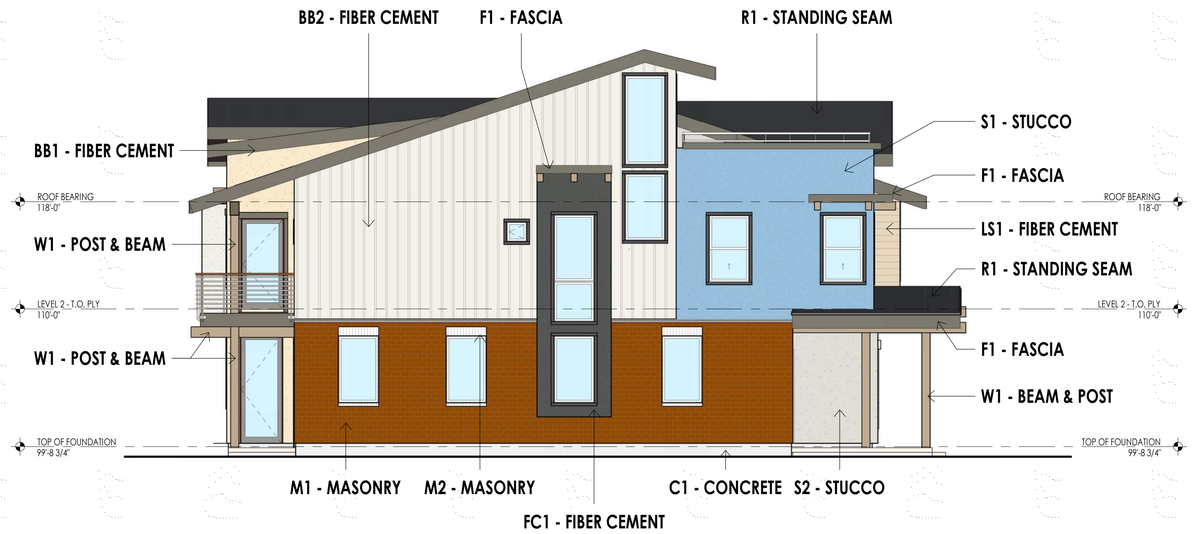
FRONT LOAD EXTERIOR
RENDERING REAR VIEW

D204

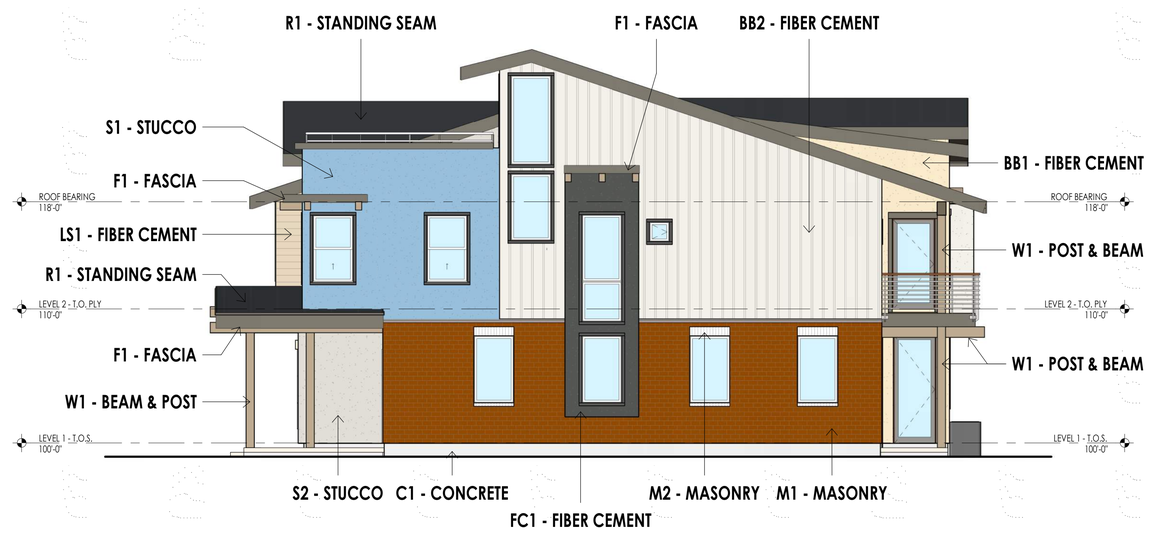
17 MAY, 2021



FRONT ELEVATION SD — 1 / D301
3/16" = 1'-0"



LEFT ELEVATION SD — 2 / D301
3/16" = 1'-0"



RIGHT ELEVATION SD — 3 / D301
3/16" = 1'-0"

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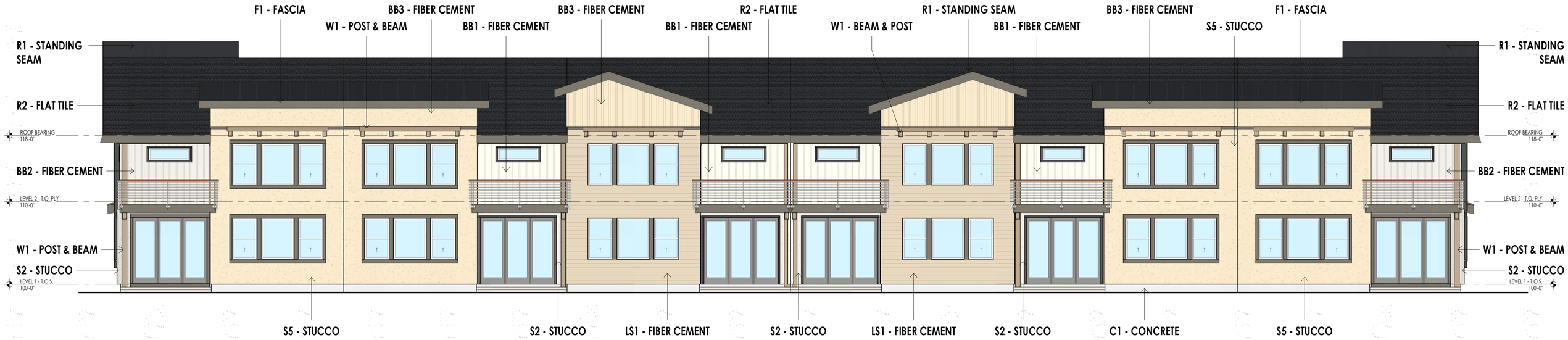
COYOTE LANDING

SANTA CLARA, UT

FRONT LOAD 6-PLEX
EXTERIOR ELEVATIONS

D301

17 MAY, 2021



REAR ELEVATION SD — 1 / D302

3/16" = 1'-0"

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COYOTE LANDING

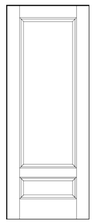
SANTA CLARA, UT

FRONT LOAD 6-PLEX
EXTERIOR ELEVATIONS

D302

17 MAY, 2021

MATERIAL CHART - 6-PLEX FRONT LOAD



ENTRY DOORS
Material: Wood
Manufacturer: TBD
Color: TBD



W1 - POSTS & BEAMS
Material: Wood
Manufacturer: TBD
Color: SW 9117 - Urban Jungle



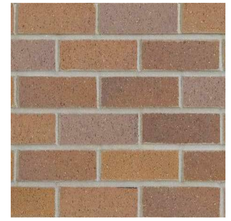
GARGAGE DOORS
Material: Overhead Door
Manufacturer: Insulated Steel Doors
Color: Terra Bronze



C1 - CONCRETE
Material: Concrete
Manufacturer: TBD
Color: Light Gray



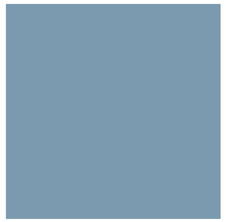
M1 - BRICK
Material: Standard Brick
Manufacturer: Interstate Brick
Color: Bronzestone



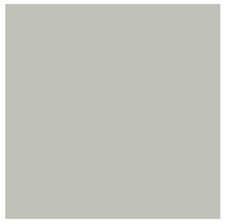
M2 - BRICK
Material: Standard Brick
Manufacturer: Interstate Brick
Color: Copperstone
Used for all soldier course trim



WINDOWS
Material: Vinyl
Manufacturer: TBD
Color: White



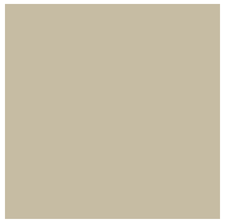
S1 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 9071 - Dyer's Woad



S2 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 7649 - Silverplate

S3 - NOT USED

S4 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 6176 - Liveable Green



S5 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 6149 - Relaxed Khaki



F1 - FASCIA/TRIM/PARAPET CAP/DRIP EDGE
Material: Fiber Cement/MTL
Manufacturer: TBD
Color: Charcoal 379 (Gentek)



LS1 - FIBER CEMENT LAP SIDING
Material: Fiber Cement Lap Siding
6" Exposure
Manufacturer: TBD
Color: SW 6149 - Relaxed Khaki



BB1 - FIBER CEMENT BD & BATT SIDING
Material: Fiber Cement Board and Batt Siding
Manufacturer: TBD
Color: SW 6386 - Napery



BB2 - FIBER CEMENT BD & BATT SIDING
Material: Fiber Cement Board and Batt Siding
Manufacturer: TBD
Color: SW 7649 - Silver Plate



BB3 - FIBER CEMENT BD & BATT SIDING
Material: Fiber Cement Board and Batt Siding
Manufacturer: TBD
Color: SW 6149 - Relaxed Khaki



FC1 - FIBER CEMENT
Material: FIBER CEMENT
Manufacturer: TBD
Color: SW 7069 - Iron Ore



R1 - ROOFING
Material: Standing Seam Metal
Manufacturer: MBCI
Color: Medium Bronze



R2 - ROOFING
Material: Synthetic Roof Tile
Manufacturer: Eagle Roof Products
Bel Air, Flat Profile
Color: 4697 Skate Range

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COYOTE LANDING

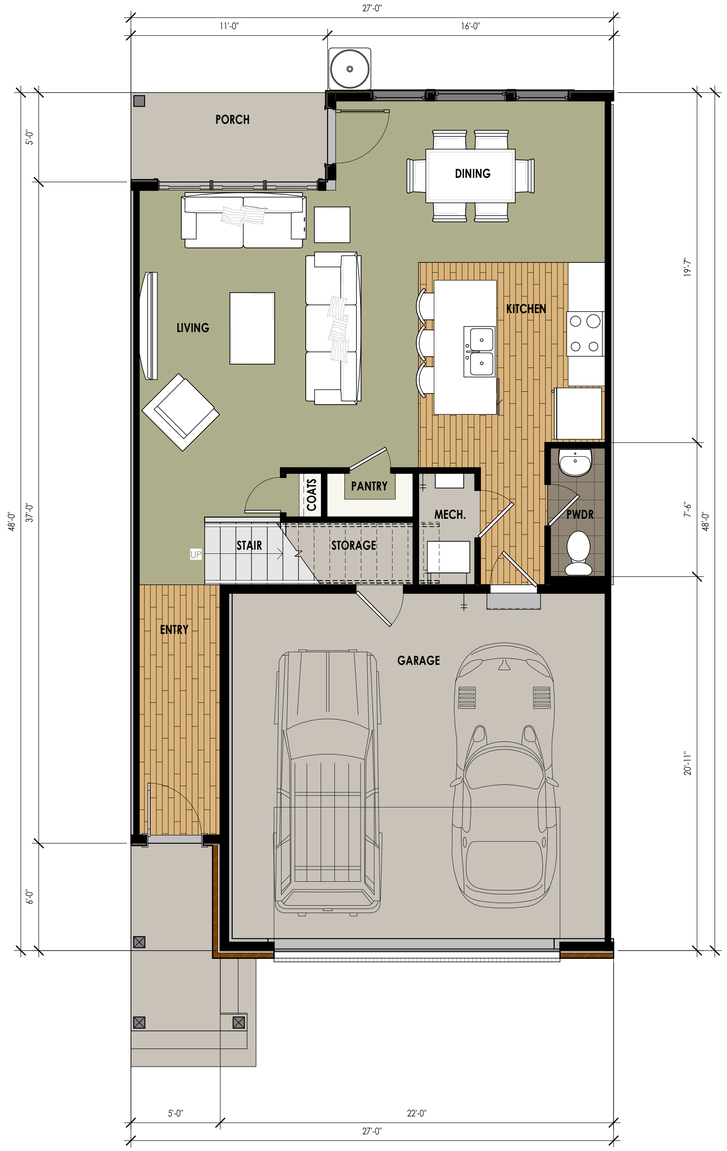
SANTA CLARA, UT

MATERIAL BOARD

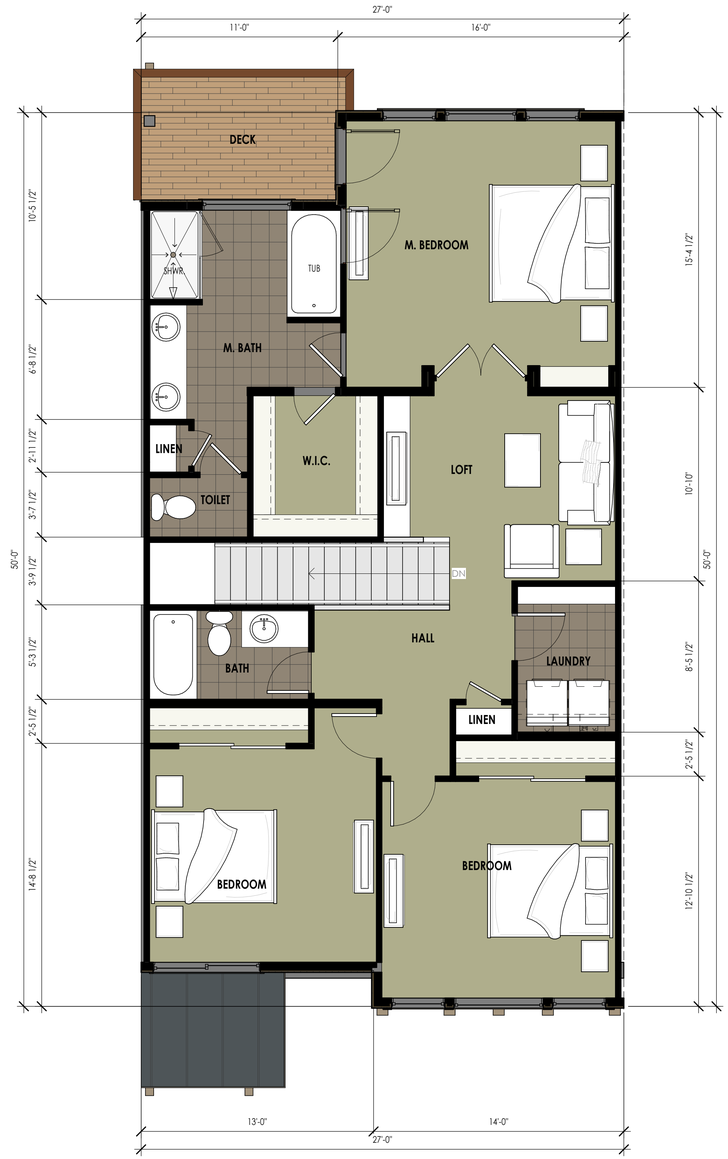
D303

17 MAY, 2021

3BED-03 AREAS	
Level	**Area**
LEVEL 1 FINISHED	773 SF
LEVEL 2 FINISHED	1200 SF
Finished Total	1973 SF
GARAGE	430 SF
Unfinished Total	430 SF
Grand total	2403 SF



LEVEL 1 - MARKETING FLOOR PLAN
1/4" = 1'-0"
2
D404



LEVEL 2 - MARKETING FLOOR PLAN
1/4" = 1'-0"
3
D404

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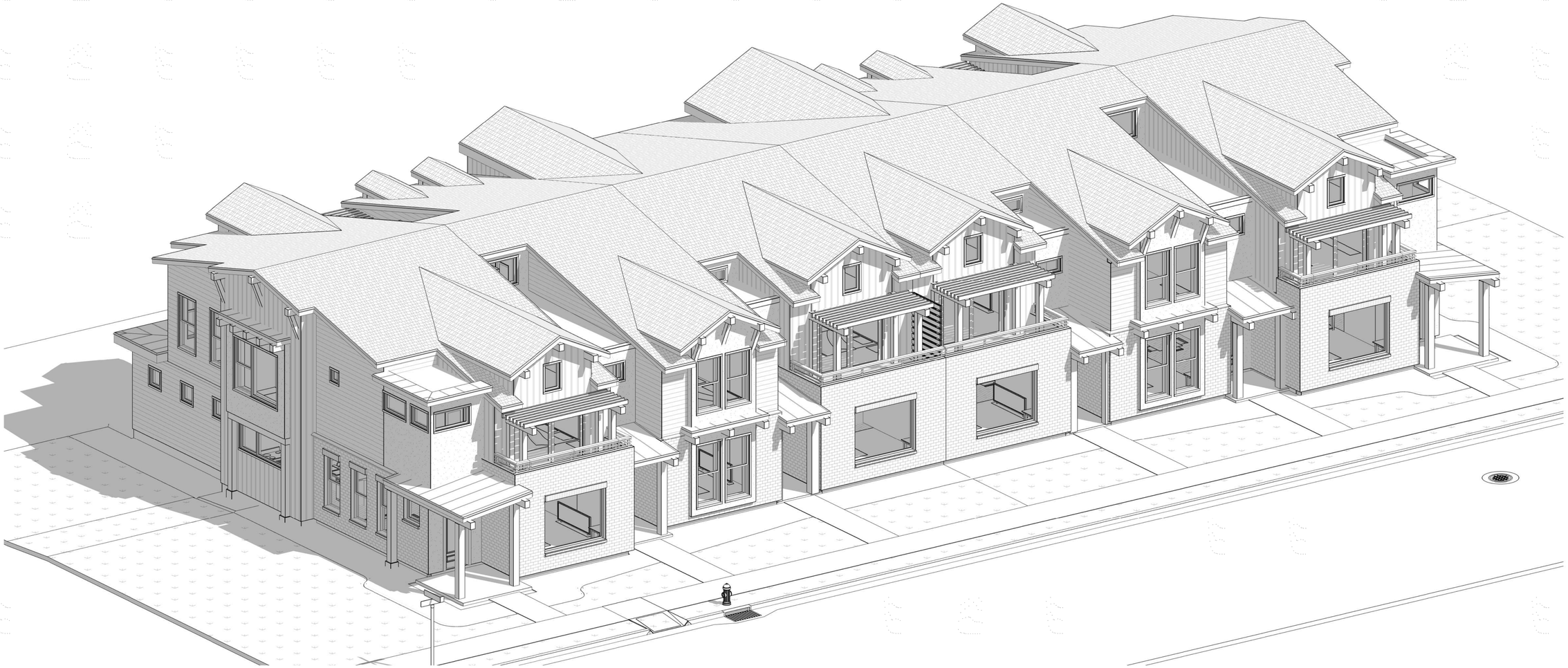
COYOTE LANDING - 3 BEDROOM 03

WASHINGTON COUNTY, UT

FRONT LOAD
3BD-03 FLOOR PLANS

D404

2 APRIL 2021



3D VIEW — 1 / D201

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COYOTE LANDING

SANTA CLARA, UTAH

6-PLEX REAR LOAD
EXTERIOR VIEW

D201

17 MAY, 2021



PERSPECTIVE-01 — 1 / D202



PERSPECTIVE-02 — 2 / D202

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COYOTE LANDING

SANTA CLARA, UTAH

6-PLEX REAR LOAD
EXTERIOR VIEWS

D202

17 MAY, 2021



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COYOTE LANDING

SANTA CLARA, UTAH

REAR LOAD EXTERIOR RENDERING STREET VIEW

D203

17 MAY, 2021



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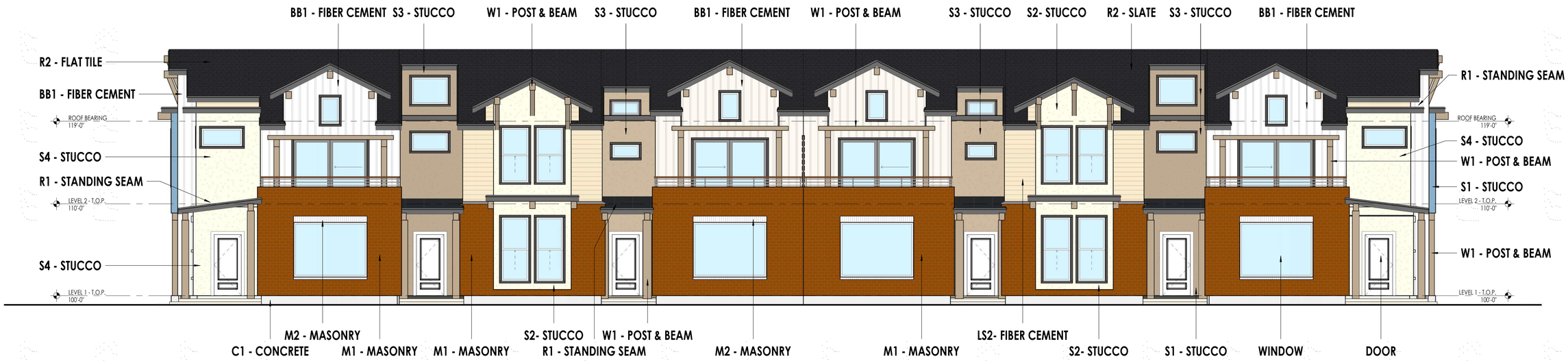
COYOTE LANDING

SANTA CLARA, UTAH

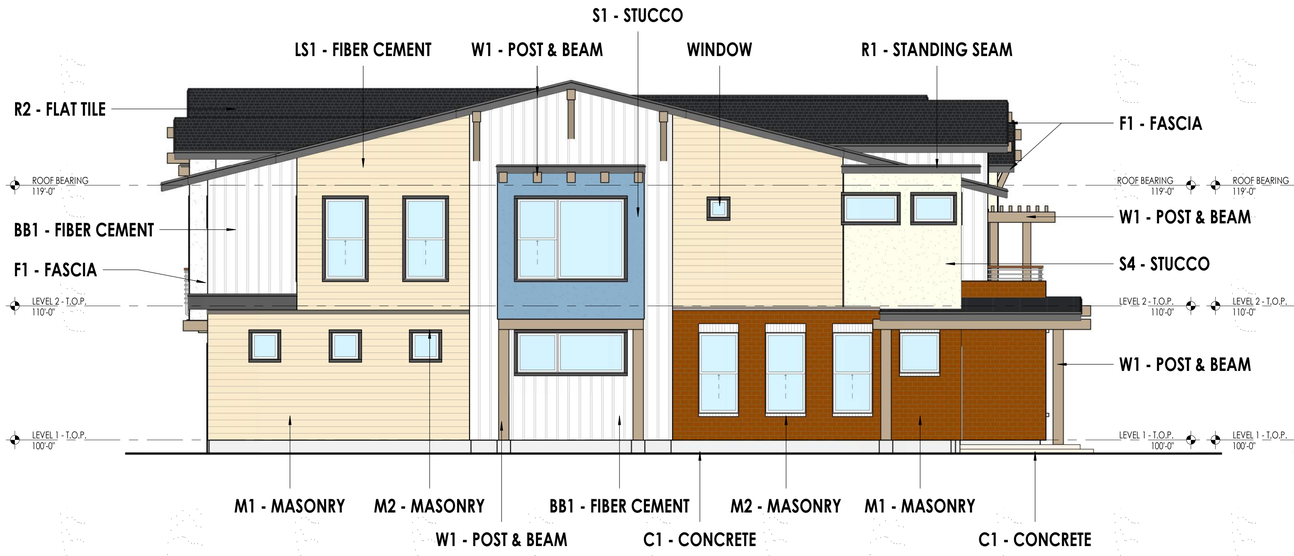
REAR LOAD EXTERIOR
RENDERING REAR VIEW

D204

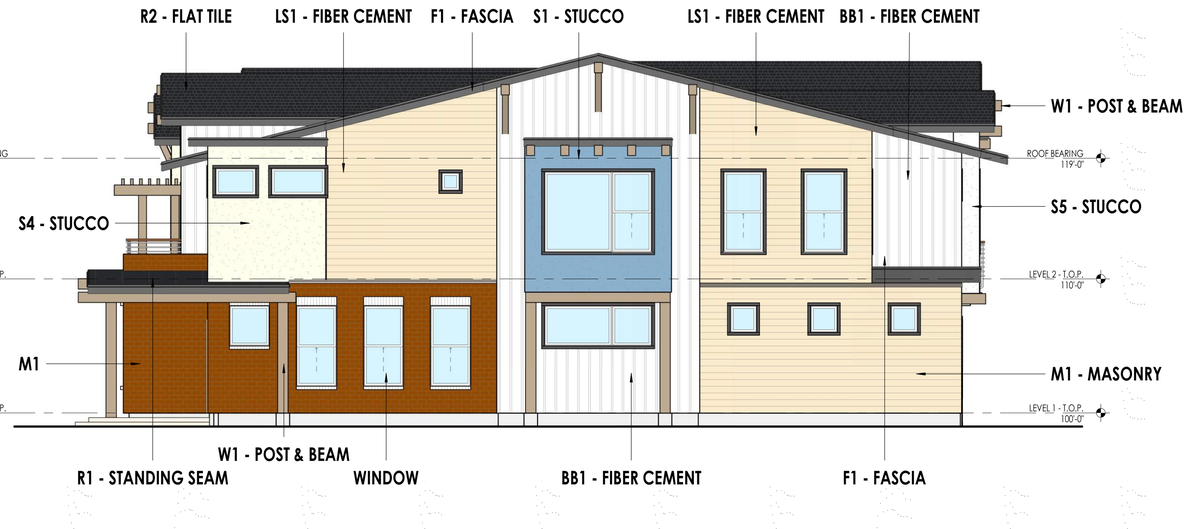
17 MAY, 2021



FRONT ELEVATION SD — 1 / D301
3/16" = 1'-0"



LEFT ELEVATION SD — 2 / D301
3/16" = 1'-0"



RIGHT ELEVATION SD — 3 / D301
3/16" = 1'-0"

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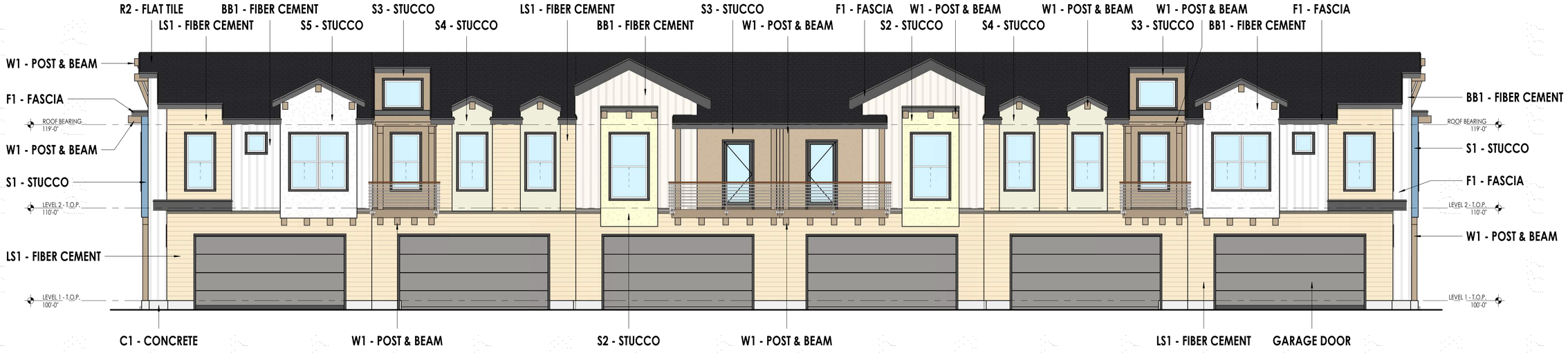
COYOTE LANDING

SANTA CLARA, UTAH

REAR LOAD 6-PLEX
EXTERIOR ELEVATIONS

D301

17 MAY, 2021



REAR ELEVATION SD 1
3/16" = 1'-0" D302

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COYOTE LANDING

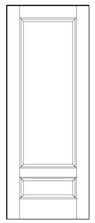
SANTA CLARA, UTAH

REAR LOAD 6-PLEX
EXTERIOR ELEVATIONS

D302

17 MAY, 2021

MATERIAL CHART - 6-PLEX REAR LOAD



ENTRY DOORS
Material: Wood
Manufacturer: TBD
Color: TBD

W1 - POSTS & BEAMS
Material: Wood
Manufacturer: TBD
Color: SW 9117 - Urban Jungle



GARAGE DOORS
Material: Overhead Door
Manufacturer: Insulated Steel Doors
Color: Brown / Terra Bronze

C1 - CONCRETE
Material: Concrete
Manufacturer: TBD
Color: Light Gray



M1 - BRICK
Material: Standard Brick
Manufacturer: Interstate Brick
Color: Ochre Buff



M2 - BRICK
Material: Standard Brick
Manufacturer: Interstate Brick
Color: Golden Buff
Used for all soldier course trim



WINDOWS
Material: Vinyl
Manufacturer: TBD
Color: White

S1 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 9071 - Dyer's Woad

S2 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 6386 - Napery

S3 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 9117 - Urban Jungle

S4 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 6176 - Liveable Green

S5 - HARDCOAT STUCCO
Material: Hardcoat Stucco
Manufacturer: TBD
Color: SW 9166 - Drift of Mist



LS1 - FIBER CEMENT LAP SIDING
Material: Fiber Cement Lap Siding
6" Exposure
Manufacturer: TBD
Color: SW 6149 - Relaxed Khaki



BB1 - FIBER CEMENT BD & BATT SIDING
Material: Fiber Cement Board and Batt Siding
Manufacturer: TBD
Color: SW 9166 - Drift of Mist



F1 - FASCIA/TRIM/PARAPET CAP/DRIP EDGE
Material: Fiber Cement/MTL
Manufacturer: TBD
Color: Charcoal 379 (Gentek)



R1 - ROOFING
Material: Standing Seam Metal
Manufacturer: MBCI
Color: Medium Bronze



R2 - ROOFING
Material: Synthetic Roof Tile
Manufacturer: Eagle Roof Products
Bel Air, Flat Profile
Color: 4697 Skate Range

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COYOTE LANDING

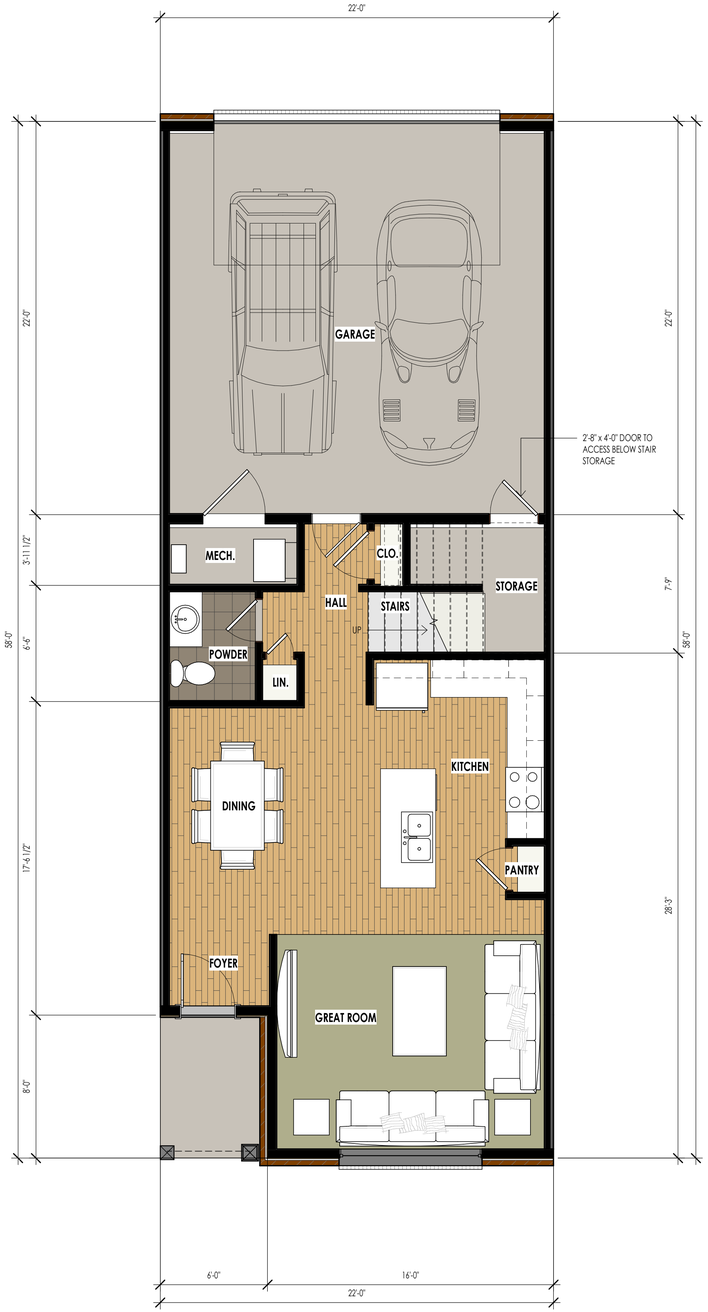
SANTA CLARA, UTAH

MATERIAL BOARD

D303

17 MAY, 2021

3BED-01 AREAS	
Level	**Area**
LEVEL 1 FINISHED	744 SF
LEVEL 2 FINISHED	991 SF
Finished Total	1735 SF
GARAGE	484 SF
Unfinished Total	484 SF
Grand total	2219 SF

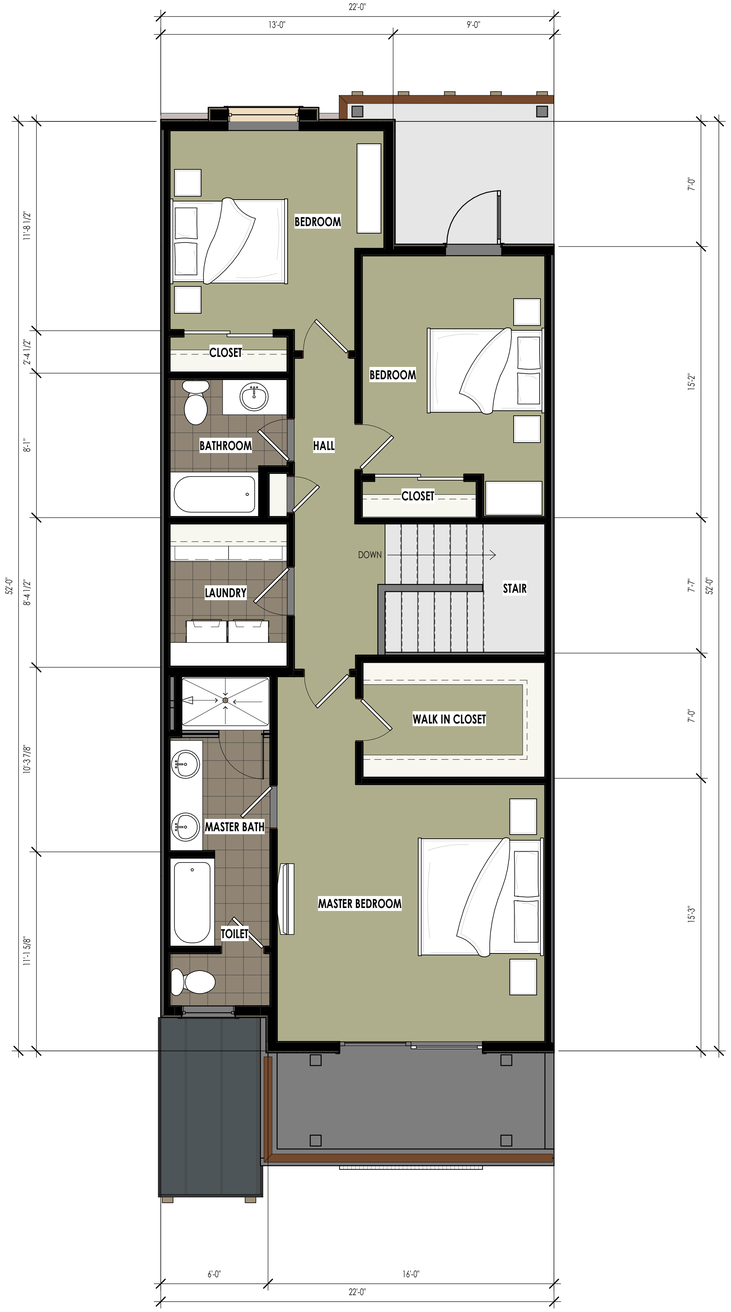


LEVEL 1 - PRESENTATION

1/4" = 1'-0"

2

D401



LEVEL 2 - PRESENTATION

1/4" = 1'-0"

1

D401

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COYOTE LANDING - 3 BEDROOM 01

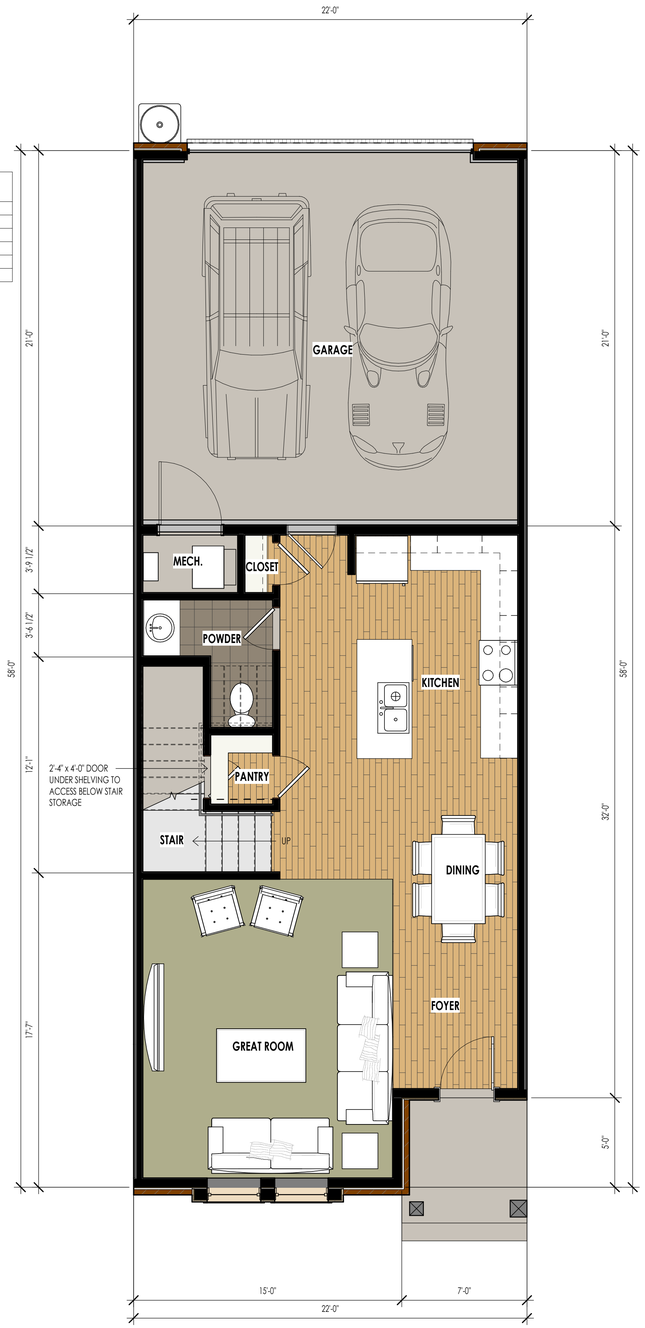
WASHINGTON COUNTY, UT

3BED - 01 FLOOR PLANS

D401

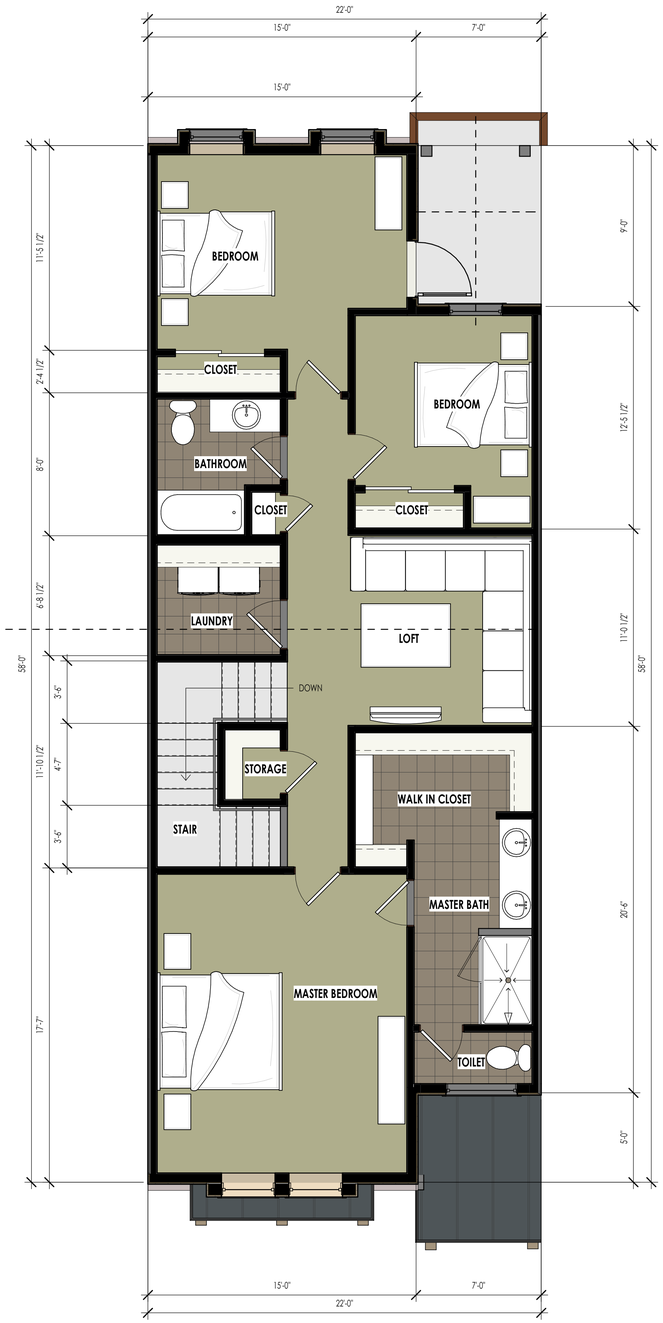
17 MAY 2021

3BED-02	
LEVEL 1	775 SF
LEVEL 2	1178 SF
Total Finished	1953 SF
GARAGE	466 SF
Total Unfinished	466 SF
Grand total	2419 SF



LEVEL 1 - PRESENTATION 1 / D402

1/4" = 1'-0"



LEVEL 2 - PRESENTATION 2 / D402

1/4" = 1'-0"

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COYOTE LANDING - 3 BEDROOM 02

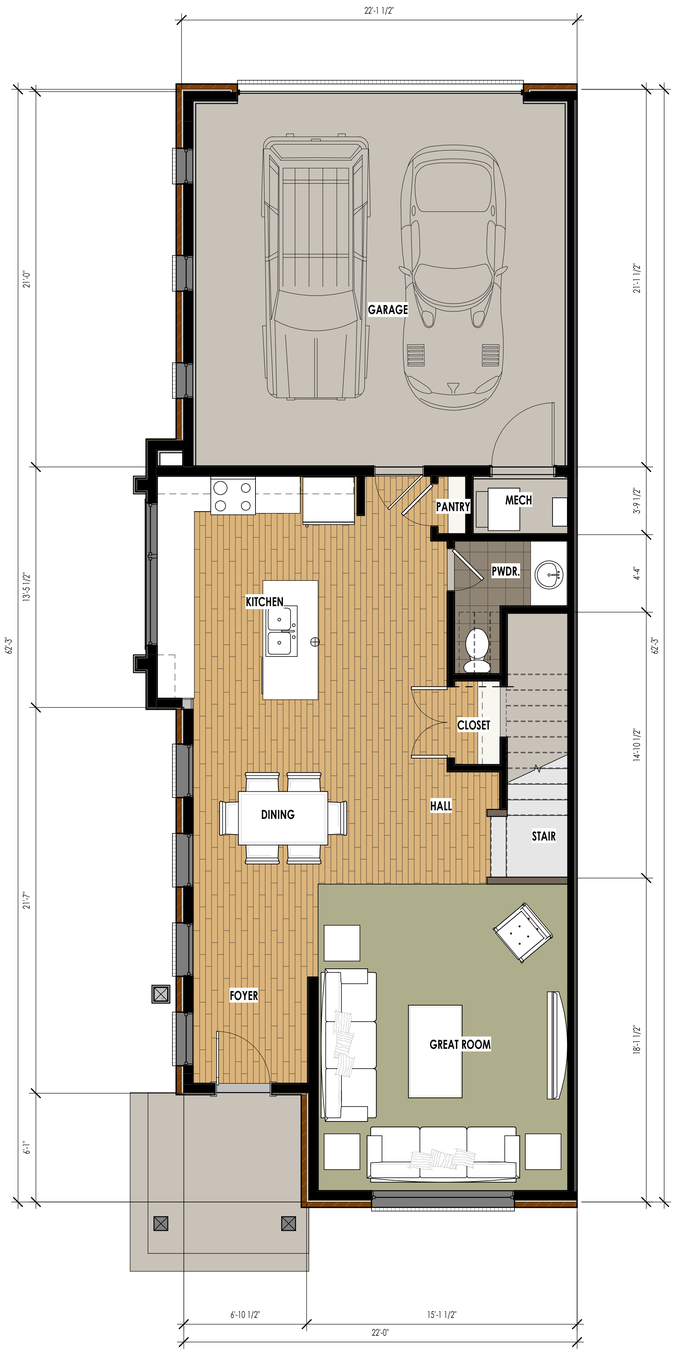
WASHINGTON COUNTY, UT

3BED - 02 FLOOR PLAN

D402

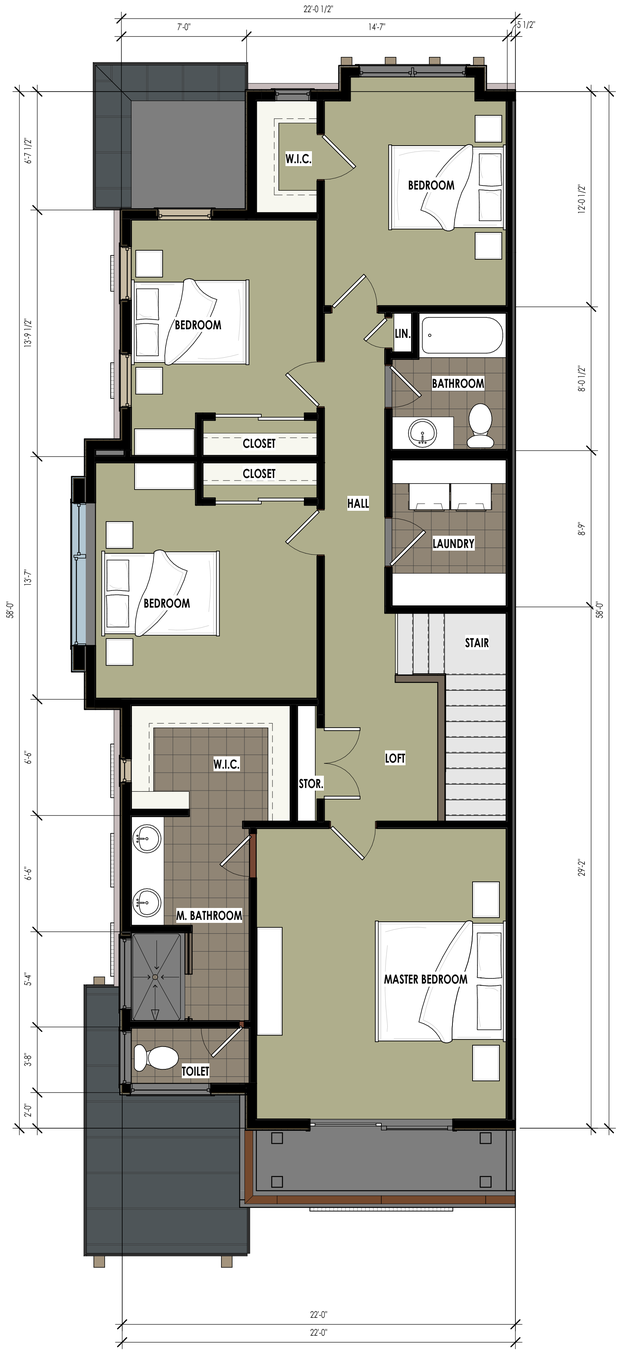
17 MAY 2021

4BED - 01	
LEVEL 1	887 SF
LEVEL 2	1198 SF
Total Finished	2085 SF
GARAGE	465 SF
Total Unfinished	465 SF
Grand total	2550 SF



LEVEL 1 - PRESENTATION 3 D403

1/4" = 1'-0"



LEVEL 2 - PRESENTATION 4 D403

1/4" = 1'-0"



LEVEL 2 - PRESENTATION LOFT 1 D403

1/4" = 1'-0"

Think Architecture

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COYOTE LANDING - 4 BEDROOM 01

WASHINGTON COUNTY, UT

4BED - 01 FLOOR PLAN

D403

17 MAY 2021

HORROCKS ENGINEERS

QUAIL CROSSING AND COYOTE LANDING TRAFFIC IMPACT STUDY

Prepared For: Taylor Built Homes
2779 Bella Sol Drive
Santa Clara, Utah, UT 84765

Prepared By: Horrocks Engineers
555 S. Bluff Street, Suite 101
St. George, UT 84770

Date: May 2021

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Introduction

This report presents the findings of the Traffic Impact Study (TIS) performed for the Quail Crossing and Coyote Landing development in Santa Clara, Utah. This report addresses the impacts based on Level of Service (LOS) values calculated by delay per vehicle for selected study intersections.

In this report, the potential traffic impact of the Quail Crossing and Coyote Landing Development is addressed as proposed by Taylor Built Homes.

Proposed Development

The proposed development at Quail Crossing and Coyote Landing is planned to be built in one phase. The anticipated build-out year is 2023. Figure 1 shows the location of the development. The development is planned to include 80 condominium units, to be used as nightly vacation rentals, and 119 townhome units for private ownership.



Figure 1-Location of Quail Crossing and Coyote Landing

The accesses to the development are planned to connect to 400 East and North Town Road. There are two accesses planned on 400 East and one access planned on North Town Road. A full site plan is included in the Appendix.

An RV storage area is planned as a part of the Quail Crossing and Coyote Landing development. In this site plan, the access is through the development, there is no access to Hamblin Parkway. Access to Hamblin Parkway should be limited as the road is expected to become the Western Corridor, connecting Snow Canyon Parkway to I-15.

The amenities to Quail Crossing and Coyote Landing are planned to be shared with the Arcadia development which has been built on the other side of Hamblin Parkway. To connect the two developments, a pedestrian undercrossing is planned to be built under Hamblin Parkway.

Study Area Conditions

The Quail Crossing and Coyote Landing development is located on the northeast corner of 400 East and North Town Road. The surrounding area is residential. The Western Corridor is planned to be built along the east side of the development in the future, after the expected buildout of this project.

ROADWAY CHARACTERISTICS

400 EAST

400 East is a residential two-lane road that runs north/south on the west side of the subject property. The speed limit is 25 miles-per-hour (mph) in the project area. 400 East is widened to 50 feet from North Town Road to 765 South, but continues north along the proposed project at 24 feet wide. North of 580 South, 400 East is again 50 feet wide.

NORTH TOWN ROAD

North Town Road is a residential two-lane road that runs east/west past the project area. From the east edge of the proposed project to the east, North Town Road is three lanes with finished curb and gutter. Fronting the project property, there is no curb and gutter. The speed limit is 25 mph.

EXISTING TRAFFIC CONDITIONS

Weekday AM and PM turning movement counts were performed at the following intersections:

- 400 East & North Town Road
- 400 East & 680 South
- 400 East & Saunders Loop Road
- Rachel Drive & North Town Road

Existing intersection geometry, control, and turn pocket lengths were obtained by field review and entered with the turning movement volumes into Synchro 10 for analysis. Future traffic data was forecasted for the AM and PM peak hours using historic traffic counts.

Turning movement counts were used to establish a base condition for the analysis and provide a comparison for new traffic around the proposed development. The existing turning movement counts are shown in Figure 2.

Turning movement counts were used to establish a base condition for the analysis and provide a comparison for new traffic around the proposed development. The existing turning movement counts are shown in Figure 2.

In order to quantify the traffic conditions currently exhibited in the study area, the roadway geometries and traffic data were entered in the Synchro 10 software package. Using the 6th edition of Highway Capacity Manual (HCM) method of calculating intersection delay, a Level of Service (LOS) grade was assigned to the intersection for both the AM and PM peak hours.

Level of Service (LOS) is a term used by the HCM to describe the traffic operations of an intersection, based on congestion and delay. LOS ranges from A (almost no congestion or delay) to F (traffic demand exceeds capacity and intersection experiences long queues and delay). LOS E is the threshold when the intersection exceeds an acceptable standard and intersection improvements are required. The delay criteria used to assign a letter grade to an intersection for signalized and unsignalized intersections is shown below in Table 1. The full Synchro reports are included in the Appendix.

Table 1-Intersection Level of Service

Level of Service	Average Control Delay (sec/veh)	
	Signalized	Un-signalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Table 2 shows the existing LOS conditions at the study intersections.

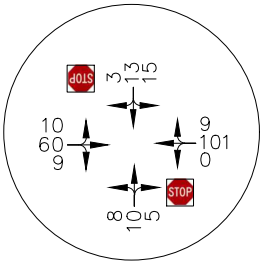
Table 2-Existing LOS Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (veh/sec)	Level of Service
680 South & 400 East	9.4	A	9.5	A
Saunders Loop & 400 East	9.3	A	8.8	A
North Town Road & 400 East	10.2	B	10.2	B
North Town Road & Rachel Drive	11.0	B	11.1	B

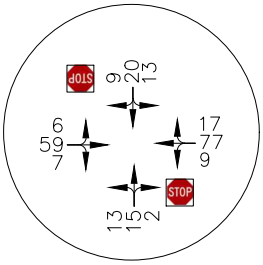
All of the study intersections are currently operating at an acceptable LOS.



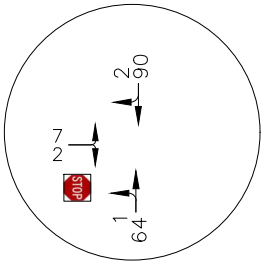
1 AM PEAK HOUR



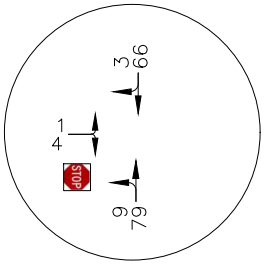
PM PEAK HOUR



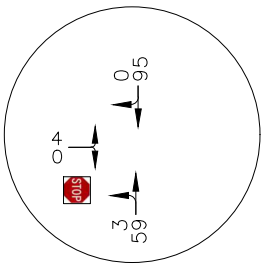
2 AM PEAK HOUR



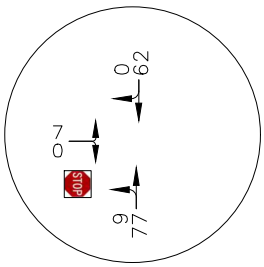
PM PEAK HOUR



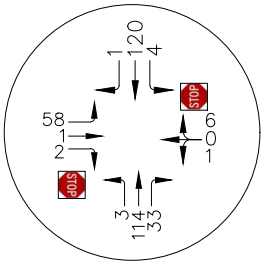
3 AM PEAK HOUR



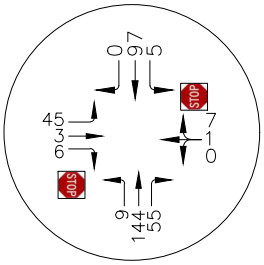
PM PEAK HOUR



4 AM PEAK HOUR



PM PEAK HOUR



HORROCKS ENGINEERS
555 S. BLUFF STREET
SUITE 101
ST. GEORGE, UT 84770
(435) 986 - 7888

Quail Crossing and Coyote Landing Development
Existing AM & PM Peak Traffic
Turn Movement Volumes

FIGURE
2

SCALE:
N/A

DATE:
4/2021

Projected Traffic

In order to successfully analyze traffic conditions for future scenarios, existing traffic is grown based on the projected growth in the surrounding area. To find an appropriate growth rate, historic average annual daily traffic (AADT) counts from the Utah Department of Transportation (UDOT) were analyzed for roadways surrounding the project area. UDOT has AADT data up to 2017.

Table 3 shows the AADT for the roadways around Quail Crossing and Coyote Landing. Growth per year from 2015 to 2017 for the area has ranged from 1.52 percent to almost 46 percent. The roads that connect Ivins and Santa Clara to St. George, like Old Highway 91, Canyon View Drive, and Pioneer Parkway have seen high growth in the last ten years. In discussions with Santa Clara City, 8 percent growth is being used to plan for impact fees, which is similar to what historical growth has shown on Old Highway 91 and Gubler Drive. For this traffic study, 8 percent growth per year will be used to estimate future traffic around the development.

Table 3-Average Growth from Historic Data

Roadway	3 Year	5 Year	10 Year	2017 AADT	2016 AADT	2015 AADT	2014 AADT	2013 AADT	2012 AADT	2011 AADT	2010 AADT	2009 AADT	2008 AADT	2007 AADT	2006 AADT
200 East	1.52%	0.95%	-5.95%	2300	2300	2,200	2,200	2,100	2,200	2,200	2,300	2,400	2,400	6,800	6,600
				0.00%	4.55%	0.00%	4.76%	-4.55%	0.00%	-4.35%	-4.17%	0.00%	-64.71%	3.03%	
Old Highway 91	7.22%	3.71%	-2.50%	7,500	7,100	6,900	6,100	6,000	6,300	10,000	10,000	11,000	11,000	11,000	11,000
				5.63%	2.90%	13.11%	1.67%	-4.76%	-37.00%	0.00%	-9.09%	0.00%	0.00%	0.00%	
Gubler Drive/Canyon View Drive	8.30%	5.67%	22.86%	7,600	7,300	6,900	6,000	5,900	5,800	1,900	1,900	1,900	1,900	2,000	--
				4.11%	5.80%	15.00%	1.69%	1.72%	205.26%	0.00%	0.00%	0.00%	-5.00%	--	
Pioneer Parkway	45.92%	27.55%	12.22%	4,300	1,900	1,800	1,700	1,700	1,700	1,700	1,900	1,900	1,900	2,000	--
				126.32%	5.56%	5.88%	0.00%	0.00%	0.00%	-10.53%	0.00%	0.00%	-5.00%	--	
Average	15.74%	9.47%	6.66%												

TRIP GENERATION

The estimated number of vehicle trips to be generated by the development was calculated using the methodology found in the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th edition. The following ITE Land Uses were used for this development:

220: Multifamily Housing (Low-Rise)

260: Recreational Homes

The Recreational Homes land use was used to estimate the trip generation of the nightly rental condominiums. There is not a specific ITE land use for nightly rentals. A recreational home is a similar use and so will be used to estimate the trips from the nightly rentals. A description of these land uses can be found in the Appendix. Table 4 shows the estimated trip generation of the development.

Table 4-Trip Generation for the Proposed Development

Quail Crossing and Coyote Landing Development: Build-Out 2023										
ITE Land Use	Units	AM Peak Hour			PM Peak Hour			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
220: Multifamily Housing (Low-Rise)	119	13	42	55	42	25	67	435	436	871
260: Recreational Homes	80	12	6	18	9	13	22	139	138	278
Total:	199	25	48	73	51	38	89	574	574	1149

Trip Distribution

The new trips estimated to be generated from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, existing traffic patterns, and proximity to major roadways. Figure 3 shows the trip distribution to and from the development and the surrounding areas.



Figure 3-Trip Distribution for Quail Crossing and Coyote Landing

Traffic Analysis

Future traffic was analyzed by projecting the existing 2021 traffic based on the historical data and growth rate discussed previously. The development traffic was then added to the background traffic to estimate the total future traffic. The AM and PM peak hours were analyzed for the future development scenarios.

2023 BACKGROUND TRAFFIC

For the 2023 background traffic analysis, it was assumed that the existing roadway configuration (lanes, intersection control, etc.) will be used in 2023. The 2023 turning movement counts without the development traffic are shown in Figure 4. Table 5 shows the LOS analysis for the 2023 traffic.

Although existing counts were not taken at the intersection of Ocotillo Way and North Town Road, the intersection was included in the analysis in 2023 with and without project traffic. The proposed access to the development on North Town Road is planned to be aligned with Ocotillo Way. The turning movement counts at this intersection were estimated using the buildout of the homes on Ocotillo Way and the existing counts on North Town Road.

Table 5-2023 LOS Analysis

Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (veh/sec)	Level of Service
680 South & 400 East	9.6	A	9.6	A
Saunders Loop & 400 East	9.5	A	8.9	A
North Town Road & 400 East	10.4	B	10.4	B
North Town Road & Ocotillo Way	9.5	A	9.4	A
North Town Road & Rachel Drive	11.6	B	11.7	B

In 2023, all of the study intersections are expected to operate at LOS B or better. There was some increase in the delay between the existing traffic and the 2023 background traffic, but at all of the intersections the delay increased by less than one second.

2023 TRAFFIC WITH DEVELOPMENT

2023 traffic with the addition of the proposed development traffic was estimated by adding the distributed development traffic to the projected 2023 traffic. The estimated turning movement counts are shown in Figure 5. With the addition of the development, it is assumed in the analysis that North Town Road will be widened to three lanes (one through-lane in each direction, with a center turn-lane) and that 400 East will remain a two-lane road.

Table 6 shows the LOS analysis for the projected 2023 traffic with development traffic.

Table 6-2023 with Development Traffic LOS Analysis

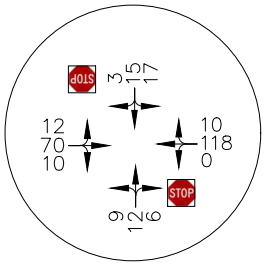
Intersection	AM Peak Hour		PM Peak Hour	
	Average Delay (sec/veh)	Level of Service	Average Delay (veh/sec)	Level of Service
680 South & 400 East	9.9	A	10.0	A
Saunders Loop & 400 East	9.7	A	9.6	A
North Town Road & 400 East	10.6	B	10.6	B
North Town Road & Ocotillo Way	10.3	B	10.3	B
North Town Road & Rachel Drive	11.8	B	11.8	B

The study intersections and proposed accesses for the development are anticipated to operate at LOS B or above at stop-controlled intersections with the addition of the development traffic.

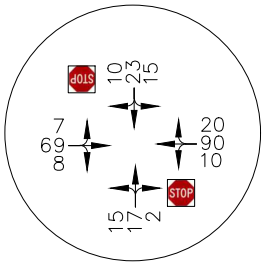
There was some increase in the delay between the 2023 background traffic and the addition of the project traffic, but at all of the intersections the delay increased by less than one second.



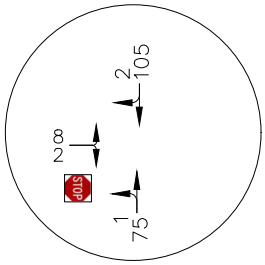
1 AM PEAK HOUR



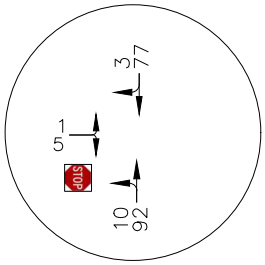
PM PEAK HOUR



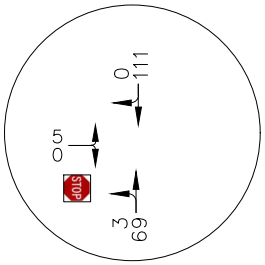
2 AM PEAK HOUR



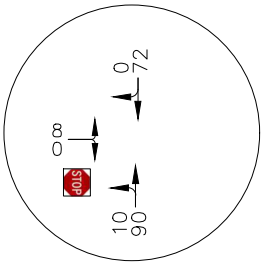
PM PEAK HOUR



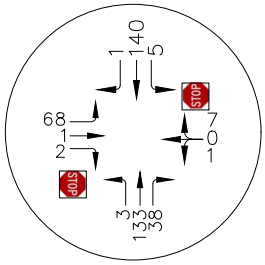
3 AM PEAK HOUR



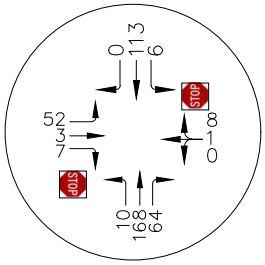
PM PEAK HOUR



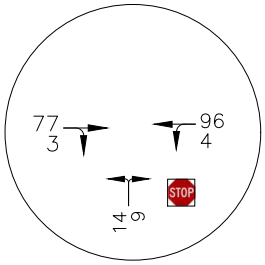
4 AM PEAK HOUR



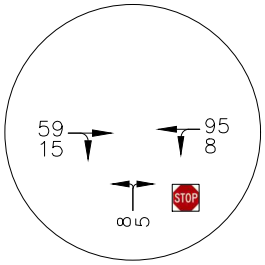
PM PEAK HOUR



5 AM PEAK HOUR



PM PEAK HOUR



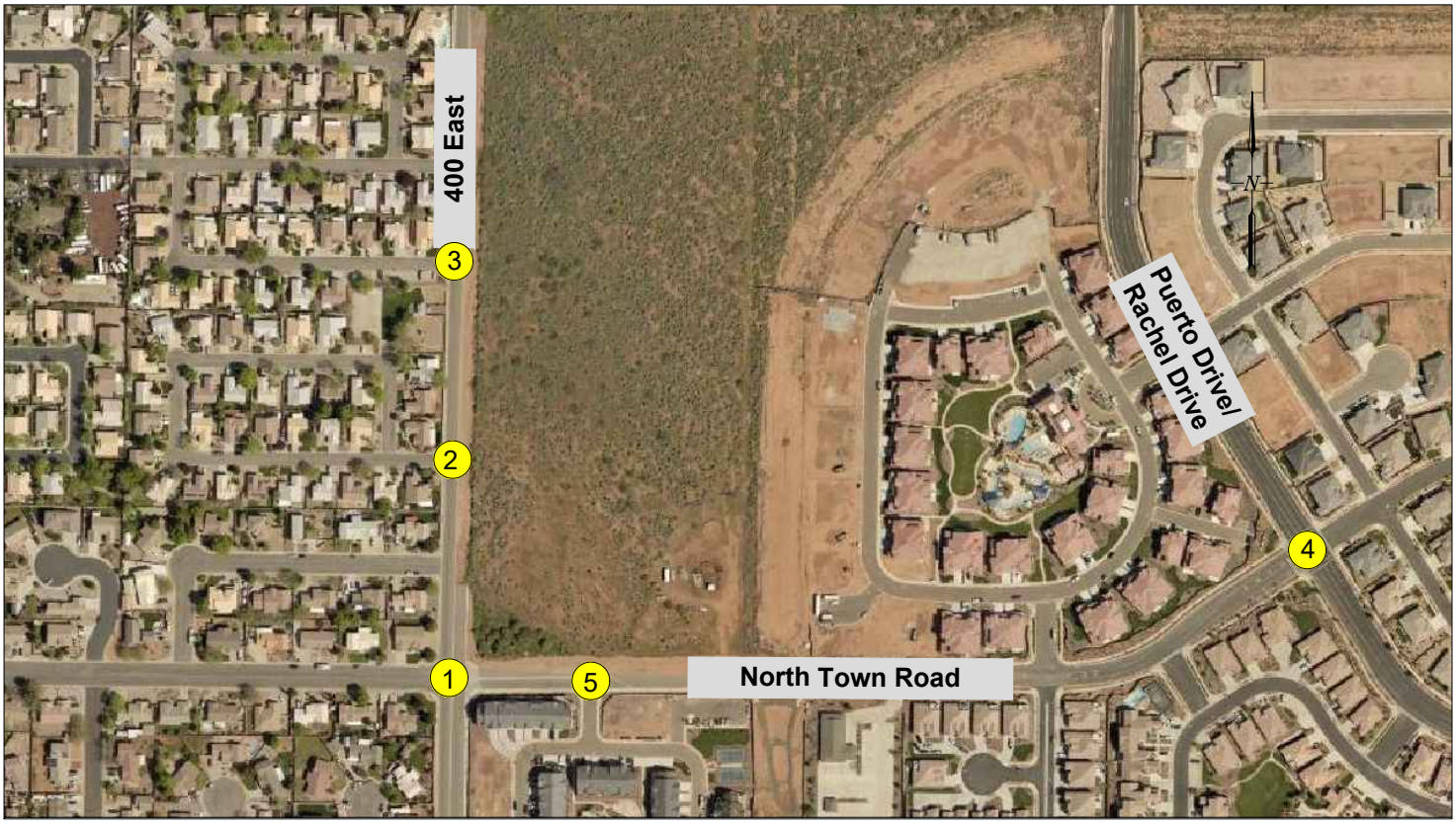
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Quail Crossing and Coyote Landing Development
2023 Background AM & PM Peak Traffic
Turn Movement Volumes

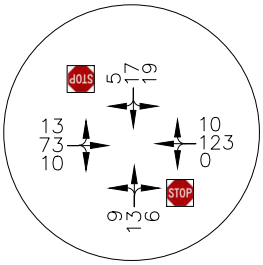
FIGURE
4

SCALE:
N/A

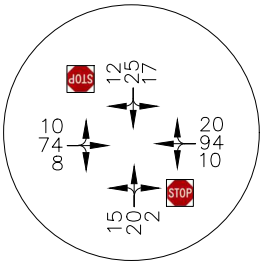
DATE:
4/2021



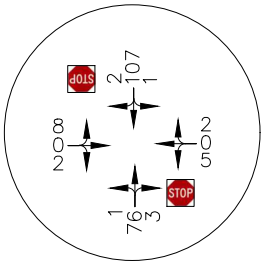
1 AM PEAK HOUR



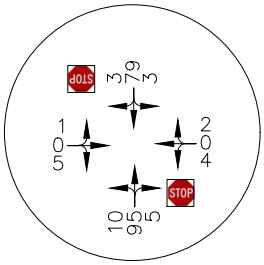
PM PEAK HOUR



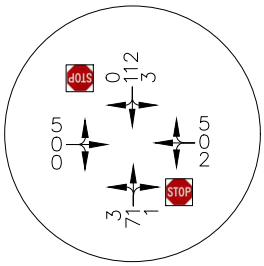
2 AM PEAK HOUR



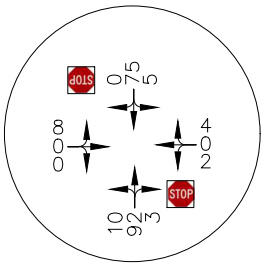
PM PEAK HOUR



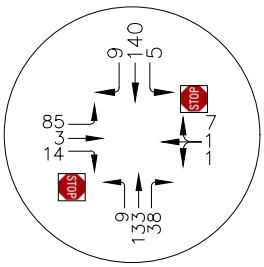
3 AM PEAK HOUR



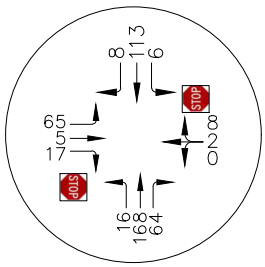
PM PEAK HOUR



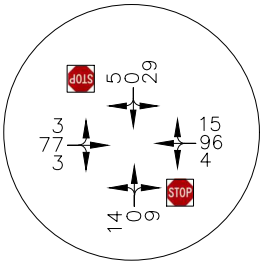
4 AM PEAK HOUR



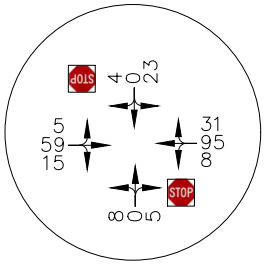
PM PEAK HOUR



5 AM PEAK HOUR



PM PEAK HOUR



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Quail Crossing and Coyote Landing Development
2023 AM & PM Peak Traffic with Development Traffic
Turn Movement Volumes

FIGURE
5

SCALE:
N/A

DATE:
4/2021

2023 WITH DEVELOPMENT TRAFFIC QUEUE LENGTH ANALYSIS

Table 7 shows the queue length analysis for the 2023 traffic with the addition of the project traffic. The table shows the maximum queue length required at each intersection and at which movement or approach the maximum queue length occurs.

Table 7-2023 Queue Length Analysis with Development Traffic

Intersection	AM Peak Hour		PM Peak Hour	
	Max. Queue Length	Movement	Max. Queue Length	Movement
680 South & 400 East	31'	EB-LTR	31'	EB-LTR
Saunders Loop & 400 East	55'	EB-LTR	55'	EB-LTR
North Town Road & 400 East	56'	WB-LTR & EB-LTR	79'	EB-LTR
North Town Road & Ocotillo Way	54'	SB-LTR	76'	SB-LTR
North Town Road & Rachel Drive	52'	EBL	85'	EBL

The maximum queue lengths around the development occur at the intersections with North Town Road during the PM peak hour. At each of the accesses, the maximum queue lengths also represent the amount of storage each access should have. For example, at the access at Ocotillo Way, the maximum queue length occurs during that PM peak hour and is 85 feet. At least 85 feet of storage should be provided at that access.

Recommendations

According to the traffic analysis through Synchro and SimTraffic, no mitigations are required to improve the LOS at the study intersections. The intersections are expected to run at acceptable levels of service with the proposed accesses and land uses.

It is recommended that North Town Road be striped with 3 lanes, one through-lane in each direction with a center turn lane. A center turning lane will provide space for left turns on North Town Road. It is assumed that vehicles making right turns will use the shoulder. The low speeds and low volumes on North Town Road will not require right turn lanes. Therefore, right turns on North Town Road are not recommended to have turn lanes.

Appendix A: Site Plan



Appendix B: Synchro Reports

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	60	9	0	101	9	8	10	5	15	13	3
Future Vol, veh/h	10	60	9	0	101	9	8	10	5	15	13	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	65	10	0	110	10	9	11	5	16	14	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	140	82	16	117	81	14	17	0	0	16	0	0
Stage 1	48	48	-	32	32	-	-	-	-	-	-	-
Stage 2	92	34	-	85	49	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	830	808	1063	859	809	1066	1600	-	-	1602	-	-
Stage 1	965	855	-	984	868	-	-	-	-	-	-	-
Stage 2	915	867	-	923	854	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	727	795	1063	788	796	1066	1600	-	-	1602	-	-
Mov Cap-2 Maneuver	727	795	-	788	796	-	-	-	-	-	-	-
Stage 1	959	846	-	978	863	-	-	-	-	-	-	-
Stage 2	787	862	-	836	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.2	2.5	3.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	809	813	1602	-	-
HCM Lane V/C Ratio	0.005	-	-	0.106	0.147	0.01	-	-
HCM Control Delay (s)	7.3	0	-	10	10.2	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.5	0	-	-

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Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	1	64	90	2
Future Vol, veh/h	7	2	1	64	90	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	-	-	-	-	-
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	8	2	1	70	98	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	171	99	100	0	-	0
Stage 1	99	-	-	-	-	-
Stage 2	72	-	-	-	-	-
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	819	957	1493	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	818	957	1493	-	-	-
Mov Cap-2 Maneuver	818	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1493	-	845	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	3	59	95	0
Future Vol, veh/h	4	0	3	59	95	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	4	0	3	64	103	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	173	103	103	0	-	0
Stage 1	103	-	-	-	-	-
Stage 2	70	-	-	-	-	-
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	817	952	1489	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	953	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	815	952	1489	-	-	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	953	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1489	-	815	-	-
HCM Lane V/C Ratio	0.002	-	0.005	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	1	2	1	0	6	3	114	33	4	120	1
Future Vol, veh/h	58	1	2	1	0	6	3	114	33	4	120	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	100	-	-	-	120	-	75	120	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	1	2	1	0	7	3	124	36	4	130	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	290	304	130	270	269	124	131	0	0	160	0	0
Stage 1	138	138	-	130	130	-	-	-	-	-	-	-
Stage 2	152	166	-	140	139	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	662	609	920	683	637	927	1454	-	-	1419	-	-
Stage 1	865	782	-	874	789	-	-	-	-	-	-	-
Stage 2	850	761	-	863	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	655	606	920	678	634	927	1454	-	-	1419	-	-
Mov Cap-2 Maneuver	655	606	-	678	634	-	-	-	-	-	-	-
Stage 1	863	780	-	872	787	-	-	-	-	-	-	-
Stage 2	842	759	-	857	780	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	9.1	0.1	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1454	-	-	655	606	920	881	1419	-	-
HCM Lane V/C Ratio	0.002	-	-	0.096	0.002	0.002	0.009	0.003	-	-
HCM Control Delay (s)	7.5	-	-	11.1	11	8.9	9.1	7.5	-	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	0	0	-	-

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Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	59	7	9	77	17	13	15	2	13	20	9
Future Vol, veh/h	6	59	7	9	77	17	13	15	2	13	20	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	64	8	10	84	18	14	16	2	14	22	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	151	101	27	136	105	17	32	0	0	18	0	0
Stage 1	55	55	-	45	45	-	-	-	-	-	-	-
Stage 2	96	46	-	91	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	816	789	1048	835	785	1062	1580	-	-	1599	-	-
Stage 1	957	849	-	969	857	-	-	-	-	-	-	-
Stage 2	911	857	-	916	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	725	775	1048	766	771	1062	1580	-	-	1599	-	-
Mov Cap-2 Maneuver	725	775	-	766	771	-	-	-	-	-	-	-
Stage 1	948	841	-	960	849	-	-	-	-	-	-	-
Stage 2	800	849	-	832	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.1	10.2	3.2	2.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1580	-	-	790	807	1599	-	-
HCM Lane V/C Ratio	0.009	-	-	0.099	0.139	0.009	-	-
HCM Control Delay (s)	7.3	0	-	10.1	10.2	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0	-	-

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Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	4	9	79	66	3
Future Vol, veh/h	1	4	9	79	66	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	-	-	-	-	-
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	1	4	10	86	72	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	180	74	75	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	106	-	-	-	-	-
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	810	988	1524	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	804	988	1524	-	-	-
Mov Cap-2 Maneuver	804	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1524	-	945	-	-
HCM Lane V/C Ratio	0.006	-	0.006	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	0	9	77	62	0
Future Vol, veh/h	7	0	9	77	62	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	8	0	10	84	67	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	171	67	67	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	104	-	-	-	-	-
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	819	997	1535	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	813	997	1535	-	-	-
Mov Cap-2 Maneuver	813	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	920	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1535	-	813	-	-
HCM Lane V/C Ratio	0.006	-	0.009	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	3	6	0	1	7	9	144	55	5	97	0
Future Vol, veh/h	45	3	6	0	1	7	9	144	55	5	97	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	100	-	-	-	120	-	75	120	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	3	7	0	1	8	10	157	60	5	105	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	327	352	105	297	292	157	105	0	0	217	0	0
Stage 1	115	115	-	177	177	-	-	-	-	-	-	-
Stage 2	212	237	-	120	115	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	626	573	949	655	619	889	1486	-	-	1353	-	-
Stage 1	890	800	-	825	753	-	-	-	-	-	-	-
Stage 2	790	709	-	884	800	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	615	567	949	643	612	889	1486	-	-	1353	-	-
Mov Cap-2 Maneuver	615	567	-	643	612	-	-	-	-	-	-	-
Stage 1	884	797	-	819	748	-	-	-	-	-	-	-
Stage 2	777	704	-	871	797	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	9.3	0.3	0.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1486	-	-	615	567	949	841	1353	-	-
HCM Lane V/C Ratio	0.007	-	-	0.08	0.006	0.007	0.01	0.004	-	-
HCM Control Delay (s)	7.4	-	-	11.4	11.4	8.8	9.3	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	0	0	-	-

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Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	70	10	0	118	10	9	12	6	17	15	3
Future Vol, veh/h	12	70	10	0	118	10	9	12	6	17	15	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	76	11	0	128	11	10	13	7	18	16	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	160	94	18	134	92	17	19	0	0	20	0	0
Stage 1	54	54	-	37	37	-	-	-	-	-	-	-
Stage 2	106	40	-	97	55	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	806	796	1061	838	798	1062	1597	-	-	1596	-	-
Stage 1	958	850	-	978	864	-	-	-	-	-	-	-
Stage 2	900	862	-	910	849	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	689	782	1061	758	784	1062	1597	-	-	1596	-	-
Mov Cap-2 Maneuver	689	782	-	758	784	-	-	-	-	-	-	-
Stage 1	952	841	-	972	859	-	-	-	-	-	-	-
Stage 2	753	857	-	810	840	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	10.4	2.4	3.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	791	800	1596	-	-
HCM Lane V/C Ratio	0.006	-	-	0.126	0.174	0.012	-	-
HCM Control Delay (s)	7.3	0	-	10.2	10.4	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	2	1	75	105	2
Future Vol, veh/h	8	2	1	75	105	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	-	-	-	-	-
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	9	2	1	82	114	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	199	115	116	0	-	0
Stage 1	115	-	-	-	-	-
Stage 2	84	-	-	-	-	-
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	790	937	1473	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	789	937	1473	-	-	-
Mov Cap-2 Maneuver	789	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	815	-	-
HCM Lane V/C Ratio	0.001	-	0.013	-	-
HCM Control Delay (s)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	0	3	69	111	0
Future Vol, veh/h	5	0	3	69	111	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	5	0	3	75	121	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	202	121	121	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	81	-	-	-	-	-
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	787	930	1467	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	785	930	1467	-	-	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1467	-	785	-	-
HCM Lane V/C Ratio	0.002	-	0.007	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	1	2	1	0	7	3	133	38	5	140	1
Future Vol, veh/h	68	1	2	1	0	7	3	133	38	5	140	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	100	-	-	-	120	-	75	120	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	1	2	1	0	8	3	145	41	5	152	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	338	354	152	315	314	145	153	0	0	186	0	0
Stage 1	162	162	-	151	151	-	-	-	-	-	-	-
Stage 2	176	192	-	164	163	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	616	571	894	638	601	902	1428	-	-	1388	-	-
Stage 1	840	764	-	851	772	-	-	-	-	-	-	-
Stage 2	826	742	-	838	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	608	568	894	633	597	902	1428	-	-	1388	-	-
Mov Cap-2 Maneuver	608	568	-	633	597	-	-	-	-	-	-	-
Stage 1	838	761	-	849	770	-	-	-	-	-	-	-
Stage 2	817	741	-	832	760	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	9.2	0.1	0.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1428	-	-	608	568	894	857	1388	-	-
HCM Lane V/C Ratio	0.002	-	-	0.122	0.002	0.002	0.01	0.004	-	-
HCM Control Delay (s)	7.5	-	-	11.7	11.4	9	9.2	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	3	4	114	14	9
Future Vol, veh/h	90	3	4	114	14	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	98	3	4	124	15	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	101	0	232	100
Stage 1	-	-	-	-	100	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1491	-	756	956
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1491	-	754	956
Mov Cap-2 Maneuver	-	-	-	-	757	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	891	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	824	-	-	1491	-
HCM Lane V/C Ratio	0.03	-	-	0.003	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	69	8	10	90	20	15	17	2	15	23	10
Future Vol, veh/h	7	69	8	10	90	20	15	17	2	15	23	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	75	9	11	98	22	16	18	2	16	25	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	174	115	31	156	119	19	36	0	0	20	0	0
Stage 1	63	63	-	51	51	-	-	-	-	-	-	-
Stage 2	111	52	-	105	68	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	789	775	1043	810	771	1059	1575	-	-	1596	-	-
Stage 1	948	842	-	962	852	-	-	-	-	-	-	-
Stage 2	894	852	-	901	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	686	760	1043	731	756	1059	1575	-	-	1596	-	-
Mov Cap-2 Maneuver	686	760	-	731	756	-	-	-	-	-	-	-
Stage 1	939	834	-	952	843	-	-	-	-	-	-	-
Stage 2	766	843	-	805	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	10.4	3.2	2.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1575	-	-	773	791	1596	-	-
HCM Lane V/C Ratio	0.01	-	-	0.118	0.165	0.01	-	-
HCM Control Delay (s)	7.3	0	-	10.3	10.4	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0	-	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	10	92	77	3
Future Vol, veh/h	1	5	10	92	77	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	-	-	-	-	-
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	1	5	11	100	84	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	208	86	87	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	122	-	-	-	-	-
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	780	973	1509	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	774	973	1509	-	-	-
Mov Cap-2 Maneuver	774	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	933	-	-
HCM Lane V/C Ratio	0.007	-	0.007	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	10	90	72	0
Future Vol, veh/h	8	0	10	90	72	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	9	0	11	98	78	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	198	78	78	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	120	-	-	-	-	-
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	791	983	1520	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	905	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	785	983	1520	-	-	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	937	-	-	-	-	-
Stage 2	905	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1520	-	785	-	-
HCM Lane V/C Ratio	0.007	-	0.011	-	-
HCM Control Delay (s)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	3	7	0	1	8	10	168	64	6	113	0
Future Vol, veh/h	52	3	7	0	1	8	10	168	64	6	113	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	100	-	-	-	120	-	75	120	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	3	8	0	1	9	11	183	70	7	123	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	382	412	123	348	342	183	123	0	0	253	0	0
Stage 1	137	137	-	205	205	-	-	-	-	-	-	-
Stage 2	245	275	-	143	137	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	576	530	928	607	580	859	1464	-	-	1312	-	-
Stage 1	866	783	-	797	732	-	-	-	-	-	-	-
Stage 2	759	683	-	860	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	564	523	928	593	572	859	1464	-	-	1312	-	-
Mov Cap-2 Maneuver	564	523	-	593	572	-	-	-	-	-	-	-
Stage 1	859	779	-	791	726	-	-	-	-	-	-	-
Stage 2	745	678	-	845	779	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	9.5	0.3	0.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1464	-	-	564	523	928	814	1312	-	-
HCM Lane V/C Ratio	0.007	-	-	0.1	0.006	0.008	0.012	0.005	-	-
HCM Control Delay (s)	7.5	-	-	12.1	11.9	8.9	9.5	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	15	8	112	8	5
Future Vol, veh/h	71	15	8	112	8	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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	77	16	9	122	9	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	225	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1501	-	763	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	758	974
Mov Cap-2 Maneuver	-	-	-	-	759	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	829	-	-	1501	-
HCM Lane V/C Ratio	0.017	-	-	0.006	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	73	10	0	123	10	9	13	6	19	17	5
Future Vol, veh/h	13	73	10	0	123	10	9	13	6	19	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	79	11	0	134	11	10	14	7	21	18	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	173	104	21	146	103	18	23	0	0	21	0	0
Stage 1	63	63	-	38	38	-	-	-	-	-	-	-
Stage 2	110	41	-	108	65	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	790	786	1056	823	787	1061	1592	-	-	1595	-	-
Stage 1	948	842	-	977	863	-	-	-	-	-	-	-
Stage 2	895	861	-	897	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	668	771	1056	740	772	1061	1592	-	-	1595	-	-
Mov Cap-2 Maneuver	668	771	-	740	772	-	-	-	-	-	-	-
Stage 1	942	831	-	971	858	-	-	-	-	-	-	-
Stage 2	743	856	-	793	830	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	10.6	2.3	3.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1592	-	-	777	788	1595	-	-
HCM Lane V/C Ratio	0.006	-	-	0.134	0.183	0.013	-	-
HCM Control Delay (s)	7.3	0	-	10.4	10.6	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.7	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	2	5	0	2	1	76	3	2	107	1
Future Vol, veh/h	8	0	2	5	0	2	1	76	3	2	107	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	2	5	0	2	1	83	3	2	116	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	209	209	117	209	208	85	117	0	0	86	0	0
Stage 1	121	121	-	87	87	-	-	-	-	-	-	-
Stage 2	88	88	-	122	121	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	748	688	935	748	689	974	1471	-	-	1510	-	-
Stage 1	883	796	-	921	823	-	-	-	-	-	-	-
Stage 2	920	822	-	882	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	745	687	935	745	688	974	1471	-	-	1510	-	-
Mov Cap-2 Maneuver	745	687	-	745	688	-	-	-	-	-	-	-
Stage 1	882	795	-	920	822	-	-	-	-	-	-	-
Stage 2	917	821	-	879	795	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	9.5	0.1	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	777	799	1510	-	-
HCM Lane V/C Ratio	0.001	-	-	0.014	0.01	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.7	9.5	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	0	2	0	5	3	71	1	3	112	0
Future Vol, veh/h	5	0	0	2	0	5	3	71	1	3	112	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	0	2	0	5	3	77	1	3	122	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	214	212	122	212	212	78	122	0	0	78	0	0
Stage 1	128	128	-	84	84	-	-	-	-	-	-	-
Stage 2	86	84	-	128	128	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	743	685	929	745	685	983	1465	-	-	1520	-	-
Stage 1	876	790	-	924	825	-	-	-	-	-	-	-
Stage 2	922	825	-	876	790	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	736	682	929	743	682	983	1465	-	-	1520	-	-
Mov Cap-2 Maneuver	736	682	-	743	682	-	-	-	-	-	-	-
Stage 1	874	788	-	922	823	-	-	-	-	-	-	-
Stage 2	915	823	-	874	788	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	9	0.3	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1465	-	-	736	900	1520	-	-
HCM Lane V/C Ratio	0.002	-	-	0.007	0.008	0.002	-	-
HCM Control Delay (s)	7.5	0	-	9.9	9	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	3	14	1	1	7	9	133	38	5	140	9
Future Vol, veh/h	85	3	14	1	1	7	9	133	38	5	140	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	100	-	-	-	120	-	75	120	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	3	15	1	1	8	10	145	41	5	152	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	352	368	152	341	337	145	162	0	0	186	0	0
Stage 1	162	162	-	165	165	-	-	-	-	-	-	-
Stage 2	190	206	-	176	172	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	603	561	894	613	584	902	1417	-	-	1388	-	-
Stage 1	840	764	-	837	762	-	-	-	-	-	-	-
Stage 2	812	731	-	826	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	592	555	894	595	578	902	1417	-	-	1388	-	-
Mov Cap-2 Maneuver	592	555	-	595	578	-	-	-	-	-	-	-
Stage 1	834	761	-	831	757	-	-	-	-	-	-	-
Stage 2	798	726	-	806	753	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	9.5	0.4	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1417	-	-	592	555	894	806	1388	-	-
HCM Lane V/C Ratio	0.007	-	-	0.156	0.006	0.017	0.012	0.004	-	-
HCM Control Delay (s)	7.6	-	-	12.2	11.5	9.1	9.5	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	90	3	4	114	15	14	0	9	29	0	5
Future Vol, veh/h	3	90	3	4	114	15	14	0	9	29	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	98	3	4	124	16	15	0	10	32	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	140	0	0	101	0	0	249	254	100	251	247	132
Stage 1	-	-	-	-	-	-	106	106	-	140	140	-
Stage 2	-	-	-	-	-	-	143	148	-	111	107	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1443	-	-	1491	-	-	705	650	956	702	655	917
Stage 1	-	-	-	-	-	-	900	807	-	863	781	-
Stage 2	-	-	-	-	-	-	860	775	-	894	807	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1443	-	-	1491	-	-	698	647	956	692	652	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	647	-	692	652	-
Stage 1	-	-	-	-	-	-	898	805	-	861	779	-
Stage 2	-	-	-	-	-	-	852	773	-	883	805	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	9.8	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	780	1443	-	-	1491	-	-	718
HCM Lane V/C Ratio	0.032	0.002	-	-	0.003	-	-	0.051
HCM Control Delay (s)	9.8	7.5	0	-	7.4	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection: 3: 400 East & North Town Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	56	56	29	26
Average Queue (ft)	34	36	3	0
95th Queue (ft)	59	51	17	0
Link Distance (ft)	373	166	360	275
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: 400 East & Saunders Loop

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	55	30
Average Queue (ft)	7	8
95th Queue (ft)	32	29
Link Distance (ft)	389	187
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: 400 East & 680 South

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	30
Average Queue (ft)	3	3
95th Queue (ft)	17	17
Link Distance (ft)	400	179
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Rachel Drive/Puerto Drive & North Town Road

Movement	EB	EB	EB	WB	SB
Directions Served	L	T	R	LTR	L
Maximum Queue (ft)	52	25	24	28	31
Average Queue (ft)	32	1	4	9	1
95th Queue (ft)	51	10	19	31	12
Link Distance (ft)		386		164	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	125		100		120
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 14: North Town Road

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	32	31	54
Average Queue (ft)	2	14	23
95th Queue (ft)	13	38	48
Link Distance (ft)	166	132	153
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	74	8	10	94	20	15	20	2	17	25	12
Future Vol, veh/h	10	74	8	10	94	20	15	20	2	17	25	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	80	9	11	102	22	16	22	2	18	27	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	187	126	34	169	131	23	40	0	0	24	0	0
Stage 1	70	70	-	55	55	-	-	-	-	-	-	-
Stage 2	117	56	-	114	76	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	774	764	1039	795	760	1054	1570	-	-	1591	-	-
Stage 1	940	837	-	957	849	-	-	-	-	-	-	-
Stage 2	888	848	-	891	832	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	667	747	1039	712	743	1054	1570	-	-	1591	-	-
Mov Cap-2 Maneuver	667	747	-	712	743	-	-	-	-	-	-	-
Stage 1	931	827	-	947	841	-	-	-	-	-	-	-
Stage 2	756	840	-	788	822	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	10.6	3	2.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1570	-	-	756	777	1591	-	-
HCM Lane V/C Ratio	0.01	-	-	0.132	0.173	0.012	-	-
HCM Control Delay (s)	7.3	0	-	10.5	10.6	7.3	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	5	4	0	2	10	95	5	3	79	3
Future Vol, veh/h	1	0	5	4	0	2	10	95	5	3	79	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	5	4	0	2	11	103	5	3	86	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	223	224	88	224	223	106	89	0	0	108	0	0
Stage 1	94	94	-	128	128	-	-	-	-	-	-	-
Stage 2	129	130	-	96	95	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	733	675	970	732	676	948	1506	-	-	1483	-	-
Stage 1	913	817	-	876	790	-	-	-	-	-	-	-
Stage 2	875	789	-	911	816	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	726	668	970	722	669	948	1506	-	-	1483	-	-
Mov Cap-2 Maneuver	726	668	-	722	669	-	-	-	-	-	-	-
Stage 1	906	815	-	869	784	-	-	-	-	-	-	-
Stage 2	866	783	-	904	814	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.6	0.7	0.3
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1506	-	-	919	784	1483	-	-
HCM Lane V/C Ratio	0.007	-	-	0.007	0.008	0.002	-	-
HCM Control Delay (s)	7.4	0	-	8.9	9.6	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	0	0	2	0	4	10	92	3	5	75	0
Future Vol, veh/h	8	0	0	2	0	4	10	92	3	5	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	0	2	0	4	11	100	3	5	82	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	218	217	82	216	216	102	82	0	0	103	0	0
Stage 1	92	92	-	124	124	-	-	-	-	-	-	-
Stage 2	126	125	-	92	92	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	738	681	978	740	682	953	1515	-	-	1489	-	-
Stage 1	915	819	-	880	793	-	-	-	-	-	-	-
Stage 2	878	792	-	915	819	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	728	673	978	733	674	953	1515	-	-	1489	-	-
Mov Cap-2 Maneuver	728	673	-	733	674	-	-	-	-	-	-	-
Stage 1	908	816	-	873	787	-	-	-	-	-	-	-
Stage 2	867	786	-	911	816	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	9.2	0.7	0.5
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1515	-	-	728	866	1489	-	-
HCM Lane V/C Ratio	0.007	-	-	0.012	0.008	0.004	-	-
HCM Control Delay (s)	7.4	0	-	10	9.2	7.4	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	5	17	0	2	8	16	168	64	6	113	8
Future Vol, veh/h	65	5	17	0	2	8	16	168	64	6	113	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	125	-	100	-	-	-	120	-	75	120	-	75
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	5	18	0	2	9	17	183	70	7	123	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	395	424	123	370	363	183	132	0	0	253	0	0
Stage 1	137	137	-	217	217	-	-	-	-	-	-	-
Stage 2	258	287	-	153	146	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	565	522	928	587	565	859	1453	-	-	1312	-	-
Stage 1	866	783	-	785	723	-	-	-	-	-	-	-
Stage 2	747	674	-	849	776	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	550	513	928	564	555	859	1453	-	-	1312	-	-
Mov Cap-2 Maneuver	550	513	-	564	555	-	-	-	-	-	-	-
Stage 1	856	779	-	776	714	-	-	-	-	-	-	-
Stage 2	729	666	-	822	772	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	9.7	0.5	0.4
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	EBLn3	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1453	-	-	550	513	928	774	1312	-	-
HCM Lane V/C Ratio	0.012	-	-	0.128	0.011	0.02	0.014	0.005	-	-
HCM Control Delay (s)	7.5	-	-	12.5	12.1	9	9.7	7.8	-	-
HCM Lane LOS	A	-	-	B	B	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	71	15	8	112	31	8	0	5	23	0	4
Future Vol, veh/h	5	71	15	8	112	31	8	0	5	23	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	77	16	9	122	34	9	0	5	25	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	156	0	0	93	0	0	254	269	85	255	260	139
Stage 1	-	-	-	-	-	-	95	95	-	157	157	-
Stage 2	-	-	-	-	-	-	159	174	-	98	103	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1424	-	-	1501	-	-	699	637	974	698	645	909
Stage 1	-	-	-	-	-	-	912	816	-	845	768	-
Stage 2	-	-	-	-	-	-	843	755	-	908	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1424	-	-	1501	-	-	691	631	974	689	639	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	691	631	-	689	639	-
Stage 1	-	-	-	-	-	-	908	813	-	842	763	-
Stage 2	-	-	-	-	-	-	834	750	-	900	807	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	9.7	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	778	1424	-	-	1501	-	-	715
HCM Lane V/C Ratio	0.018	0.004	-	-	0.006	-	-	0.041
HCM Control Delay (s)	9.7	7.5	-	-	7.4	-	-	10.3
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection: 3: 400 East & North Town Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	55	31	28
Average Queue (ft)	33	35	1	1
95th Queue (ft)	54	49	11	10
Link Distance (ft)	373	166	361	275
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: 400 East & Saunders Loop

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	55	30	31
Average Queue (ft)	9	4	1
95th Queue (ft)	34	21	10
Link Distance (ft)	389	129	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: 400 East & 680 South

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	30
Average Queue (ft)	6	6
95th Queue (ft)	26	25
Link Distance (ft)	400	136
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Rachel Drive/Puerto Drive & North Town Road

Movement	EB	EB	EB	WB	NB	SB
Directions Served	L	T	R	LTR	L	L
Maximum Queue (ft)	85	26	24	29	27	31
Average Queue (ft)	32	5	11	9	2	3
95th Queue (ft)	62	22	30	31	13	19
Link Distance (ft)		384		164		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	125		100		120	120
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 14: North Town Road

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	30	30	76
Average Queue (ft)	2	12	25
95th Queue (ft)	15	35	51
Link Distance (ft)		125	101
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Appendix C: Land Use Descriptions

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors). Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and off-campus student apartment (Land Use 225) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

This land use included data from a wide variety of units with different sizes, price ranges, locations, and ages. Consequently, there was a wide variation in trips generated within this category. Other factors, such as geographic location and type of adjacent and nearby development, may also have had an effect on the site trip generation.

Time-of-day distribution data for this land use are presented in Appendix A. For the 10 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:45 and 5:45 p.m., respectively. For the one site with Saturday data, the overall highest vehicle volume was counted between 9:45 and 10:45 a.m. For the one site with Sunday data, the overall highest vehicle volume was counted between 11:45 a.m. and 12:45 p.m.

For the one dense multi-use urban site with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 6:15 and 7:15 p.m., respectively.

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

The average numbers of person trips per vehicle trip at the five general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.13 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.21 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, District of Columbia, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Minnesota, New Jersey, New York, Ontario, Oregon, Pennsylvania, South Dakota, Tennessee, Texas, Utah, Virginia, and Washington.

It is expected that the number of bedrooms and number of residents are likely correlated to the number of trips generated by a residential site. Many of the studies included in this land use did not indicate the total number of bedrooms. To assist in the future analysis of this land use, it is important that this information be collected and included in trip generation data submissions.

Source Numbers

168, 187, 188, 204, 211, 300, 305, 306, 319, 320, 321, 357, 390, 412, 418, 525, 530, 571, 579, 583, 864, 868, 869, 870, 896, 903, 918, 946, 947, 948, 951

Land Use: 260
Recreational Homes

Description

A recreational home is located within a resort that contains local services and complete recreational facilities. These dwellings are often second homes used by the owner periodically or rented on a seasonal basis. Timeshare (Land Use 265) is a related land use.

Additional Data

A large number of internal trips were made for recreational purposes in resort communities containing recreational homes.

The sites were surveyed in the 1980s and the 2000s in New York and Oregon.

Source Numbers

187, 901, 968

Quail Crossing and Coyote Landing Narrative

Coyote Landing and Quail Crossing will be a place for both young and old to come and enjoy the beautiful surroundings that exist in Santa Clara. With the growing demand of housing this development will help mean the needs of new families as well as those empty nesters looking to down size. There is especially a need for affordable housing and it is my desire to provide desirable, well thought out housing, at a price level that is affordable to many buyers. I'm not trying to make super expensive houses. That's not my goal. I'm trying to make the best possible for a reasonable price. That's what I'm trying to achieve.

My intent it is build a family friendly community that will complement the surrounding communities in the area and something that that the city as well as the residents of the community will be proud of and look forward to coming home to. I believe it is also important to provide a variety of excellent amenities for active families and individuals to recreate and build a family memories. I hope to accomplish this with the clubhouse, large pool, spas, and pool features for kids and families to enjoy. I also plan to provide multiple tennis and pickle ball courts for residents and their friends to enjoy

LOTS 2 AND 3 OF BLOCK 25, ST. GEORGE & SANTA CLARA BENCH IRRIGATION COMPANY SURVEY IN SECTION 5, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN.

MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 2 OF BLOCK 25, ST. GEORGE & SANTA CLARA BENCH IRRIGATION COMPANY SURVEY, SAID POINT ALSO BEING ON THE NORTH RIGHT-OF-WAY OF NORTH TOWN ROAD AND ALSO ON THE SOUTH LINE OF SAID BLOCK 25 AND RUNNING THENCE SOUTH 89°25’59” WEST ALONG SAID RIGHT-OF-WAY AND ALONG THE SOUTH LINE OF SAID BLOCK 25 637.35 FEET TO A POINT ON THE EAST RIGHT-OF-WAY OF 400 EAST STREET AND WEST LINE OF SAID BLOCK 25; THENCE NORTH 1°28’21” EAST ALONG SAID EAST RIGHT-OF-WAY AND SAID WEST LINE 1329.23 FEET TO THE NORTHEAST CORNER OF LOT 3 OF SAID BLOCK 25; THENCE NORTH 89°39’09” EAST ALONG THE NORTH LINE OF SAID LOT 3 633.20 FEET TO THE NORTHEAST CORNER OF SAID LOT 3; THENCE SOUTH 1°17’49” WEST ALONG THE EAST LINE OF SAID LOTS 3 & 2 1326.66 FEET TO THE POINT OF BEGINNING.

CONTAINING 19.36 AC (843,168 SF)



SURVEYOR'S CERTIFICATE

I, ADAM S. ALLEN, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD CERTIFICATE OF REGISTRATION (LICENSE) NUMBER 5633341, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNER'S I HAVE SUPERVISED A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW.

6/23/2017
DATE:
BUSH AND GUDGELL INC.

PROFESSIONAL LAND SURVEYOR
No. 5633341
ADAM S. ALLEN
6/23/17
STATE OF UTAH

ADAM S. ALLEN
PROFESSIONAL LAND SURVEYOR
UTAH LICENSE NUMBER 5633341

AS-SURVEYED BOUNDARY DESCRIPTION

LOTS 2 AND 3 OF BLOCK 25, ST. GEORGE & SANTA CLARA BENCH IRRIGATION COMPANY SURVEY IN SECTION 5, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN.

MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 2 OF BLOCK 25, ST. GEORGE & SANTA CLARA BENCH IRRIGATION COMPANY SURVEY, SAID POINT ALSO BEING ON THE NORTH RIGHT-OF-WAY OF NORTH TOWN ROAD AND ALSO ON THE SOUTH LINE OF SAID BLOCK 25 AND RUNNING THENCE SOUTH 89°25'59" WEST ALONG SAID RIGHT-OF-WAY AND ALONG THE SOUTH LINE OF SAID BLOCK 25 637.35 FEET TO A POINT ON THE EAST RIGHT-OF-WAY OF 400 EAST STREET AND WEST LINE OF SAID BLOCK 25; THENCE NORTH 1°28'21" EAST ALONG SAID EAST RIGHT-OF-WAY AND SAID WEST LINE 1329.23 FEET TO THE NORTHEAST CORNER OF LOT 3 OF SAID BLOCK 25; THENCE NORTH 89°39'09" EAST ALONG THE NORTH LINE OF SAID LOT 3 633.20 FEET TO THE NORTHEAST CORNER OF SAID LOT 3; THENCE SOUTH 1°17'49" WEST ALONG THE EAST LINE OF SAID LOTS 3 & 2 1326.66 FEET TO THE POINT OF BEGINNING.

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO RE-ESTABLISH THE BOUNDARY CORNERS OF THE ABOVE DESCRIBED PARCEL. THE SURVEY WAS PERFORMED AT THE REQUEST OF OUR CLIENT. THE BASIS OF BEARING FOR THIS SURVEY IS S 0°29'33" W ALONG THE WEST LINE OF SECTION 5, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN, BETWEEN TWO SECTION MONUMENTS, TYPE AND LOCATIONS OF WHICH ARE SHOWN ON THIS PLAT.

THE FOLLOWING DOCUMENTS OF RECORD WERE REVIEWED AND CONSIDERED AS A PART OF THIS SURVEY. THERE MAY EXIST OTHER DOCUMENTS EITHER PRIVATE OR OF RECORD THAT WOULD AFFECT THIS SURVEY. ANY NEW EVIDENCE CONTRADICTORY TO THIS SURVEY SHOULD BE PRESENTED TO BUSH & GUDGELL, INC. FOR REVIEW AND CONSIDERATION.

WARRANTY DEED DOCUMENT NO. 20160021191, ON FILE IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER, UTAH.

CORRECTIVE WARRANTY DEED DOCUMENT NO. 20160021482, ON FILE IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER, UTAH.

10' WIDE INGRESS AND EGRESS EASEMENT DOCUMENT NO.00455389, ON FILE IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER, UTAH.

10' WIDE INGRESS AND EGRESS EASEMENT DOCUMENT NO.00476237, ON FILE IN THE OFFICE OF THE WASHINGTON COUNTY RECORDER, UTAH.

ST. GEORGE & SANTA CLARA BENCH IRRIGATION COMPANY SURVEY

LEGEND

- SECTIONAL MONUMENTATION (FOUND: TYPE, DATE, AGENCY AND LOCATION ETC. AS SHOWN ON THE PLAT).
- ALL BOUNDARY AND PROPERTY (LOT) CORNERS TO BE SET WITH 5/8" REBAR AND CAP STAMPED BUSH & GUDGELL, UNLESS OTHERWISE SPECIFIED ON THE PLAT.
- EXISTING WATER VALVE
- EXISTING SEWER MANHOLE
- EXISTING SEWER LINE
- EXISTING STORM DRAIN CATCH BASIN
- EXISTING FENCING
- EXISTING TELEPHONE PEDESTAL

NOTES

1. NO ATTEMPT HAS BEEN MADE AS A PART OF THIS BOUNDARY SURVEY TO OBTAIN OR SHOW DATA CONCERNING EXISTENCE, SIZE, DEPTH, CONDITION, CAPACITY, OR LOCATION OF ANY UTILITY OR MUNICIPAL/PUBLIC SERVICE FACILITY. FOR INFORMATION REGARDING THESE UTILITIES OR FACILITIES, PLEASE CONTACT THE APPROPRIATE AGENCIES OR OTHER.

2. SURVEYOR HAS MADE NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, RESTRICTIVE COVENANTS, OWNERSHIP, TITLE EVIDENCE, OR ANY OTHER FACTS WHICH AN ACCURATE AND CURRENT TITLE SEARCH MAY DISCLOSE.

3. ALL COURSES SHOWN IN PARENTHESIS ARE RECORD INFORMATION TAKEN FROM DEED DESCRIPTION OR OFFICIAL MAPS OR PLATS OF RECORD. ALL OTHER COURSES ARE THE RESULT OF ACTUAL FIELD MEASUREMENTS.

4. THE FIELD WORK WAS PERFORMED ON 06/19/2017.

RECORD OF SURVEY PLAT

LOCATED IN
SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 42 SOUTH, RANGE 16 WEST, SALT LAKE BASE AND MERIDIAN
PREPARED FOR:
ROBERT SMITH

No.	Revision	By	Date

BUSH & GUDGELL, INC.
Engineers - Planners - Surveyors
205 East Tabernacle Suite #4
St. George, Utah 84770
Phone (435) 673-3177 Fax (435) 673-3161
www.bushandgudgell.com

Drawn : BBS Date : 6/23/2017
Email :
Checked : ASA
Approved : ASA
Scale : 1"=80'
Job No : 171006

RECORD OF SURVEY PLAT
LOCATED IN
SE 1/4 OF SECTION 5, T-42-S, R-16-W, SLB&M
SANTA CLARA CITY, UTAH
PREPARED FOR: ROBERT SMITH

SHEET 1
1 SHEETS
FILE: 171006