



HURRICANE CITY UTAH

Mayor **City Manager**

Nanette Billings Kaden DeMille

Planning Commission

*Mark Sampson, Chair
Paul Farthing, Alternate Chair
Ralph Ballard
Rebecca Broneman
Michelle Cloud
Shelley Goodfellow
Brad Winder
Kelby Iverson*

Hurricane Planning Commission Meeting Agenda

February 9, 2023

6:00 PM

Hurricane City Offices 147 N 870 W, Hurricane

Notice is hereby given that the Hurricane City Planning Commission will hold a Regular Meeting commencing at 6:00 p.m. at the Hurricane City Offices 147 N 870 W, Hurricane, UT.

Meeting link:

<https://cityofhurricane.webex.com/cityofhurricane/j.php?MTID=me42b4eb65609e35eb0e0664c925c9dbc>

Meeting number: 2632 882 4836

Password: HCplanning

Host key: 730111

Join by phone +1-415-655-0001 US Toll

Access code: 2632 882 4836

Host PIN: 9461

Details on these applications are available in the Planning Department at the City Office, 147 N. 870 West.

6:00 p.m. - Call to Order

Roll Call

Pledge of Allegiance

Prayer and/or thought by invitation

Declaration of any conflicts of interest

Public Hearings

1. A Zone Change Amendment request located at approximately Gould's Wash Road and Hwy 59 from R1-10, residential one unit per 10,000 square feet, to R1-8/PDO, residential one unit per 8,000 square feet with a Planned Development Overlay, to create a subdivision containing approximately 3083 units.
2. A Zone Change Amendment request located at 663 W 400 S from R1-8, residential one unit per 8,000 square feet, to RM-1, multifamily 6 units per acre, to build a duplex.

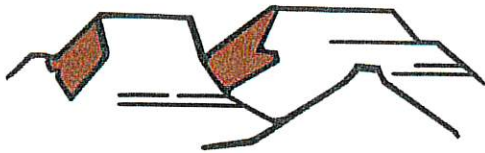
NEW BUSINESS

1. 2023-ZC-02 2023-PSP-03: Discussion and consideration of a recommendation to the City Council on a zone change amendment request located at approximately the intersection of SR-59 and Gould's Wash Road from R1-10, single family residential one unit per 10,000 sq ft, to R1-8 PDO, residential one unit per 8,000 sq ft with a Planned Development Overlay. Todd Smitt Applicant. Mike Wagstaff Agent.
2. 2023-ZC-03: Discussion and consideration of a recommendation to the City Council on a zone change amendment request located at 663 W 400 S from R1-8, single family residential one unit per 8,000 sq ft to RM-1, multifamily six units per acre. Jeremy Black Applicant.
3. 2023-AFP-03: Discussion and consideration of a recommendation to the City Council on an amended final plat for Quail Lake Estates Lots 10 and 11 located at 4400 W State St #10 and #11. Darrell and Christine Leigh Applicant. Ryan Scholes/Alpha Engineering Agent.
4. 2023-CUP-04: Discussion and consideration of a possible approval of a conditional use permit for a building of greater height and size located at 444 S 1530 W. Jason Putnam Applicant.
5. 2023-AFP-04: Discussion and consideration of a recommendation to the City Council on an amended final plat for Dixie Springs Lot F41 and F42, located at 2829 S 3200 W and 3203 W 2830 S. Heather Hugie Applicant. Mike Hugie Agent.
6. 2023-FSP-03: Discussion and consideration of a possible approval of a final site plan for Hurricane Equipment Rentals, an equipment rental company located at 504 W State St. Brad Holt Applicant.
7. 2023-FSP-04: Discussion and consideration of a possible approval of a final site plan for Dixie Power Sand Hollow Substation, a public utility station located at 4898 W 3150 S. Dixie Power (Russ Condie) Applicant. Alliance Consulting LLC Agent.
8. 2023-CUP-05: Discussion and consideration of a possible approval of a conditional use permit for a building of greater height located at 745 S 840 W. Interstate Homes, LLC Applicant
9. 2021-PP-35: Discussion and consideration of a possible approval of a final plat extension for Ridge at Zion Vista Phase 2, a 19 lot single family subdivision located at 840 S 1580 W. Alan Wheatley Applicant
10. City Council Recap
11. Discussion of amending the model home ordinance

Approval of Minutes:

1. June 23, 2021

Adjournment



PLANNING & ZONING
HURRICANE CITY
UTAH

147 N 870 W Hurricane UT
PHONE: 435.635.2811 FAX: 435.635.2184

Postage
4 x \$0.60 = \$2.40

ZONE CHANGE APPLICATION

For office use only: \$500.00 Fee
File No. 2023-ZC-03
Receipt No. 8-165485

Name: Todd Smitt Telephone: 801.979.8633

Address: 3747 Sagebrush Dr., Santa Clara, UT 84765 Fax No. _____

Email: todd@brotherskeeperutah.com Agent Email: micaheldalewagstaff@gmail.com

Agent (If Applicable): Mike Wagstaff Telephone: 801.910.3375

Address/Location of Subject Property: H-3331-A, H-3313-F, H-3313-C

Tax ID of Subject Property: H-3331-A, H-3313-F, H-3313-C Existing Zone District: _____

Proposed Zoning District and reason for the request (Describe, use extra sheet if necessary) _____

The purpose of the application is to create a mixed use community through a rezone from R-1-10 to R-1-8 and a PDO overlay, with products ranging from starter homes to more established units on approximately 3083 lots.

Submittal Requirements: The zone change application shall provide the following:

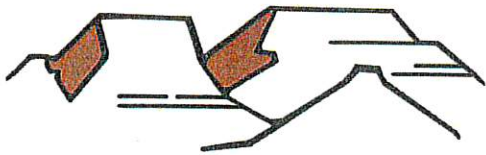
- ☒ a. The name and address of every person or company the applicant represents.
- ☒ b. An accurate 11 x 17-inch property map showing the existing and proposed zoning classifications.
- ☒ c. All abutting properties showing present zoning classifications.
- ☒ d. An accurate legal description of the property to be rezoned.
- ☒ e. Stamped envelopes with the names and addresses of all property owners within 250 feet of the boundaries of the property proposed for rezoning.
- ☒ f. Warranty deed or preliminary title report or other document (see attached Affidavit) showing evidence that the applicant has control of the property

Note: It is important that all applicable information noted above along with the fee is submitted with the application. An incomplete application will not be scheduled for Planning Commission consideration. Planning Commission meetings are held on the second Thursday and fourth Wednesday of each month at 6:00 p.m. Contact the Planning Department for the deadline date for submissions. Once your application is deemed complete, it will be put on the agenda for the next Planning Commission meeting. A deadline missed or an incomplete application could result in a month's delay.

(Office Use Only)

Date Received: _____ Application Complete: YES _____ NO _____

Date application deemed to be complete: _____ Completion determination made by: _____



PLANNING & ZONING
HURRICANE CITY
UTAH

147 N 870 W Hurricane UT
PHONE: 435.635.2811 FAX: 435.635.2184

PRELIMINARY SITE PLAN APPLICATION

For office use only: \$200.00 Fee
File No. 2023-PSP-03
Receipt No. _____

Name: Todd Smith Telephone: 801.979.8633

Address: 3747 Sagebrush Dr., Santa Clara, UT 84765 Fax No. _____

Email: Todd@brotherskeeperutah.com Agent Email: micaeldalewagstaff@gmail.com

Agent (If Applicable): Mike Wagstaff Telephone: 801.910.3375

Address/Location of Subject Property: See parcel legal descriptions, address not yet assigned

Tax ID of Subject Property: H-3331-A, H-3313-F, H-3313-C Zone District: _____

Proposed Use: (Describe, use extra sheet if necessary. Include total number of lots) _____
The purpose of the application is to create a mixed use community through a rezone from R-1-10 to R-1-8 and a PDO overlay, with products ranging from starter homes to more established units on approximately 3083 lots.

This application shall be accompanied by the following:

- ☒ 1. A vicinity map showing the general location of the project.
- ☐ 2. Three (3) copies of a site plan showing:
 - ☒ Topography showing 2' contours, identification of 30% or greater slopes.
 - ☒ The layout of proposed uses.
 - ☒ Location of open space when applicable.
 - ☒ Proposed access to the property and traffic circulation patterns.
 - ☒ Adjoining properties and uses.
 - ☒ Proposed reservations for parks, playgrounds, school, and any other public facility sites, if any.
- ☒ 3. Preliminary utility plan, including water, sewer, and storm drainage plans, and including access points to utilities.
- ☒ 4. Tables showing the number of acres in the proposed development and a land use summary; and
- ☐ 5. A phased development plan if applicable.
- ☒ 6. Warranty deed or preliminary title report or other document (see attached Affidavit) showing evidence that the applicant has control of the property
- ☒ 7. Signed and notarized Acknowledgment Water Supply (see attached)

NOTE: It is important that all applicable information noted above is submitted with the application. An incomplete application will not be scheduled for Planning Commission consideration. Planning Commission meetings are held on the second Thursday and the fourth Wednesday of each month at 6:00 p.m. Contact the Planning Department for the deadline date for submissions. Once your application is deemed complete, it will be put on the agenda for the next Planning Commission meeting. A deadline missed due to an incomplete application could result in a month's delay.

.....
(Office Use Only)

Date Received: _____ Received by: _____

Date application deemed to be complete: _____ Completion determination made by: _____



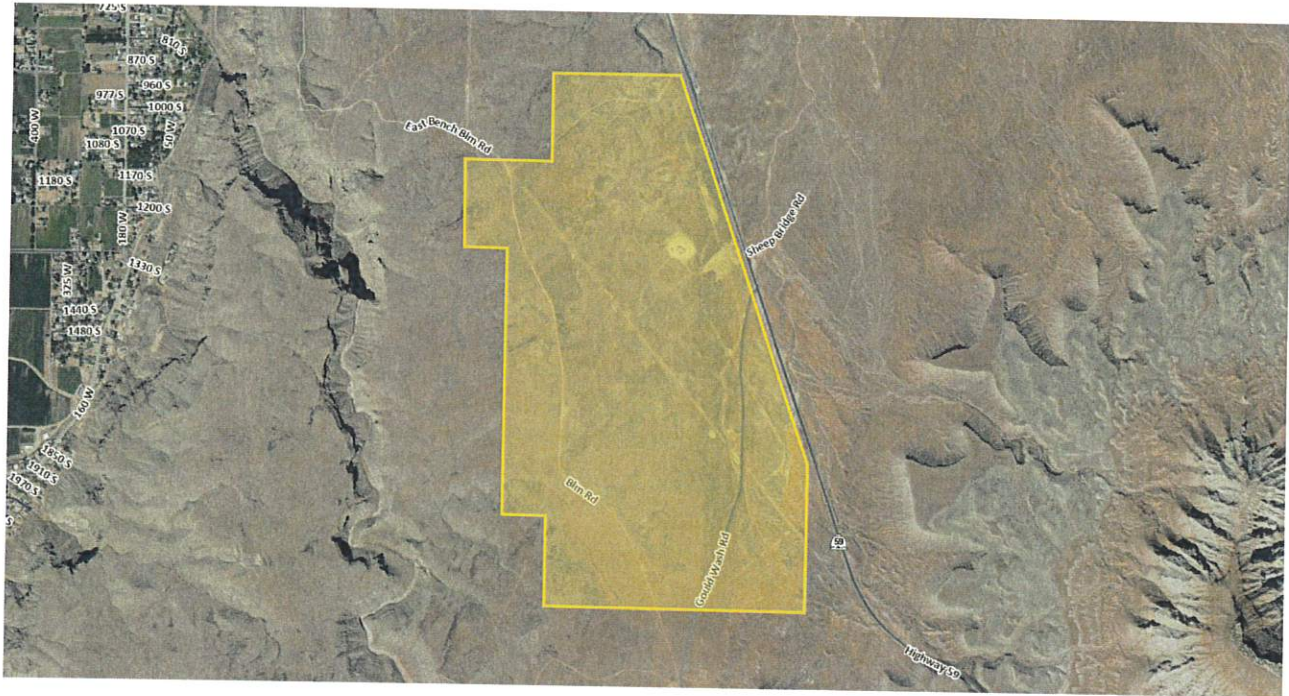
STAFF COMMENTS

Agenda Date:	02/09/2023
Application Number:	2023-ZC-02 2022-PSP-03
Type of Application:	Zone Change and Preliminary Site Plan Approval
Action Type:	Legislative
Applicant:	Todd Smith
Agent:	Mike Wagstaff
Request:	A Zone Change and Preliminary Site Plan approval from R1-10 to R1-8 PDO
Location:	Near the intersection of Gould's Wash Road and SR-59
Zoning:	R1-10
General Plan Map:	Planned Community

Discussion:

The applicant has submitted an application for the development they are calling, "Aloft" presumably because it is going to be situated approximately 750 feet above the remainder of the City on the East Bench. The property is located along SR-59 in the far southeast corner of the City boundaries. The applicant is proposing approximately 3000 lots along with commercial space, parks, civic space and open space. Due to the property's remote location large amounts of utility upgrades will be required, the applicant has provided a utility plan, site plan, design guidelines, and a traffic study.

	Zoning	Adjacent Land Use
North	R1-10	Undeveloped Property
East	None	Undeveloped Property
South	None	Undeveloped Property
West	None, R1-10	Undeveloped Property



10-7-7: ZONING MAP AND TEXT AMENDMENTS:

E. *Approval Standards: A decision to amend the text of this title or the zoning map is a matter within the legislative discretion of the city council as described in subsection [10-7-5A](#) of this chapter. In making an amendment, the following factors should be considered:*

1. *Whether the proposed amendment is consistent with goals, objectives and policies of the city's general plan;*
2. *Whether the proposed amendment is harmonious with the overall character of existing development in the vicinity of the subject property;*
3. *The extent to which the proposed amendment may adversely affect adjacent property; and*
4. *The adequacy of facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.*

02/09/2023

2023-ZC-02
2023-PSP-03

1. Is the proposed amendment consistent with the City's General Plan's goals, objectives, and policies?

The General Plan has this area mapped as Planned Community. The General Plan defines Planned Community as:

Master planned communities should be complete communities that offer a mixture of housing types and supporting uses such as neighborhood and supporting commercial uses, offices, churches, schools, and parks. Development in this designation should take into account the character of existing surrounding development.

This proposed development, with its wide range of uses and housing types is a good example of what the General Plan asks for “complete communities” in this section of the General Plan map. The applicant appears to be wanting to build a whole new city on top of the East Bench, with room for walking trails, parks, commercial space, and civic space. However, this site is attached to any of those needed services in the meantime due to its isolation.

It is important to note here when the General Plan calls out an area for a future land use that does not always mean that the area is currently viable or able to be developed in that manner. The property's current zoning of R1-10 would also match the General Plan for the property.

2. Is the proposed amendment harmonious with the overall character of existing development in the subject property's vicinity?

There is no existing development in the vicinity of this development. There is an existing road to the Three Points Treatment Center within the property. The General Plan does call for the remainder of the East Bench area to develop in a largely similar manner while the BLM property to the south, east, and west will presumably remain largely undeveloped.

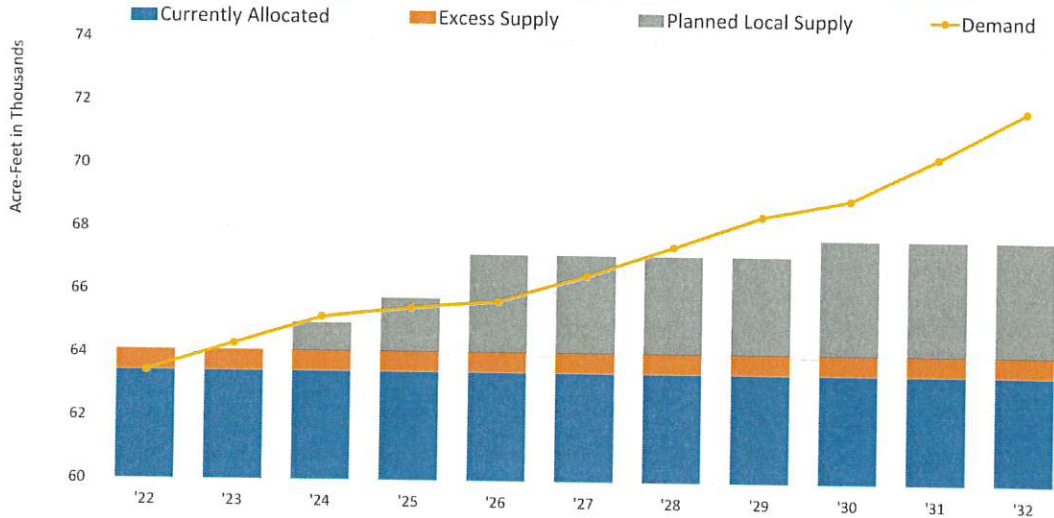
3. Will the proposed amendment affect the adjacent property?

If developed as presented it will have a massive effect as it opens up the entire East Bench area to development possibilities. There are currently no residences in the area that would be affected by this development but the area, specifically the BLM land surrounding it is used for recreational purposes that may be affected by increased development in the area

4. Are public facilities and services adequate to serve the subject property?

No. The nearest available utilities are all miles away at the houses near the bend in SR-59 and even those that are there will need significant upgrades. Some utilities will need to be brought in all the way from the base of the Hurricane Cliffs. See the JUC comments below.

Existing Water Supply vs Demand



Slide given from the WCWCD to the City Council on January 19, 2023. This same slide was presented at the What's Up Down South Econmic Conference on February 1, 2023.

Water and Adequate Utilities: Hurricane City Code 10-37-4 states:

- a. *Land shall be developed only where existing infrastructure is in place or will be timely provided to service proposed development. The City may require an analysis to be completed to determine whether adequate public facilities are available to service a development and whether such development will change existing levels of service or will create a demand which exceeds acceptable levels of service for roadways, intersections, bridges, storm drainage facilities, water lines, water pressure, sewer lines, fire and emergency response times, and other similar public services. The City may disapprove a proposed development if demand for public services exceeds accepted levels of service. No subsequent approval of such development shall be given until either the developer or the City installs improvements calculated to raise service levels to the standard adopted by the City.*
- b. Adequate utilities and services are a consideration for a zone change and relies on the discretion of the Land Use Authority (the City Council) for when to allow a zone change in areas not quite ready for development. Staff has major concerns about adequate utilities and the need for long-term water within the City at this time. The last few years of high growth have stretched Hurricane's utilities in many areas of the City, and the City is working hard to catch up. In addition, Washington County Water Conservancy District

reported in January to the City Council that they currently have enough water for the next five years worth of growth, but are unsure beyond that. This is a major concern for Planning Staff, and it can't be understated how important water is to the community. Planning has started some additional study of water supply within the City and looking at appropriate land use for a limited future water supply. However, until more data and additional information can be considered, staff would recommend denying large master plan communities, especially those that are not adjacent to existing services. Development focus should be given to parcels that can be easily serviced by utilities and will overall contribute to the Hurricane's housing and economic needs. Generally speaking, development closer to existing services will be cheaper for the City to service and be more efficient. Higher density tends to be more water efficient per unit to a certain point but may use more water overall because of the additional units. The decision about density and the location of future development and the type of that development will need to be constantly reviewed and considered by the City over the next several years to help balance the needs of the City, including providing services to current and new residents, providing economic opportunities, allowing needed housing to be developed, etc.

Preliminary Site Plan Review

JUC Comments:

Power: Existing overhead power is a Rocky Mountain transmission line. To get Hurricane Power a substation would have to be built in the area. HC Power does not have power nearby, we also do not have a site for a substation. This project is possible if the developer is willing to pay for the infrastructure. Developer should talk to HC Power for all the details to make that happen.

Water: No comments. See attached map from Alpha Engineering for low pressure areas.

Streets: Access issues to the area

Sewer: A treatment plant is not an option. Project must connect to the sewer. Significant off-site sewer is needed for this project. Off-site sewer will require acquisition of land outside the UDOT right-of-way. off-site sewer will need to get off the hill to connect to the existing sewer. An up-size of the existing sewer will likely be required. A map is attached with a proposed sewer route to this property.

Fire: Unable to do a review without a water model. Hydrants must meet standards of 2018 IFC. Access needs more clarity.

Engineering: Right of way acquisition for utility alignments could be difficult, approximately eight private property owners and a highway crossing. Preliminary drainage analysis needed to determine storm drain needs. The existing storm drain master plan is insufficient for this area. It appears three semi-major drainage courses cross through the proposed development. Interchange planned at Sheep's Bridge Road. Proposed accesses along SR-59 are too numerous. Access management must be coordinated with UDOT. Reroute of Gould's Wash Road. Traffic impact study needed-could have major impacts on 100 S and Main St. Master planned major collector and minor collector along existing power line. Poor connectivity across city boundary to BLM property

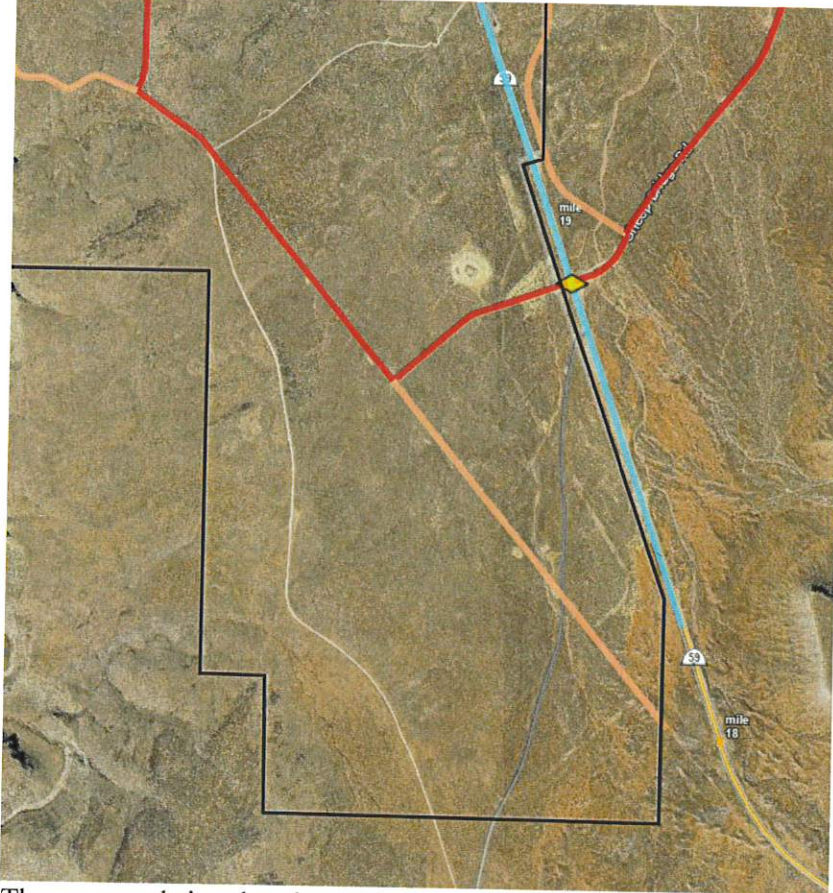
Gas: Dominion Energy has no facilities in this area to serve this project. It would require significant investment by the developer to bring gas to this project.

Phone: Existing fiber. No comment

Cable: Lack of infrastructure

Staff Comments:

1. **Density:** The applicant is requesting an R1-8 PDO. R1-8 PDO zoning allows for up to 4.4 units per acre. The applicant is proposing *approximately* 3,083 units on 685 acres which is a density of 4.5 units per acre. The maximum number of units this development could have with the proposed zoning is 3,014 units.
2. **Transportation Master Plan:** The 2019 Transportation Master Plan depicts this area in the picture below



The proposed site plan does not appear to meet the Transportation Master Plan for this area in the following ways

- a. The applicant does not appear to account for the proposed interchange at Sheep's Bridge Road and SR-59.
 - b. The site plan does not appear to depict Sheep's Bridge Road connecting through the property to the road along the existing Rocky Mountain power line. Sheep's Bridge Road is proposed to be paved and turned into a major thoroughfare between SR-59 and Virgin.
 - c. The applicant is proposing open space and trails along the existing Rocky Mountain power line instead of the planned master planned roadway
3. The applicant is proposing cross-sections for their boulevards and some internal streets within their development. Per HCC 10-23-6 the applicant can propose and the City can approve

different cross-sections within PDOs. Engineering has not had time to review these fully, Planning staff has no major concerns with the proposal

4. The applicant has submitted a traffic impact study for the development. Engineering has not had time to review the findings of the study at this time. Planning staff has serious concerns about increased traffic load on downtown streets and any recommendations from the study that would decrease walkability in downtown Hurricane.
5. The applicant is proposing a “downtown” walkable area within the middle of the development with a five minute walk radius. The “five minute walk” area, typically about a quarter-mile, is considered to be the distance people would be willing to walk instead of driving. Many cities and planned communities will plan their retail and residential cores with this in mind and will try to put the most they can within these areas so more people can enjoy the walkable community. The Point of the Mountain development near Draper is doing something very similar to this. These kinds of complete self-contained communities are desirable from a sustainability and traffic point of view and from a market point of view as these communities can be very popular with people. The main concern is because the development is so isolated, that the enhanced design of the community will have limited impact since most people within the development will need to commute elsewhere for work, shopping, school, and other needs for many years.

Findings:

Staff makes the following findings:

1. The application meets many of the standards within the General Plan and General Plan Map.
2. This zone change is harmonious with what the General Plan anticipates the remainder of the area will be developed in the area
3. The proposed development will have an impact on the area but there is almost no development in the area right now
4. Services are not adequate to serve the property.
5. The site plan does not meet the Transportation Master Plan in the area.

Recommendation: Staff recommends the Planning Commission review this application and the zone change based on standards and considers residents' comments. Staff would recommend denial of this zone change due to the inadequate services and utilities to the property. If the Planning Commission is inclined to make a positive recommendation on this zone change then staff would recommend continuing this item to work out the issues with the site plan and the transportation master plan with Engineering and the applicant.

ALOFT HURRICANE SITE MASTER PLAN
Block and Street
Site Design Development
A NEW MIXED-USE DEVELOPMENT OUTSIDE
HURRICANE CITY, UTAH

08/17/22

methodstudio



ALOFT HURRICANE

Site Plan

685 acre site

--- Property line



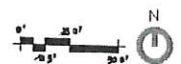
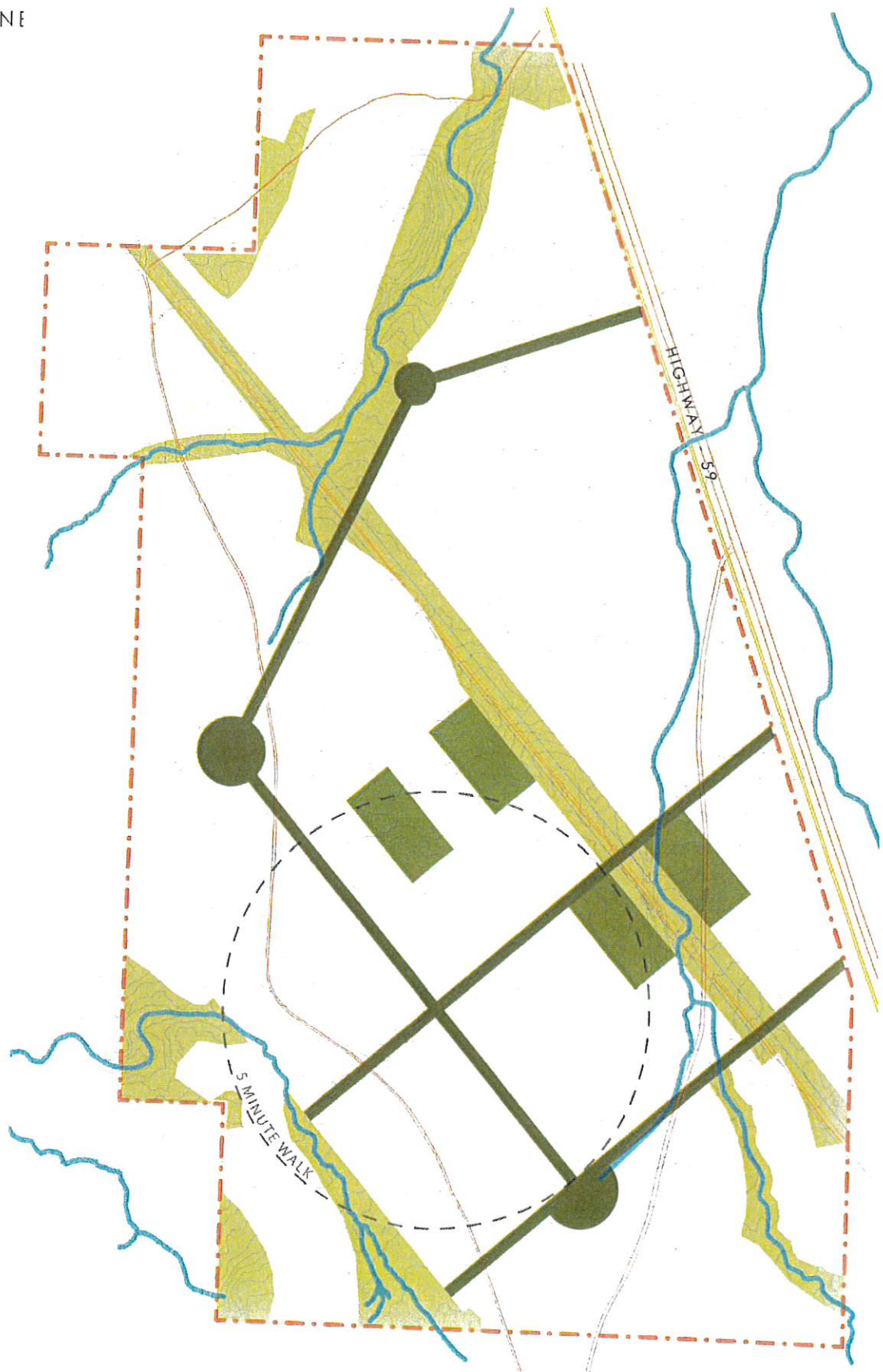
ALOFT HURRICANE

Site Plan

685 acre site

Green Space

- Property line
- Ephemeral streams
- Boulevards
- Parks
- Green/Open Space



ALOFT HURRICANE

Site Plan

685 acre site

Public & Commercial Space

Property line

Boulevards

Parks

Green/Open Space

Religious + Civic Buildings

Commercial

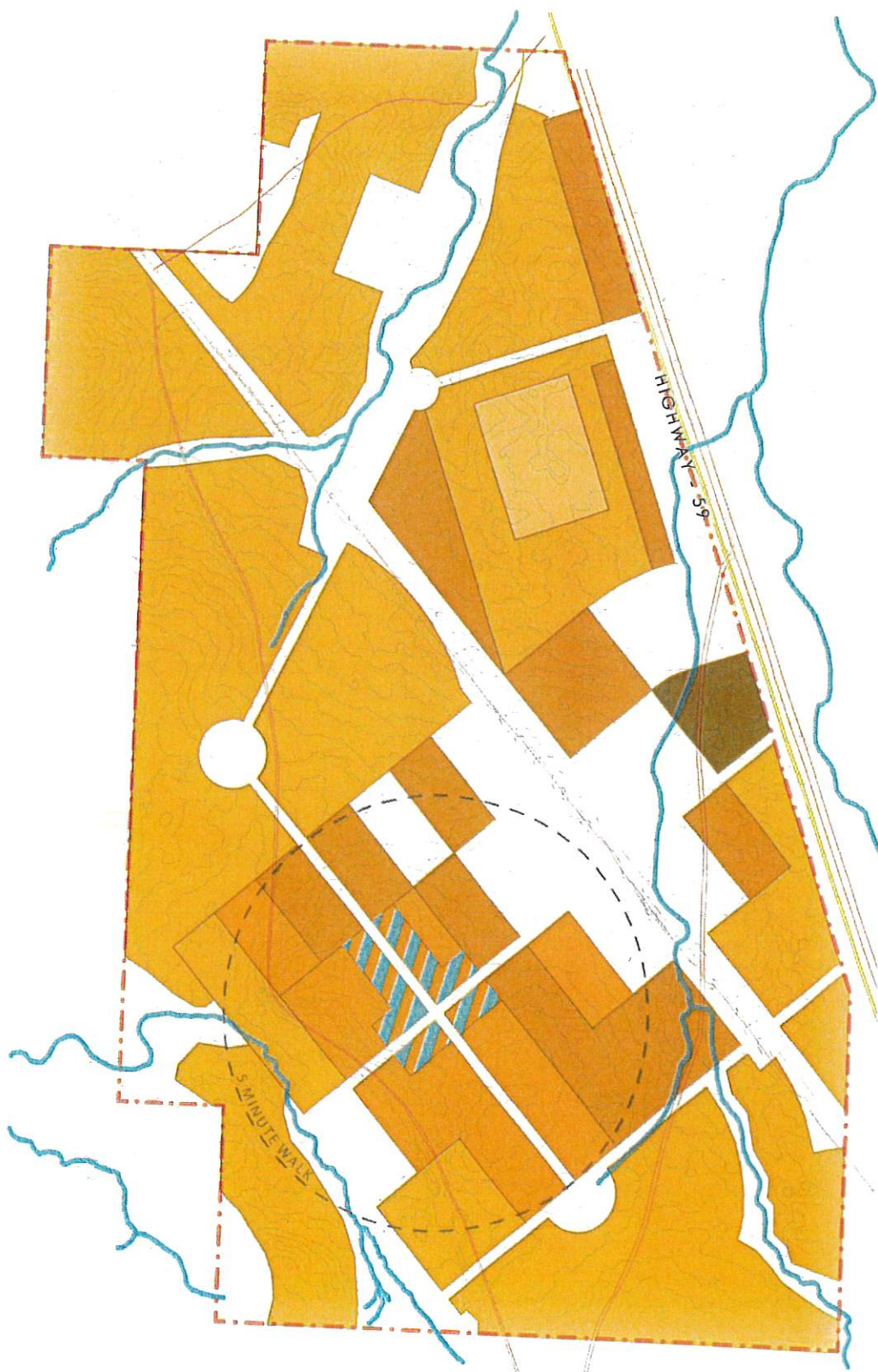


ALOFT HURRICANE

Site Plan 685 acre site

Residential

--- Property line



ALOFT HURRICANE

Site Plan

685 acre site

Property line

High Density Residential
Mid Density Residential
Low Density Residential

Mix-Used

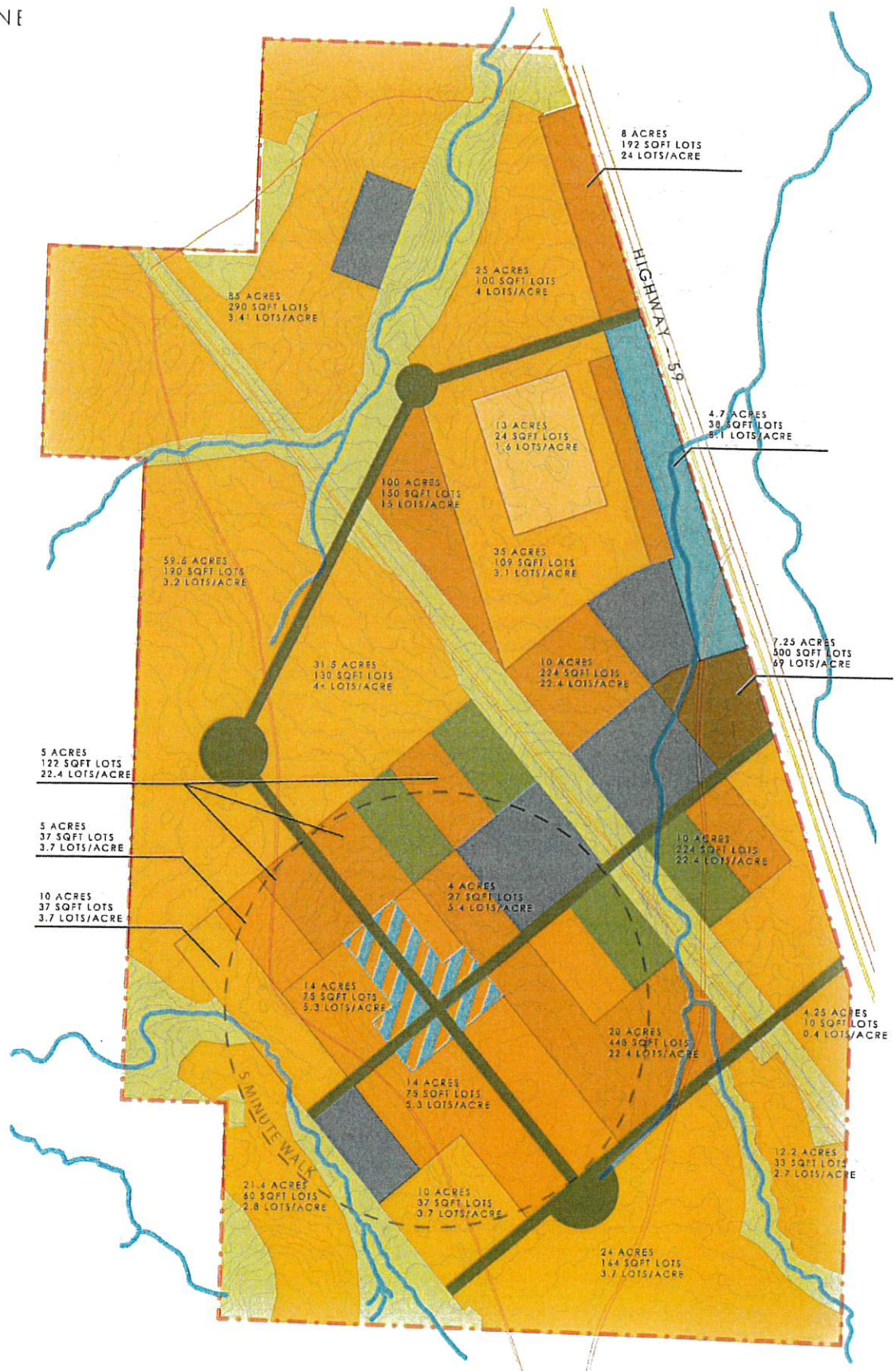
Boulevards

Parks

Green/Open Space

Religious + Civic Buildings

Commercial

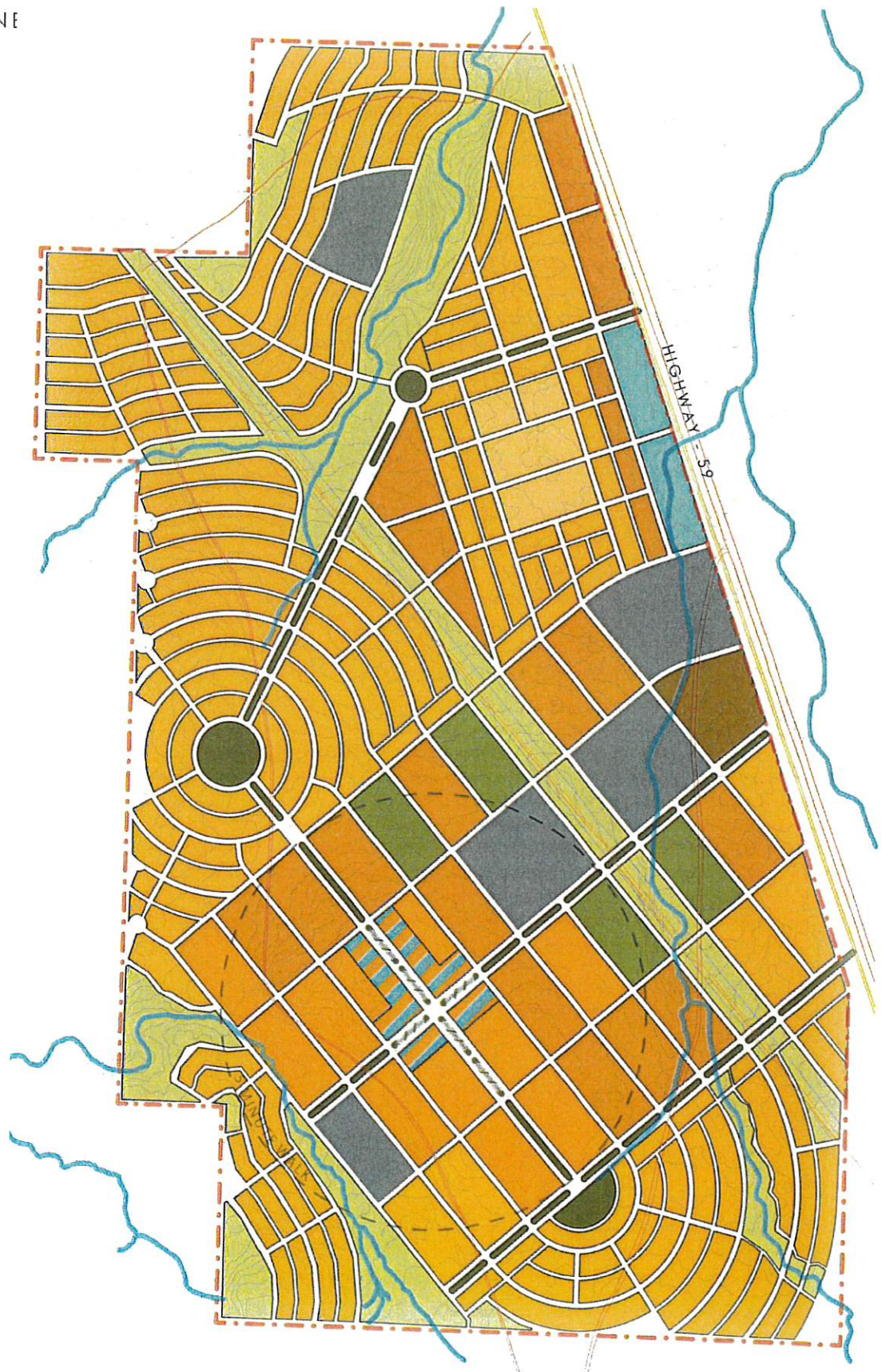


ALOFT HURRICANE

Blocking Plan

685 acre site

- Property line
- High Density Residential
- Mid Density Residential
- Low Density Residential
- Mix-Used
- Boulevards
- Parks
- Green, Open Space
- Religious + Civic Buildings
- Commercial



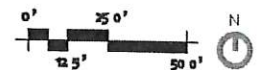


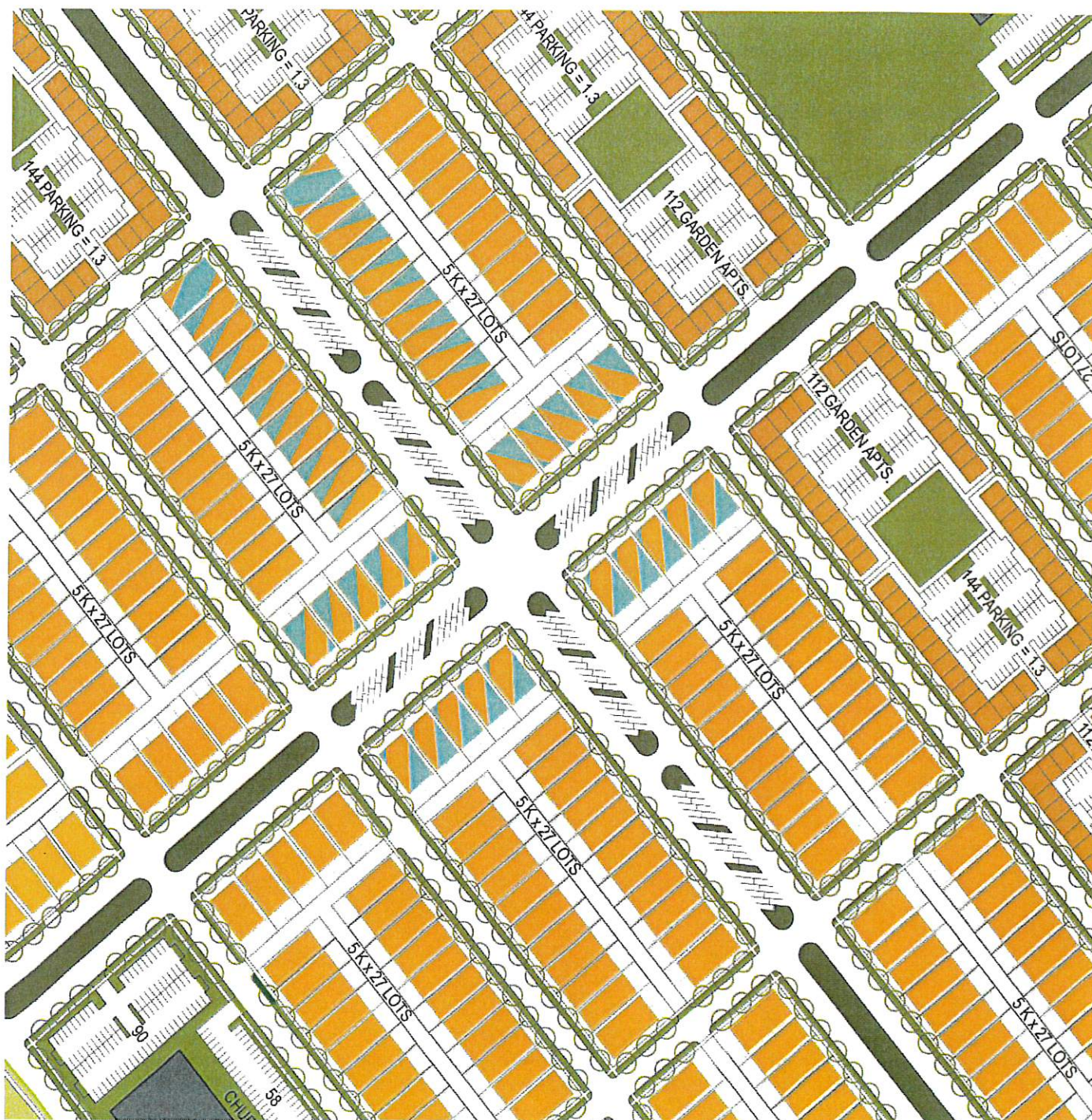
--- Downtown Area Blocks Study
BLOCK SIZE: 337' X 663'





— Downtown Area Blocks Study
BLOCK SIZE: 337' X 663'





Walkable "downtown" area

Single-family residences, multi-family residences, extra on-street parking, mixed-used potential



ALOFT HURRICANE

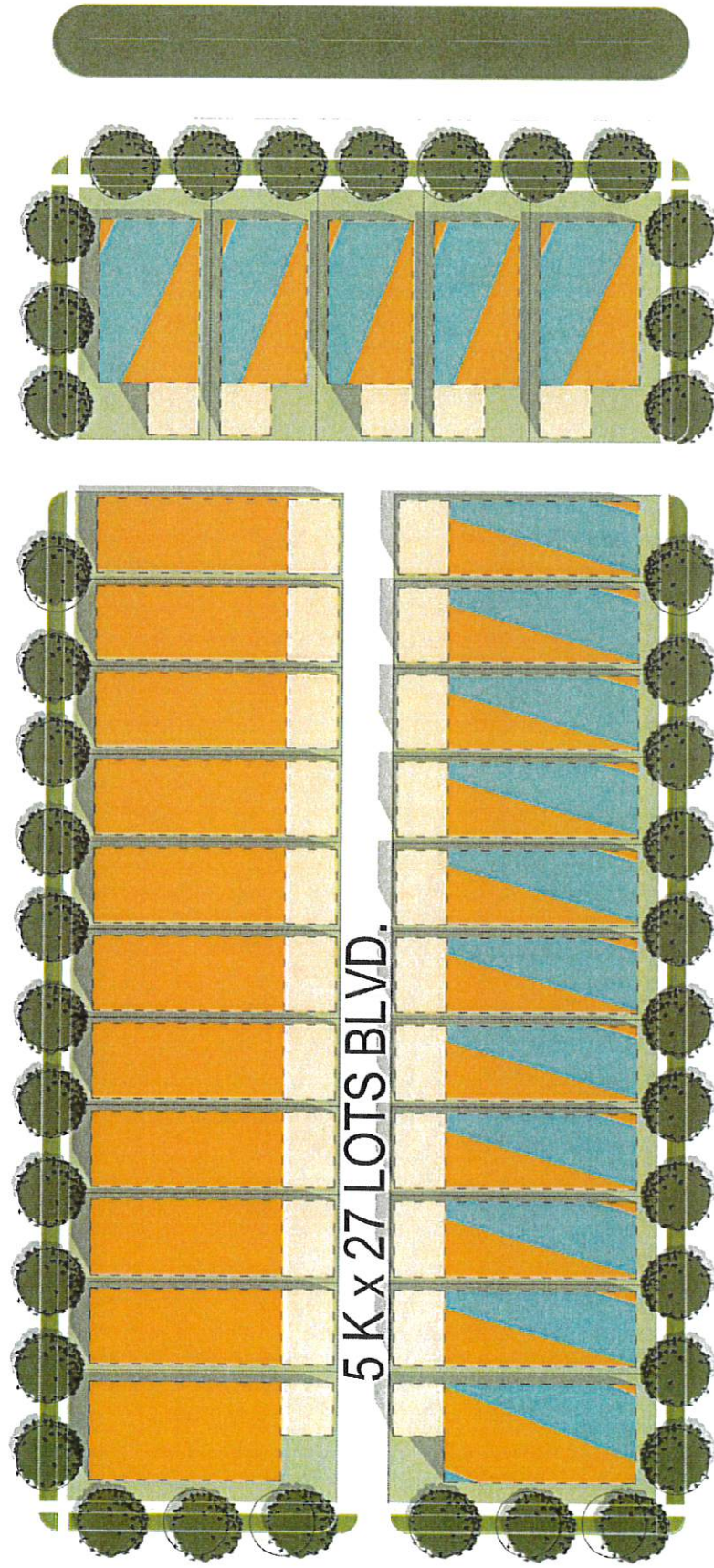
Block Plan -

1. 5,000 sf lots on a boulevard

BLOCK SIZE: 337' X 663'



key plan



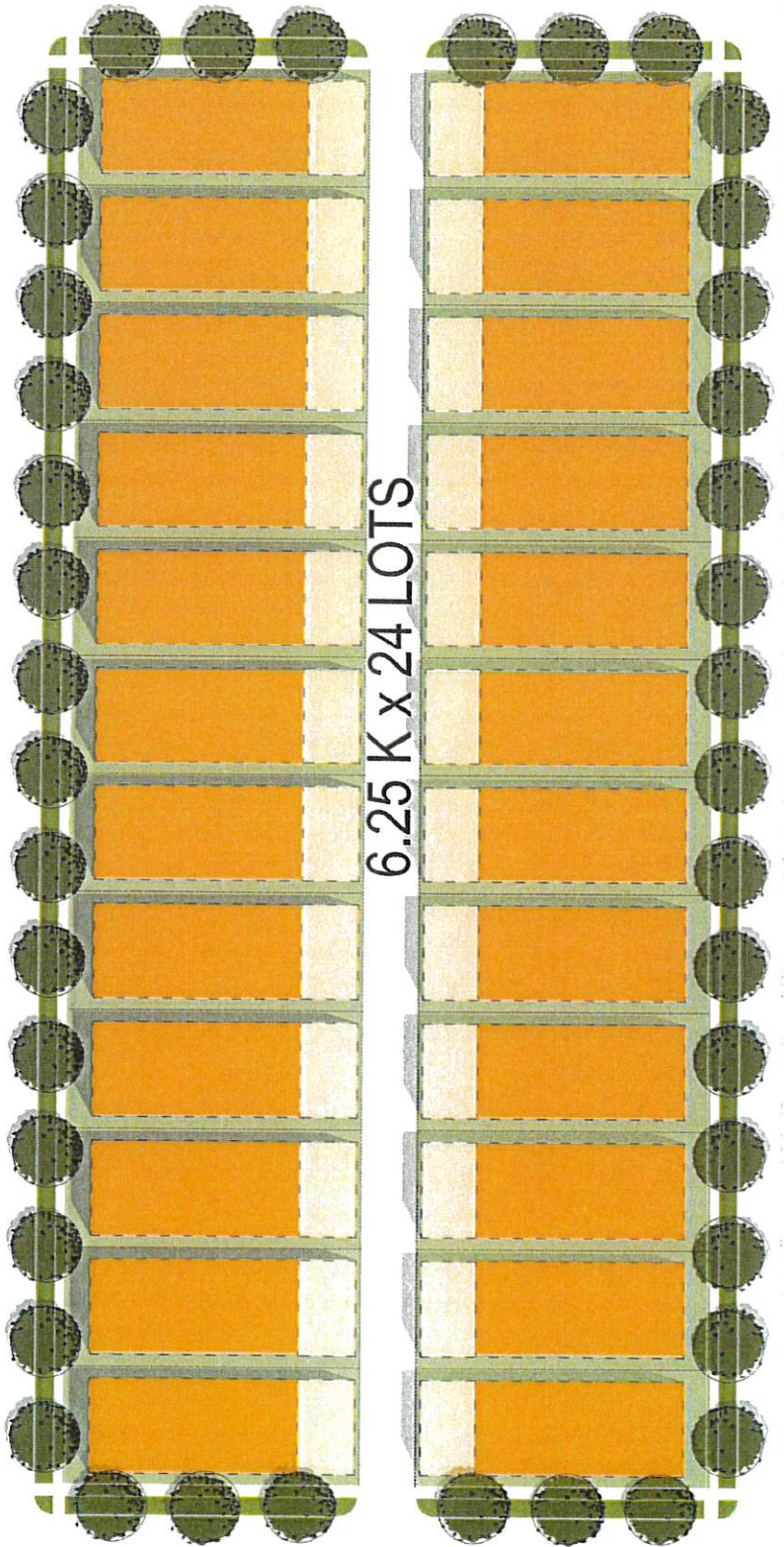
ALOFT HURRICANE

Block Plan -

2. 6,250 sf lots on regular streets
BLOCK SIZE: 337' x 663'



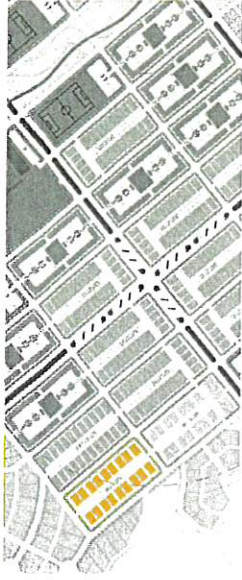
key plan



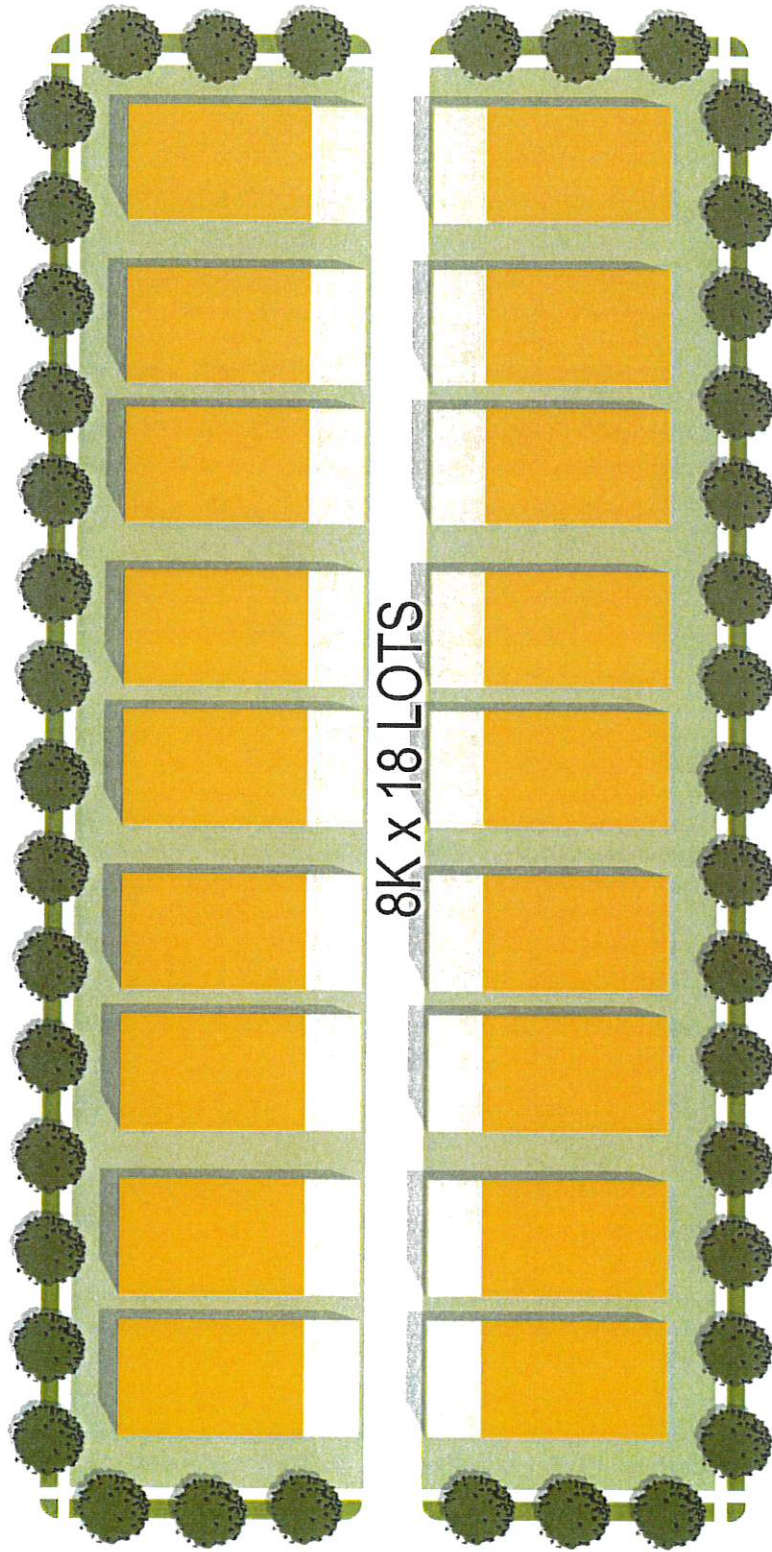
ALOFT HURRICANE

Block Plan -

3. 8,000 sf lots on regular streets
BLOCK SIZE: 337' X 663'



key plan



ALOFT HURRICANE

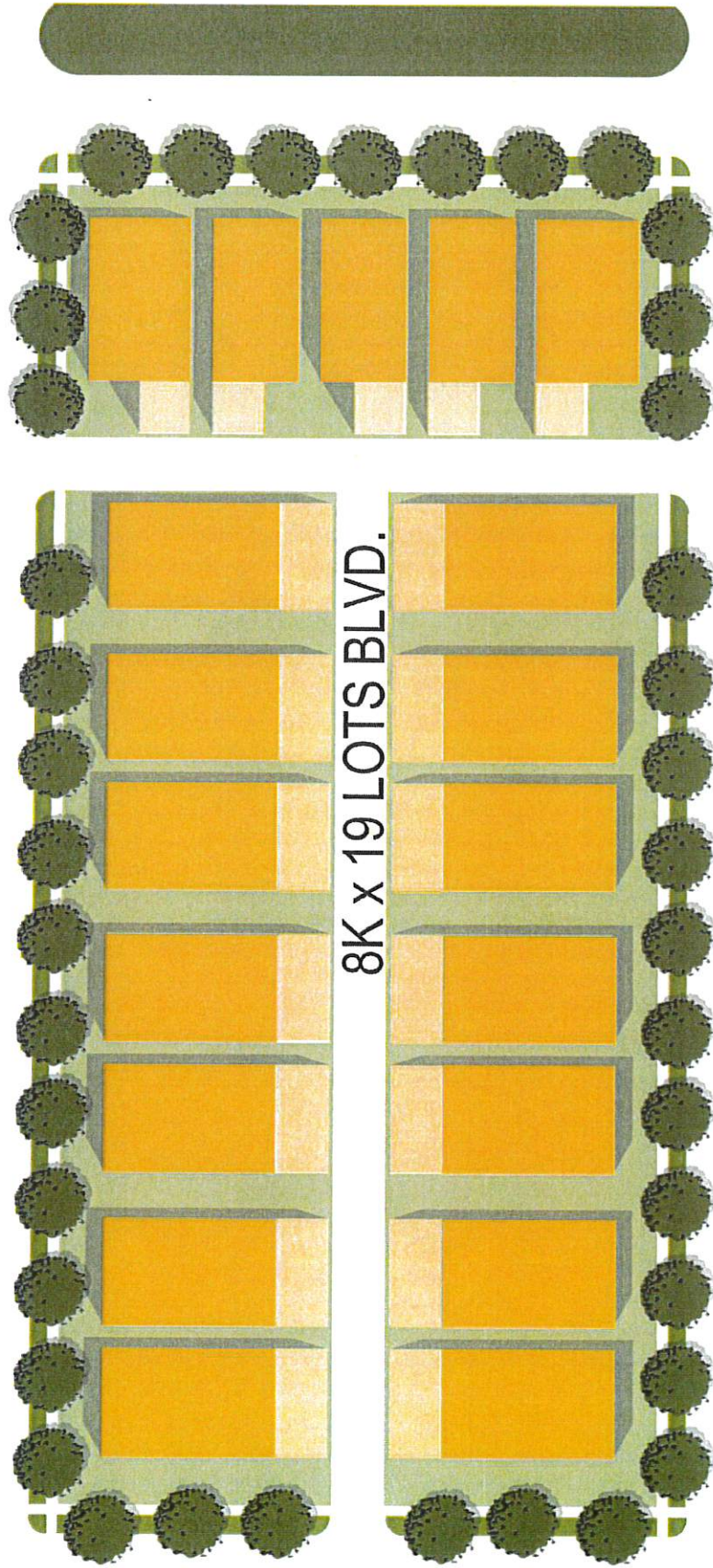
Block Plan -

4. 8,000 sf lots on a boulevard

BLOCK SIZE: 337' X 663'



key plan

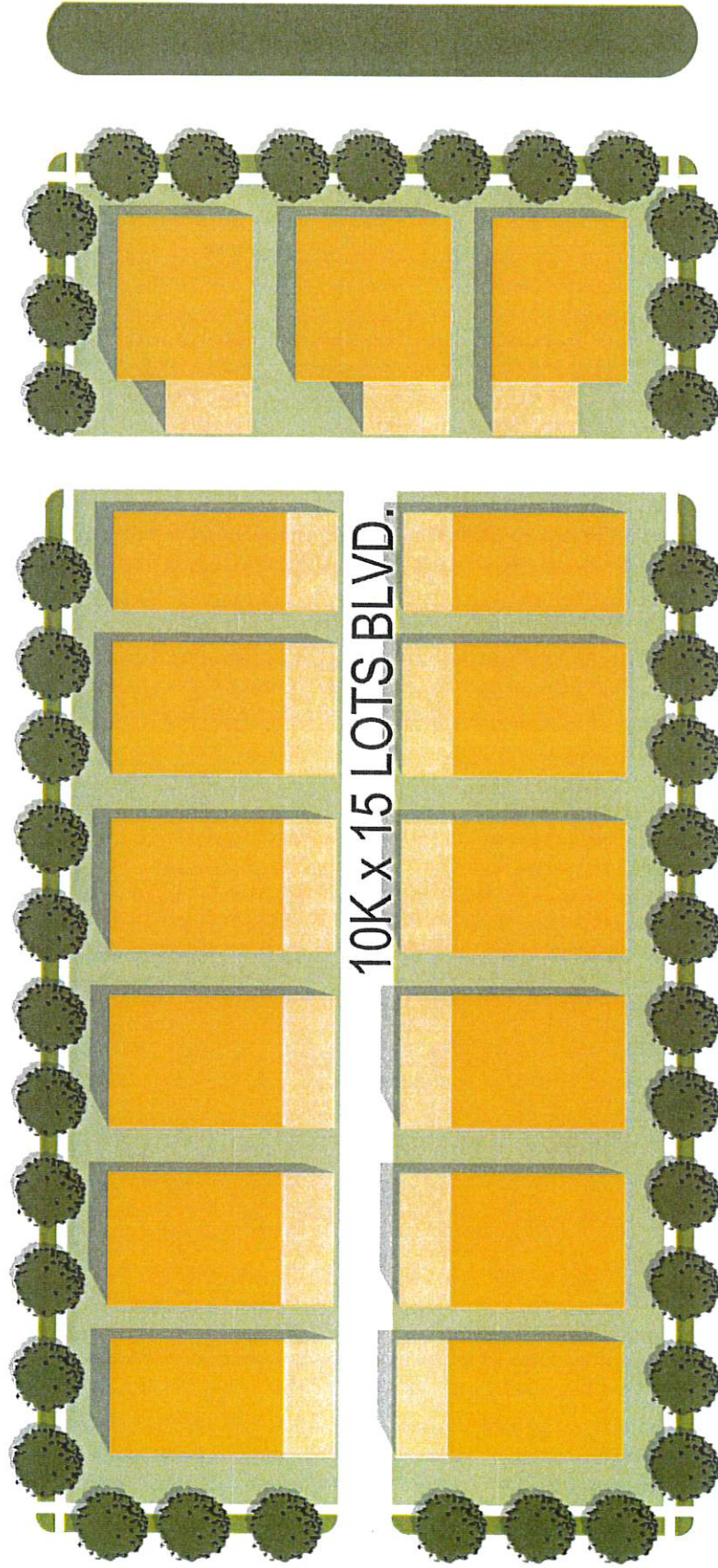


ALOFT HURRICANE

Block Plan -

5. 10,000 sf lots on a boulevard

BLOCK SIZE: 337' X 663'



ALOFT HURRICANE

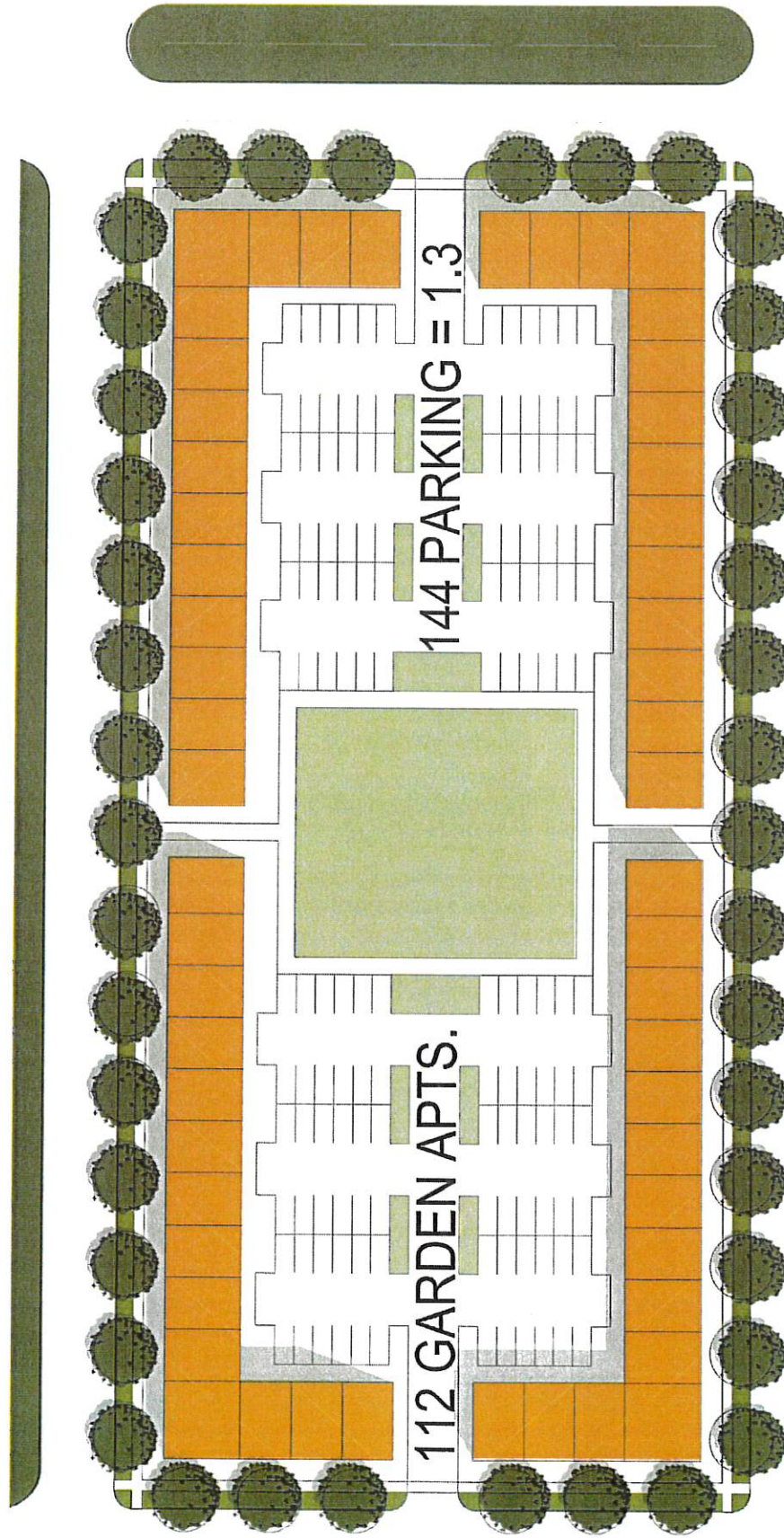
Block Plan -

6. Multi-family block on boulevards

BLOCK SIZE: 337' X 663'

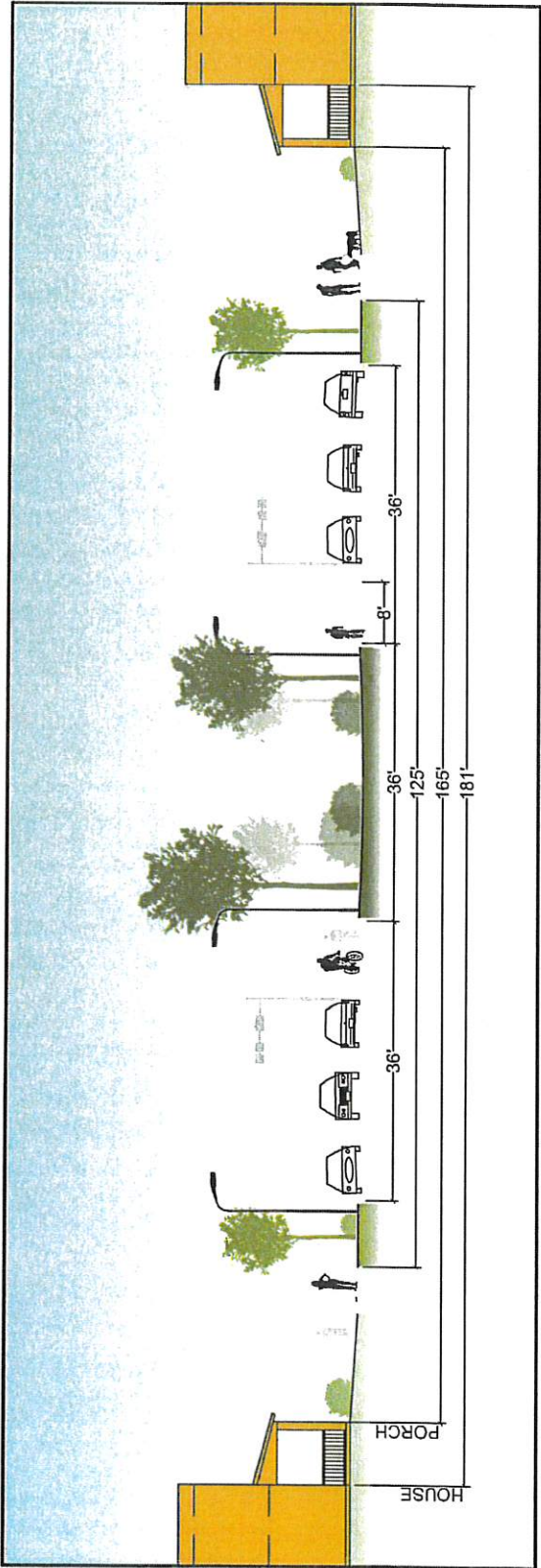
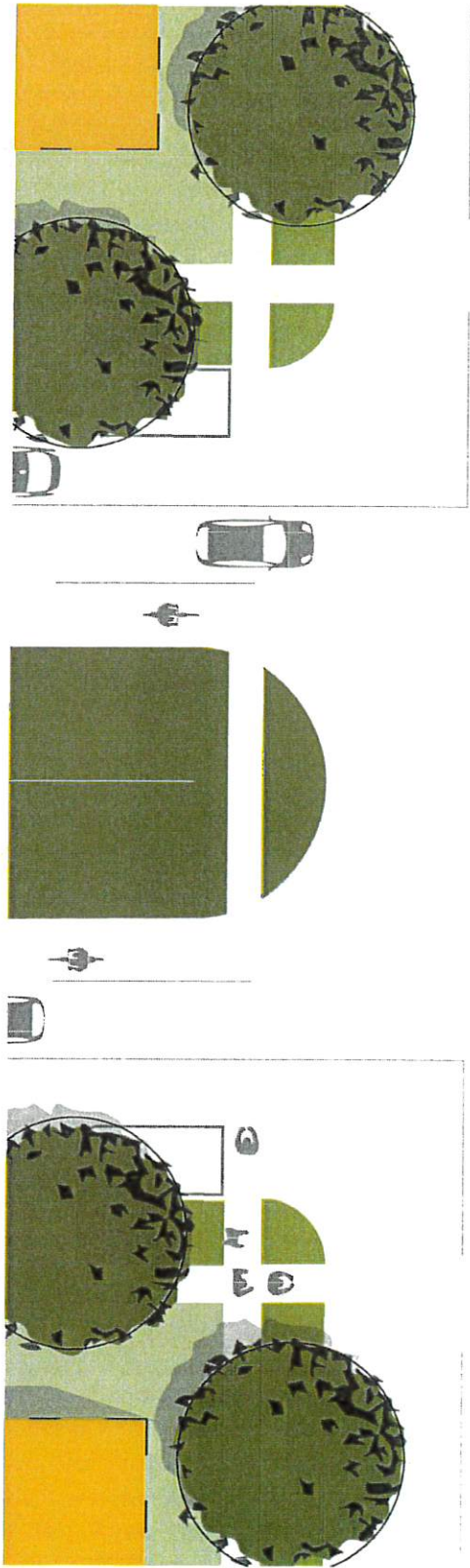


key plan



Street Section

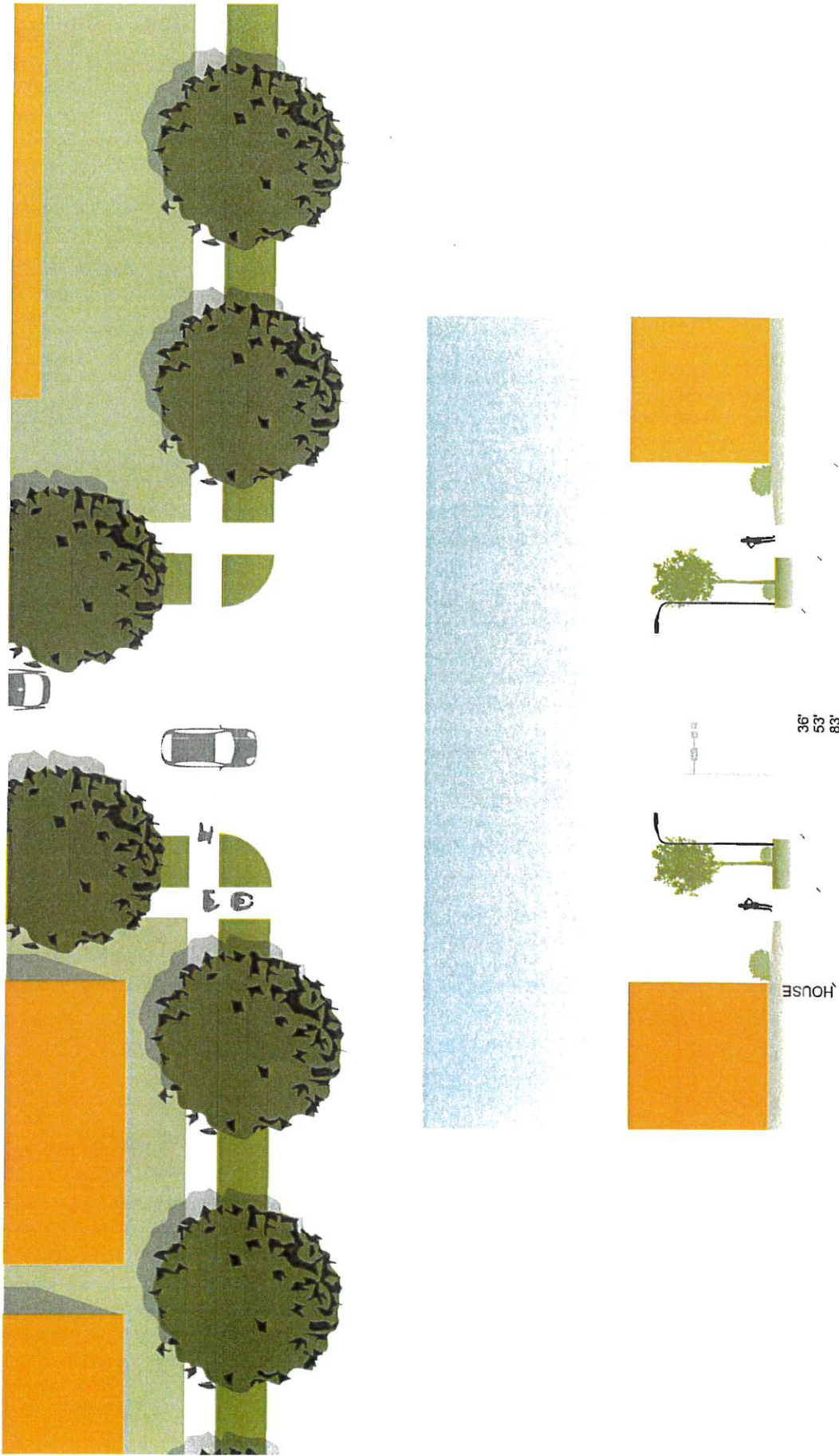
1. Boulevard section with single family houses



ALOFT HURRICANE

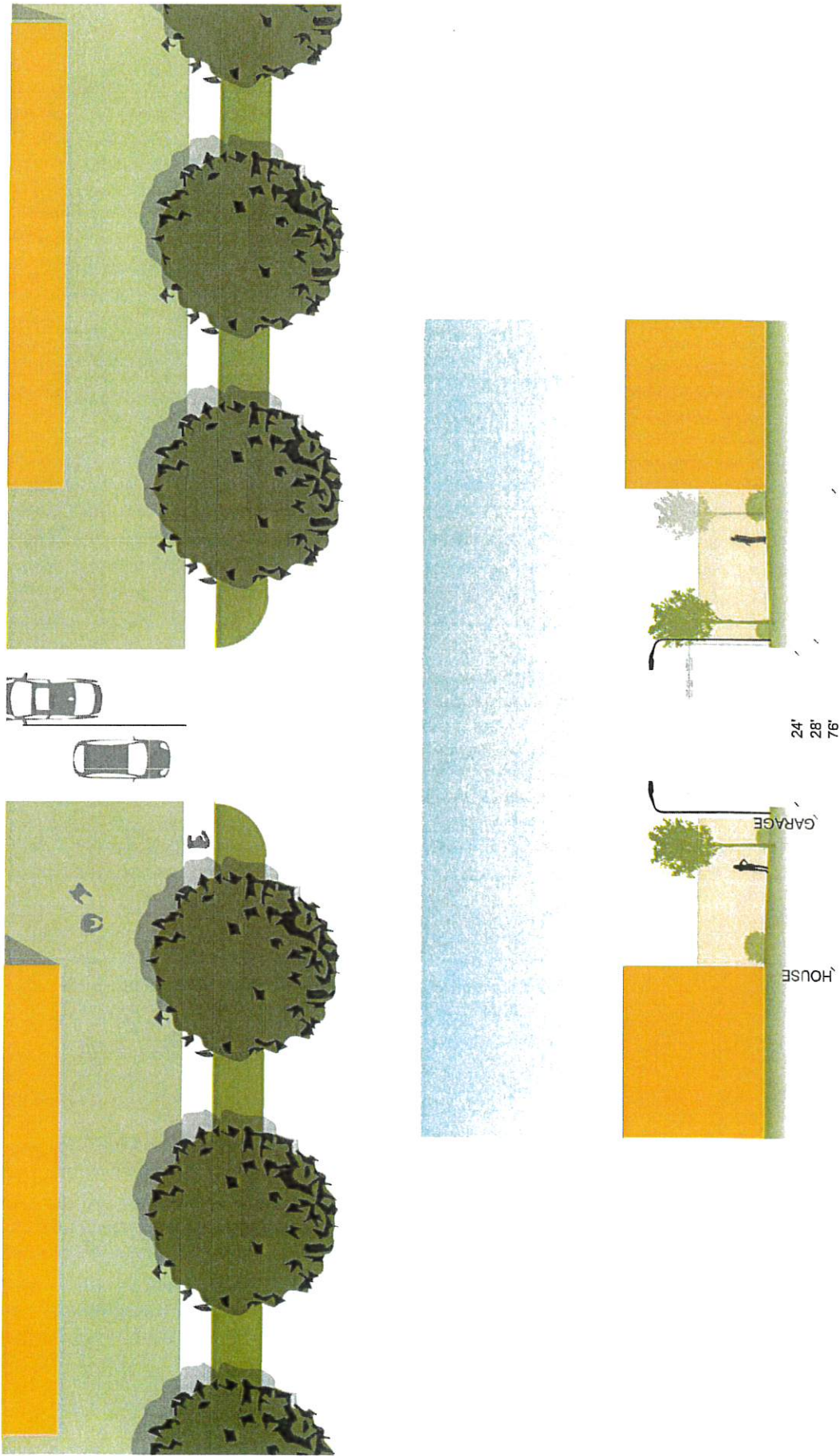
Street Section

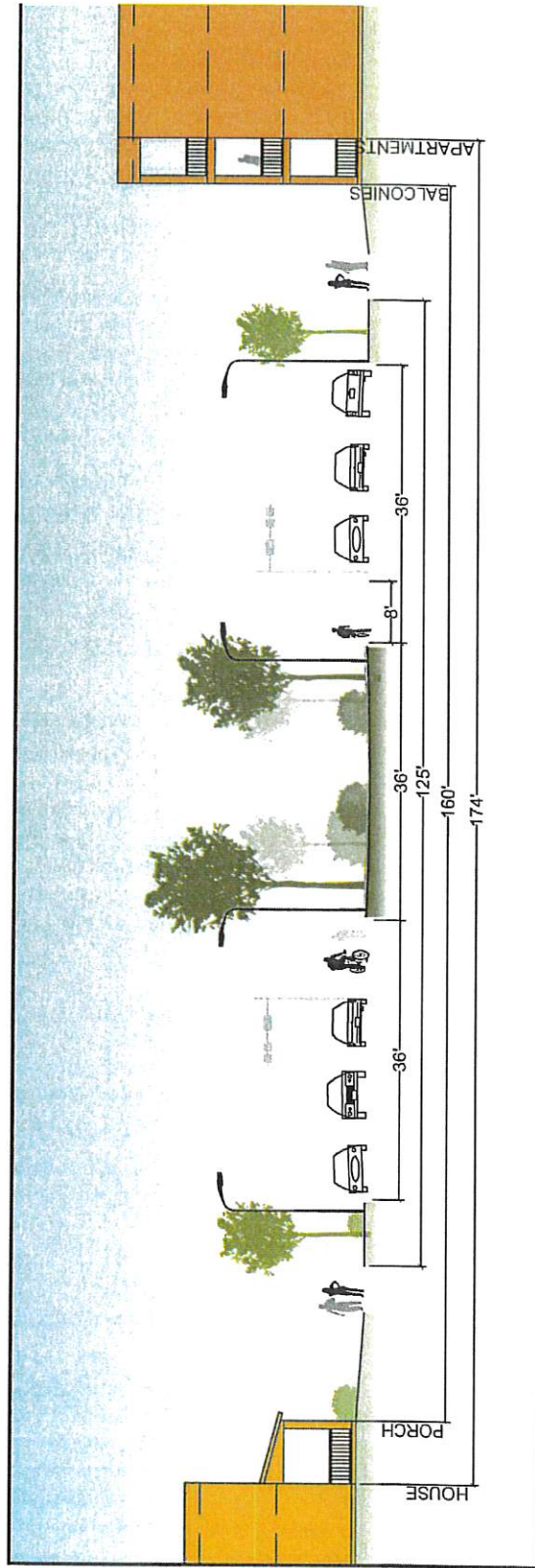
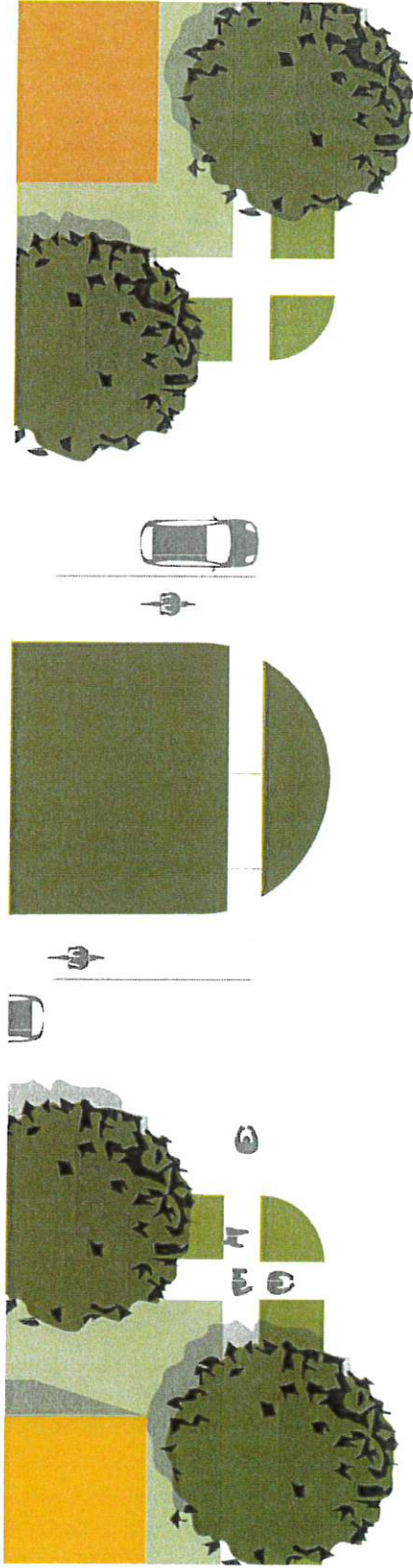
2. Street section with single family houses



ALOFT HURRICANE

Street Section
3. Alley





Aloft

Traffic Impact Study



Hurricane, Utah

September 16, 2022

UT22-2286



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Aloft development located in Hurricane, Utah. The development is located southeast of Hurricane City along S.R. 59.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022) and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed. The weekday evening and Saturday midday peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2. An exhibit of the proposed mitigated roadway network is shown in Figure ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

Intersection		Level of Service													
		Existing (2022)						Future (2050)							
		Background		Plus Project		Plus Project Mitigated		Background		Background Mitigated		Plus Project		Plus Project Mitigated	
		WKD	SAT	WKD	SAT	WKD	SAT	WKD	SAT	WKD	SAT	WKD	SAT	WKD	SAT
1	Main Street / State Street	B	A	F	F	D	C	C	C	C	C	F	F	E	E
2	100 South / Main Street	A	A	F	F	B	B	C	B	B	B	E	D	D	D
3	North Street / S.R. 59	-	-	f	f	B	B	-	-	-	-	B	C	B	C
4	Middle Street / S.R. 59	-	-	f	f	B	B	-	-	-	-	C	D	B	B
5	South Street / S.R. 59	-	-	c	c	A	B	-	-	-	-	B	B	B	B

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

2. WKD = Weekday peak hour, SAT = Saturday peak hour

Source: Hales Engineering, September 2022

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions

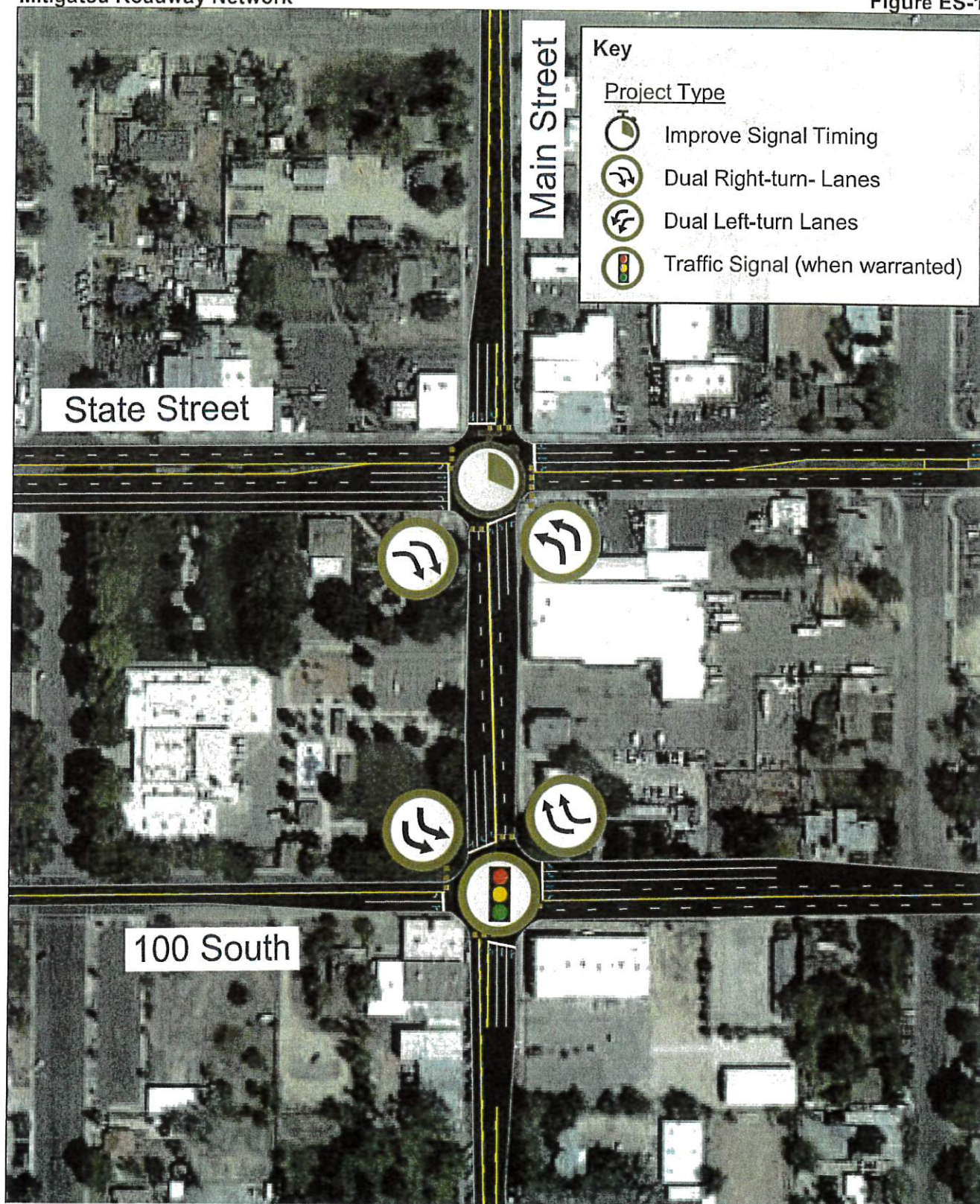
- The development will consist of single-family and multi-family residential, and commercial/retail.
- The project is anticipated to generate approximately 2,727 weekday evening peak hour trips and 2,859 Saturday midday peak hour trips
- Based on UDOT auxiliary lane guidelines, the following deceleration/acceleration lanes are warranted:
 - North Street / S.R. 59: Northbound left-turn decel, southbound right-turn decel and accel
 - Middle Street / S.R. 59: Northbound left-turn decel, southbound right-turn decel and accel
 - South Street / S.R. 59: Northbound left-turn decel, southbound right-turn decel and accel

2022	Background	Plus Project
Assumptions	• None	• Full buildout of project
Findings	• Acceptable LOS	• Poor LOS, significant queueing, and congestion at: ◦ Main Street / State Street ◦ 100 South / Main Street ◦ North Street / S.R. 59 ◦ Middle Street / S.R. 59

Mitigations	• None	• Main Street / State Street: ◦ Remove NB RT lane and install dual NB LT lanes ◦ Lengthen EB RT lane to 450 feet and WB LT lane to 275 feet ◦ Implement EB RT overlap phase ◦ Implement WB protected / permissive LT phasing • 100 South / Main Street: ◦ Install signal (add LT lane to all approaches) ◦ Install dual SB LT lanes ◦ Lengthen WB RT lane to 300 feet ◦ Implement WB RT overlap phase • North Street / S.R. 59: ◦ Install signal (add LT lane to all approaches) ◦ Install dual SB and NB thru-lanes ◦ Reserve space for future EB dual left turn lanes • Middle Street / S.R. 59: ◦ Install signal (add LT lane to all approaches) ◦ Reserve space for future EB dual left turn lanes • South Street / S.R. 59: ◦ Install signal (add LT lane to all approaches)
2050	Background	Plus Project
Assumptions	• Background growth based on Dixie MPO travel demand model forecast which shows significant growth in the Apple Valley area	• Full buildout of project
Findings	• Acceptable LOS • Significant WB queueing at 100 South / Main Street intersection and EB queueing at Main Street / State Street intersection	• Poor LOS at: ◦ Main Street / State Street ◦ 100 South / Main Street • Significant queueing at: ◦ Main Street / State Street ◦ 100 South / Main Street ◦ Middle Street / S.R. 59
Mitigations	• Main Street / State Street: ◦ Implement EB & WB permissive / protected phasing ◦ Install dual NB LT lanes with protected phasing	• Main Street / State Street: ◦ Widen EB approach and install dual EB RT lanes • 100 South / Main Street: ◦ Widen WB approach and install dual WB RT lanes • Middle Street / S.R. 59: ◦ Widen S.R. 59 to five-lane cross-section through the intersection

Sensitivity Analysis

- In future (2050) plus project conditions, the following approximate percentages of trip generated traffic can be added to the study intersections to maintain acceptable levels of service and queueing without any roadway network changes to the surrounding area:
 - Non-mitigated scenario (no dual-right turn lanes): 55%
 - Mitigated scenario (dual right-turn lanes): 90%



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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Aloft development located in Hurricane, Utah. The proposed project is located southeast of Hurricane City along S.R. 59. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022) and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed.

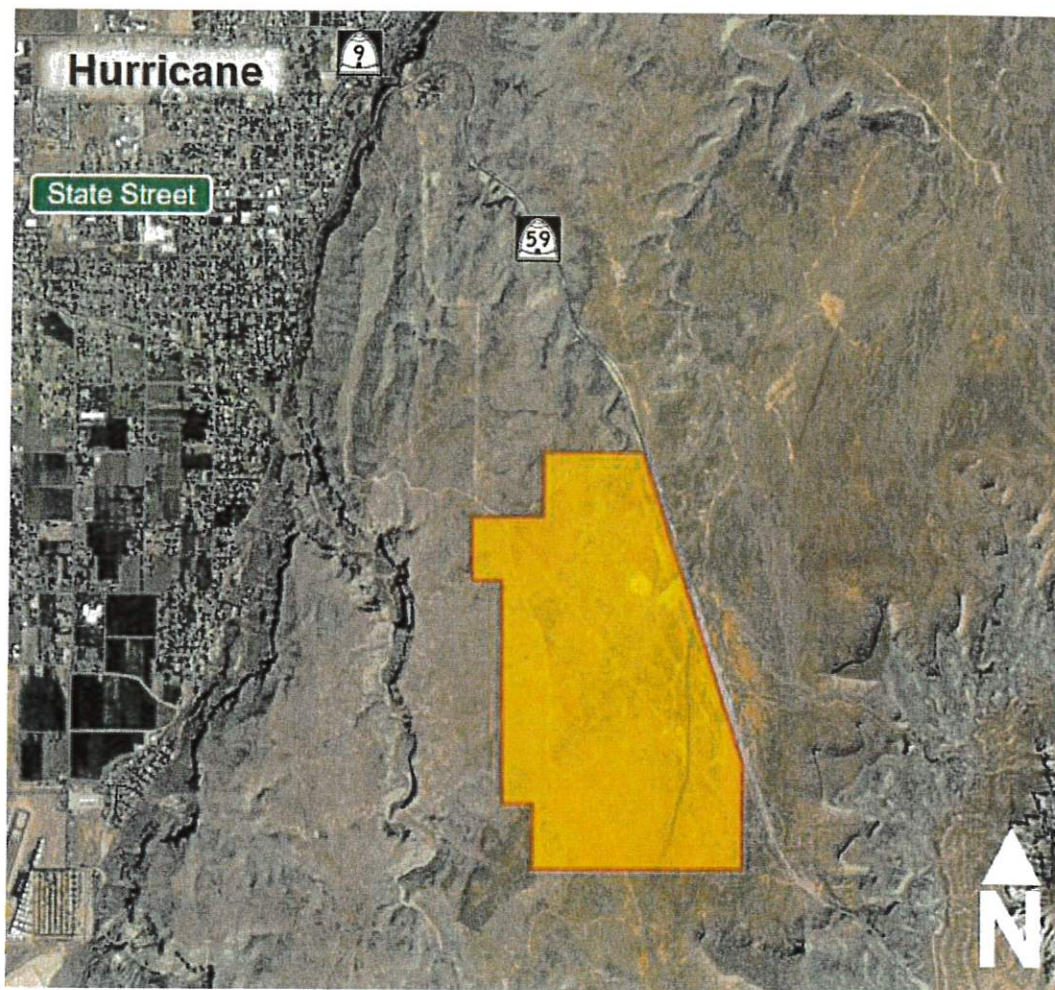


Figure 1: Vicinity map showing the project location in Hurricane, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Main Street (S.R. 59) / State Street (S.R. 9)
- 100 South (S.R. 59) / Main Street (S.R. 59)
- North Project Street / S.R. 59
- Middle Project Street / S.R. 59
- South Project Street / S.R. 59

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual (HCM)*, 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2022) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

S.R. 59 – is a state-maintained roadway (classified by UDOT access management standards as a “System Priority – Rural Importance” facility, or access category 2 roadway). The roadway has two travel lanes in the southeast-bound direction and one travel lane in the northwest-bound direction. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one mile (5,280 feet), minimum unsignalized street spacing of 1,000 feet, and minimum driveway spacing of 1,000 feet. The posted speed limit is 55 mph in the study area.

C. Traffic Volumes

Weekday evening (4:00 to 6:00 p.m.) and Saturday midday (1:00 to 3:00 p.m.) peak period traffic counts were performed at the following intersections:

- Main Street (S.R. 59) / State Street (S.R. 9)
- 100 South (S.R. 59) / Main Street (S.R. 59)

The counts were performed on Thursday, July 28, 2022 and Saturday, July 30, 2022. The weekday evening peak hour was determined to be between 5:00 and 6:00 p.m., and the Saturday midday peak hour was determined to be between 1:15 and 2:15 p.m. The weekday evening peak hour volumes were approximately 12% higher than the Saturday peak hour volumes. Both the weekday evening and Saturday midday peak hour volumes were used in the analysis. Detailed count data are included in Appendix B.

Hales Engineering did not make seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby UDOT automatic traffic recorder (ATR) on S.R. 9 (ATR #402). In recent years, traffic volumes in July have been approximately equal to average traffic volumes. Therefore, the observed traffic volumes were left unadjusted.

Figure 2 shows the existing weekday evening and Saturday midday peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the weekday evening and Saturday midday peak hours, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2022) conditions.

Table 2: Existing (2022) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Weekday Evening Peak	Saturday Midday Peak
Main Street / State Street	Signal	B (10.9)	A (9.8)
100 South / Main Street	AWSC	A (5.3)	A (5.0)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

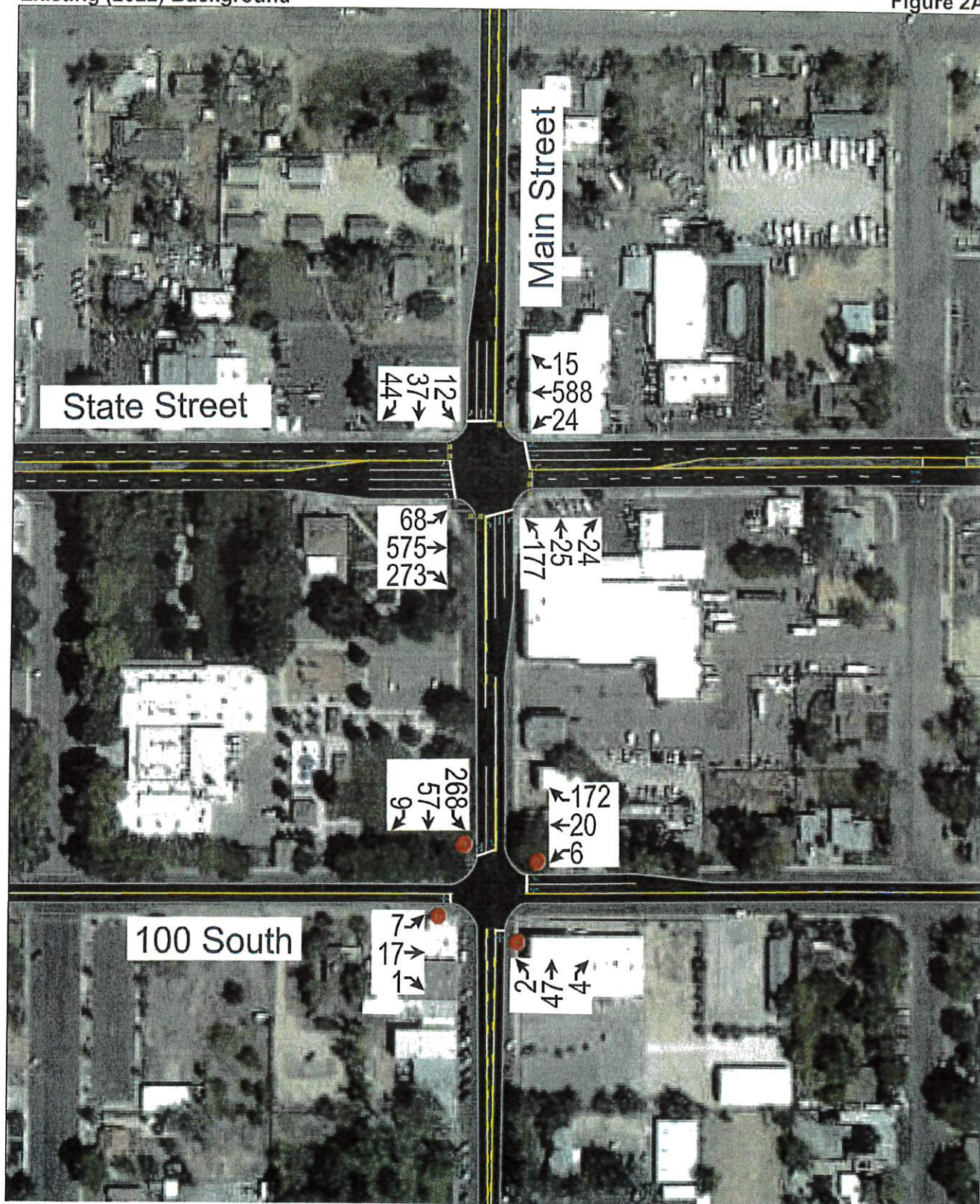
Source: Hales Engineering, September 2022

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the weekday evening and Saturday midday peak hours.

F. Mitigation Measures

No mitigation measures are recommended.





III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Aloft development is located southeast of Hurricane City along S.R. 59. The development will consist of single-family and multi-family residential units, as well as commercial/retail, schools, churches, and parks. Since the schools and churches are not anticipated to have trip generation during the analyzed peak hours, they were not included in the report. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 3.

Table 3: Project Land Uses

Land Use	Intensity
Single-family detached housing	1,444 Units
Multi-family housing	2,400 Units
Commercial / Retail	200,000 sq. ft.

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Due to the mixed-use nature of the project, a 15% internal capture reduction was applied to the trip generation based on NCHRP Report 684 methodologies. Trip generation for the proposed project is included in Table 4.

The total trip generation for the development is as follows:

- Weekday Evening Peak Hour Trips: 2,727
- Saturday Midday Peak Hour Trips: 2,859

Table 4: Trip Generation

Trip Generation Hurricane - Aloft											
Land Use ¹	# of Units	Unit Type	Trip Generation					Reductions	New Trips		
			Total	% In	% Out	In	Out	Internal Capture	In	Out	Total
Saturday Midday Peak Hour											
Single-Family Detached Housing (210)	1,444	DU	1,252	54%	46%	676	576	15%	574	490	1,064
Multifamily Housing (Low-Rise) (220)	2,400	DU	984	50%	50%	492	492	15%	418	418	836
Shopping Center, >150k (820)	200	KSF	1,128	52%	48%	587	541	15%	499	460	959
TOTAL			3,364			1,755	1,609		1,491	1,368	2,859
Weekday PM Peak Hour											
Single-Family Detached Housing (210)	1,444	DU	1,224	63%	37%	771	453	15%	655	385	1,040
Multifamily Housing (Low-Rise) (220)	2,400	DU	1,054	63%	37%	664	390	15%	564	332	896
Shopping Center, >150k (820)	200	KSF	930	48%	52%	446	484	15%	380	411	791
TOTAL			3,208			1,881	1,327		1,599	1,128	2,727

¹. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 11th Edition, 2021.

SOURCE: Hales Engineering, August 2022

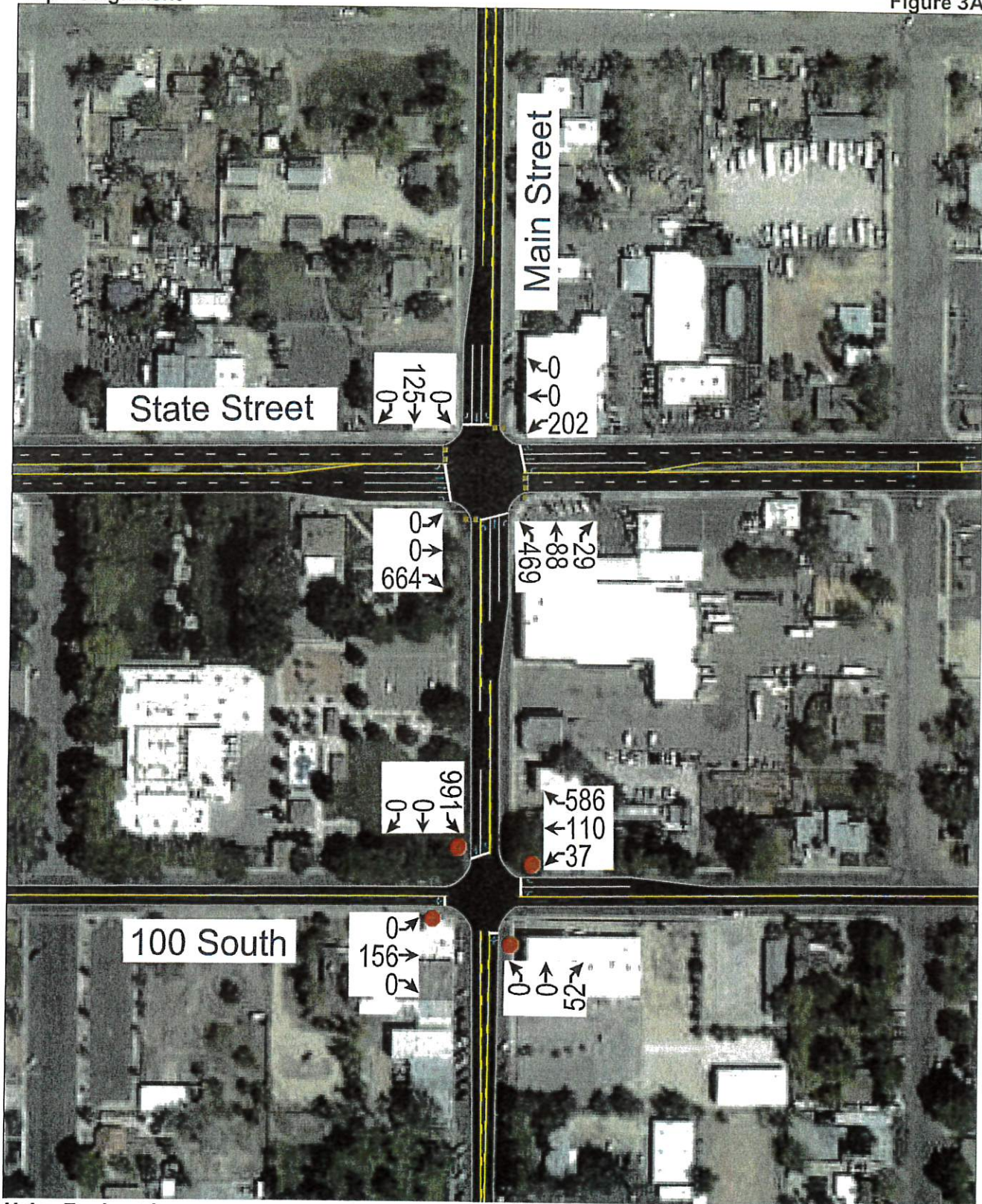
D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the weekday evening and Saturday midday peak hour is shown in Table 5.

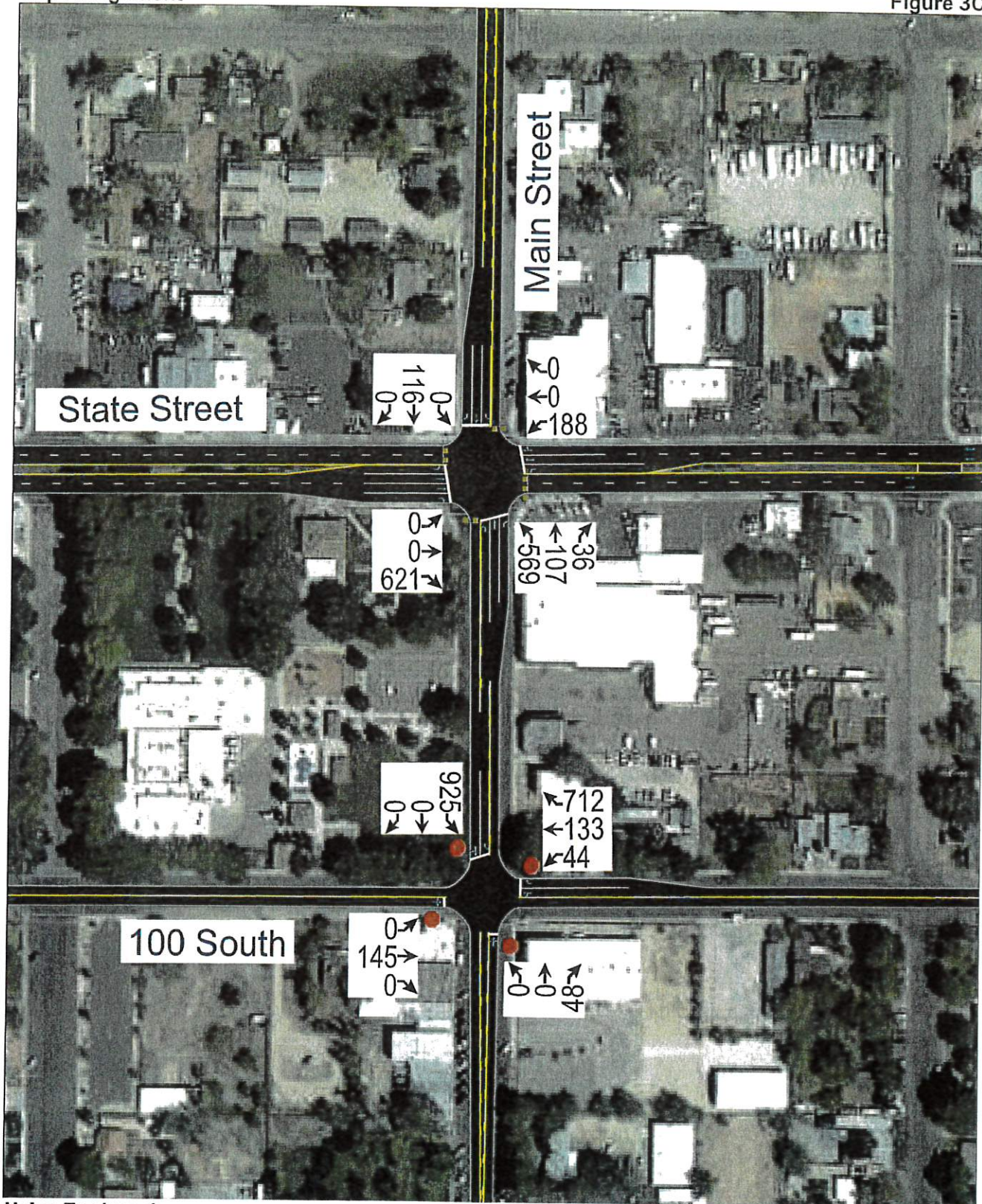
Table 5: Trip Distribution

Direction	% To/From Project
North	10%
South	15%
East	25%
West	50%

These trip distribution assumptions were used to assign the weekday evening and Saturday midday peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 3.









E. Access

The proposed access for the site will be gained at the following locations:

S.R. 59:

- The North Street will be located approximately 2,700 feet north of the Middle Street intersection. It will access the project on the west side of S.R. 59. Based on anticipated traffic volumes, it is anticipated that the access will likely need to be signal-controlled.
- The Middle Street will be located approximately 1,500 feet north of the South Street intersection. It will access the project on the west side of S.R. 59. Based on anticipated traffic volumes, it is anticipated that the access will likely need to be signal-controlled.
- The South Street will access the project on the west side of S.R. 59. Based on anticipated traffic volumes, it is anticipated that the access may need to be signal-controlled.

F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

UDOT Administrative Rule R930-6 outlines minimum peak hour turn volumes to warrant auxiliary lanes on UDOT roadways. The following are the minimum requirements for these lanes on S.R. 59 near the project for the current access category:

- Left-turn Deceleration (Ingress): 5 left-turn vehicles per hour
- Left-turn Acceleration (Egress): Is there a safety benefit?
- Right-turn Deceleration (Ingress): 20 right-turn vehicles per hour
- Right-turn Acceleration (Egress): 10 right-turn vehicles per hour

Based on these guidelines and the anticipated project traffic, it is recommended that the following deceleration (ingress) lanes be installed:

- North Street / S.R. 59: Northbound left-turn and southbound right-turn
- Middle Street / S.R. 59: Northbound left-turn and southbound right-turn
- South Street / S.R. 59: Northbound left-turn and southbound right-turn

It is recommended that the following acceleration (egress) lanes be installed:

- North Street / S.R. 59: Southbound right-turn
- Middle Street / S.R. 59: Southbound right-turn
- South Street / S.R. 59: Southbound right-turn

IV. EXISTING (2022) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the existing (2022) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for existing background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the existing (2022) background traffic volumes to predict turning movement volumes for existing (2022) plus project conditions. Existing (2022) plus project weekday evening and Saturday midday peak hour turning movement volumes are shown in Figure 4.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at poor levels of service during the weekday evening and Saturday midday peak hours with project traffic added, except for the South Street / S.R. 59 intersection, as shown in Table 6.

Table 6: Existing (2022) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Weekday Evening Peak	Saturday Midday Peak
Main Street / State Street	Signal	F (>80)	F (>80)
100 South / Main Street	Signal	F (>80)	F (>80)
North Street / S.R. 59	Signal	f (>50)	f (>50)
Middle Street / S.R. 59	Signal	f (>50)	f (>50)
South Street / S.R. 59	Signal	c (23.6)	c (22.8)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AIVSC intersections. Lowercase LOS used for all other unsignalized intersections.

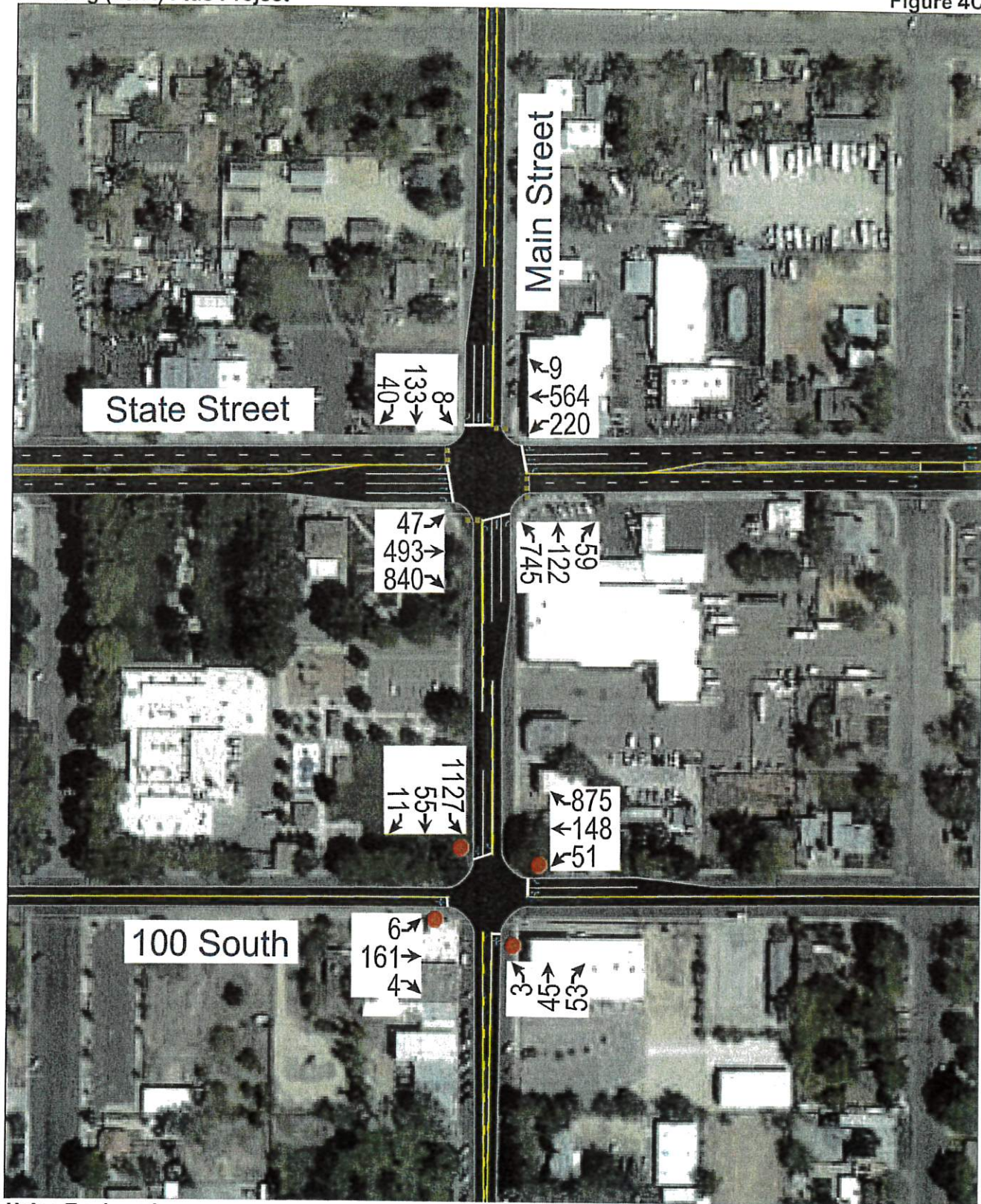
Source: Hales Engineering, September 2022

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths of over 1,000 feet are anticipated during the weekday evening and Saturday midday peak hour at nearly all study intersections.









E. Mitigation Measures

The following mitigations are recommended to bring the study intersections to acceptable levels of service in existing (2022) conditions:

- Main Street / State Street:
 - Remove northbound right-turn lane and install dual northbound left-turn lanes
 - Lengthen eastbound right-turn lane to 450 feet and westbound left-turn lane to 275 feet
 - Implement eastbound right-turn overlap phase
 - Implement westbound protected / permissive left-turn phasing
- 100 South / Main Street
 - Install signal (add left-turn lane to all approaches)
 - Install dual southbound left-turn lanes
 - Lengthen westbound right-turn lane to 300 feet
 - Implement westbound right-turn overlap phase
- North Street / S.R. 59
 - Install signal (add left-turn lane to all approaches)
 - Install dual southbound and northbound through-lanes
 - Will likely need to reserve space for eastbound dual left-turn lanes if land to the east develops
- Middle Street / S.R. 59
 - Install signal (add left-turn lane to all approaches)
 - Will likely need to reserve space for eastbound dual left-turn lanes if land to the east develops
- South Street / S.R. 59
 - Install signal (add left-turn lane to all approaches)

A mitigated scenario was analyzed with these improvements and the LOS result are shown in Table 7. Queuing of over 1,000 feet is still anticipated for the eastbound right-turn movement at the Main Street / State Street intersection during the weekday evening peak hour.

Table 7: Existing (2022) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Weekday Evening Peak	Saturday Midday Peak
Main Street / State Street	Signal	D (39.4)	C (32.9)
100 South / Main Street	Signal	B (18.1)	B (19.7)
North Street / S.R. 59	Signal	B (14.7)	B (15.7)
Middle Street / S.R. 59	Signal	B (15.8)	B (19.1)
South Street / S.R. 59	Signal	A (9.3)	B (12.6)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2022

V. FUTURE (2050) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2050) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Hurricane Transportation Master Plan (2019), there are no projects planned before 2050 in the study area. Therefore, no changes were made to the roadway network for the future (2050) analysis.

C. Traffic Volumes

Hales Engineering obtained future (2050) forecasted volumes from the Dixie MPO travel demand model. Peak period turning movement counts were estimated using NCHRP 255 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2050) background weekday evening and Saturday midday peak hour turning movement volumes are shown in Figure 5.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the weekday evening and Saturday midday peak hours in future (2050) background conditions, as shown in Table 8. These results serve as a baseline condition for the impact analysis of the proposed development for future (2050) conditions.

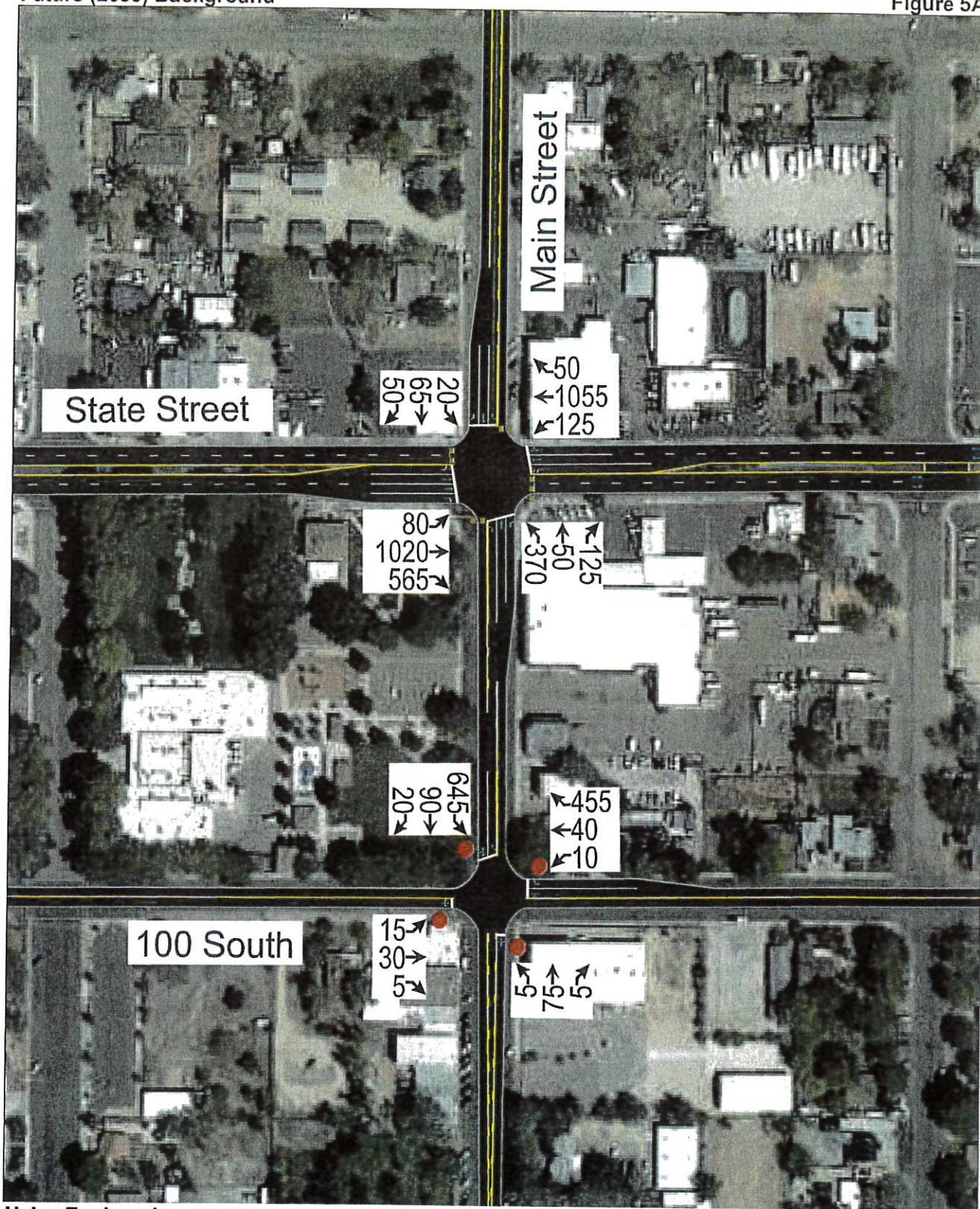
Table 8: Future (2050) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Weekday Evening Peak	Saturday Midday Peak
Main Street / State Street	Signal	C (27.6)	C (26.3)
100 South / Main Street	AWSC	C (22.4)	B (13.6)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2022





E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths are anticipated for northbound left-turn, eastbound right-turn, and westbound left-turn movements during the weekday evening and Saturday midday peak hour at the Main Street / State Street intersection. Northbound left-turn queues back up onto the westbound approach of the 100 South / Main Street intersection.

F. Mitigation Measures

The Main Street / State Street signal meets the following warrants for left-turn movements:

- Westbound permissive / protected phasing
- Eastbound permissive / protected phasing
- Northbound dual-left with protected phasing

These improvements were analyzed in a mitigation scenario and the LOS results are shown in Table 9. Queuing was reduced to acceptable levels. There is still some queueing anticipated on the southbound approach of the 100 South / Main Street intersection, but it is not anticipated to back up into the Main Street / State Street intersection.

Table 9: Future (2050) Background Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Weekday Evening Peak	Saturday Midday Peak
Main Street / State Street	Signal	C (21.3)	C (21.8)
100 South / Main Street	AWSC	B (12.0)	B (13.8)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2022

VI. FUTURE (2050) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2050) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) plus project conditions. Future (2050) plus project weekday evening and Saturday midday peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that the Main Street / State Street and 100 South / Main Street intersections are anticipated to operate at poor levels of service during the weekday evening and Saturday midday peak hours in future (2050) plus project conditions, as shown in Table 10.

Table 10: Future (2050) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Weekday Evening Peak	Saturday Midday Peak
Main Street / State Street	Signal	F (>80)	F (>80)
100 South / Main Street	Signal	E (66.2)	D (41.5)
North Street / S.R. 59	Signal	B (18.7)	C (27.2)
Middle Street / S.R. 59	Signal	C (31.0)	D (42.1)
South Street / S.R. 59	Signal	B (16.0)	B (16.8)

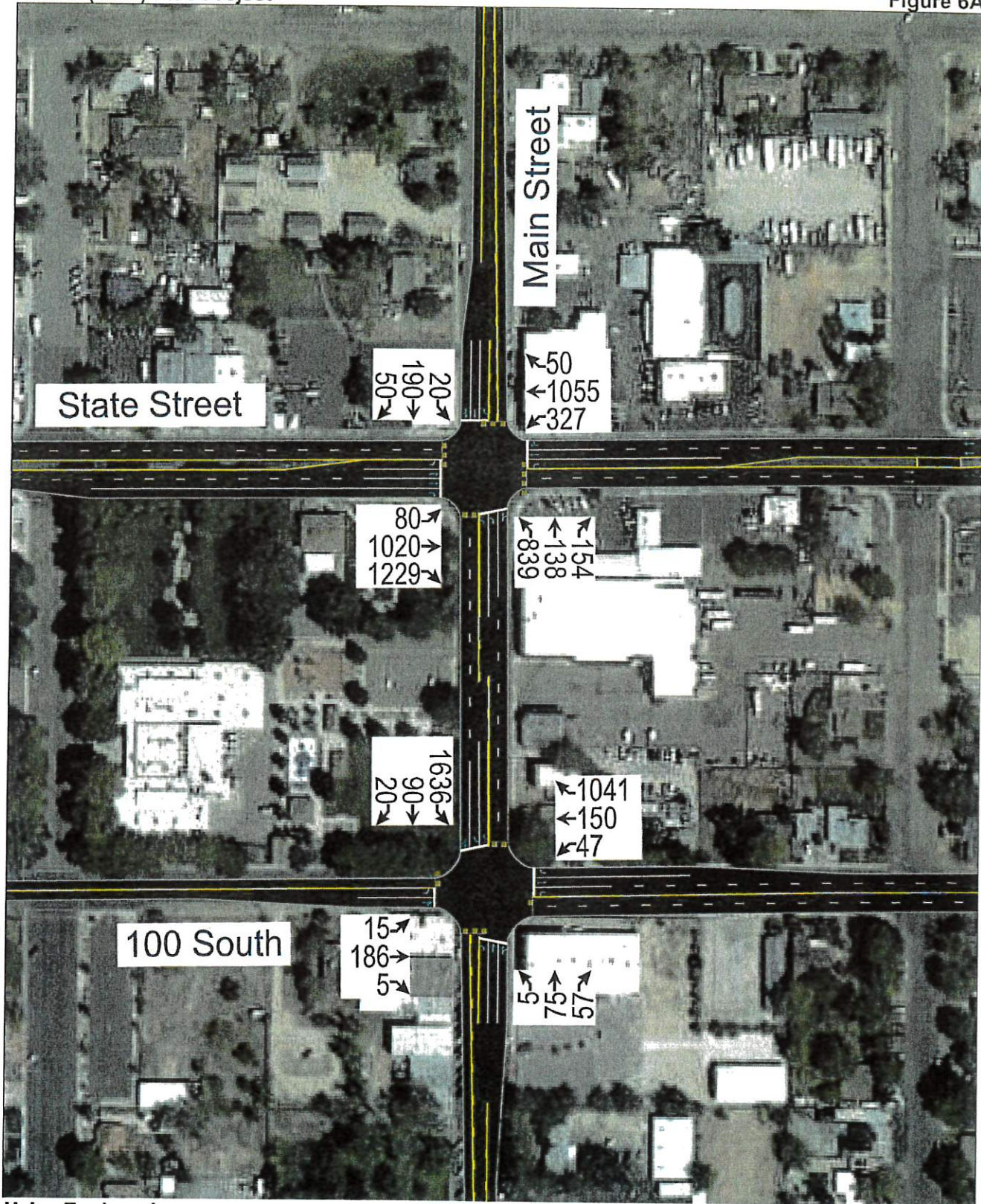
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

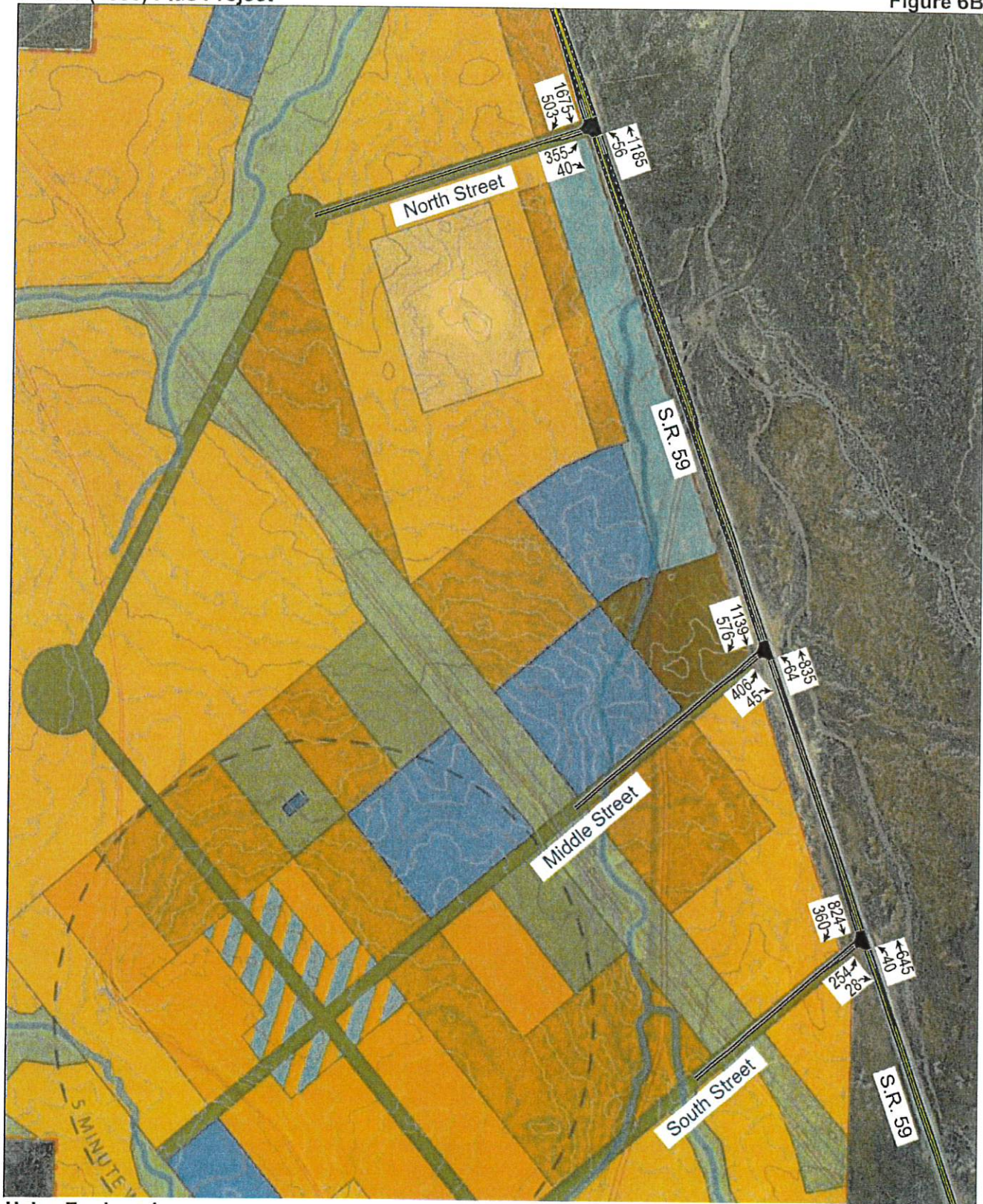
2. Uppercase LOS used for signalized, roundabout, and ATWSC intersections. Lowercase LOS used for all other unsignalized intersections.

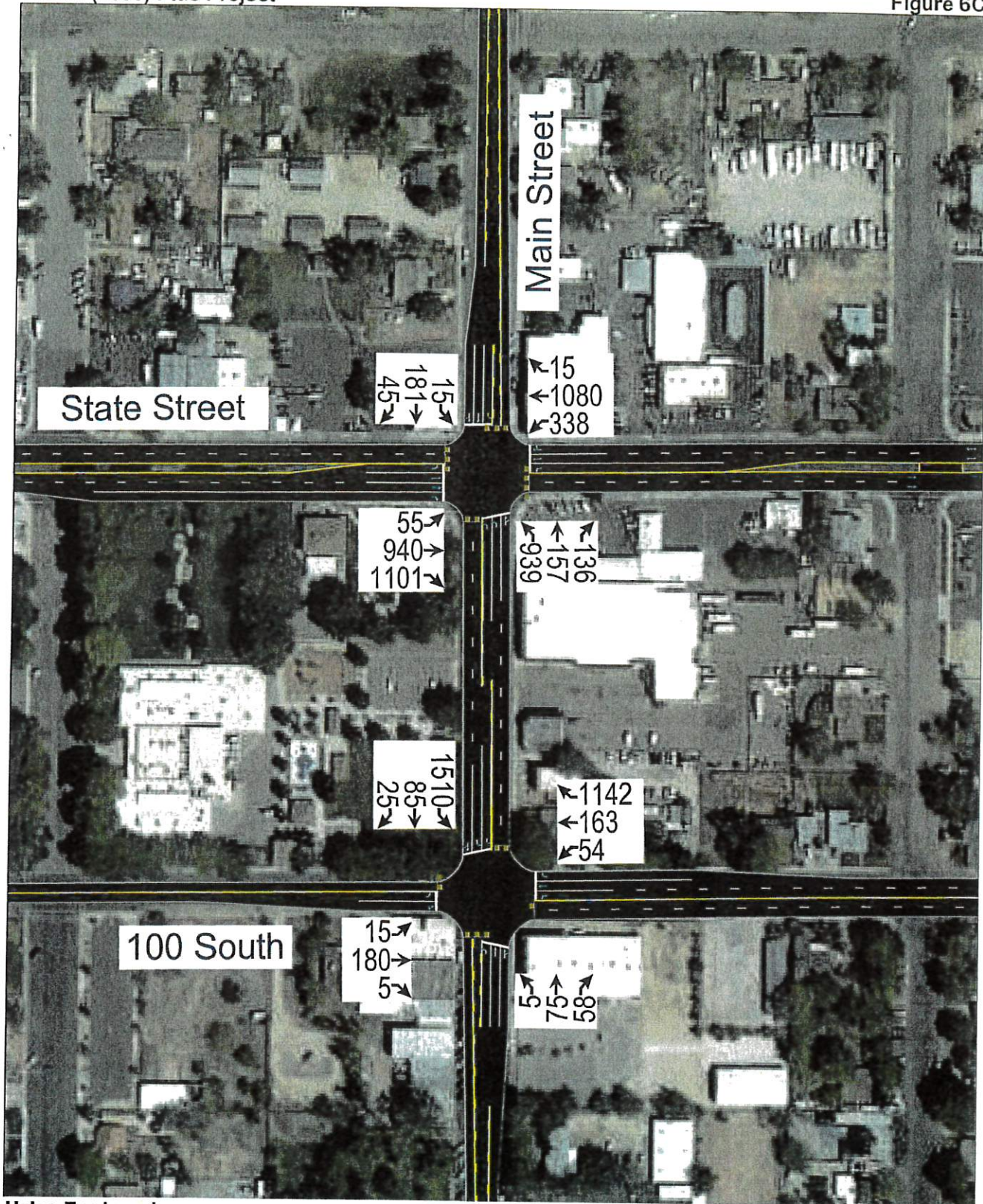
Source: Hales Engineering, September 2022

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the weekday evening and Saturday midday peak hour are summarized as follows:

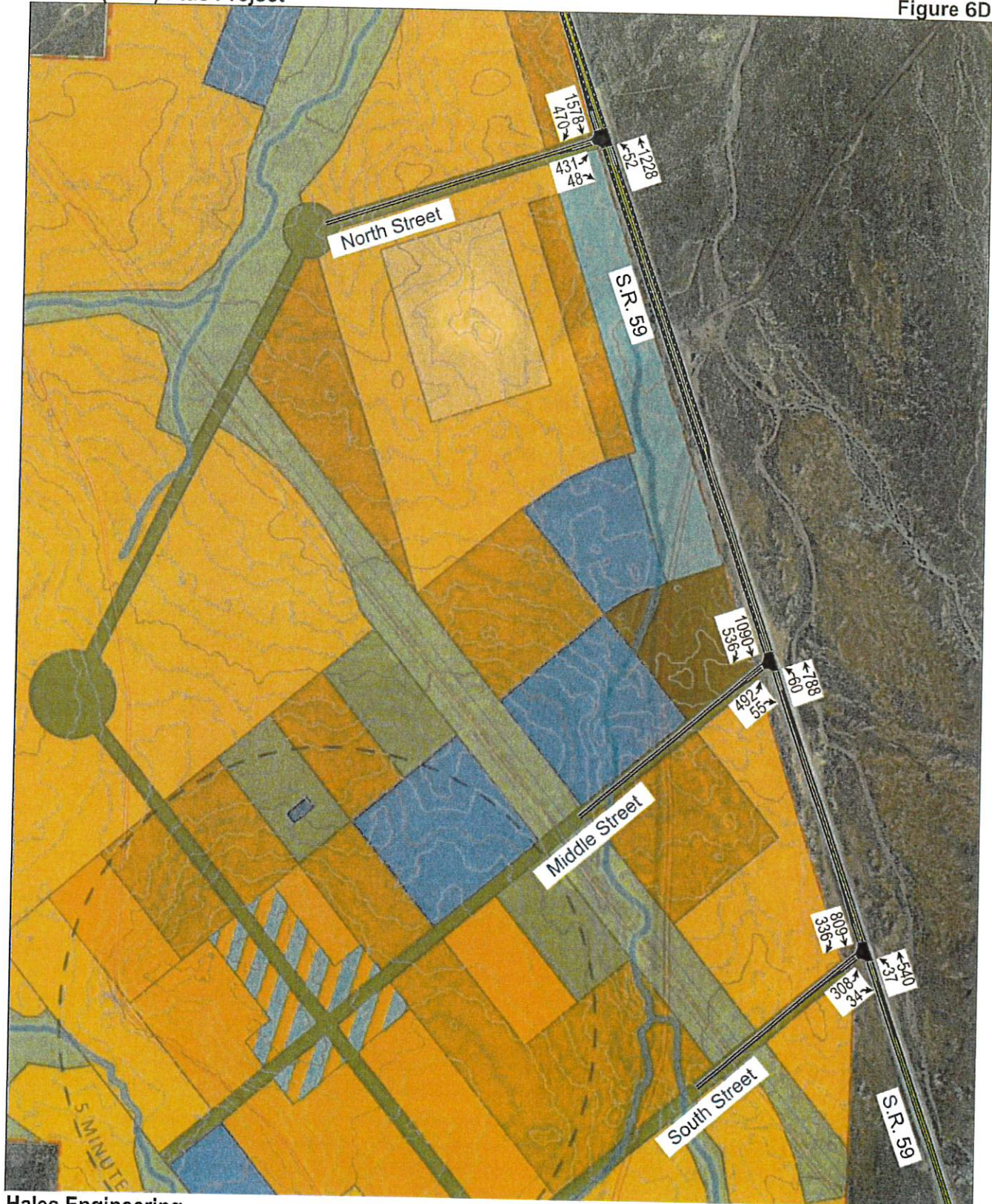






Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
09/12/2022



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
09/12/2022

- Main Street / State Street:
 - Eastbound: >1,000 feet
 - Westbound: >1,000 feet
 - Northbound: >450 feet
- Middle Street / S.R. 159:
 - Northbound: 825 feet
 - Southbound: 570 feet
 - Eastbound: >1,000 feet
- 100 South / Main Street:
 - Northbound: 625 feet
 - Westbound: >1,000 feet
- South Street / S.R. 159:
 - Northbound: 525 feet

E. Mitigation Measures

With the anticipated growth along S.R. 159, including the proposed Aloft development, the connection between S.R. 159 and S.R. 9 in downtown Hurricane is not anticipated to function well if it remains the only roadway connection to cities and highways to the west. However, if the projected traffic volumes are correct on S.R. 159, the following mitigations could be considered to improve the Main Street / State Street and 100 South / Main Street intersections:

- Main Street / State Street:
 - Widen roadway and install dual eastbound right-turn lanes
- 100 South / Main Street
 - Widen roadway and install dual westbound right-turn lanes
- Middle Street / S.R. 59
 - Widen S.R. 59 to five-lane cross-section through the signal

A mitigation scenario was analyzed with these improvements and the LOS results are shown in Table 11. Queuing of over 1,000 feet is still anticipated for the eastbound approach of the Main Street / State Street intersection and the westbound approach of the 100 South / Main Street intersection.

Table 11: Future (2050) Plus Project Peak Hour LOS (Mitigated)

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Weekday Evening Peak	Saturday Midday Peak
Main Street / State Street	Signal	E (58.7)	E (58.1)
100 South / Main Street	Signal	D (40.0)	D (50.2)
North Street / S.R. 59	Signal	B (17.1)	C (25.7)
Middle Street / S.R. 59	Signal	B (13.4)	B (16.9)
South Street / S.R. 59	Signal	B (12.7)	B (14.7)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2022

F. Sensitivity Analysis

Since the Main Street corridor between State Street and 100 South is not anticipated to operate acceptably in future (2050) conditions with the anticipated background growth and project traffic added to the roadway, a sensitivity analysis was run to determine approximately what percentage of project trips could be added to the roadway network while maintaining an acceptable LOS and a reasonable amount of queuing. The sensitivity analysis was performed for both an unmitigated and mitigated scenario.

In the unmitigated scenario, only the existing (2022) plus project mitigations were assumed. With only those mitigations, it was determined that approximately 55% of the current trip generation estimates could be accommodated at the Main Street / State Street and 100 South / Main Street intersections.

For the mitigated scenario, it was assumed the dual right-turn lanes were installed. With these mitigations, it was determined that approximately 90% of the current trip generation estimates could be accommodated.

APPENDIX A

Site Plan

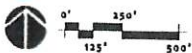
ALOFT HURRICANE

- CIVIC + RELIGIOUS
- RESIDENTIAL
- COMMERCIAL
- OPEN SPACE



methodstudio

JULY 21, 2022



APPENDIX B

Turning Movement Counts

TrafficCounts

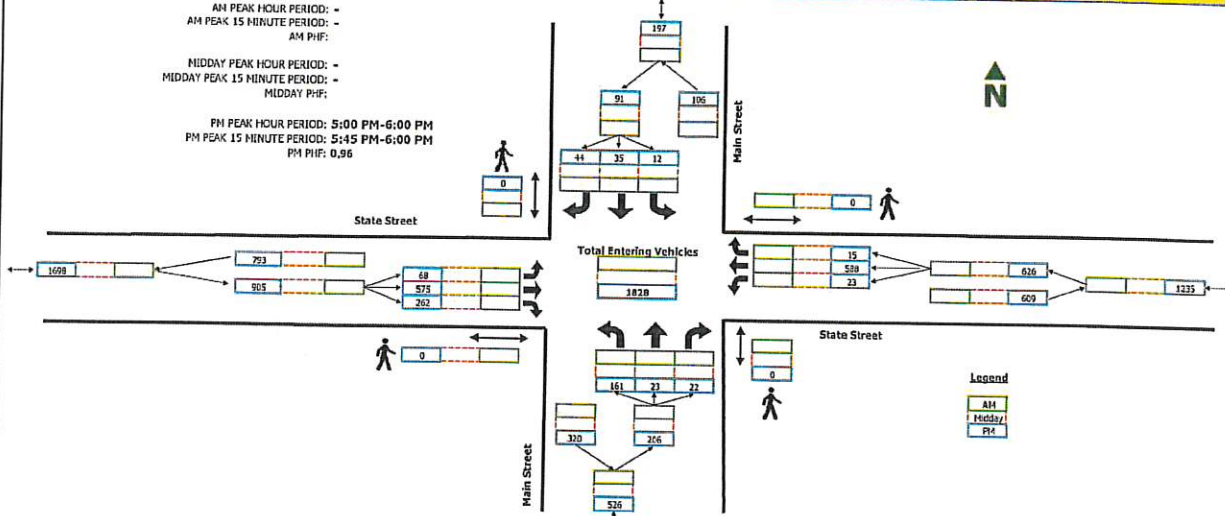
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: Main Street / State Street
North/South: Main Street
East/West: State Street
Jurisdiction: Hurricane
Project Title: A101 T15
Project No: UT22-2286
Weather: Clear

Date: 7-28-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF: -
MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -
PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 5:45 PM-6:00 PM
PM PHF: 0.96



RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				State Street Eastbound				State Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	33	9	7	0	6	9	1	0	22	136	58	0	10	139	3	0	433
16:15 - 16:30	41	7	3	0	3	7	6	0	13	145	93	1	11	139	2	0	470
16:30 - 16:45	52	6	5	0	5	8	7	0	7	172	46	0	7	137	2	0	454
16:45 - 17:00	52	7	5	0	5	5	6	0	13	126	51	0	6	161	3	0	440
17:00 - 17:15	37	5	5	0	4	20	13	0	17	120	58	0	3	165	2	0	449
17:15 - 17:30	40	7	7	0	4	2	10	0	14	140	73	0	6	143	0	0	458
17:30 - 17:45	44	6	3	0	1	5	15	0	21	144	62	0	5	151	1	0	468
17:45 - 18:00	40	5	7	0	3	8	6	0	16	171	69	0	9	129	12	0	475

TrafficCounts

2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

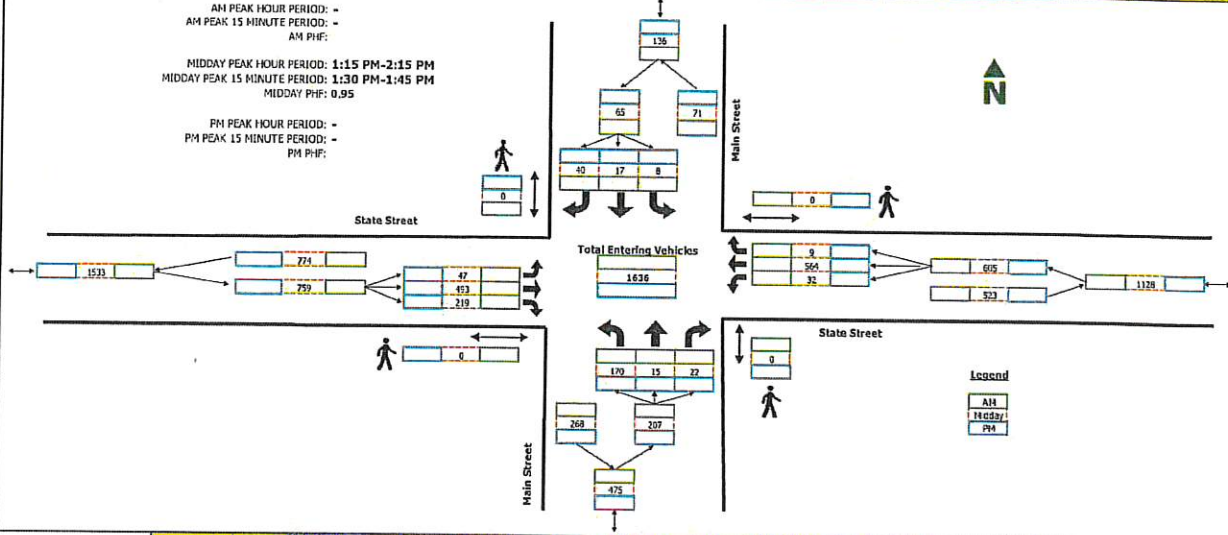
Intersection: Main Street / State Street
North/South: Main Street
East/West: State Street
Jurisdiction: Hurricane
Project Title: Aloft T15
Project No: UT22-2285
Weather: Clear

Date: 7-30-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF: -

MIDDAY PEAK HOUR PERIOD: 1:15 PM-2:15 PM
MIDDAY PEAK 15 MINUTE PERIOD: 1:30 PM-1:45 PM
MIDDAY PHF: 0.95

PM PEAK HOUR PERIOD: -
PM PEAK 15 MINUTE PERIOD: -
PM PHF: -



RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				State Street Eastbound				State Street Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	57	6	5	0	3	6	10	0	9	120	42	0	7	128	1	0	394
13:15 - 13:30	45	4	3	0	3	4	15	0	11	136	53	0	9	136	3	0	422
13:30 - 13:45	34	5	11	0	0	6	9	0	17	132	51	0	9	154	3	0	431
13:45 - 14:00	39	1	5	0	4	4	6	0	8	105	53	0	7	141	0	0	373
14:00 - 14:15	52	5	3	0	1	3	10	0	11	120	62	0	7	133	3	0	410
14:15 - 14:30	52	6	7	0	3	4	6	0	8	126	53	0	5	133	1	0	404
14:30 - 14:45	45	12	1	0	1	7	7	0	21	137	48	0	3	125	3	0	430
14:45 - 15:00	43	5	1	0	4	9	12	0	13	112	63	1	7	120	10	1	409
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TrafficCounts

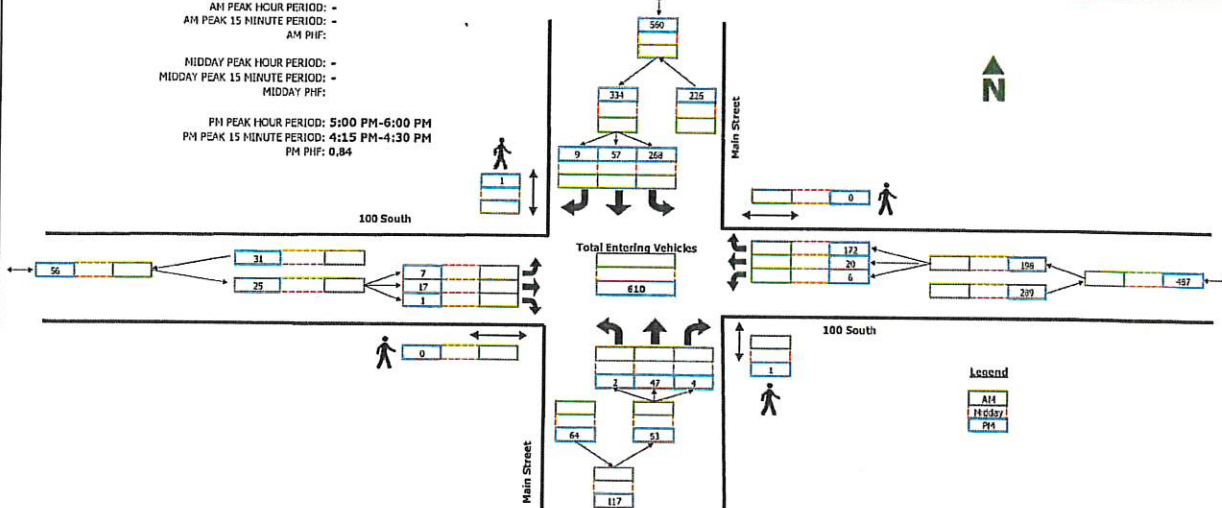
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: Main Street / 100 South
North/South: Main Street
East/West: 100 South
Jurisdiction: Hurricane
Project Title: Aloft T15
Project No: UT22-2285
Weather: Clear

Date: 7-29-22, Thu
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF: -
MIDDAY PEAK HOUR PERIOD: -
MIDDAY PEAK 15 MINUTE PERIOD: -
MIDDAY PHF: -
PM PEAK HOUR PERIOD: 5:00 PM-6:00 PM
PM PEAK 15 MINUTE PERIOD: 4:15 PM-4:30 PM
PM PHF: 0.84



RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				100 South Eastbound				100 South Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	17	0	0	55	15	4	0	4	18	0	0	1	5	36	1	155
16:15 - 16:30	0	7	0	1	49	14	2	0	3	13	0	0	0	9	45	1	182
16:30 - 16:45	1	10	0	0	49	9	1	0	7	4	1	0	1	8	62	0	153
16:45 - 17:00	0	15	2	0	51	11	1	0	1	7	1	0	1	8	43	0	141
17:00 - 17:15	0	7	1	0	64	19	4	0	0	1	0	0	1	8	43	0	150
17:15 - 17:30	0	15	0	1	64	11	1	0	1	5	0	0	1	6	44	0	148
17:30 - 17:45	0	12	2	0	60	10	0	0	2	2	0	0	1	2	43	0	134
17:45 - 18:00	2	13	1	0	80	17	4	1	4	7	1	0	3	4	42	0	178

TrafficCounts

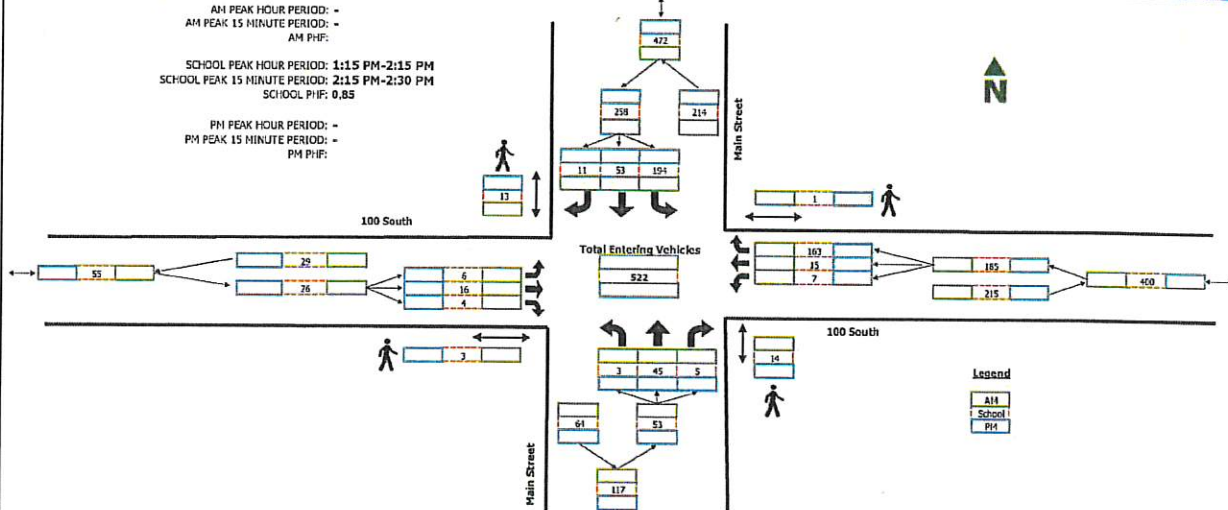
2364 North 1450 East
Lehi, UT 84043
801.636.0891

Intersection Turning Movement Summary

Intersection: Main Street / 100 South
North/South: Main Street
East/West: 100 South
Jurisdiction: Hurricane
Project Title: Aloft TIS
Project No: UT22-2286
Weather: Clear

Date: 7-30-22, Sat
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 100.0%
Adjustment Station #: 0
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: -
AM PEAK 15 MINUTE PERIOD: -
AM PHF: -
SCHOOL PEAK HOUR PERIOD: 1:15 PM-2:15 PM
SCHOOL PEAK 15 MINUTE PERIOD: 2:15 PM-2:30 PM
SCHOOL PHF: 0.85
PM PEAK HOUR PERIOD: -
PM PEAK 15 MINUTE PERIOD: -
PM PHF: -



RAW COUNT SUMMARIES	Main Street Northbound				Main Street Southbound				100 South Eastbound				100 South Westbound				TOTAL
	Left				Left				Left				Left				
	Thru	Right	Peds		Thru	Right	Peds		Thru	Right	Peds		Thru	Right	Peds		
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	1	8	0	2	38	13	3	0	2	1	1	0	1	5	42	4	115
13:15 - 13:30	0	11	1	4	49	9	2	0	3	3	2	1	2	3	34	0	119
13:30 - 13:45	0	7	0	0	44	17	2	3	0	8	1	0	0	2	5	49	1
13:45 - 14:00	1	11	1	8	42	14	5	2	2	8	1	0	0	2	37	1	124
14:00 - 14:15	2	16	3	2	59	13	2	8	1	2	1	2	3	5	43	0	150
14:15 - 14:30	1	13	1	1	59	12	1	0	3	4	0	0	1	6	52	0	153
14:30 - 14:45	0	12	0	0	46	8	2	0	4	8	1	0	0	2	43	0	126
14:45 - 15:00	1	13	1	0	50	14	4	0	3	4	1	2	1	3	44	0	139
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Background
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	177	186	105	44.2	D
	T	25	25	99	36.8	D
	R	24	24	99	6.6	A
	Subtotal	226	235	104	39.6	D
SB	L	12	13	106	38.8	D
	T	37	38	103	36.6	D
	R	44	44	101	5.9	A
	Subtotal	93	95	102	22.7	C
EB	L	68	67	99	14.3	B
	T	575	579	101	6.0	A
	R	273	275	101	3.8	A
	Subtotal	916	921	101	5.9	A
WB	L	24	25	103	13.3	B
	T	588	594	101	5.3	A
	R	15	15	98	3.2	A
	Subtotal	627	634	101	5.6	A
Total		1,863	1,885	101	10.9	B

Intersection: Main Street & 100 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	3.8	A
	T	47	49	105	5.9	A
	R	4	5	125	4.5	A
	Subtotal	53	56	106	5.7	A
SB	L	268	270	101	5.9	A
	T	57	59	104	5.7	A
	R	9	8	89	3.7	A
	Subtotal	334	337	101	5.8	A
EB	L	7	8	114	5.1	A
	T	17	20	116	5.8	A
	R	1	1	100	4.2	A
	Subtotal	25	29	116	5.6	A
WB	L	6	5	83	5.3	A
	T	20	19	94	6.3	A
	R	172	179	104	4.1	A
	Subtotal	198	203	103	4.3	A
Total		610	625	102	5.3	A

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Background
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	176	175	99	45.4	D
	T	15	12	79	35.1	D
	R	23	22	95	6.1	A
	Subtotal	214	209	98	40.7	D
SB	L	8	9	112	36.2	D
	T	17	18	104	35.3	D
	R	40	36	91	5.8	A
	Subtotal	65	63	97	18.6	B
EB	L	47	45	96	11.6	B
	T	493	487	99	4.6	A
	R	219	225	103	3.0	A
	Subtotal	759	757	100	4.5	A
WB	L	32	32	101	12.5	B
	T	564	570	101	4.3	A
	R	9	10	111	3.9	A
	Subtotal	605	612	101	4.7	A
Total		1,643	1,641	100	9.8	A

Intersection: Main Street & 100 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	5.0	A
	T	45	41	92	5.6	A
	R	5	7	140	4.1	A
	Subtotal	53	51	96	5.4	A
SB	L	202	200	99	5.5	A
	T	55	62	113	5.5	A
	R	11	13	116	3.6	A
	Subtotal	268	275	103	5.4	A
EB	L	6	5	83	5.1	A
	T	16	18	111	5.5	A
	R	4	4	100	3.6	A
	Subtotal	26	27	104	5.1	A
WB	L	7	6	86	4.9	A
	T	15	17	111	6.7	A
	R	163	163	100	4.0	A
	Subtotal	185	186	101	4.3	A
Total		532	539	101	5.0	A

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Background
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	646	226	35	214.1	F
	T	114	40	35	120.2	F
	R	53	20	38	89.9	F
	Subtotal	813	286	35	192.3	F
SB	L	12	11	90	34.6	C
	T	162	161	99	82.0	F
	R	44	45	103	14.9	B
	Subtotal	218	217	100	65.7	E
EB	L	68	30	44	44.5	D
	T	575	275	48	46.9	D
	R	937	427	46	465.9	F
	Subtotal	1,580	732	46	291.2	F
WB	L	222	31	14	1597.6	F
	T	588	128	22	18.4	B
	R	15	3	20	12.6	B
	Subtotal	825	162	20	320.5	F
Total		3,437	1,397	41	268.3	F

Intersection: Main Street & 100 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	30.2	D
	T	47	43	92	49.8	E
	R	56	56	100	33.2	D
	Subtotal	105	101	96	40.2	E
SB	L	1,255	587	47	80.2	F
	T	57	27	47	49.2	E
	R	9	4	44	46.3	E
	Subtotal	1,321	618	47	78.6	F
EB	L	7	6	86	30.9	D
	T	173	174	100	14.2	B
	R	1	1	100	18.2	C
	Subtotal	181	181	100	14.8	B
WB	L	43	14	33	215.8	F
	T	130	42	32	221.4	F
	R	758	237	31	341.9	F
	Subtotal	931	293	31	318.6	F
Total		2,537	1,193	47	129.0	F

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Background
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: S.R. 59 & North Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	56	38	68	44.4	E
	T	858	590	69	25.7	D
	Subtotal	914	628	69	26.8	D
SB	T	1,225	1,226	100	5.8	A
	R	503	494	98	6.2	A
	Subtotal	1,728	1,720	100	5.9	A
EB	L	355	67	19	1681.3	F
	R	40	8	20	1391.2	F
	Subtotal	395	75	19	1650.4	F
Total		3,037	2,423	80	102.0	F

Intersection: Middle Street & S.R. 59
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	64	65	102	32.4	D
	T	509	509	100	20.2	C
	Subtotal	573	574	100	21.6	C
SB	T	689	671	97	6.9	A
	R	576	564	98	7.7	A
	Subtotal	1,265	1,235	98	7.3	A
NE	L	406	117	29	1060.4	F
	R	45	14	31	687.2	F
	Subtotal	451	131	29	1020.5	F
Total		2,288	1,940	85	104.5	F

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Background
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: South Street & S.R. 59
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	40	101	7.2	A
	T	318	320	101	3.4	A
	Subtotal	358	360	101	3.8	A
SB	T	374	346	92	2.3	A
	R	360	339	94	3.9	A
	Subtotal	734	685	93	3.1	A
NE	L	254	250	99	23.6	C
	R	28	28	99	4.5	A
	Subtotal	282	278	99	21.7	C
Total		1,374	1,323	96	7.2	A

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	745	266	36	180.9	F
	T	122	46	38	109.8	F
	R	59	21	36	73.6	E
	Subtotal	926	333	36	164.3	F
SB	L	8	8	100	32.3	C
	T	133	136	102	50.9	D
	R	40	37	93	5.6	A
	Subtotal	181	181	100	40.8	D
EB	L	47	25	53	43.8	D
	T	493	270	55	45.2	D
	R	840	462	55	435.0	F
	Subtotal	1,380	757	55	283.1	F
WB	L	220	19	9	1976.2	F
	T	564	108	19	23.7	C
	R	9	2	22	10.1	B
	Subtotal	793	129	16	311.1	F
Total		3,280	1,400	43	263.1	F

Intersection: Main Street & 100 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	34.4	D
	T	45	48	107	45.5	E
	R	53	57	108	28.0	D
	Subtotal	101	108	107	36.0	E
SB	L	1,127	580	51	81.4	F
	T	56	30	54	49.3	E
	R	11	6	55	45.9	E
	Subtotal	1,194	616	52	79.5	F
EB	L	6	5	83	33.8	D
	T	161	164	102	14.2	B
	R	4	5	125	9.0	A
	Subtotal	171	174	102	14.6	B
WB	L	51	17	33	187.9	F
	T	148	46	31	195.2	F
	R	875	279	32	287.3	F
	Subtotal	1,074	342	32	270.0	F
Total		2,539	1,240	49	122.2	F

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: S.R. 59 & North Street
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	34	66	27.4	D
	T	986	654	66	12.7	B
	Subtotal	1,038	688	66	13.4	B
SB	T	1,095	1,092	100	5.0	A
	R	470	465	99	5.0	A
	Subtotal	1,565	1,557	99	5.0	A
EB	L	431	92	21	1382.2	F
	R	48	12	25	1127.7	F
	Subtotal	479	104	22	1352.8	F
Total		3,081	2,349	76	100.3	F

Intersection: Middle Street & S.R. 59
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	58	97	22.4	C
	T	546	541	99	12.2	B
	Subtotal	606	599	99	13.2	B
SB	T	608	588	97	6.2	A
	R	536	515	96	6.7	A
	Subtotal	1,144	1,103	96	6.4	A
NE	L	492	149	30	880.5	F
	R	55	16	29	583.1	F
	Subtotal	547	165	30	851.7	F
Total		2,296	1,867	81	103.6	F

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Plus Project
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: South Street & S.R. 59
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	35	95	5.7	A
	T	297	300	101	3.0	A
	Subtotal	334	335	100	3.3	A
SB	T	326	293	90	2.3	A
	R	336	314	94	3.4	A
	Subtotal	662	607	92	2.9	A
NE	L	308	298	97	22.8	C
	R	34	33	96	4.5	A
	Subtotal	342	331	97	21.0	C
Total		1,338	1,273	95	7.8	A

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Plus Project (Mitigated)
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	646	657	102	38.2	D
	T	114	115	100	17.5	B
	R	53	53	100	11.9	B
	Subtotal	813	825	101	33.6	C
SB	L	12	13	106	50.3	D
	T	162	161	99	51.0	D
	R	44	44	101	16.3	B
	Subtotal	218	218	100	44.0	D
EB	L	68	68	100	47.9	D
	T	575	571	99	43.9	D
	R	937	931	99	46.3	D
	Subtotal	1,580	1,570	99	45.5	D
WB	L	222	217	98	55.3	E
	T	588	584	99	24.0	C
	R	15	17	111	17.3	B
	Subtotal	825	818	99	32.2	C
Total		3,437	3,431	100	39.4	D

Intersection: Main Street & 100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	52.4	D
	T	47	48	103	57.0	E
	R	56	57	102	32.5	C
	Subtotal	105	107	102	43.9	D
SB	L	1,255	1,241	99	16.8	B
	T	57	60	105	5.3	A
	R	9	8	89	3.3	A
	Subtotal	1,321	1,309	99	16.2	B
EB	L	7	6	86	57.3	E
	T	173	171	99	46.4	D
	R	1	2	200	45.1	D
	Subtotal	181	179	99	46.8	D
WB	L	43	42	98	59.1	E
	T	130	129	99	41.5	D
	R	758	768	101	4.8	A
	Subtotal	931	939	101	12.3	B
Total		2,537	2,534	100	18.1	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Plus Project (Mitigated)
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: S.R. 159 & North Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	56	56	100	114.1	F
	T	858	862	100	9.6	A
	Subtotal	914	918	100	16.0	B
SB	T	1,225	1,199	98	12.8	B
	R	503	491	98	6.7	A
	Subtotal	1,728	1,690	98	11.0	B
EB	L	355	350	99	28.7	C
	R	40	39	98	14.4	B
	Subtotal	395	389	98	27.3	C
Total		3,037	2,997	99	14.7	B

Intersection: Middle Street & S.R. 159
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	64	60	94	59.1	E
	T	509	517	102	11.7	B
	Subtotal	573	577	101	16.6	B
SB	T	689	665	97	15.9	B
	R	576	568	99	8.0	A
	Subtotal	1,265	1,233	97	12.3	B
NE	L	406	404	100	25.2	C
	R	45	43	96	13.3	B
	Subtotal	451	447	99	24.1	C
Total		2,288	2,257	99	15.8	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
 Analysis Period: Existing (2022) Plus Project (Mitigated)
 Time Period: Weekday Evening Peak Hour Project #: UT22-2286

Intersection: South Street & S.R. 159
 Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	39	98	20.8	C
	T	318	325	102	7.6	A
	Subtotal	358	364	102	9.0	A
SB	T	374	357	95	9.8	A
	R	360	357	99	5.4	A
	Subtotal	734	714	97	7.6	A
NE	L	254	250	99	15.1	B
	R	28	31	110	6.6	A
	Subtotal	282	281	100	14.2	B
Total		1,374	1,359	99	9.3	A

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Plus Project (Mitigated)
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	745	741	99	39.5	D
	T	122	124	101	18.0	B
	R	59	56	95	10.8	B
	Subtotal	926	921	99	34.9	C
SB	L	8	8	100	54.8	D
	T	133	140	105	54.5	D
	R	40	37	93	17.8	B
	Subtotal	181	185	102	47.2	D
EB	L	47	47	101	44.7	D
	T	493	476	97	41.5	D
	R	840	822	98	22.5	C
	Subtotal	1,380	1,345	97	30.0	C
WB	L	220	224	102	49.7	D
	T	564	563	100	25.4	C
	R	9	10	111	19.1	B
	Subtotal	793	797	101	32.2	C
Total		3,280	3,248	99	32.9	C

Intersection: Main Street & 100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	2	67	77.5	E
	T	45	42	94	70.9	E
	R	53	54	102	26.7	C
	Subtotal	101	98	97	46.7	D
SB	L	1,127	1,117	99	18.8	B
	T	56	59	105	5.5	A
	R	11	12	109	4.3	A
	Subtotal	1,194	1,188	99	18.0	B
EB	L	6	5	83	70.1	E
	T	161	163	101	43.2	D
	R	4	4	100	38.3	D
	Subtotal	171	172	101	43.9	D
WB	L	51	47	93	58.2	E
	T	148	149	101	44.4	D
	R	875	875	100	7.7	A
	Subtotal	1,074	1,071	100	15.0	B
Total		2,539	2,529	100	19.7	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Plus Project (Mitigated)
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: S.R. 59 & North Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	47	91	78.5	E
	T	986	1,004	102	13.6	B
	Subtotal	1,038	1,051	101	16.5	B
SB	T	1,095	1,084	99	14.4	B
	R	470	465	99	6.8	A
	Subtotal	1,565	1,549	99	12.1	B
EB	L	431	424	98	26.5	C
	R	48	49	103	14.5	B
	Subtotal	479	473	99	25.3	C
Total		3,081	3,073	100	15.7	B

Intersection: Middle Street & S.R. 59
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	58	97	66.8	E
	T	546	557	102	19.4	B
	Subtotal	606	615	101	23.9	C
SB	T	608	612	101	19.7	B
	R	536	520	97	8.2	A
	Subtotal	1,144	1,132	99	14.4	B
NE	L	492	492	100	24.5	C
	R	55	54	99	14.0	B
	Subtotal	547	546	100	23.5	C
Total		2,296	2,293	100	19.1	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Existing (2022) Plus Project (Mitigated)
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: South Street & S.R. 59
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	35	95	21.0	C
	T	297	297	100	9.2	A
	Subtotal	334	332	99	10.4	B
SB	T	326	318	97	15.9	B
	R	336	348	104	11.3	B
	Subtotal	662	666	101	13.5	B
NE	L	308	315	102	13.7	B
	R	34	38	111	6.4	A
	Subtotal	342	353	103	12.9	B
Total		1,338	1,351	101	12.6	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Background
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	370	364	98	73.6	E
	T	51	52	101	49.5	D
	R	125	121	97	30.3	C
	Subtotal	546	537	98	61.5	E
SB	L	20	21	104	28.7	C
	T	65	64	99	28.0	C
	R	50	50	101	10.6	B
	Subtotal	135	135	100	21.7	C
EB	L	80	81	102	45.7	D
	T	1,020	1,037	102	14.6	B
	R	565	551	98	9.2	A
	Subtotal	1,665	1,669	100	14.3	B
WB	L	125	122	97	162.0	F
	T	1,055	1,050	100	16.3	B
	R	50	53	107	12.1	B
	Subtotal	1,230	1,225	100	30.6	C
Total		3,575	3,566	100	27.6	C

Intersection: Main Street & 100 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	6.4	A
	T	75	74	99	12.1	B
	R	5	5	100	6.1	A
	Subtotal	85	85	100	11.3	B
SB	L	645	631	98	15.1	C
	T	90	89	99	8.0	A
	R	20	20	99	5.4	A
	Subtotal	755	740	98	14.0	B
EB	L	15	12	80	10.9	B
	T	3	4	133	6.4	A
	R	5	6	120	3.4	A
	Subtotal	23	22	96	8.0	A
WB	L	10	9	90	13.8	B
	T	40	42	104	20.5	C
	R	455	452	99	38.9	E
	Subtotal	505	503	100	36.9	E
Total		1,368	1,350	99	22.4	C

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Background
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	370	373	101	50.2	D
	T	51	48	94	28.6	C
	R	100	96	96	11.1	B
	Subtotal	521	517	99	40.9	D
SB	L	15	15	98	30.7	C
	T	65	64	98	27.6	C
	R	45	48	107	12.4	B
	Subtotal	125	127	102	22.2	C
EB	L	55	56	102	47.9	D
	T	940	922	98	14.5	B
	R	480	481	100	8.5	A
	Subtotal	1,475	1,459	99	13.8	B
WB	L	150	141	94	158.7	F
	T	1,080	1,087	101	19.0	B
	R	15	16	105	15.6	B
	Subtotal	1,245	1,244	100	34.8	C
Total		3,366	3,347	99	26.3	C

Intersection: Main Street & 100 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	3	60	7.0	A
	T	75	75	100	8.7	A
	R	10	11	107	6.9	A
	Subtotal	90	89	99	8.4	A
SB	L	585	576	98	17.0	C
	T	85	85	100	8.7	A
	R	25	26	103	6.5	A
	Subtotal	695	687	99	15.6	C
EB	L	15	13	85	8.1	A
	T	35	33	95	7.2	A
	R	5	5	100	4.3	A
	Subtotal	55	51	93	7.1	A
WB	L	10	10	98	8.3	A
	T	30	30	101	9.6	A
	R	430	428	100	12.5	B
	Subtotal	470	468	100	12.2	B
Total		1,311	1,295	99	13.6	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Background (Mitigated)
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	370	367	99	52.4	D
	T	51	50	98	35.6	D
	R	125	124	99	18.7	B
	Subtotal	546	541	99	43.1	D
SB	L	20	22	109	54.0	D
	T	65	67	103	54.0	D
	R	50	50	101	12.8	B
	Subtotal	135	139	103	39.2	D
EB	L	80	78	98	23.0	C
	T	1,020	1,027	101	18.5	B
	R	565	561	99	12.3	B
	Subtotal	1,665	1,666	100	16.6	B
WB	L	125	120	96	32.0	C
	T	1,055	1,075	102	14.5	B
	R	50	52	105	12.6	B
	Subtotal	1,230	1,247	101	16.1	B
Total		3,575	3,593	100	21.3	C

Intersection: Main Street & 100 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	5.4	A
	T	75	69	92	7.7	A
	R	5	4	80	5.8	A
	Subtotal	85	78	92	7.5	A
SB	L	645	636	99	16.6	C
	T	90	93	103	7.7	A
	R	20	20	99	5.1	A
	Subtotal	755	749	99	15.2	C
EB	L	15	13	87	6.6	A
	T	3	2	67	7.6	A
	R	5	5	100	3.8	A
	Subtotal	23	20	87	6.0	A
WB	L	10	9	90	7.3	A
	T	40	40	99	9.0	A
	R	455	459	101	8.2	A
	Subtotal	505	508	101	8.2	A
Total		1,368	1,355	99	12.0	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Background (Mitigated)
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	370	362	98	57.3	E
	T	51	53	104	32.8	C
	R	100	102	102	11.4	B
	Subtotal	521	517	99	45.7	D
SB	L	15	14	92	52.1	D
	T	65	66	102	53.6	D
	R	45	43	96	12.8	B
	Subtotal	125	123	98	39.2	D
EB	L	55	52	95	21.2	C
	T	940	938	100	19.1	B
	R	480	487	101	12.3	B
	Subtotal	1,475	1,477	100	16.9	B
WB	L	150	145	97	29.2	C
	T	1,080	1,082	100	14.2	B
	R	15	16	105	11.5	B
	Subtotal	1,245	1,243	100	15.9	B
Total		3,366	3,360	100	21.8	C

Intersection: Main Street & 100 South
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	6.0	A
	T	75	77	102	8.3	A
	R	10	10	98	6.5	A
	Subtotal	90	92	102	8.0	A
SB	L	585	585	100	20.2	C
	T	85	89	104	8.9	A
	R	25	26	103	6.1	A
	Subtotal	695	700	101	18.2	C
EB	L	15	15	98	7.6	A
	T	35	33	95	7.8	A
	R	5	7	140	4.3	A
	Subtotal	55	55	100	7.3	A
WB	L	10	10	98	7.7	A
	T	30	31	104	9.4	A
	R	430	424	99	9.1	A
	Subtotal	470	465	99	9.1	A
Total		1,311	1,312	100	13.8	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	839	741	88	72.0	E
	T	139	127	92	29.8	C
	R	154	135	88	21.1	C
	Subtotal	1,132	1,003	89	59.8	E
SB	L	20	19	94	46.3	D
	T	190	194	102	56.6	E
	R	50	51	103	28.5	C
	Subtotal	260	264	102	50.4	D
EB	L	80	45	56	57.2	E
	T	1,020	620	61	70.5	E
	R	1,229	766	62	229.4	F
	Subtotal	2,329	1,431	61	155.1	F
WB	L	327	315	96	109.3	F
	T	1,055	1,059	100	39.5	D
	R	50	49	98	37.1	D
	Subtotal	1,432	1,423	99	54.9	D
Total		5,152	4,121	80	92.0	F

Intersection: Main Street & 100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	2	40	770.7	F
	T	75	34	45	1029.8	F
	R	57	30	53	425.4	F
	Subtotal	137	66	48	747.2	F
SB	L	1,636	1,194	73	26.2	C
	T	90	65	72	6.5	A
	R	20	16	79	3.7	A
	Subtotal	1,746	1,275	73	24.9	C
EB	L	15	15	98	302.2	F
	T	186	184	99	46.9	D
	R	5	6	120	30.6	C
	Subtotal	206	205	100	65.1	E
WB	L	47	44	94	68.9	E
	T	150	133	89	60.7	E
	R	1,041	954	92	55.4	E
	Subtotal	1,238	1,131	91	56.5	E
Total		3,327	2,677	80	66.2	E

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: S.R. 159 & North Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	56	52	93	277.9	F
	T	1,186	1,150	97	12.2	B
	Subtotal	1,242	1,202	97	23.7	C
SB	T	1,675	1,313	78	13.9	B
	R	503	385	77	6.0	A
	Subtotal	2,178	1,698	78	12.1	B
EB	L	355	350	99	29.9	C
	R	40	41	103	16.7	B
	Subtotal	395	391	99	28.5	C
Total		3,814	3,291	86	18.7	B

Intersection: Middle Street & S.R. 159
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	64	56	88	362.6	F
	T	836	801	96	25.5	C
	Subtotal	900	857	95	47.5	D
SB	T	1,140	891	78	26.4	C
	R	576	462	80	6.3	A
	Subtotal	1,716	1,353	79	19.5	B
NE	L	406	403	99	28.6	C
	R	45	46	103	19.5	B
	Subtotal	451	449	100	27.7	C
Total		3,066	2,659	87	31.0	C

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: South Street & S.R. 159
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	37	93	34.8	C
	T	645	622	96	19.8	B
	Subtotal	685	659	96	20.6	C
SB	T	824	641	78	11.0	B
	R	360	295	82	5.1	A
	Subtotal	1,184	936	79	9.1	A
NE	L	254	248	98	29.1	C
	R	28	30	106	16.7	B
	Subtotal	282	278	99	27.8	C
Total		2,151	1,873	87	16.0	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	939	728	78	71.8	E
	T	158	126	80	31.8	C
	R	136	105	77	22.9	C
	Subtotal	1,233	959	78	61.2	E
SB	L	15	12	79	51.5	D
	T	181	178	98	51.5	D
	R	45	51	114	23.3	C
	Subtotal	241	241	100	45.5	D
EB	L	55	46	84	62.2	E
	T	940	765	81	79.1	E
	R	1,101	901	82	180.1	F
	Subtotal	2,096	1,712	82	131.8	F
WB	L	338	338	100	81.2	F
	T	1,080	1,066	99	30.6	C
	R	15	18	118	23.6	C
	Subtotal	1,433	1,422	99	42.5	D
Total		5,002	4,334	87	83.2	F

Intersection: Main Street & 100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	6	120	52.2	D
	T	75	77	103	50.2	D
	R	58	60	104	34.8	C
	Subtotal	138	143	104	43.8	D
SB	L	1,510	1,319	87	16.8	B
	T	86	76	88	5.2	A
	R	25	23	91	3.9	A
	Subtotal	1,621	1,418	87	16.0	B
EB	L	15	15	98	217.5	F
	T	180	181	100	44.2	D
	R	5	7	140	33.2	C
	Subtotal	200	203	102	56.6	E
WB	L	54	38	71	72.0	E
	T	163	123	75	71.9	E
	R	1,142	866	76	72.8	E
	Subtotal	1,359	1,027	76	72.7	E
Total		3,319	2,791	84	41.5	D

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: S.R. 59 & North Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	48	93	204.0	F
	T	1,229	1,217	99	29.8	C
	Subtotal	1,281	1,265	99	36.4	D
SB	T	1,578	1,311	83	15.8	B
	R	470	391	83	6.4	A
	Subtotal	2,048	1,702	83	13.6	B
EB	L	431	428	99	50.7	D
	R	48	50	105	30.2	C
	Subtotal	479	478	100	48.6	D
Total		3,807	3,445	90	27.2	C

Intersection: Middle Street & S.R. 59
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	60	100	216.8	F
	T	788	785	100	23.4	C
	Subtotal	848	845	100	37.1	D
SB	T	1,090	902	83	26.7	C
	R	536	455	85	7.7	A
	Subtotal	1,626	1,357	83	20.3	C
NE	L	492	490	100	103.3	F
	R	55	57	104	90.7	F
	Subtotal	547	547	100	102.0	F
Total		3,021	2,749	91	42.1	D

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: South Street & S.R. 59
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	36	98	36.4	D
	T	540	537	99	10.1	B
	Subtotal	577	573	99	11.8	B
SB	T	809	680	84	19.5	B
	R	336	284	85	12.6	B
	Subtotal	1,145	964	84	17.5	B
NE	L	308	308	100	24.1	C
	R	34	34	99	13.0	B
	Subtotal	342	342	100	23.0	C
Total		2,064	1,879	91	16.8	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project (Mitigated)
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	839	820	98	83.3	F
	T	139	133	96	32.2	C
	R	154	154	100	25.4	C
	Subtotal	1,132	1,107	98	69.1	E
SB	L	20	19	94	62.2	E
	T	190	197	104	64.0	E
	R	50	54	109	29.8	C
	Subtotal	260	270	104	57.0	E
EB	L	80	77	96	98.1	F
	T	1,020	1,010	99	101.4	F
	R	1,229	1,218	99	26.9	C
	Subtotal	2,329	2,305	99	61.9	E
WB	L	327	315	96	88.6	F
	T	1,055	1,053	100	32.0	C
	R	50	51	103	30.4	C
	Subtotal	1,432	1,419	99	44.5	D
Total		5,152	5,101	99	58.7	E

Intersection: Main Street & 100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	166.8	F
	T	75	64	85	297.3	F
	R	57	49	86	221.2	F
	Subtotal	137	117	85	261.0	F
SB	L	1,636	1,615	99	25.3	C
	T	90	93	103	8.0	A
	R	20	22	109	5.4	A
	Subtotal	1,746	1,730	99	24.1	C
EB	L	15	8	52	793.9	F
	T	186	176	95	64.9	E
	R	5	5	100	59.0	E
	Subtotal	206	189	92	95.6	F
WB	L	47	46	98	93.9	F
	T	150	149	99	55.5	E
	R	1,041	1,032	99	19.7	B
	Subtotal	1,238	1,227	99	26.8	C
Total		3,327	3,263	98	40.0	D

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project (Mitigated)
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: S.R. 159 & North Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	56	58	104	173.8	F
	T	1,186	1,203	101	12.8	B
	Subtotal	1,242	1,261	102	20.2	C
SB	T	1,675	1,308	78	13.7	B
	R	503	393	78	6.4	A
	Subtotal	2,178	1,701	78	12.0	B
EB	L	355	350	99	30.2	C
	R	40	40	101	16.7	B
	Subtotal	395	390	99	28.8	C
Total		3,814	3,352	88	17.1	B

Intersection: Middle Street & S.R. 159
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	64	63	98	51.4	D
	T	836	851	102	9.9	A
	Subtotal	900	914	102	12.8	B
SB	T	1,140	884	78	11.1	B
	R	576	468	81	7.6	A
	Subtotal	1,716	1,352	79	9.9	A
NE	L	406	405	100	26.7	C
	R	45	50	112	12.2	B
	Subtotal	451	455	101	25.1	C
Total		3,066	2,721	89	13.4	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project (Mitigated)
Time Period: Weekday Evening Peak Hour
Project #: UT22-2286

Intersection: South Street & S.R. 159
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	38	96	31.3	C
	T	645	650	101	10.6	B
	Subtotal	685	688	100	11.7	B
SB	T	824	643	78	13.2	B
	R	360	287	80	6.4	A
	Subtotal	1,184	930	79	11.1	B
NE	L	254	260	102	21.0	C
	R	28	29	103	10.6	B
	Subtotal	282	289	102	20.0	B
Total		2,151	1,907	89	12.7	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project (Mitigated)
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: Main Street & State Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	939	909	97	84.2	F
	T	158	151	96	32.1	C
	R	136	123	90	21.9	C
	Subtotal	1,233	1,183	96	71.1	E
SB	L	15	14	92	56.7	E
	T	181	185	102	64.1	E
	R	45	47	105	34.7	C
	Subtotal	241	246	102	58.1	E
EB	L	55	53	97	97.7	F
	T	940	928	99	104.6	F
	R	1,101	1,112	101	20.5	C
	Subtotal	2,096	2,093	100	59.7	E
WB	L	338	332	98	80.0	E
	T	1,080	1,070	99	32.7	C
	R	15	15	98	27.9	C
	Subtotal	1,433	1,417	99	43.7	D
Total		5,002	4,939	99	58.1	E

Intersection: Main Street & 100 South
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	123.0	F
	T	75	56	75	448.1	F
	R	58	47	81	279.2	F
	Subtotal	138	107	78	361.8	F
SB	L	1,510	1,515	100	24.5	C
	T	86	88	102	7.0	A
	R	25	26	103	5.0	A
	Subtotal	1,621	1,629	100	23.2	C
EB	L	15	4	26	1364.5	F
	T	180	162	90	80.5	F
	R	5	4	80	63.3	E
	Subtotal	200	170	85	110.3	F
WB	L	54	58	108	110.8	F
	T	163	153	94	56.7	E
	R	1,142	1,127	99	28.2	C
	Subtotal	1,359	1,338	98	35.0	C
Total		3,319	3,244	98	50.2	D

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project (Mitigated)
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: S.R. 59 & North Street
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	51	99	160.6	F
	T	1,229	1,234	100	28.1	C
	Subtotal	1,281	1,285	100	33.4	C
SB	T	1,578	1,312	83	15.7	B
	R	470	389	83	6.8	A
	Subtotal	2,048	1,701	83	13.7	B
EB	L	431	422	98	49.8	D
	R	48	48	101	28.3	C
	Subtotal	479	470	98	47.6	D
Total		3,807	3,456	91	25.7	C

Intersection: Middle Street & S.R. 59
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	61	102	65.6	E
	T	788	790	100	13.9	B
	Subtotal	848	851	100	17.6	B
SB	T	1,090	915	84	13.6	B
	R	536	441	82	7.3	A
	Subtotal	1,626	1,356	83	11.6	B
NE	L	492	496	101	30.0	C
	R	55	60	110	16.8	B
	Subtotal	547	556	102	28.6	C
Total		3,021	2,763	91	16.9	B

SimTraffic LOS Report

Project: Hurricane Aloft TIS
Analysis Period: Future (2050) Plus Project (Mitigated)
Time Period: Saturday Midday Peak Hour
Project #: UT22-2286

Intersection: South Street & S.R. 59
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	38	103	37.3	D
	T	540	540	100	10.5	B
	Subtotal	577	578	100	12.3	B
SB	T	809	687	85	15.3	B
	R	336	286	85	6.8	A
	Subtotal	1,145	973	85	12.8	B
NE	L	308	309	100	25.1	C
	R	34	37	108	13.8	B
	Subtotal	342	346	101	23.9	C
Total		2,064	1,897	92	14.7	B

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Existing (2022) Background

Time Period: Weekday Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT22-2286

Intersection	NB			SB			EB			WB		
	L	LTR	R	T	L	R	T	L	LTR	R	T	TR
01: Main Street & State Street	200		50	125	50	50	75		75	125	50	125
02: Main Street & 100 South		75			100			50			50	75

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Existing (2022) Background

Time Period: Saturday Midday Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB			SB			EB			WB		
	L	LTR	R	T	L	R	T	L	LTR	R	T	TR
01: Main Street & State Street	200				50	125	75	50	75	50	75	100
02: Main Street & 100 South		75				75			75	50	50	75

HALES **ENGINEERING**
innovative transportation solutions

Analysis: Existing (2022) Background

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Project #: UT22-2286

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SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Existing (2022) Plus Project

Time Period: Saturday Midday Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB			NE			SB			EB			WB		
	L	LT	LTR	R	T	L	R	T	L	R	T	L	LT	R	T
01: Main Street & State Street	225			50	450				50	75	200				
02: Main Street & 100 South			150				175				425				
03: S.R. 59 & North Street	300										125				
04: Middle Street & S.R. 59	300					1,250	600		1,525		525		750	250	
05: South Street & S.R. 59	75					225	50		50						

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Existing (2022) Plus Project (Mitigated)

Time Period: Weekday Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB			NE			SB			EB			WB		
	L	T	TR	L	R		L	R		L	R	T	L	R	TR
01: Main Street & State Street	450		250						200	125	200	650	1,175	275	250
02: Main Street & 100 South	100	100					75			200	125		225	100	200
03: S.R. 159 & North Street	150	175					500							300	175
04: Middle Street & S.R. 159	125	200		325	150			100	200		300	150			
05: South Street & S.R. 159	75	125		150	50			150	325						
								100	150						

Sim Traffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Existing (2022) Plus Project (Mitigated)

Time Period: Saturday Midday Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT22-2286

Intersection	NB			NE			SB			EB			WB		
	L	T	TR	L	R	L	R	T	TR	L	R	T	L	R	TR
01: Main Street & State Street	475		275			50		200	125	150	500	475	275	100	300
02: Main Street & 100 South		100	100			500			200	125			200	100	300
03: S.R. 59 & North Street	125	225						100	200	325	150			300	275
04: Middle Street & S.R. 59	125	275		350	175			175	375						
05: South Street & S.R. 59	75	125		175	75			100	150						

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Future (2050) Background

Time Period: Weekday Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2286

Intersection	NB			SB			EB			WB		
	L	TR	R	L	TR	R	L	TR	R	L	TR	R
01: Main Street & State Street	250		150	50	575	200	75	100	250	150	200	350
02: Main Street & 100 South		75									550	275
											500	450

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Future (2050) Background

Time Period: Saturday Midday Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT22-2286

Intersection	NB			SB			EB			WB		
	L	LTR	R	T	L	R	T	L	LTR	R	T	TR
01: Main Street & State Street	300		75	425	50	75	100	125	200	250	275	550 500
02: Main Street & 100 South	75		75		200			275	75		175	200

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Future (2050) Background (Mitigated)

Time Period: Weekday Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES  **ENGINEERING**
innovative transportation solutions

Project #: UT22-2286

Intersection	NB			SB			EB			WB					
	L	LTR	TR	L	R	T	L	LTR	R	T	L	LT	R	T	TR
01: Main Street & State Street	250		250	75	75	125	150		250	375	175		75	150	325
02: Main Street & 100 South		75		250			250	50							

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Future (2050) Background (Mitigated)

Time Period: Saturday Midday Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft



Project #: UT22-2286

Intersection	NB			SB			EB			WB			
	L	LTR	R	T	L	R	T	TR	L	LTR	R	T	TR
01: Main Street & State Street	250	100	250	50	75	125			150	250	375	200	300
02: Main Street & 100 South	75			250			300		75			75	175

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Future (2050) Plus Project

Time Period: Weekday Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft.

Project #: UT22-2286

Intersection	NB			NE			SB			EB			WB		
	L	T	TR	L	R		L	R		L	R	T	L	R	T
01: Main Street & State Street	475		525				100		250	175	175	1,675	425		975
02: Main Street & 100 South	75	625	375				475			450	175		125	2,600	900
03: S.R. 159 & North Street	300	250							100	225	300	150			
04: Middle Street & S.R. 159	375	825		325	150				175	550					
05: South Street & S.R. 159	125	525		300	100				100	225					

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Future (2050) Plus Project

Time Period: Saturday Midday Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

Intersection	NB			NE			SB			EB			WB			
	L	T	TR	L	R	TR	L	R	TR	L	R	TR	L	R	TR	
01: Main Street & State Street	450		550				50		225	150	200	575	1,750	425	800	700
02: Main Street & 100 South		125	125				500			250	150			100	2,200	775
03: S.R. 59 & North Street	125	550							100	250	525	200				
04: Middle Street & S.R. 59	275	425		1,025	225			175	575							
05: South Street & S.R. 59	75	200		250	100			125	275							

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Future (2050) Plus Project (Mitigated)

Time Period: Weekday Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
Innovative transportation solutions

Project #: UT22-2286

Intersection	NB			NE			SB			EB			WB		
	L	T	TR	L	R		L	R	T	L	R	T	L	R	TR
01: Main Street & State Street	475		475				100		225	200	250	600	1,375	425	625 550
02: Main Street & 100 South	50	475	300		450		450			300	300		250	125 450	325
03: S.R. 159 & North Street	225	225							100 225		325	125			
04: Middle Street & S.R. 159	100	175		325	125			125 175							
05: South Street & S.R. 159	75	200		200	50		100	225							

SimTraffic Queueing Report

Project: Hurricane Aloft TIS

Analysis: Future (2050) Plus Project (Mitigated)

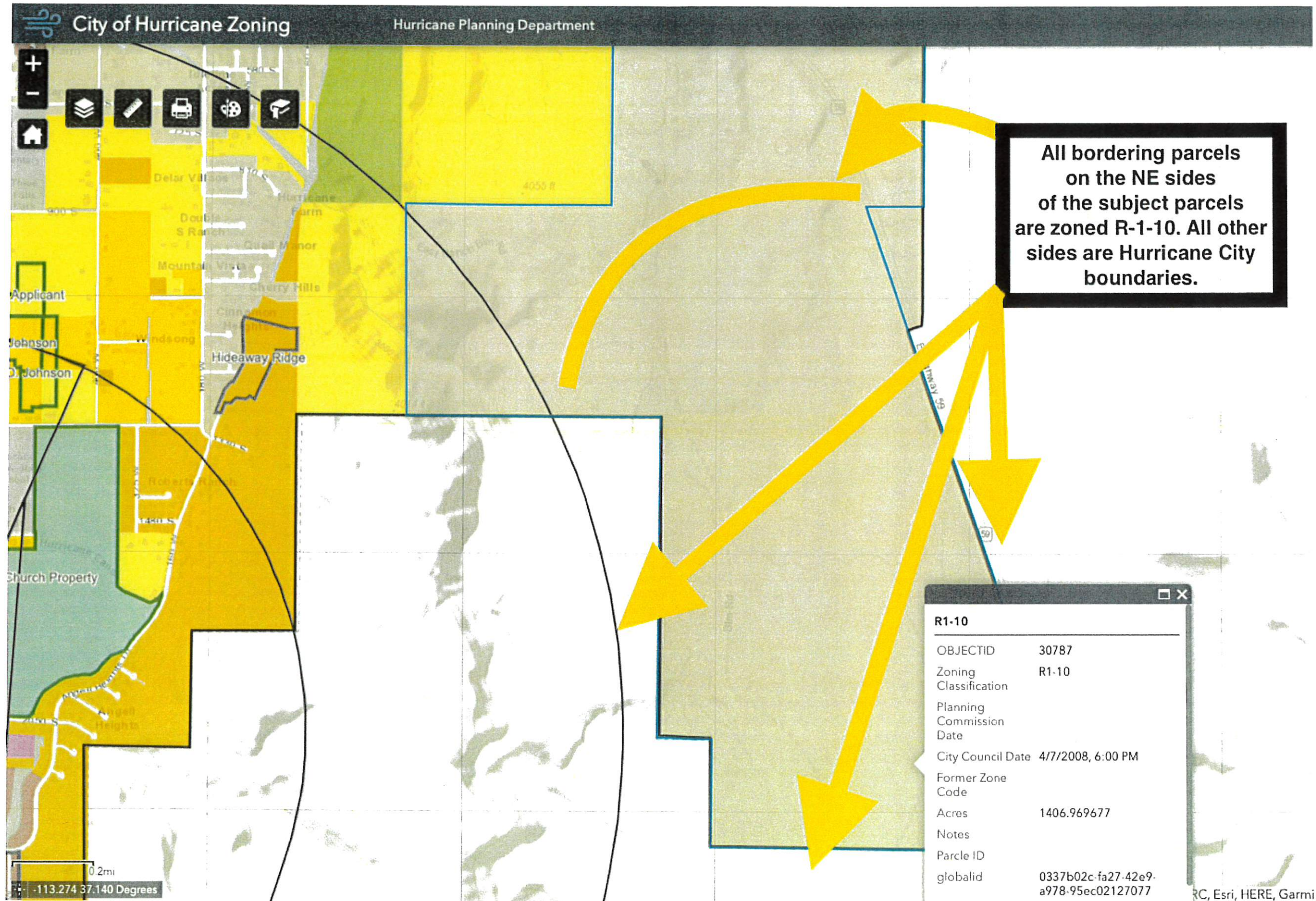
Time Period: Saturday Midday Peak Hour

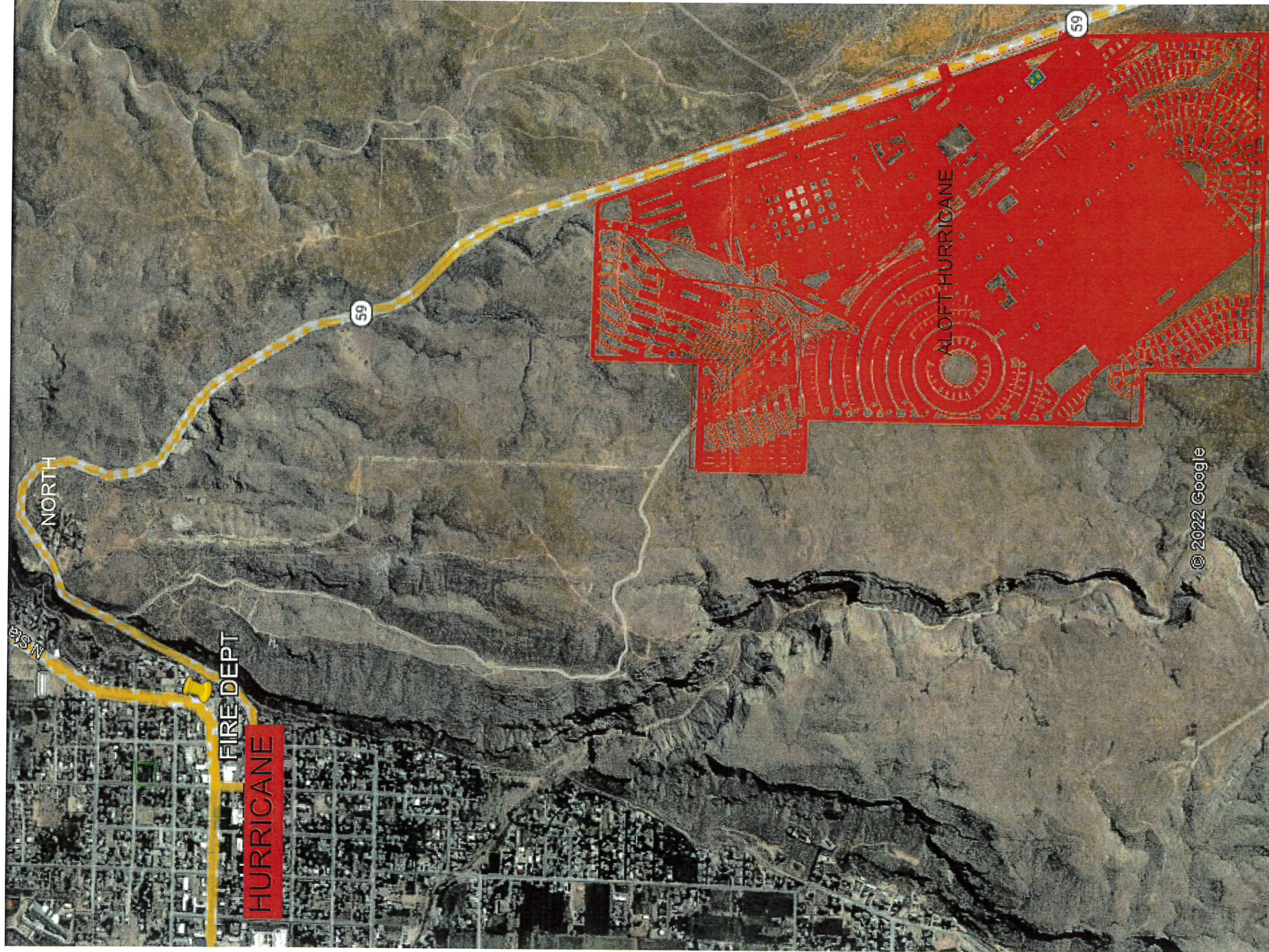
95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT22-2286

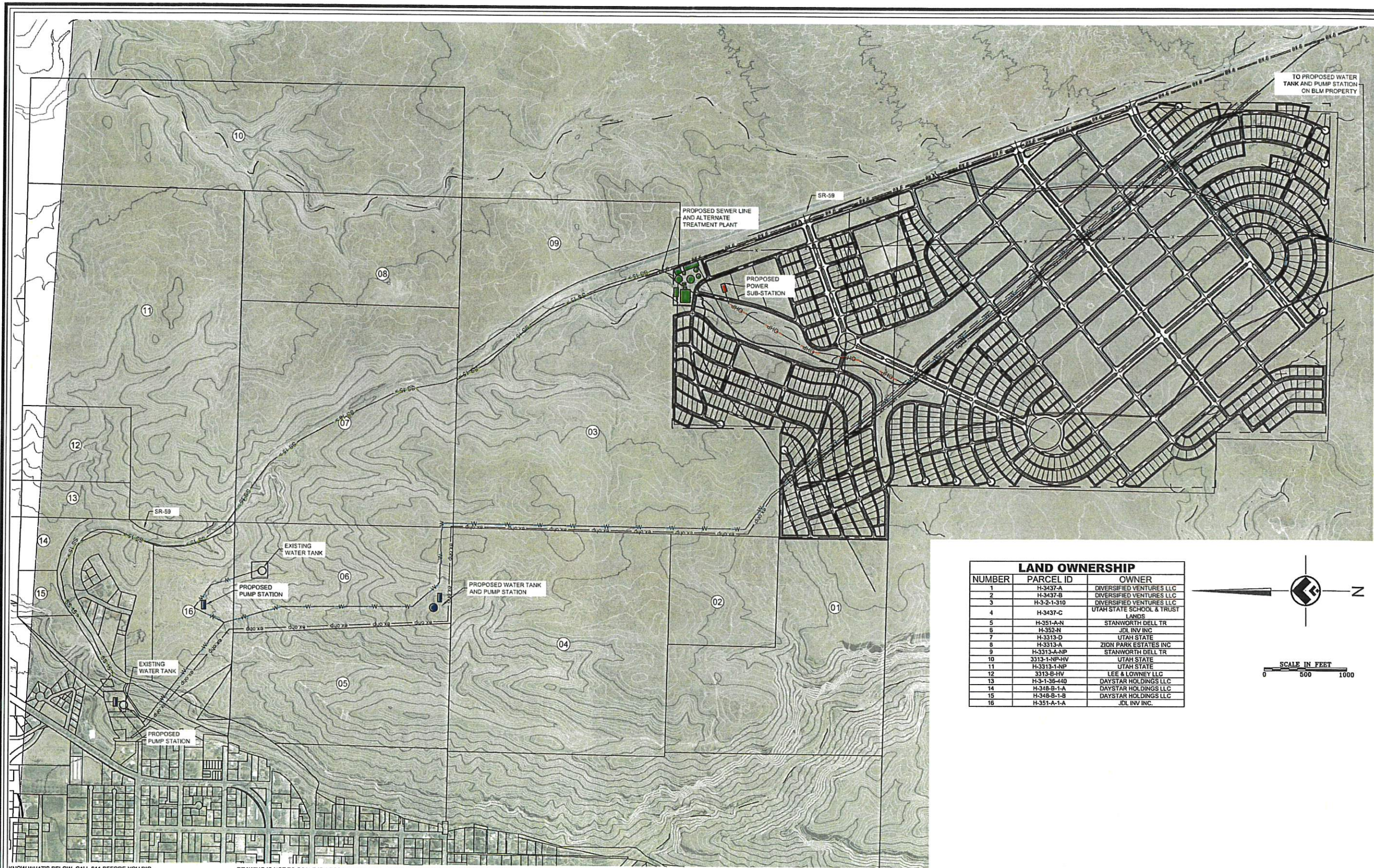
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01: Main Street & State Street	450		500				75		225	200	225	450	425		675
02: Main Street & 100 South	75	550	325			450				275	475		300		575
03: S.R. 59 & North Street	125	475												175	975
04: Middle Street & S.R. 59	125	200		450	200		100	275			525	225			475
05: South Street & S.R. 59	75	200		250	100		125	225							
							175	425							





NOT TO SCALE





LAND OWNERSHIP		
NUMBER	PARCEL ID	OWNER
1	H-3437-A	DIVERSIFIED VENTURES LLC
2	H-3437-B	DIVERSIFIED VENTURES LLC
3	H-3-2-1-310	DIVERSIFIED VENTURES LLC
4	H-3437-C	UTAH STATE SCHOOL & TRUST
5	H-351-A-N	STANWORTH DELL TR
6	H-352-N	JDL INV INC
7	H-3313-D	UTAH STATE
8	H-3313-A	ZION PARK ESTATES INC
9	H-3313-A-NP	STANWORTH DELL TR
10	3313-1-NP-HV	UTAH STATE
11	H-3313-1-NP	UTAH STATE
12	3313-B-HV	LEE & LOWNEY LLC
13	H-3-1-36-440	DAYSTAR HOLDINGS LLC
14	H-348-B-1-A	DAYSTAR HOLDINGS LLC
15	H-348-B-1-B	DAYSTAR HOLDINGS LLC
16	H-351-A-1-A	JDL INV INC

KNOW WHAT'S BELOW. CALL 811 BEFORE YOU DIG.

5	-	-
4	-	-
3	-	-
2	----	----
1	01/06/23	CONCEPTUAL
NO.	DATE	REVISION

CLIENT / OWNER INFORMATION:

BROTHERS KEEPER
TODD SMITH
1173 S 2050 W
SUITE 310
435-680-7056

ENGINEER / SURVEYOR INFORMATION:



JOHNSON ENGINEERING
4436 SOUTH 1025 EAST • SALT LAKE CITY, UTAH 84124
www.johnsonengineeringinc.com
Phone: 801-787-4569

SHEET INFORMATION:

PROPOSED UTILITY CONNECTIONS
ALOFT SUBDIVISION
HURRICANE, WASHINGTON, UTAH

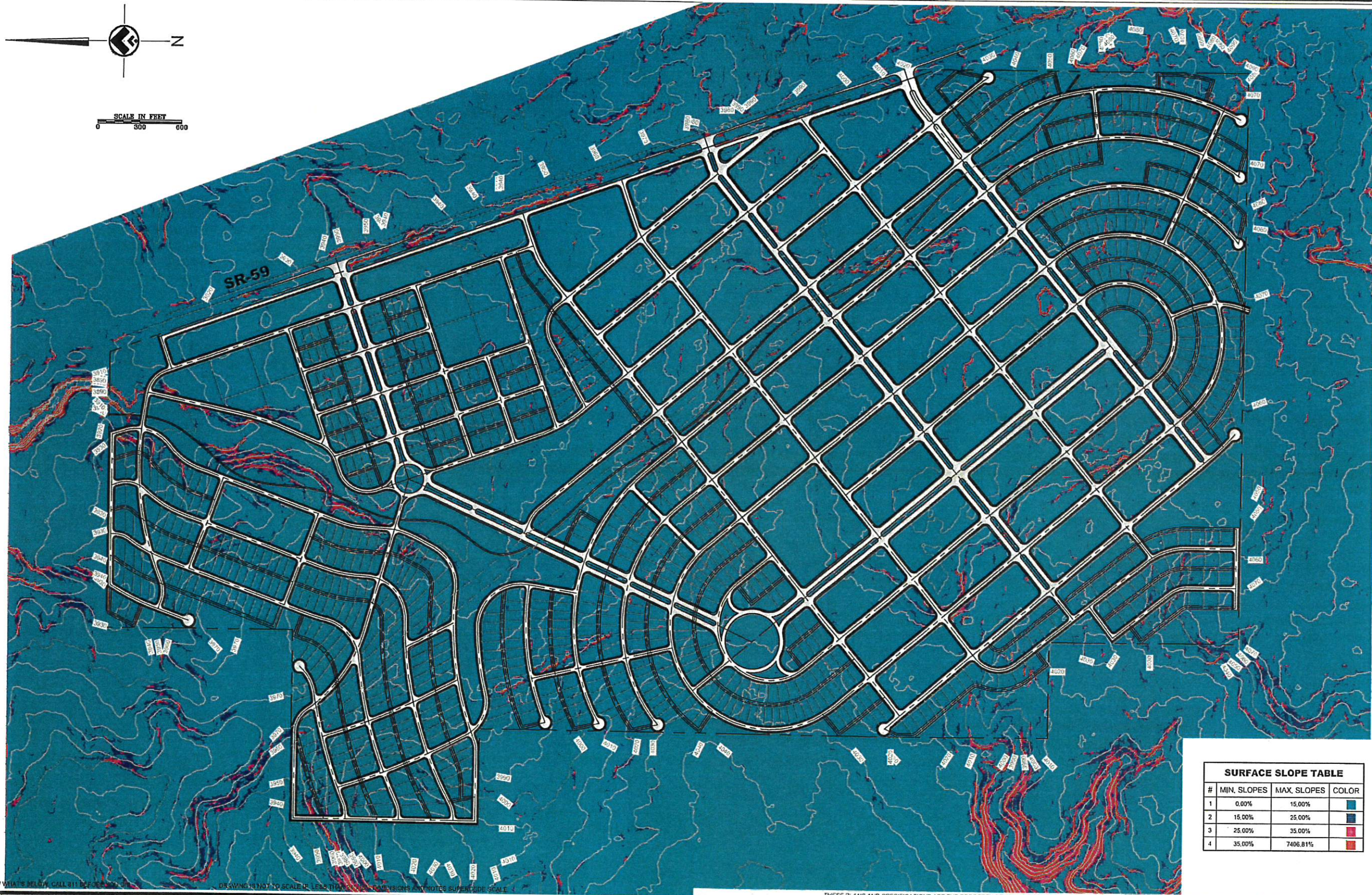
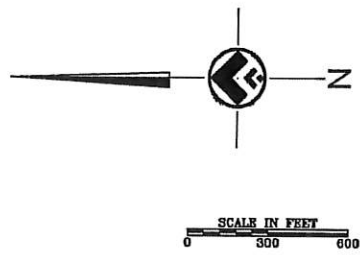
DRAWN BY: DBJ	CHECKED BY: DBJ	APPROVED BY: DBJ	SHEET:
PROJECT NO: 22-011			EX-105
DATE: 01/06/23			
SCALE: AS SHOWN			

C:\Users\jdf12\Johnson Engineering, Inc. - Documents\Projects\Active Projects\2021 HEB04 Design\Drawings\Design\Utility Connections.dwg



NOT TO SCALE





SURFACE SLOPE TABLE			
#	MIN. SLOPES	MAX. SLOPES	COLOR
1	0.00%	15.00%	Blue
2	15.00%	25.00%	Green
3	25.00%	35.00%	Red
4	35.00%	7406.81%	Red

5	-	-
4	-	-
3	-	-
2	-	-
1	01/06/23	CONCEPTUAL
NO.	DATE	REVISION

CLIENT / OWNER INFORMATION:
BROTHERS KEEPER
TODD SMITH
1173 S 2050 W
SUITE 310
435-680-7056

ENGINEER / SURVEYOR INFORMATION:



JOHNSON ENGINEERING
4436 SOUTH 1025 EAST • SALT LAKE CITY, UTAH 84124
www.johnsonengineeringinc.com
Phone: 801-767-4569

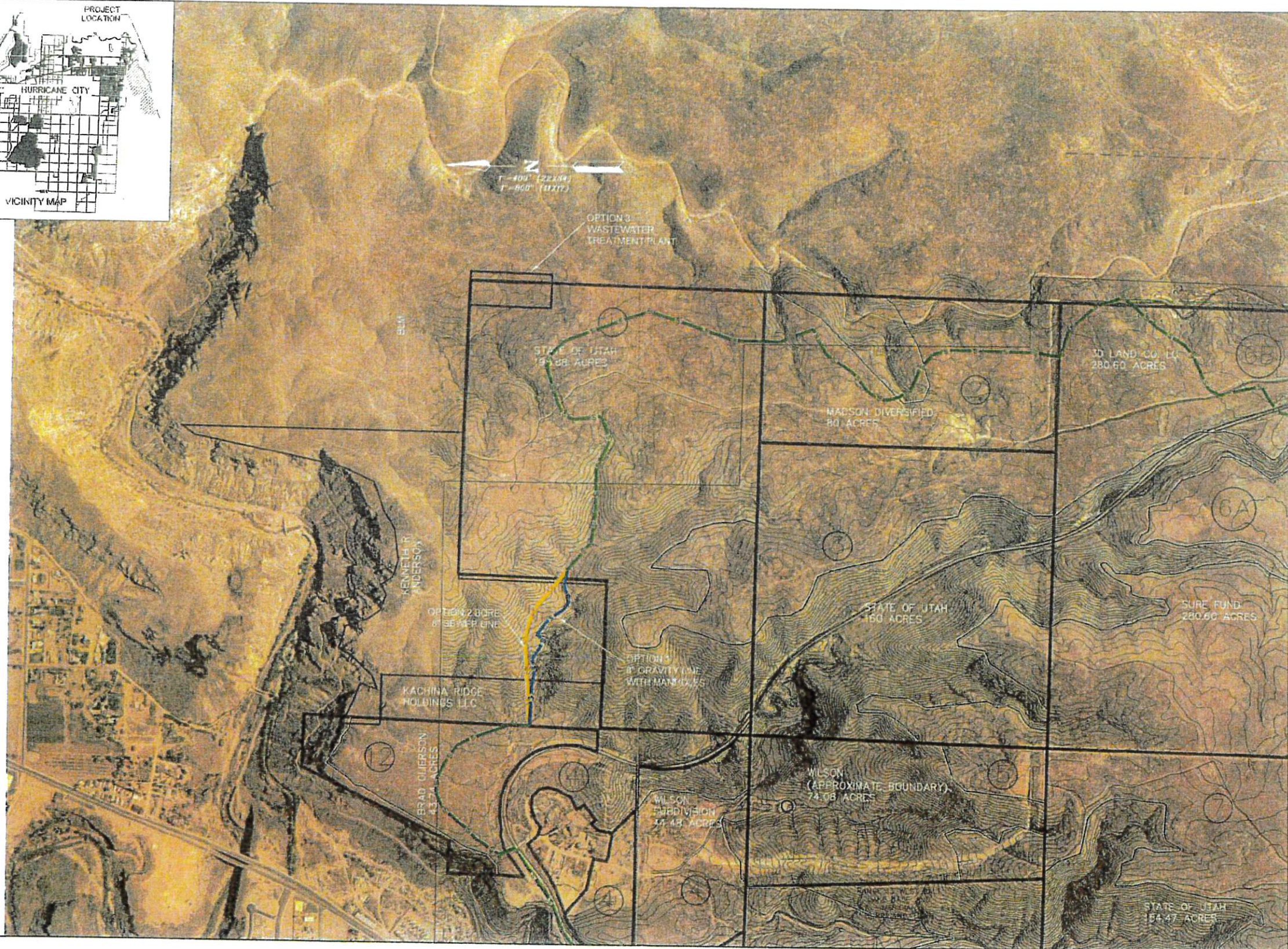
SHEET INFORMATION:

SLOPE ANALYSIS
ALOFT SUBDIVISION
HURRICANE, WASHINGTON, UTAH

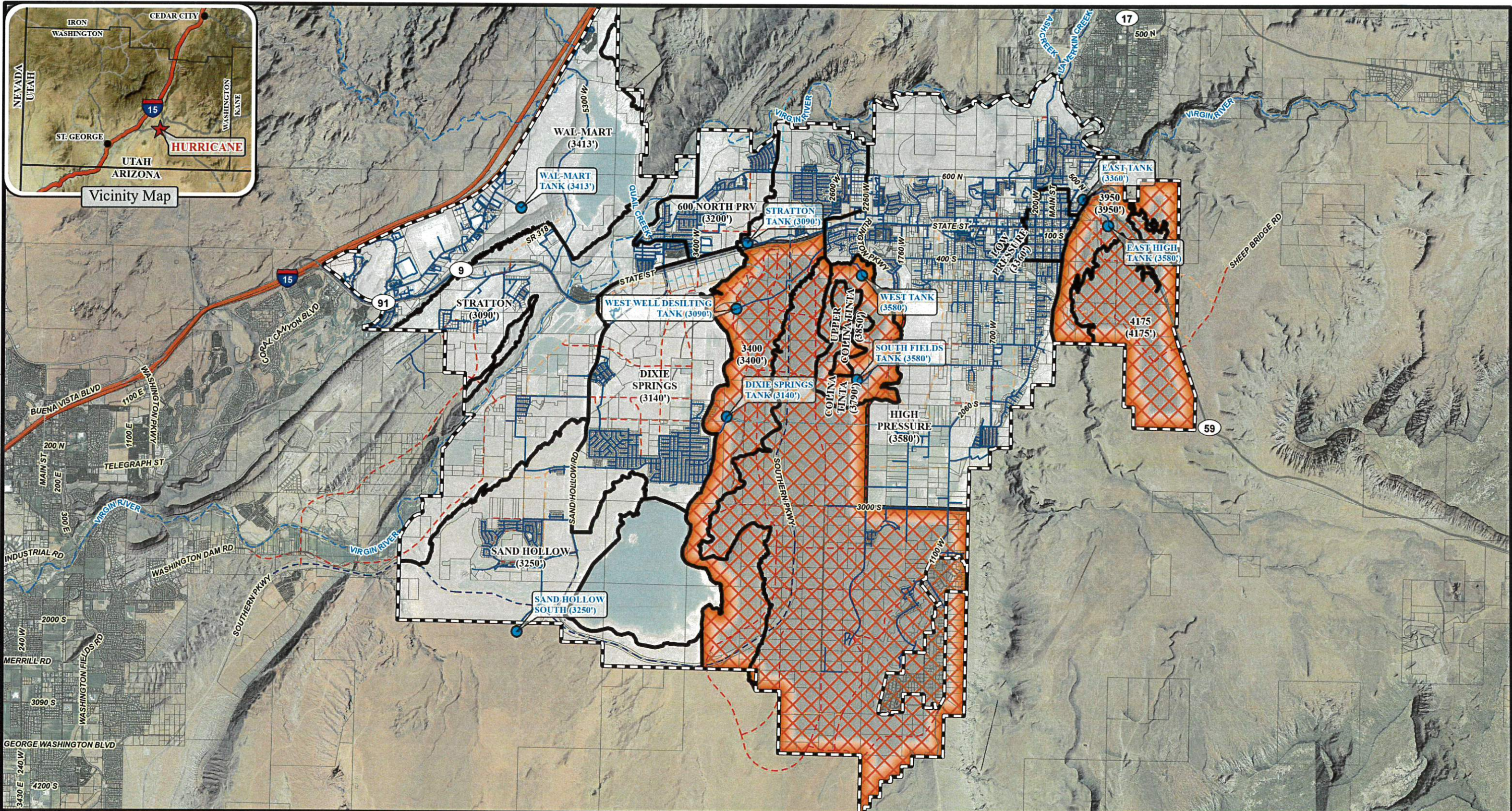
DRAWN BY: DBJ
CHECKED BY: DBJ
APPROVED BY: DBJ
PROJECT NO: 22-011
DATE: 01/06/23
SCALE: AS SHOWN

SHEET:
EX-102

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PROJECT # DATE SHEET 1 046-17 GWV SEPT, 2007 1"=1200' (1 in 17)		NO DATE BY DESCRIPTION REVISIONS	
PROJECT # DATE SHEET 1 046-17 GWV SEPT, 2007 1"=1200' (1 in 17)		NO DATE BY DESCRIPTION REVISIONS	



P:\046-191 Hurricane Water Model & 6-Yr Plan Update 2022\Drawings\GIS\ArcPro\046-191 Distribution Capacity Exhibit.aprx, AEBORDER 11x17, 10/26/2022 9:51 AM jheward

ALPHA
ENGINEERING
43 South 100 East, Suite 100 • St George, Utah 84770
T: 435.628.6500 • F: 435.628.6553 • alphaengineering.com

Legend

- Hurricane Municipal Boundary
- Washington County Parcels
- Pressure Zone Boundaries
- Approximate Extent of Limit Culinary Distribution
- Existing Culinary Water

- Existing Tank
- Master Planned Roads
 - Major Arterial (106' ROW)
 - Minor Arterial (90' ROW)
 - Major Collector (70' ROW)
 - Minor Collector (60' ROW)



1 of 1

Approximate Areas of Limited Distribution Capacity

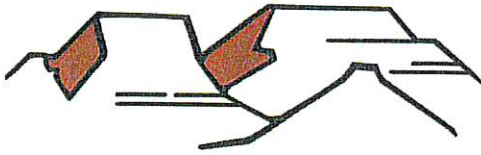
Hurricane, Utah

Spatial Reference: Utah State Plane NAD 83, feet

Drawn By: JRH

Scale: 1" = 6,000 feet

Date: October 2022



PLANNING & ZONING
HURRICANE CITY
UTAH

147 N 870 W Hurricane UT
PHONE: 435.635.2811 FAX: 435.635.2184

ZONE CHANGE APPLICATION

For office use only: \$500.00 Fee
File No. 2023-ZC-03
Receipt No. 8-165580

Name: Jeremy Black Telephone: 435-314-7700
Address: 663 W. 400 S. Fax No. _____
Email: Abuildingsystem@gmail.com Agent Email: _____
Agent (If Applicable): _____ Telephone: _____
Address/Location of Subject Property: 663 W. 400 S.
Tax ID of Subject Property: H-231-B-1 Existing Zone District: R1-c
Proposed Zoning District and reason for the request (Describe, use extra sheet if necessary) R1M-1

Submittal Requirements: The zone change application shall provide the following:

- ___a. The name and address of every person or company the applicant represents.
- ___b. An accurate 11 x 17-inch property map showing the existing and proposed zoning classifications.
- ___c. All abutting properties showing present zoning classifications.
- ___d. An accurate legal description of the property to be rezoned.
- ___e. Stamped envelopes with the names and addresses of all property owners within ³⁶⁰250 feet of the boundaries of the property proposed for rezoning.
- ___f. Warranty deed or preliminary title report or other document (see attached Affidavit) showing evidence that the applicant has control of the property

Note: It is important that all applicable information noted above along with the fee is submitted with the application. An incomplete application will not be scheduled for Planning Commission consideration. Planning Commission meetings are held on the second Thursday and fourth Wednesday of each month at 6:00 p.m. Contact the Planning Department for the deadline date for submissions. Once your application is deemed complete, it will be put on the agenda for the next Planning Commission meeting. A deadline missed or an incomplete application could result in a month's delay.

(Office Use Only)

Date Received: _____ Application Complete: YES ___ NO ___

Date application deemed to be complete: _____ Completion determination made by: _____



STAFF COMMENTS

Agenda Date:	02/10/2023
Application Number:	2023-ZC-03
Type of Application:	Zone Change Application
Action Type:	Legislative
Applicant:	Jeremy Black
Agent:	
Request:	A Zone Change from R1-8 to RM-1
Location:	663 W 400 S
Zoning:	R1-8
General Plan Map:	Single Family

Discussion:

The applicant is seeking a zone change from R1-8 to RM-1 on .29 acres of property located on the corner of 700 W and 400 S just north of Gould's Wash. There is currently a small, 676 sq ft, house on the property as well as a recreational vehicle that is presumably being lived in. The applicant has told staff they would like to tear down the existing home and build a duplex on the property as well as take advantage of reduced setbacks in the RM-1 zone.

Per HCC 10-13-4 in the RM-1 zone, *"Duplex only permitted on first 10,000 square feet. Any additional units must meet density per acre standards."* The lot is approximately 12,000 sq ft so only a duplex would be possible on this property.

	Zoning	Adjacent Land Use
North	R1-10	Hurricane Middle School
East	R1-8	Single Family Homes and Duplexes
South	R1-6, PF	Gould's Wash, single family homes and duplexes further south
West	PF, R1-6, RA-0.5	Gould's Wash, undeveloped property



10-7-7: ZONING MAP AND TEXT AMENDMENTS:

1. *Whether the proposed amendment is consistent with goals, objectives and policies of the city's general plan;*
2. *Whether the proposed amendment is harmonious with the overall character of existing development in the vicinity of the subject property;*
3. *The extent to which the proposed amendment may adversely affect adjacent property; and*
4. *The adequacy of facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreation facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.*

Response: The General Plan Map shows this area as a Single Family. The 2021 General Plan defines Planned Community as follows:

These uses should be located near supporting community uses such as, but not limited to churches, schools, and parks. Appropriate densities for this land use include R1-15, R1-10, R1-8, and R1-6.

While the proposed zoning does not strictly comply with the General Plan Map, staff generally believes that this is one of those areas where the General Plan Map does not reflect the reality on the ground. As pointed out below, there is already multifamily uses and zoning in this area. Allowing for more diverse housing types, especially on oddly shaped properties and where it is consistent with the neighborhood, may be appropriate for this area.

The Hurricane City General Plan recommends that the City consider adding different housing types in appropriate areas:

In recent years, the City has recognized the need to approve zoning changes and project plans that provide a wider variety of housing options for Hurricane residents. A number of new multi-family housing units have been approved in recent years and are in various stages of construction and occupation. These multi-family homes are a mixture of rental apartments, rental and owner-occupied townhomes, and duplex housing.

In 2018, the City adopted the Hurricane Moderate Income Housing Plan. The Plan provides information on housing costs in Hurricane, local incomes, and the attainability of housing for City residents. The Plan also sets policies and identifies strategies to broaden housing availability. The 2019 Plan states:

“While the City cannot control the housing market, it can take steps to ensure housing options continue to be available for all residents of all income ranges and ages. These include locating appropriate land use designations for multi-family housing, manufactured home communities, and townhome development. Ensuring these land use designations are located in areas convenient to shopping, transportation, and jobs will help families keep transportation costs lower. The City will be starting an amendment of the entire General Plan in 2020 and will ensure consideration is given to these factors when finalizing the updated plan.” (Hurricane City General Plan, 2021, p 41).

The 2022 Moderate Income Housing Plan also encourages the City to look at more areas where “missing middle” housing can be provided.

2. Is the proposed amendment harmonious with the overall character of existing development in the subject property’s vicinity?

Response: Yes, there are already small scale duplexes in the area. There are multiple duplexes as non complying uses along the south side of 400 S and there are zoned RM-1 areas south of Gould’s Wash that also contain duplexes

3. Will the proposed amendment affect the adjacent property?

Response: The proposed zoning will allow the addition of one additional residential unit on the property. The property is along a major roadway in town and will most likely not have a major impact on the area. The property is currently in a fairly dilapidated state and any updates to the property will most likely be beneficial to the property and the area.

4. Are public facilities and services adequate to serve the subject property?

Response: Facilities and services are adequate for this development. JUC had no major concerns about availability. The applicant will need to do some roadway improvements in front of the property to bring it up to Hurricane standards.

Other Considerations

Flood Plain and Shape of the Property:

As seen in the image from Washington County GIS below, this property sits largely high enough above Gould's Wash that it is largely unencumbered by the floodway. This is an oddly shaped corner piece of property so what the setback standards are can play a major role in how the property is developed. Please see the attached diagram for a demonstration.

	R1-8	RM-1
Front	25 feet	Living area-20 feet Garage-22 feet
Rear	20 feet	10 feet
Interior Side	10 feet	10 feet
Street Side	20 feet	20 feet



Missing Middle Housing:



Duplexes are part of the missing middle housing. Over the past 60 years, most housing growth has been either single family homes in suburban areas or large apartment complexes in urban centers. “Middle” types of housing such as duplexes, townhomes, mixed-use buildings etc. have become rare in recent years. However, with ever increasing housing prices, these housing types are increasingly popular as starter homes for young families. These housing types are also considered a good way to increase neighborhood density, especially in more walkable parts of town such as near downtown, without the same level of impact on a neighborhood that a mid-rise apartment complex would have.

JUC Comments:

Joint Utility Committee comments are due February 8th, 2023. This report will be updated at that time.

Public Works: Does the lot have floodway problems? Sufficient size for a duplex?

Power: No concerns

Water:

Streets:

Sewer:

Fire:

Phone/Cable: No comment

Findings:

Staff makes the following findings:

1. The proposed change does not meet the standards of the General Plan Map but does match the goals of the General Plan and the Moderate Income Housing Plan
2. The proposed change matches the surrounding development in use and zoning.
3. The proposed amendment will have an impact on the area, but the limited number of units would mitigate the impact.
4. Services are adequate to serve the area and proposed project.
5. The reduced setbacks of the RM-1 zoning increase the development potential of this underdeveloped property.

Recommendation: Staff recommends the Planning Commission review this application and the zone change based on standards and consider residents' comments. Staff would recommend approval of the proposed zone change to RM-1.

Mayor
Nanette Billings

City Manager
Kaden DeMille



Planning Commission
Mark Sampson – Chair
Paul Farthing – Vice Chair
Michelle Cloud
Ralph Ballard
Shelley Goodfellow
Rebecca Bronemann
Brad Winder
Kelby Iverson

Stephen Nelson, Planning Director
Fred Resch, Assistant Planner/Code Enforcement
Brienna Spencer, Planning Technician

January 26, 2023

Dear property owner,

Public Comment

The Hurricane City Planning Commission will hold a Public Hearing during its regular meeting on February 9, 2023 commencing at 6 p.m. to take comments on a zone change amendment request located at 663 W 400 S from R1-8, residential one unit per 8,000 square feet, to RM-1, multifamily 6 units per acre, to build a duplex. A map showing the proposal is included with this mailing.

If you would like to make comments, please plan to attend the meeting, or provide written comments for the Planning Commission's consideration by 3 p.m. the day of the meeting.

If you are a property owner within the zone change area, you may access the City's land use code providing information on the specific zone to be applied to your property via the city's website, cityofhurricane.com, under the Planning and Zoning link. The land use code is Title 10 the zone included in this zone change request is located in Chapter 13. The purpose statement for each zone may be found in Chapter 11.

If you are a property owner within the zone change area you may, no later than 10 days after the day of the first public hearing, file a written object to the inclusion of your property in the proposed zoning map amendment. Send any such objection to the Planning Department at 147 N. 870 West, Hurricane, UT 84737. A copy of any and all objections will be provided to the City Council for their consideration during the decision-making process for the zone map amendment.

Please contact me at 435-635-2811 X 118 or email publiccomment@cityofhurricane.com if you have any questions or concerns.

Sincerely,

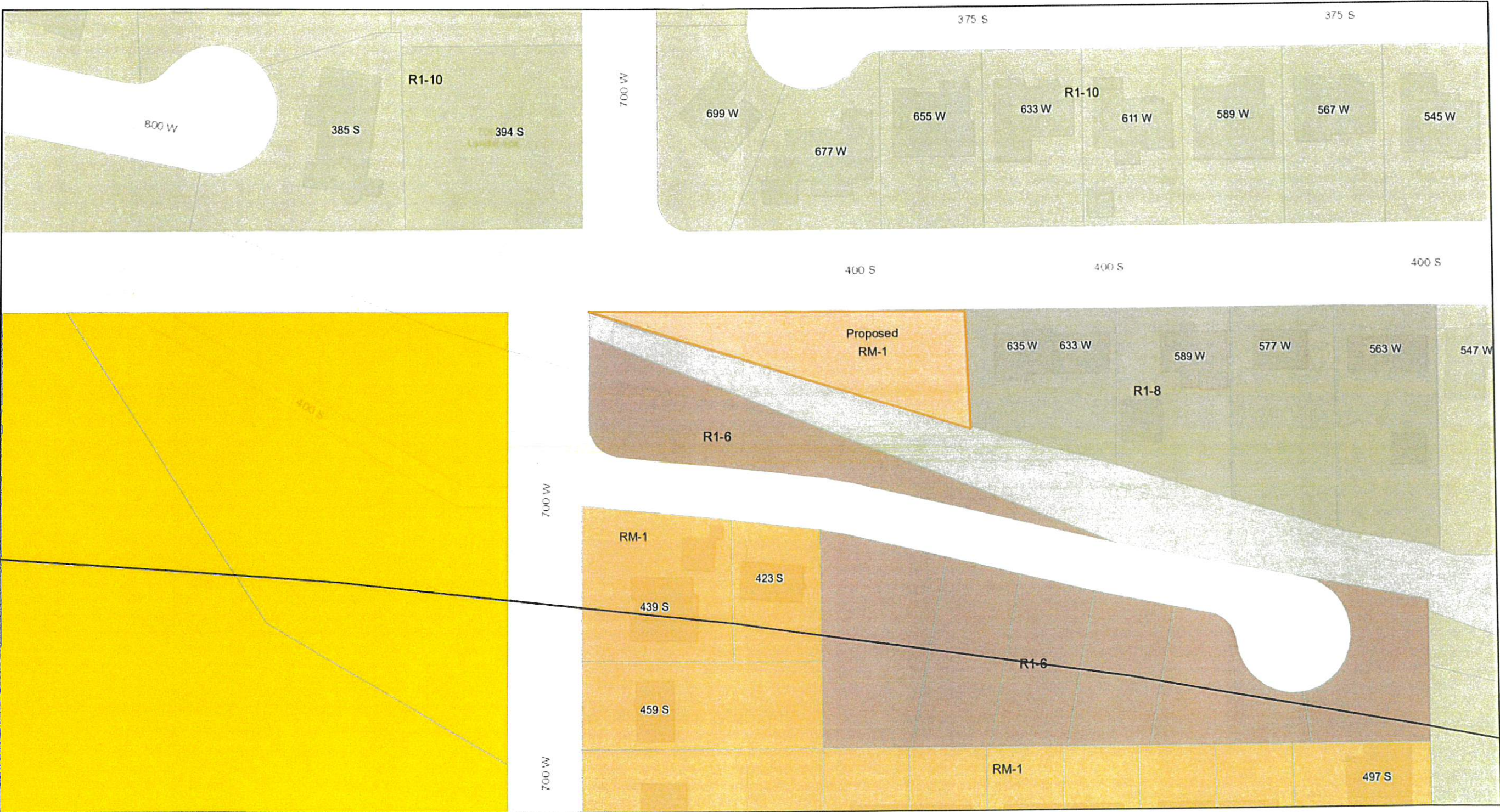
Stephen Nelson

Stephen Nelson, Planning Director

No objection as proposed
RE Mathews
331 1351/352
50 720 west
[Signature]



Proposed Zoning



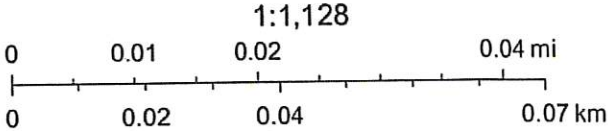
1/26/2023, 11:26:44 AM

— Airport Control Zone
— Parcels

ZoningP

- RA-0.5: Residential Agricultural - 2 Units Per Acre
- R1-10: Residential - 1 Unit Per 10,000 Sq. Ft.

- R1-8: Residential - 1 Unit Per 8,000 Sq. Ft.
- R1-6: Residential - 1 Unit Per 6,000 Sq. Ft.
- RM-1: Multi-Family - 6 Units Per Acre
- Public Facility



City of Hurricane GIS, Bureau of Land Management,
Utah AGRC, Esri, HERE, Garmin, INCREMENT P,
USGS, EPA, USDA

Zoning Map



1/25/2023, 2:39:14 PM

— Airport Control Zone
Parcels

ZoningP

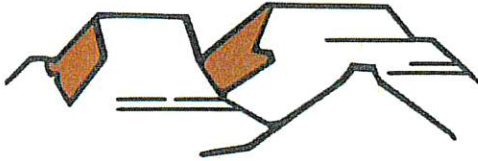
RA-0.5: Residential Agricultural - 2 Units Per Acre
R1-10: Residential - 1 Unit Per 10,000 Sq. Ft.

R1-8: Residential - 1 Unit Per 8,000 Sq. Ft.
R1-6: Residential - 1 Unit Per 6,000 Sq. Ft.
RM-1: Multi-Family - 6 Units Per Acre

Public Facility

1:1,128
0 0.01 0.02 0.04 mi
0 0.02 0.04 0.07 km

Esri Community Maps Contributors, City of Hurricane
GIS, Utah Geospatial Resource Center, ©
OpenStreetMap, Microsoft, Esri, HERE, Garmin,
SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS,



HURRICANE CITY UTAH

147 N 870 W Hurricane UT 84737

PHONE: 435.635.2811 FAX: 435.635.2184

AMENDED FINAL PLAT APPLICATION

For Office Use Only: \$150 Fee

File No. 2023-AFP-03

Receipt No. 8-165451

Name: DARRELL & CHRISTINE LEIGH Telephone: 520-678-0900
Address: 4400 W STATE STREET #26, HURRICANE Fax No. _____
Email: DLEIGH117@MSN.COM Agent Email: RYANSCHOLES@ALPHAENGINEERING.COM
Agent (If Applicable): RYAN SCHOLES/ALPHA ENGINEERING Telephone: 435-628-6500
Address/Location of Subject Property: 4400 W STATE STREET #26, HURRICANE

Tax ID of Subject Property: H-QLE-10, H-QLE-11-A Number of Lots: _____
Subdivision Name: QUAIL LAKE ESTATES PUD PART. AMD. B Phase: _____

Submittal Requirements: 1-large paper copy, 1-11 X 17, and 1 disk in 2004 or newer Auto-Cad format

1. The final plat shall show:

- ☒ a. The name or designation of the subdivision that is distinct from any plat already recorded in the County Recorder's office, as approved by the Planning Commission.
- ☒ b. The boundaries, course, and dimensions of all of the parcels of ground divided, by their boundaries, course, and extent, whether the owner proposes that any parcel of ground is intended to be used as a street or for another public use, and whether any such area is reserved or proposed for dedication for a public purpose.
- ☒ c. The lot or unit reference, block or building reference, street or site address, street name or coordinate address, acreage or square footage of all parcels, units, lots, and the length and width of the blocks and lots intended for sale.
- ☒ d. Every existing right-of-way and easement grant of record for communications infrastructure, for underground facilities as defined in Section 54-8a-2 of the Utah Code and for other utility facilities. Where the same is granted to a specific entity, that entity must be clearly identified.
- ☒ e. True angles and distances to the nearest established street lines or official monument, which shall be accurately described on the plat and shown by appropriate symbols.
- ☒ f. All street center line data must be shown, together with its relationship to the property lines, corners, etc.
- ☒ g. The accurate location of all monuments shall be shown on the plat, and shall be identified, including all United States, State, County or other official monuments.
- ☐ h. The dedication to the public of all streets and highways included in the proposed subdivision (except approved private streets).



STAFF COMMENTS

Agenda Date:	02/09/2023
Application Number:	2023-AFP-03
Type of Application:	Amended Final Plat
Action Type:	Administrative
Applicant:	Darrell and Christine Leigh
Agent:	Ryan Scholes/Alpha Engineering
Request:	Approval of an Amended Final Plat
Location:	4400 W State St #10
Zoning:	MH/RV
General Plan Map:	Multifamily

Discussion: The applicant has applied to amend the final plat for Quail Lake Estates to adjust the lot lines so the lot lines no longer run through a building. Any lot line changes within a recorded subdivision requires an amended final plat.

JUC Comments

1. **Public Works:** No comments
2. **Power:** No concerns
3. **Water:** Okay- on a private system
4. **Streets:** Okay with lot amendment
5. **Sewer:**
6. **Engineering:** No comments
7. **Fire:**
8. **Cable/Phone/Gas/Water Conservancy/Parks:** No comments

Staff Comments

1. The plat does meet amended final plat standards contained in [Utah Code 10-9a-608](#). Subdivision Amendments, updated in 2022. The following are the key items:
 - a. Depicts only the portion of the subdivision that is proposed to be amended
 - b. Includes a plat name distinguishing the amended plat from the original plat
 - c. Describe the differences between from the original plat.
 - d. Includes references to the original plat
2. The Final Plat needs a full review by the City Engineering Department for surveying details.
3. The applicant listed on the application does not appear to be the owner of one of the properties. The property owner's will need to sign the mylar for this amended final plat.

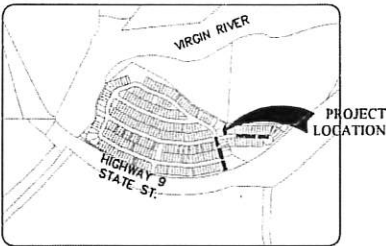


Recommendation: Staff recommends that the Planning Commission review this application based on Hurricane City and State Code standards. Staff would recommend approval of this item subject to staff and JUC comments.

QUAIL LAKE ESTATES PLANNED UNIT DEVELOPMENT
AMENDED #5 PARTIAL AMENDMENT "B"
(LOTS 10 & 11)

LOCATED IN THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 42 SOUTH, RANGE 14 WEST,
SALT LAKE BASE AND MERIDIAN, HURRICANE CITY, UTAH

VICINITY MAP



SURVEYOR'S CERTIFICATE

I, SCOTT P. WOOLSEY, PROFESSIONAL UTAH LAND SURVEYOR NUMBER 174919, HOLD A LICENSE IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT AND HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED HEREON IN ACCORDANCE WITH SECTION 17-23-17 AND HEREBY CERTIFY ALL MEASUREMENTS AND DESCRIPTIONS ARE CORRECT. MONUMENTS HAVE BEEN SET AS REPRESENTED ON THIS PLAT.

QUAIL LAKE ESTATES PLANNED UNIT DEVELOPMENT AMENDED #5
PARTIAL AMENDMENT "B" (LOTS 10 & 11)

AND THAT SAID TRACT OF LAND HAS BEEN SUBDIVIDED INTO A LOT AND EASEMENTS AND SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BOUNDARY DESCRIPTIONS

Parcel #10

Commencing at the Northwest Corner of the Northeast 1/4 of the Southeast 1/4 of Section 2, Township 42 South, Range 14 West, Salt Lake Base and Meridian; Thence South 89°52'48" East, along the Center Section line, a distance of 25.19 feet Thence South 00°00'00" East, a distance of 4.32 feet, to the Point of Beginning, said point being on the Northern boundary line of Quail Lake Estates Planned Unit Development Amended #5, per Entry #824878, Official Washington County Records; Thence South 64°15'41" East, along said line, a distance of 2.09 feet, to the Northwest Corner of Lot 10-A of said Quail Lake Estates; Thence South 08°33'08" East, a distance of 109.82 feet, to the Southwest Corner of said Lot 10-A; Thence South 78°19'26" West, along the North right of way line of Partridge Circle, a distance of 27.22 feet; Thence North 13°50'04" West, a distance of 22.33 feet; Thence North 10°41'58" West, a distance of 47.72 feet; Thence North 20°02'22" East, a distance of 36.72 feet; Thence North 40°19'08" East, a distance of 15.72 feet to the Point of Beginning.

Containing 2,850 square feet or 0.065 acres, more or less.

Parcel #11

Commencing at the Northwest Corner of the Northeast 1/4 of the Southeast 1/4 of Section 2, Township 42 South, Range 14 West, Salt Lake Base and Meridian; Thence South 89°52'48" East, along the Center Section line, a distance of 25.19 feet Thence South 00°00'00" East, a distance of 4.32 feet, to the Point of Beginning, said point being on the Northern boundary line of Quail Lake Estates Planned Unit Development Amended #5, per Entry #824878, Official Washington County Records; Thence South 40°19'08" West, a distance of 15.72 feet; Thence South 20°02'22" West, a distance of 36.72 feet; Thence South 10°41'58" East, a distance of 47.72 feet; Thence South 13°50'04" East, a distance of 22.33 feet, to a point on the Northern right of way line of Partridge Circle; Thence South 78°19'26" West, along said line, a distance of 49.56 feet to the beginning of a curve to the right, of which the radius point lies North 11°40'53" West, a radial distance of 20.00 feet; thence Northwesterly along the arc of said curve, through a central angle of 82°25'12", a distance of 38.77 feet, to a point on the Eastern right of way line of Quail Creek Drive; Thence North 18°15'41" West, along said line, a distance of 23.51 feet to the beginning of a curve to the left, of which the radius point lies South 70°44'21" West, a radial distance of 116.65 feet; thence Northwesterly along the arc of said curve, and said right of way line, through a central angle of 08°18'07", a distance of 16.90 feet; Thence North 55°16'10" East, a distance of 70.42 feet; Thence North 25°36'31" East, a distance of 46.78 feet to the Northeast Corner of Lot 12 of said Quail Lake Estates; Thence South 64°15'41" East, along said line, a distance of 17.91 feet to the Point of Beginning.

Containing 5,866 square feet or 0.13 acres, more or less.



OWNERS' DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED OWNERS OF THE ABOVE DESCRIBED TRACT OF LAND HAVING CAUSED SAME TO BE SUBDIVIDED INTO A LOT AND UTILITY AND DRAINAGE EASEMENTS TO BE HEREINAFTER KNOWNAS:

QUAIL LAKE ESTATES PLANNED UNIT DEVELOPMENT AMENDED #5
PARTIAL AMENDMENT "B" (LOTS 10 & 11)

FOR GOOD AND VALUABLE CONSIDERATION RECEIVED, DO HEREBY DEDICATE AND CONVEY TO HURRICANE CITY FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS UTILITY, AND DRAINAGE EASEMENTS. ALL LOTS AND EASEMENTS ARE AS NOTED OR SHOWN ON THIS PLAT. THE OWNER DOES HEREBY CONVEY AND WARRANT TO HURRICANE CITY, TITLE TO ALL PROPERTY DEDICATED AND CONVEYED TO PUBLIC USE HEREIN AGAINST THE CLAIMS OF ALL PERSONS.

IN WITNESS I HAVE HEREUNTO SET MY HAND THIS ____ DAY OF ____, 2023.

BY: DARRELL D. LEIGH BY: CHRISTINE L. LEIGH

BY: ROBERT GRAY

ACKNOWLEDGMENT

STATE OF _____)
COUNTY OF _____)

ON THIS ____ DAY OF ____, A.D. 2023, PERSONALLY APPEARED DARRELL D. LEIGH AND CHRISTINE L. LEIGH, PROVED TO BE THE PERSONS WHOSE NAMES ARE SUBSCRIBED TO IN THIS DOCUMENT, AND ACKNOWLEDGED THEY EXECUTED THE SAME.

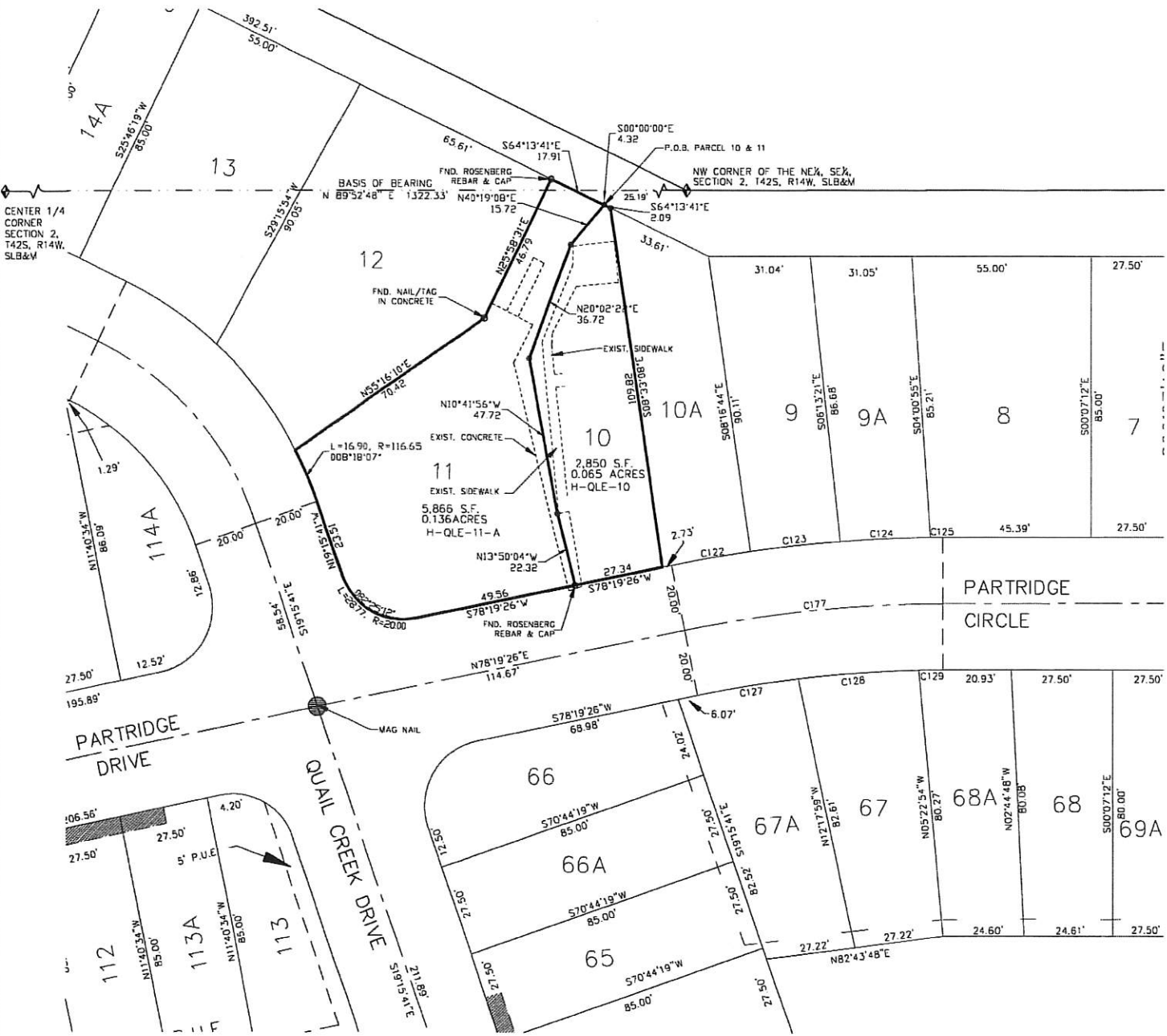
NOTARY PUBLIC FULL NAME: _____
COMMISSION NUMBER: _____
MY COMMISSION EXPIRES: _____
A NOTARY PUBLIC COMMISSIONED IN _____

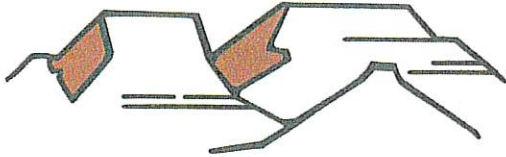
NO STAMP REQUIRED
(UTAH CODE 46-1-16(6))

NOTARY PUBLIC (SIGNATURE) _____
NO STAMP REQUIRED (UTAH CODE 46-1-16(6))

FINAL PLAT OF

QUAIL LAKE ESTATES PLANNED UNIT
DEVELOPMENT AMENDED #5 PARTIAL
AMENDMENT "B" (LOTS 10 & 11)





PLANNING & ZONING
HURRICANE CITY
UTAH

147 N 870 W Hurricane UT
PHONE: 435.635.2811 FAX: 435.635.2184

CONDITIONAL USE PERMIT

For office use only: \$250.00 Fee
File No. 2023-CUP-04
Receipt No. 8165487

APPLICATION & SUBMITTAL CHECKLIST

Name: JASON Putnam Telephone: 307-389-6588
Address: 2074 E Colorado dr Fax No. _____
Email: putnam1st@gmail.com Agent Email: _____
Agent (If applicable): _____ Agent's Phone: _____
Address of Subject Property: 444 South 1530 West
Tax ID of Subject Property: H-3-2-4-1448 Zone District: RA.5
Proposed Conditional Use: (Describe, use extra sheet if necessary) Shop to park my RV and Boat, side by side and Motorcycles 2250 sq/ft

This application shall be accompanied by the following:

- ___ 1) A plot plan showing the following:
 - ___ Property boundaries, dimensions, and existing streets.
 - ___ Location of existing and proposed building or livestock facility
 - ___ Adjoining property lines and uses within one hundred (100) feet of subject property.
- ___ 2) A reduced copy of all plans (8 1/2 x 11 if readable, or 11 x 17) if original plans are larger.
- ___ 3) Building floor plans for new construction
- ___ 4) A statement of how the applicant intends to meet the conditions for the use desired
- ___ 5) Signed and notarized Affidavit of Property owner showing evidence that the applicant has control of the property or copy of warranty deed

NOTE: It is important that all applicable information noted above is submitted with the application. An incomplete application cannot be reviewed until it is complete. Fee is part of the application.

(Office Use Only)

Date Received: _____ Received by: _____
Date application deemed to be complete: _____ Completion determination made by: _____



STAFF COMMENTS

Agenda Date:	02/09/2022
Application Number:	2023-CUP-04
Type of Application:	Conditional Use Permit
Action Type:	Administrative
Applicant:	Jason Putnam
Agent:	
Request:	A conditional use permit for a building with a greater height and size
Location:	444 S 1530 W
Zoning:	RA-0.5
General Plan Map:	N/A

Discussion: The applicant proposes constructing an approximately 2250 sq. ft. and 21' tall shop/garage. Hurricane City Code (HCC) 10-14-4 allows the maximum square feet and height of an accessory building to be 2,000 sq. ft. and 20' tall. A property owner may apply for a conditional use permit to build a taller and larger building. The standards to obtain a conditional use permit are as follows:

10-7-9: CONDITIONAL USE PERMIT E. Approval Standards: The following standards shall apply to the issuance of a conditional use permit:

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

2. Standards for each use must be reviewed. Specific standards are set forth for each use in subsections E2a through E2g of this section:...

e. Standards for greater heights and size than permitted by this Code:

(1) The height may not be greater than two (2) stories or 1.5 times the average height of the immediately adjacent buildings, whichever is greater and the building must be of compatible architecture with immediately adjacent buildings.

(2) When a greater height accessory building is approved, the building must be set back a minimum of five feet (5') from side and rear property lines when the adjoining property is for single family residential use.

f. Standards for greater size than permitted by this Code.

(1) The greater size building desired must be of compatible architecture with immediately adjacent buildings.

(2) At least 50 percent of the lot on which the building is located must remain free of buildings.

(3) The building must be for a use permitted in the zone in which it is located.

Findings:

1. The proposed building is not greater than two stories and will be compatible with the neighboring homes.
2. The total building coverage from the two buildings does not exceed 50% of the lot
3. The building is setback at least 5' from all property lines
4. The proposed use is a permitted use in the zone.

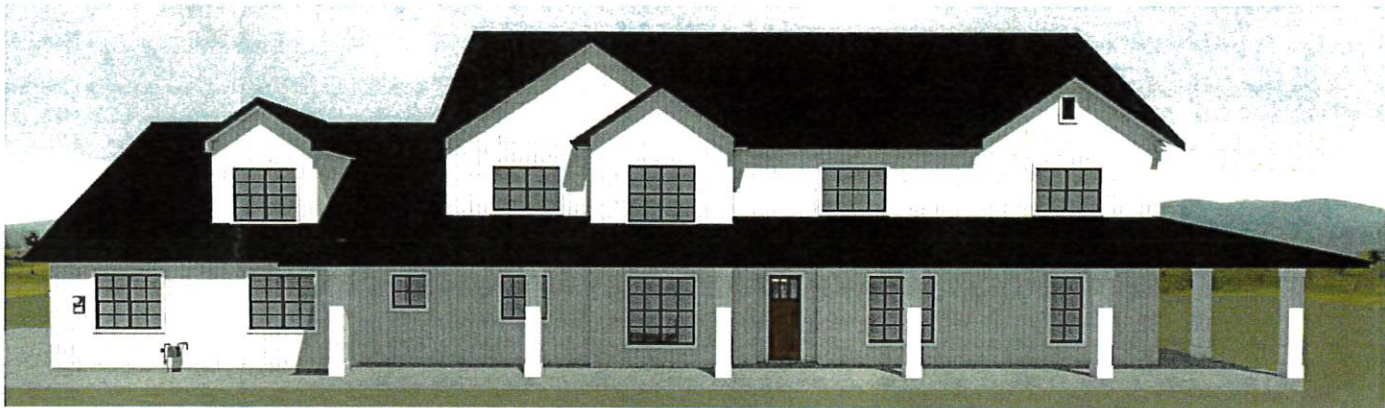
Recommendation: Staff recommends approval of the conditional use permit subject to staff comments.

CODE REVIEW		
CONSTRUCTION SHALL COMPLY WITH IRC 2018 AND ALL LOCAL ORDINANCES AND CODES		
CONCRETE		
01. TERMITES CONTROL MUST BE PROVIDED PRIOR TO POUR OF BASEMENT SLAB.	04. A UFER GROUND MUST BE PROVIDED AT SERVICE ENTRANCE LOCATION.	
02. ALL FOOTINGS SHALL EXTEND BELOW FROST DEPTH MEASURED FROM THE BOTTOM OF THE FOOTING TO FINISH GRADE REGARDLESS OF FOOTING DEPTH SHOWN ON PLANS.	05. IMBED SIMPSON HOLD-DOWNS AS REQUIRED BY PLAN / ENGINEERING.	
03. FOUNDATIONS SUPPORTING WOOD WALLS WILL EXIST AT LEAST 6" ABOVE FINISH GRADE.	06. RETAINING WALLS OVER 4' IN HEIGHT SHALL BE ENGINEERED.	
	07. CRAWL SPACE VENTILATION SHALL BE PROVIDED AT NOT LESS THAN 1 SF OF VENTING / 150 SF OF CRAWL SPACE AREA. ONE VENT TO BE LOCATED WITHIN 3' OF EACH CORNER OF FOUNDATION.	
	08. IF GAS APPLIANCES ARE USED IN GARAGE THEY SHALL BE PROTECTED BY A STEEL BOLLARD EMBEDDED THROUGH CONCRETE FLOOR.	
	07. SOLID BLOCKING REQ'D AT BEARING POINTS FOR FLOOR JOISTS.	
	08. SOLID BLOCKING REQ'D AT BEARING POINTS FOR ROOF RAFTER & TRUSSES.	
	09. OFFSETS AT BEARING PARTITIONS MAY NOT EXCEED JOIST DEPTH.	
	10. A WEATHER BARRIER IS REQ'D UNDER SIDING, BRICK OR STUCCO.	
	11. FLASH AND COUNTER FLASH ALL EXTERIOR OPENINGS.	
	12. GYP BOARD SHALL NOT BE INSTALLED ON EXTERIOR SURFACES.	
	13. FIRE BLOCK STUD SPACES AT SOFFITS, FLOOR AND CEILING JOIST LINES, AT 10' HORIZ & VERT. AT FLOOR AND CEILING LINES AND AT OPENING BETWEEN ATTIC SPACES ETC IRC R302.11.	
FRAMING		
01. ALL HEADERS TO BE DOUBLE 2X10'S U.N.O. HEADER CONSTRUCTION SHALL CONFORM TO LATEST IRC CODE.		
02. WATER RESISTANT GYP BOARD MAY NOT BE USED OVER VAPOR BARRIERS AND CEILINGS OR ON ANY EXTERIOR SURFACES.		
03. BRACED WALLS ARE REQUIRED EXACTLY AS SHOWN ON PLAN AND SHALL BE ENGINEERED IF GOVERNING AGENCY REQUIRES.		
04. GARAGE SHALL BE SEPARATED FROM ANYH LIVING AREA BY A 1 HR FIRE RATED ASSEMBLY INCLUDING 5/8" TYPE "X" GYP BOARD ON WALLS ADJACENT TO LIVING AREAS AND ON CEILING OF GARAGE.		
05. DOORS FROM LIVING AREAS OPENING INTO GARAGE SHALL BE A 20 MINUTE RATED DOOR WITH CLOSER.		
PLUMBING		
01. MANHOLE SYSTEM SHALL NOT BE INSTALLED IN GARAGE FIRE WALLS.	06. HOT WATER SUPPLIED TO BATHTUBS & WASH. POOL TUBS SHALL BE LIMITED TO 120 DEGREES MAX BY A WATER TEMPERATURE LIMITING DEVICE (ASSE 1070) OR BY AN APPROVED COMBINATION TUB/ SHOWER VALVE - IRC P2723.3	
02. BACK FLOW PREVENTION MUST BE PROVIDED ON HOSE BIBS AND IN SPRINKLING SYSTEMS.	07. SHOWERHEADS SHALL HAVE A FLOW RATE OF NO MORE THAN 2.5 GPM - IRC P2903.2	
03. A PRESSURE REDUCTION VALVE SHALL BE INSTALLED WHERE WATER PRESSURE EXCEEDS 80 LBS AND SHALL BE INSTALLED IN AN ACCESSIBLE LOCATION.	08. ALL HOSE BIBS SHALL BE NON-FREEZE BACKFLOW PREVENTED TYPES IRC P2902.3.3, P2603.5	
04. PROVIDE SEISMIC STRAPS ON WATER HEATER.	09. ALL PLUMBING VENTS THROUGH ROOF SHALL BE 3" MINIMUM PIPE IRC P3103.2	
05. WATER HEATER SHALL BE MOUNTED ON AN 18" HIGH PLATFORM AND MUST BE EQUIPED WITH AN EXPANSION TANK.	10. PROVIDE GAS SHUTOFF VALVE WITHIN 6' OF APPLIANCES AS PER IRC G2420	
	05. BATHROOMS & LAUNDRY ROOMS WITHOUT AN OPERABLE WINDOW ARE REQ'D TO HAVE EXHAUST FANS PROVIDING 5 AIR CHANGES PER HOUR.	
	06. A SEDIMENT TRAP SHALL BE INSTALLED IN ALL FUEL GAS SYSTEMS AS PER IFGC CODE WHERE NOT INCORPORATED AS PART OF THE GAS UTILIZATION EQUIPMENT.	
	07. AIR DUCT INSULATION SHALL BE INSTALLED IN ACCORDANCE WITH LATEST CODE. INSULATIVE VALUE SHALL BE R-5 WHEN SYSTEM COMPONENTS ARE LOCATED WITHIN THE BUILDING BUT OUTSIDE OF CONDITIONED SPACE. R-8 IS REQ'D WHEN LOCATED OUTSIDE OF THE BUILDING.	
	08. FIRE TAPE & CAULK ALL PENETRATIONS THRU FIRE WALLS. - USE META CAULK MC 150+ SYSTEM #W-1-310B.	
	09. M10. INSULATE HEATING TRUNK AND BRANCH SUPPLY DUCTS IN UNFINISHED AREA, CRAWL SPACES, ATTICS, UNHEATED GARAGES, ETC. IRC N1103	
MECHANICAL		
01. ATTIC VENTILATION IS REQUIRED, FOR HOMES WITH EAVES - ONE 50 FT OF VENT FOR EVERY 300 SQ FT OF ATTIC SPACE. FOR HOMES WITHOUT EAVES - ONE 50 FT OF VENT FOR EVERY 150 SQ FT OF ATTIC SPACE.		
02. OUTSIDE COMBUSTION AIR SHALL BE PROVIDED TO ALL FUEL BURNING APPLIANCES UNDAMPED.		
03. FURNACES IN A CLOSET SHALL HAVE A MIN CLEAR WORKING SPACE OF 3" ON SIDES, BACK & TOP.		
04. VENT CLOTHES DRYER TO OUTSIDE - DUCTS SHALL BE METAL WITH SMOOTH INTERIOR SURFACES EQUIPPED W/ BACK-DRAFT DAMPERS - TERMINATE AT THE EXTERIOR OF THE BUILDING AND NOT TO BE INSTALLED W/ SHEET METAL SCREWS - MAX LENGTH DUCT 14' W/ 2 90 DEGREE ELBOWS MAX. - DUCT DIAMETER MIN 4".		
ELECTRICAL		
01. SMOKE DETECTORS SHALL BE HARD WIRED TOGETHER IN SERIES W/ BATTERY BACKUP - A CO DETECTOR SHALL BE INSTALLED ON EACH LEVEL OF THE HOUSE.	07. ALL BEDROOMS SHALL BE ARC-FAULT PROTECTED.	
02. BATHROOM RECEPTACLE OUTLETS SHALL BE SUPPLIED BY DEDICATED 20 AMP BRANCH CIRCUIT W/ NO OTHER AND SHALL BE GFCI PROTECTED.	08. ANY LIGHT FIXTURES MOUNTED OVER TUB, SHOWERS OR IN CLOSETS SHALL BE RATED FOR SUCH.	
03. ALL KITCHEN SURFACE OUTLETS, BATH OUTLETS AND GARAGE OUTLETS SHALL BE GFCI PROTECTED.	09. NO ELECTRICAL PANELS WILL BE INSTALLED ON GARAGE FIRE WALLS OR INSIDE BATHROOMS OR IN CLOSETS.	
04. GARAGE OUTLETS SHALL BE MOUNTED 18" ABOVE FINISHED FLOOR MIN.	10. BATHTUBS WITH AN ELECTRICAL PUMP MUST HAVE AN ACCESS DOOR TO PUMP AND SHALL BE GFCI PROTECTED.	
05. OUTDOOR OUTLETS SHALL BE GFCI RATED AND SHALL BE WEATHER PROTECTED.	11. TAMPER PROOF RECEPTACLES ARE REQUIRED IN ALL OUTLETS PER NEC 406.11	
06. ALL CEILING FANS SHALL BE INSTALLED WITH FAN RATED BOXES.	12. ALL 15 AMP AND 20 AMP RECEPTACLES SHALL BE LISTED TAMPER RESISTANT.	
GENERAL NOTES:		
1. SITE ADDRESS: 2. LEGAL DESCRIPTION: REFER TO SURVEY PLAT AS PREPARED BY THE CIVIL ENGINEER. 3. ALL CONSTRUCTION SHALL BE IN COMPLIANCE WITH THE LATEST EDITION OF THE INTERNATIONAL BUILDING CODE (INCLUDING APPLICABLE AMENDMENTS), AND SHALL COMPLY WITH ALL CODES, ORDINANCES, AND REQUIREMENTS SET FORTH BY THE LOCAL JURISDICTION. 4. ZONING DISTRICT: RESIDENTIAL 5. OCCUPANCY TYPE: R-3 6. CONSTRUCTION TYPE: V-B 7. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO BECOME AWARE OF THE LOCATION OF ALL UNDERGROUND UTILITIES ON THE SITE BEFORE ANY DRILLING OR EXCAVATION BEGINS. 8. ALL LANDSCAPING / IRRIGATION WORK IS NOT IN CONTRACT. CONTRACTOR SHALL COORDINATE CONSTRUCTION WITH LANDSCAPE CONTRACTOR (UNDER SEPARATE CONTRACT) AND PROVIDE ROUGH GRADING IN PLANTING AREA. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER DRAINAGE OF LANDSCAPED AREAS AWAY FROM BUILDING. 9. ALL DIMENSIONS ARE TO BE FIELD VERIFIED FOR CORRECTNESS. IF ANY VARIANCES OCCUR, THE DESIGNER SHALL BE CONTACTED FOR VERIFICATION. WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. ALL INTERIOR DIMENSIONS ARE TO BE TO FACE OF STUD OR CONC WALLS UNLESS OTHERWISE NOTED. 10. A SOILS TEST SHALL BE PERFORMED WHERE HOUSE IS TO BE LOCATED AND FOOTINGS AND FOUNDATION SHALL COMPLY WITH SOILS ENGINEERS RECOMMENDATIONS REGARDLESS OF WHAT IS SHOWN IN THE PLANS. FOUNDATION RE-ENGINEERING WILL BE REQUIRED IF RECOMMENDED BY SOILS ENGINEERS 11. ANY ENGINEERING SHALL TAKE PRECEDENCE TO WHAT IS SHOWN ON THESE DRAWINGS - DISCREPANCIES SHALL BE CLARIFIED AND COORDINATED BEFORE CONSTRUCTION BEGINS.		
INDEX:		
COVER PAGE	CODE REVIEW, GENERAL NOTES	A-8 FRONT & REAR ELEVATIONS
A-1	FOOTING & FOUNDATION PLAN	A-9 SIDE ELEVATIONS
A-2	MAIN FLOOR FRAMING PLAN	A-10 MAIN FLOOR ELECTRICAL PLAN
A-3	MAIN FLOOR PLAN	A-11 UPPER FLOOR ELECTRICAL PLAN
A-4	MAIN ROOF & UPPER FLOOR FRAMING PLAN	A-12 SHOP WALL SECTION, FOUNDATION & FLOOR PLAN
A-5	UPPER FLOOR PLAN	A-13 SHOP ROOF FRAMING & ELECTRICAL PLANS
A-6	UPPER ROOF FRAMING PLAN	A-14 SHOP EXTERIOR ELEVATIONS
A-7	BUILDING CROSS SECTIONS	

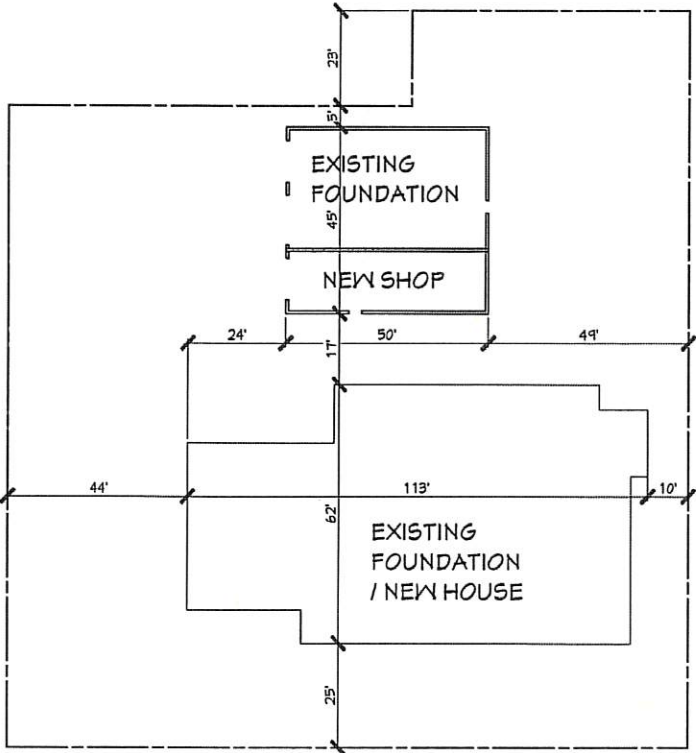
THERMAL ENVELOPE:	
WALLS:	
DRYWALL:	R-2.5
INTERIOR AIR FILM:	R-0.5
5 1/2" BLOWN-IN INSULATION:	R-20
1/16" OSB:	R-0.6
EXTERIOR AIR FILM:	R-0.5
1" EXTRUDED POLYSTYRENE RIGID FOAM:	R-5
STUCCO:	R-0.2
TOTAL EXTERIOR WALL R-VALUE	R-24.3
ROOFING:	
HOUSE ROOF:	
R30 GLASS BATTS:	R-30
GARAGE ATTIC:	
R19 GLASS BATTS:	R-19

RESIDENCE FOR JASON & LISA PUTNAM

444 S 1530 W HURRICANE, UTAH



THIS PLAN TO BE
ON SITE FOR
ALL INSPECTIONS



1515 WEST STREET
PLOT PLAN
SCALE: 1"=20'

APPROVED
By Brianna Spradler on 4-42 pm, Jul 16, 2023

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DATE:
11/8/2022

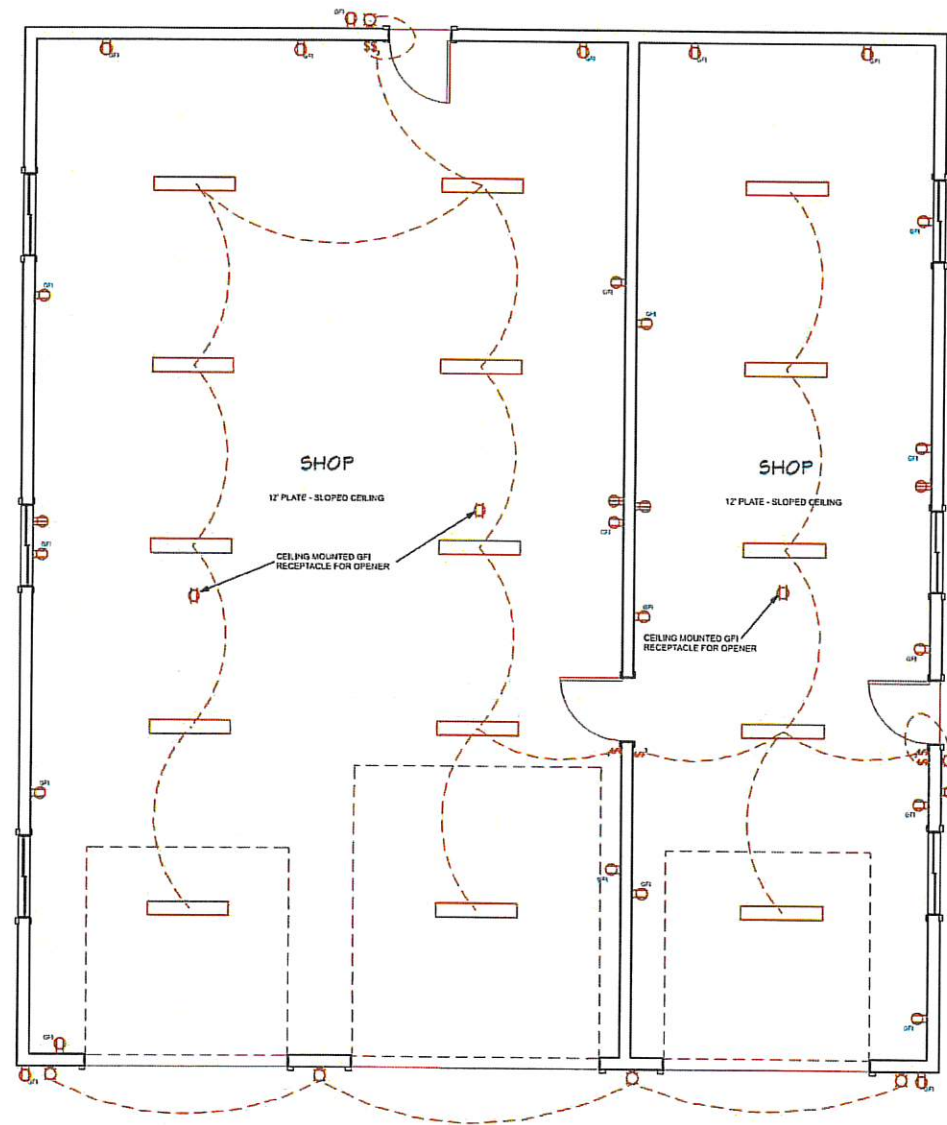
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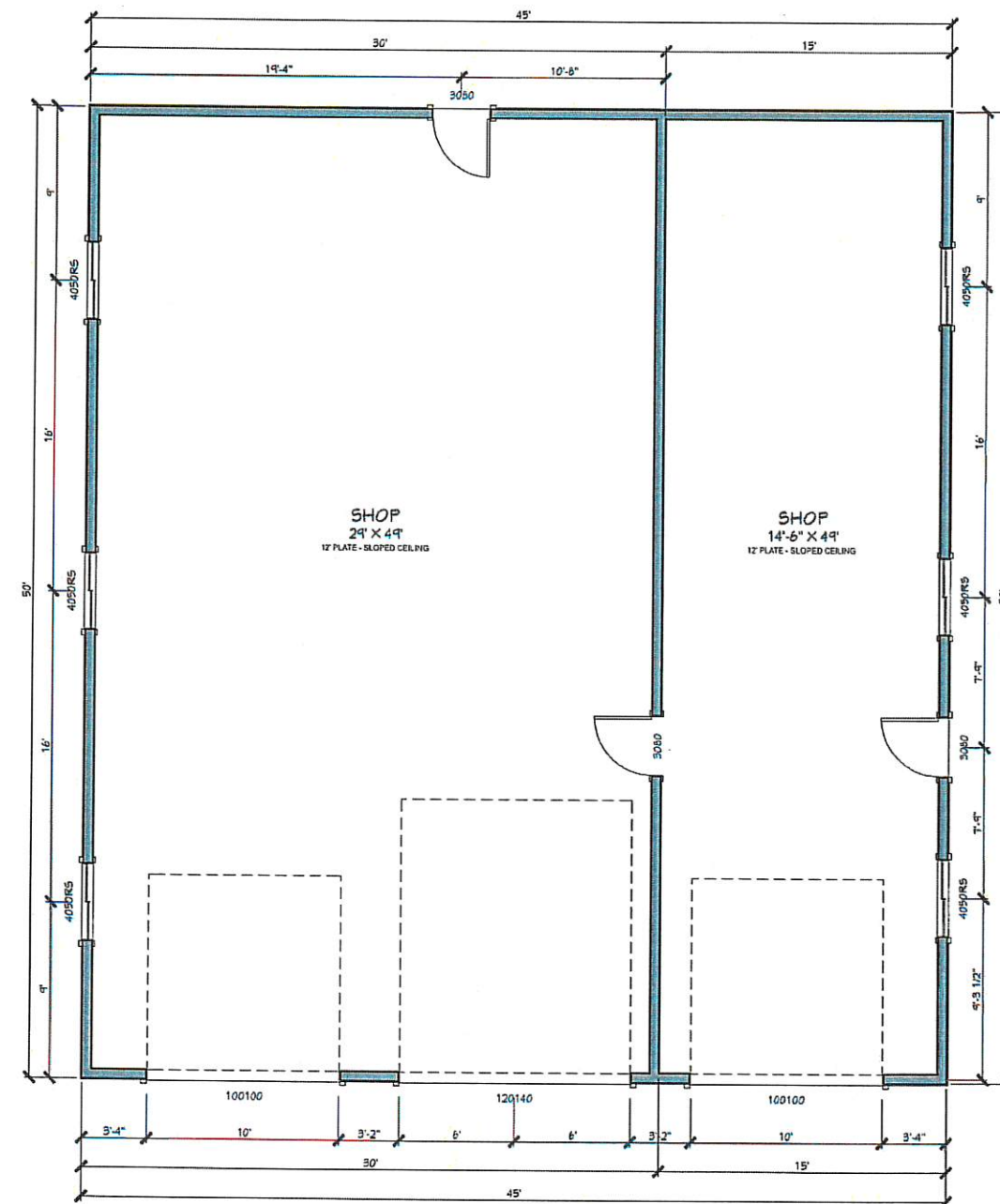
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HURRICANE, UT 84737
435-634-1650
KEVIN D. THOMAS
HOME DESIGNER

SHEET:
COVER
PAGE



SHOP ROOF FRAMING PLAN
SCALE: 1/4"=1'-0"

ELECTRICAL LEGEND	
SYMBOL	DESCRIPTION
	COMMON FLUSH MOUNT CEILING LIGHT
	RECESSED CAN LIGHT L.E.D.
	CEILING MOUNTED EXHAUST FAN
	WALL MOUNTED LIGHT FIXTURE
	CHANDELIER TYPE LIGHT FIXTURE
	CEILING FAN
	L.E.D. BAR LIGHT FIXTURE
	120V RECEPTACLE
	240V RECEPTACLE
	GROUND FAULT INTERRUPT 120V RECEPTACLE
	WEATHER PROTECTED GFI 120V RECEPTACLE
	120V FLOOR RECEPTACLE
	SWITCHES: SINGLE POLE, 3-WAY, 4-WAY
	CABLE TV JACK
	TELEPHONE JACK, ETHERNET CAT5 OR NEWER
	FUEL GAS CONNECTION
	CARBON MONOXIDE DETECTOR
	SMOKE DETECTOR
	ELECTRICAL BREAKER PANEL



SHOP ROOF FRAMING PLAN
SCALE: 1/4"=1'-0"

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444 S 1530 W HURRICANE, UTAH

Draw Works
970 N 120 E
HURRICANE, UT 84737
435-634-1450

HOME DESIGNER
KEVIN D. THOMAS

SHEET:

A-13

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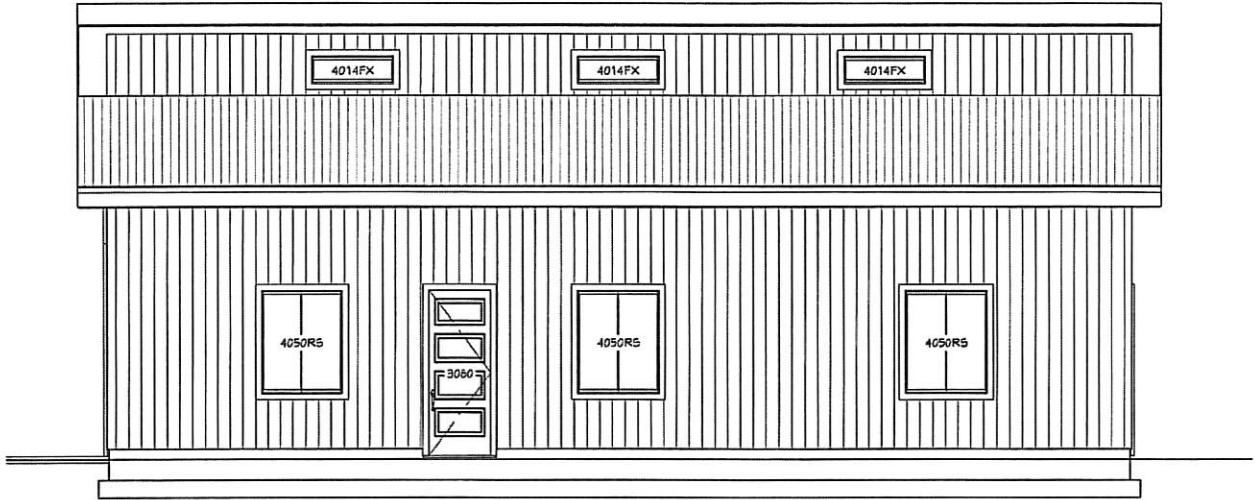
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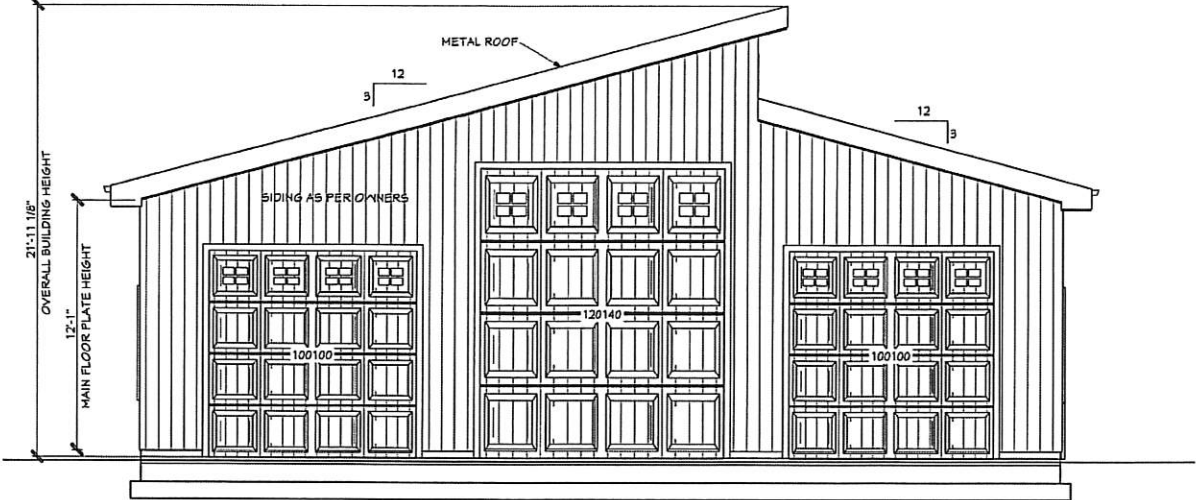
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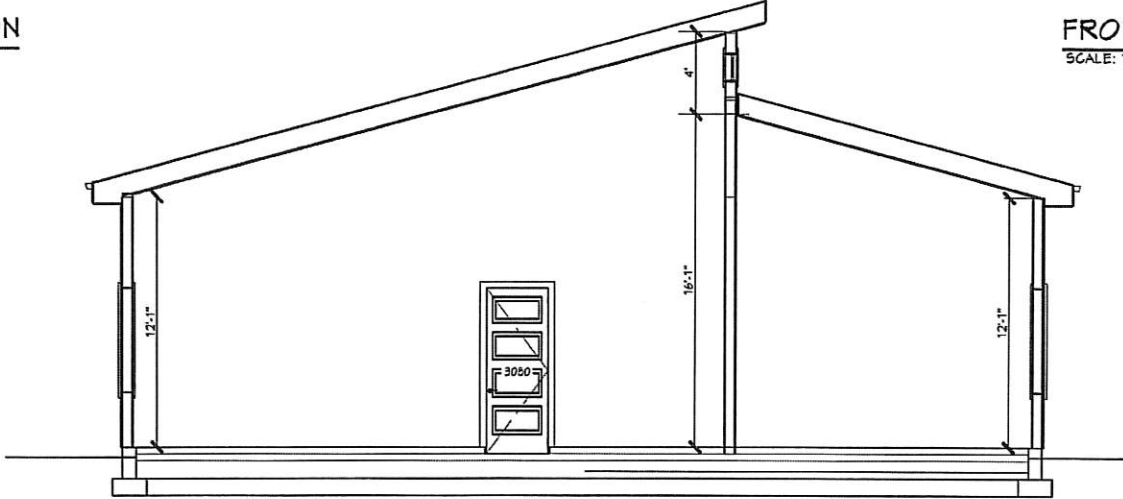
SHEET:
A-14



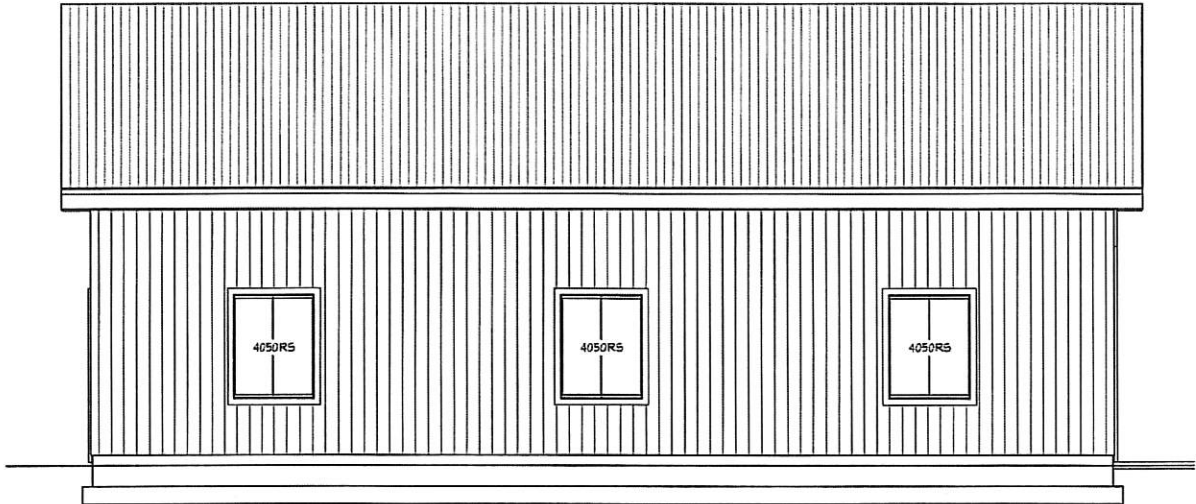
RIGHT ELEVATION
SCALE: 1/4"=1'-0"



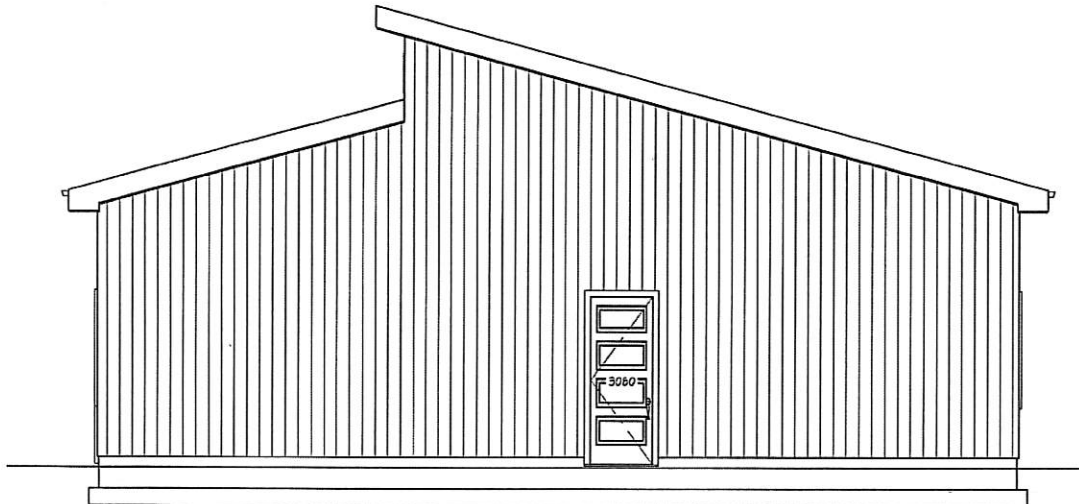
FRONT ELEVATION
SCALE: 1/4"=1'-0"



BUILDING CROSS SECTION
SCALE: 1/4"=1'-0"

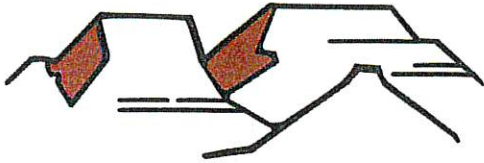


LEFT ELEVATION
SCALE: 1/4"=1'-0"



REAR ELEVATION
SCALE: 1/4"=1'-0"

D:\Draw Works\SA\Draw\22067\099 Jason & Lisa Putnam Build on Built Slew Foundation\22067 Jason & Lisa Putnam Residence Finished Plan Layout



HURRICANE CITY UTAH

147 N 870 W Hurricane UT 84737

PHONE: 435.635.2811 FAX: 435.635.2184

AMENDED FINAL PLAT APPLICATION

For Office Use Only. \$150 Fee

File No. 2023-AFP-04

Receipt No. 8-165542

Name: Heather Hugie Telephone: 435-757-5878
Address: 2829 S 3200 W Fax No. _____
Email: hhugie@gmail.com Agent Email: _____
Agent (If Applicable): Mike Hugie Telephone: _____
Address/Location of Subject Property: _____

Tax ID of Subject Property: H-DSP-F-41 + H-DSP-F-42 Number of Lots: F-41/42
Subdivision Name: Dixie Springs Phase: F

Submittal Requirements: 1-large paper copy, 1-11 X 17, and 1 disk in 2004 or newer Auto-Cad format

1. The final plat shall show:

- ___ a. The name or designation of the subdivision that is distinct from any plat already recorded in the County Recorder's office, as approved by the Planning Commission.
- ___ b. The boundaries, course, and dimensions of all of the parcels of ground divided, by their boundaries, course, and extent, whether the owner proposes that any parcel of ground is intended to be used as a street or for another public use, and whether any such area is reserved or proposed for dedication for a public purpose.
- ___ c. The lot or unit reference, block or building reference, street or site address, street name or coordinate address, acreage or square footage of all parcels, units, lots, and the length and width of the blocks and lots intended for sale.
- ___ d. Every existing right-of-way and easement grant of record for communications infrastructure, for underground facilities as defined in Section 54-8a-2 of the Utah Code and for other utility facilities. Where the same is granted to a specific entity, that entity must be clearly identified.
- ___ e. True angles and distances to the nearest established street lines or official monument, which shall be accurately described on the plat and shown by appropriate symbols.
- ___ f. All street center line data must be shown, together with its relationship to the property lines, corners, etc.
- ___ g. The accurate location of all monuments shall be shown on the plat, and shall be identified, including all United States, State, County or other official monuments.
- ___ h. The dedication to the public of all streets and highways included in the proposed subdivision (except approved private streets).



STAFF COMMENTS

Agenda Date:	02/09/2023
Application Number:	2023-AFP-04
Type of Application:	Amended Final Plat
Action Type:	Administrative
Applicant:	Heather Hugie
Agent:	Mike Hugie
Request:	Approval of an Amended Final Plat
Location:	2829 S 3200 W and 3203 W 2830 S
Zoning:	R1-10
General Plan Map:	Single Family

Discussion: The applicant has applied to amend the final plat for Dixie Springs to adjust the lot lines slightly as well as formally combine two parcels owned by the applicant. Any lot line changes within a recorded subdivision requires an amended final plat.

JUC Comments

Joint Utility Committee comments for this application are due on February 8th, 2023. This report will be updated at that time.

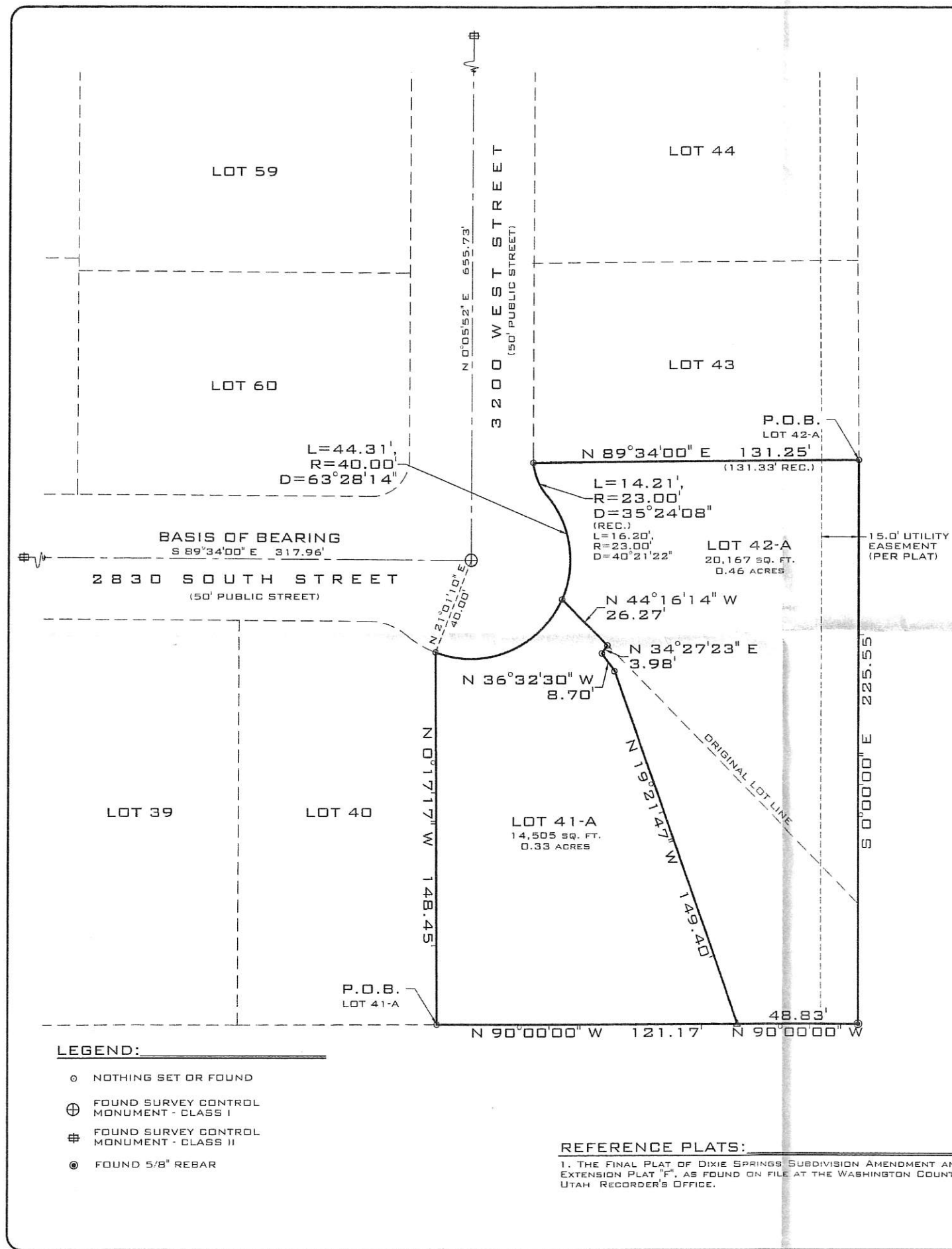
1. **Public Works:** No comments
2. **Power:** No concerns
3. **Water:**
4. **Streets:**
5. **Sewer:**
6. **Engineering:**
7. **Fire:**
8. **Cable/Phone/Gas/Water Conservancy/Parks:** No comments

Staff Comments

1. The plat does meet amended final plat standards contained in [Utah Code 10-9a-608](#). Subdivision Amendments, updated in 2022. The following are the key items:
 - a. Depicts only the portion of the subdivision that is proposed to be amended
 - b. Includes a plat name distinguishing the amended plat from the original plat
 - c. Describe the differences between from the original plat.
 - d. Includes references to the original plat
2. The Final Plat needs a full review by the City Engineering Department for surveying details.
3. The public utility easement on the east and south property lines can be removed.



Recommendation: Staff recommends that the Planning Commission review this application based on Hurricane City and State Code standards. Staff would recommend approval of this item subject to staff and JUC comments.



NARRATIVE:

THIS SURVEY WAS CONDUCTED AT THE REQUEST OF THE CLIENT TO ADJUST THE LINE BETWEEN LOTS 41 & 42. A CLOSURE ISSUE OCCURRED AT THE NORTHWEST CORNER OF LOT 42. MEASURED AND RECORD DISTANCES ARE SHOWN FOR CLOSURE PURPOSES. THE BASIS OF BEARING IS AS SHOWN.

SURVEYOR'S CERTIFICATE:

I, BRANDON E. ANDERSON, PROFESSIONAL LAND SURVEYOR NUMBER 4938716, HOLD A LICENSE IN ACCORDANCE WITH TITLE 5B, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT AND HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED HEREON IN ACCORDANCE WITH SECTION 17-23-17 AND HEREBY CERTIFY ALL MEASUREMENTS AND DESCRIPTIONS ARE CORRECT. MONUMENTS WILL BE SET AS REPRESENTED ON THIS PLAT.

DATE: 01-16-23

BRANDON E. ANDERSON

CERTIFICATE NO. 4938716

LEGAL DESCRIPTION:

LOT 42-A:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 43, DIXIE SPRINGS AMENDMENT AND EXTENSION PLAT "F", AND RUNNING;

THENCE SOUTHERLY AND WESTERLY THE FOLLOWING (2) COURSES ALONG SAID DIXIE SPRINGS AMENDMENT AND EXTENSION PLAT "F",

THENCE SOUTH 225.55 FEET;

THENCE WEST 48.83 FEET;

THENCE NORTH 19°21'47" WEST 149.40 FEET;

THENCE NORTH 36°32'30" WEST 8.70 FEET;

THENCE NORTH 34°27'23" EAST 3.98 FEET;

THENCE NORTH 44°16'14" WEST 26.27 FEET TO THE EASTERLY LINE OF 3200 WEST STREET;

THENCE NORTHERLY THE FOLLOWING (2) COURSES ALONG SAID EASTERLY LINE OF 3200 WEST STREET

THENCE NORTHERLY 44.31 FEET ALONG AN ARC OF A 40.00 FOOT RADIUS CURVE TO THE LEFT (CENTER BEARS NORTH 66°47'57" WEST, LONG CHORD BEARS NORTH 06°32'05" WEST 42.08 FEET WITH A CENTRAL ANGLE OF 63°28'14");

THENCE NORTHWESTERLY 14.21 FEET ALONG AN ARC OF A 23.00 FOOT RADIUS CURVE TO THE RIGHT (CENTER BEARS NORTH 49°43'48" EAST, LONG CHORD BEARS NORTH 22°34'08" WEST 13.99 FEET WITH A CENTRAL ANGLE OF 35°24'08") TO THE SOUTHWEST CORNER OF SAID LOT 43;

THENCE NORTH 89°34'00" EAST 131.25 FEET ALONG THE SOUTHERLY LINE OF SAID LOT 43 TO THE POINT OF BEGINNING.

CONTAINING 20,167 SQUARE FEET OR 0.46 ACRES.

LOT 41-A:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 40, DIXIE SPRINGS AMENDMENT AND EXTENSION PLAT "F", AND RUNNING;

THENCE NORTH 00°17'17" WEST 148.45 FEET ALONG THE EASTERLY LINE TO THE NORTHEAST CORNER OF SAID LOT 40, SAID POINT BEING ON THE SOUTHERLY LINE OF 2830 SOUTH STREET;

THENCE NORTHEASTERLY 61.31 FEET ALONG AN ARC OF A 40.00 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT (CENTER BEARS NORTH 21°01'10" EAST, LONG CHORD BEARS NORTH 67°06'37" EAST 55.48 FEET WITH A CENTRAL ANGLE OF 87°49'08") ALONG SAID SOUTHERLY LINE OF 2830 SOUTH STREET;

THENCE SOUTH 44°16'14" EAST 26.27 FEET;

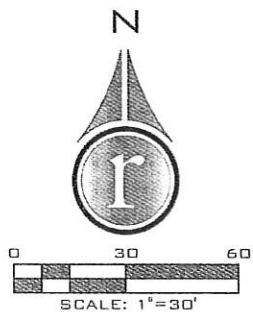
THENCE SOUTH 34°27'23" WEST 3.98 FEET;

THENCE SOUTH 36°32'30" EAST 8.70 FEET;

THENCE SOUTH 19°21'47" EAST 149.40 FEET TO THE SOUTHERLY LINE OF SAID DIXIE SPRINGS AMENDMENT AND EXTENSION PLAT "F";

THENCE WEST 121.17 FEET ALONG SAID SOUTHERLY LINE OF DIXIE SPRINGS AMENDMENT AND EXTENSION PLAT "F" TO THE POINT OF BEGINNING.

CONTAINING 14,505 SQUARE FEET OR 0.33 ACRES.



LOCATED IN S.W. QUARTER OF SECTION 18
T.42S., R.13W., S.L.B.&M.

DATE:	01/16/23
JOB NO.:	11757-19
DRAWN BY:	C.G.A.
CHECKED BY:	B.E.A.
SCALE:	1"=30'
DWG:	SURVEY-RDS

REVISIONS	DATE
ADJUSTED LOT LINE	10/28/21

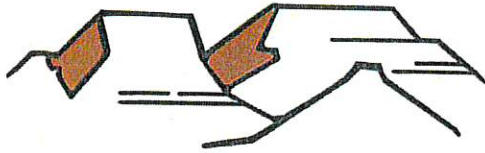
ROSENBERG
ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS

352 EAST RIVERSIDE DRIVE, SUITE A-2 ST. GEORGE, UTAH 84790
PH (435) 673-8586
FX (435) 673-8397
WWW.RADIVIL.COM

Proposed

RECORD OF SURVEY
LOT LINE ADJUSTMENT
FOR
MIKE HUGIE

SHEET
1
OF 1 SHEETS



PLANNING & ZONING
HURRICANE CITY
UTAH

147 N 870 W Hurricane UT
PHONE: 435.635.2811 FAX: 435.635.2184

FINAL SITE PLAN APPLICATION

For office use only: \$250.00 Fee
File No. 2023-FSP-03
Receipt No. 8165560

Name: BRAD HOLT Telephone: 435-668-1039
Address: 238 W 2005, HURRICANE, UT Fax No. _____
Agent (If Applicable): _____ Telephone: _____
Email: BUFORD @ INFOWEST.COM Agent Email: _____
Address/Location of Subject Property: 504 WEST STATE ST., HURRICANE UT. 84757
Tax ID of Subject Property: H-262-C-1 Zone District: _____
Proposed Use: (Describe, use extra sheet if necessary) EQUIPMENT RENTAL LOT

Submittal Requirements: This application must be accompanied by a set of development plans which meet the following standards:

- ✓ Plans shall be drawn at a scale of no smaller than 1" = 100'
- ✓ Submit one (1) set of plans on 11 x 17-inch paper. Also submit one (1) copy of all plans on larger sheets whenever a reduction is required.
- ✓ Except for the landscaping plan, the other plans shall be prepared, stamped, and signed by a professional engineer licensed by the State of Utah.
- ✓ Warranty deed or preliminary title report or other document (see attached Affidavit) showing evidence that the applicant has control of the property
- ✓ Signed and notarized Acknowledgement of Water Supply (see attached)

The following shall be shown on separate sheets:

1) Site plan including:

- ✓ a) All facilities related to the project located within two hundred and fifty (250) feet of the site boundary.
- ✓ b) Layout, dimensions, and names of existing and future road rights-of-way.
- ✓ c) Project name, North arrow, and tie to a section monument.
- ✓ d) The boundary lines of the project site with bearings and distances.
- ✓ e) Layout and dimensions of proposed streets, buildings, parking areas, and landscape areas.



STAFF COMMENTS

Agenda Date:	02/09/2023
Application Number:	2022-FSP-03
Type of Application:	Final Site Plan Application
Action Type:	Administrative
Applicant:	Brad Holt
Agent:	
Request:	Approval of a Final Site Plan
Location:	
Zoning:	HC
General Plan Map:	Single Family

Discussion:

The applicant has filed a final site plan for Hurricane Equipment Rentals. The applicant got preliminary site plan approval in February of last year and got approved construction drawings. They then began work on the site and operating from the site without final site plan approval. After the City issued a warning for operating a business in an unapproved location without filling out a change of address form they are now getting final site approval.

JUC Comments

Construction drawings have been signed by the Joint Utility Committee

Staff Comments: Final Site Plan

1. The business is classified as *Business equipment rental, services, and supplies*, which is permitted use within the zone. Though some of their business does not quite meet the definition of the use, the Zoning Administrator finds it is closely compatible to other permitted use as allowed under 10-15-3
"Any use not shown on table 10-15-1 of this section shall be prohibited unless the Zoning Administrator determines the use is substantially the same as a permitted or conditional use as provided in subsection 10-7-18E4 of this title."
2. Parking Requirement:

Business equipment rental and supplies	1 space per 250 square feet of gross floor area
---	---

The plan is to have a small office space on the property. They are showing a total of 5 parking spaces on the site plan which would accommodate a building of 1,250 sq ft.

3. Landscape: Hurricane City code requires that a landscape buffer of 10' wide shall front each right-of-way. The site plan does show this area.

Sec. 10-32-5. Required landscaping.

A. General requirement. Landscaped areas may include trees, shrubs, vegetative, organic and inorganic ground cover and other organic and inorganic materials identified in an approved landscaping plan. All required landscape areas shall be occupied by plant material or ground cover.

B. Landscaping adjacent to a public street. Except for approved driveways and pedestrian walkways, a landscaped area of ten-foot minimum shall be provided adjacent and parallel to the frontage of a public street as follows:

- 1. A ten-foot wide landscaped area on any commercial development.*
- 2. At least one tree and three shrubs shall be planted for every 35 feet of street frontage in a required landscaped area. Such trees and shrubs may be clustered, provided that no tree shall be within five feet of another.*
- 3. The slope of any earth berm shall not exceed a vertical to horizontal ratio of one to two and shall be treated with suitable ground cover to prevent soil erosion.*

The applicant has requested that these terms be waived for their site, since their lease for the property is 24-36 months. In order to approve the deviation, the Planning Commission must make the findings that match to code below. The applicant has not installed any of the required landscaping that is shown within their construction drawings or proposed site plan. The standards for waiving landscape code is as follows:

Sec. 10-32-4. - Deviation from strict compliance.

A. Deviations authorized. Since site conditions and development constraints may vary greatly among sites, the Planning Commission may approve landscape plans that deviate from strict compliance with the provisions of this chapter. Any proposed deviation from the requirements of this chapter shall be:

- 1. Clearly identified on the proposed landscape plan; and*
- 2. Accompanied by a written description of the proposed deviation showing how the intent of this chapter will be met by the proposed plan.*

B. Findings required. The Planning Commission may authorize a landscape plan deviation only if it finds the deviation:

1. Is consistent with the intent of this chapter;
2. Is justified by site constraints; and
3. Is of comparable quality to what would otherwise be required without a deviation.





4. Utilities: The lot is improved, so there are minimal improvements that the applicant will need to complete.
5. The lot is flat and the staff does not have any concerns about slopes or concerns on the property.
6. Building: The applicant moved their building from the old site and placed it within the new location. They have met the building code requirements, but staff has concerns about it being a metal building. Within commercial zones, the metal building requires a Conditional Use Permit and needs to meet the standards below.

h. Standards for metal buildings.

(1) In residential (R-1) zones the height and size may not be greater than permitted in the zone.

(2) The building must meet the following design standards:

(A) Exterior building materials shall be durable, require low maintenance, and be of the same or higher quality as surrounding developments.

(B) Details of proposed colors and materials, including color chips, samples, and colored building elevations, shall be shown on building plans when a development project application is submitted. Colors shall be compatible with surrounding structures.

(C) Reflective surfaces or colors which may produce excessive reflections or glare that may create a potential safety problem are prohibited.

(D) In a commercial zone the faces of the building visible from nearby streets must include architectural relief items of non-metal materials including wood, stone, or stucco.



Old Site Prior to Moving

Recommendation: Staff recommends the Planning Commission review this application based on standards with Hurricane City Code. Staff has the following recommendations for consideration:

1. The site plan as approved by the JUC meets Hurricane City standards.
2. Landscaping: The Planning Commission has approved alteration to landscape plan for a few sites in the area, included for the Quick Quack Car Wash and Scooters Coffee. These changes did not reduce the amount of landscaping area, but allowed these sites to shift the landscaping to other areas. Staff believes that the City should not waive full landscape requirements, but believes that allowing shifting of areas can be appropriate.
3. The applicant should apply for a conditional use permit for a metal building to become compliant with the Hurricane City Standards.

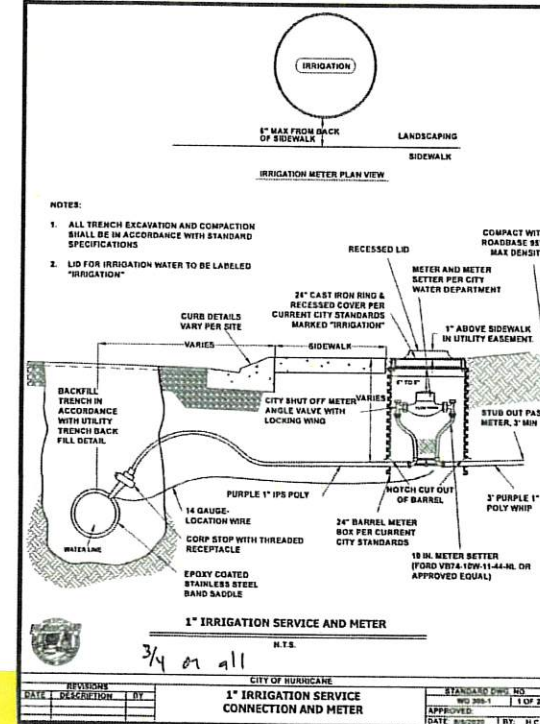
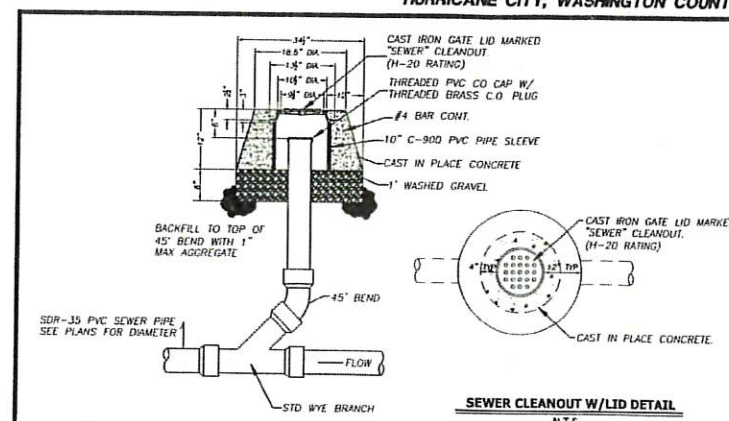
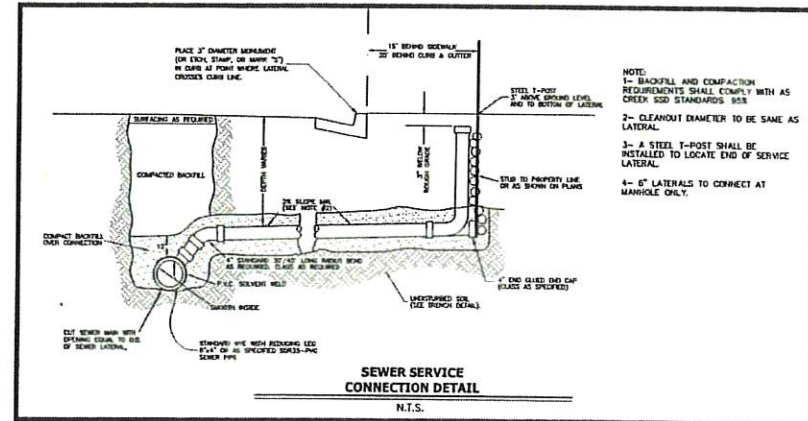
Know what's below. Call 811 before you dig.

NOTICE!

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION, PROTECTION, AND RESTORATION OF ALL UTILITIES, SHOWN OR NOT SHOWN ON THE PLANS.

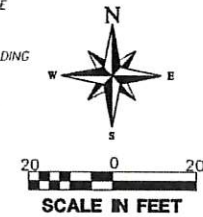
SITE PLAN FOR: HURRICANE EQUIPMENT RENTALS

LOCATED IN SECTION 34, T41S, R13W, S.L.B. & M.
HURRICANE CITY, WASHINGTON COUNTY, UTAH



LEGEND

- X — X — EXISTING FENCE
- — — EXISTING PROPERTY LINE
- — — STREET CENTER LINE
- — — EXISTING EASEMENT LINE
- — — EXISTING TBC
- SS — PROPOSED OFFICE BUILDING
- — — EXISTING SEWER
- — — EXISTING WATER
- — — PROPOSED IRRIGATION
- — — EXISTING IRRIGATION
- — — EXISTING GAS
- — — EXISTING CATCH BASIN
- — — EXISTING WATER METER
- — — EXISTING COMMUNICATIONS BOX
- — — EXISTING INLET
- — — EXISTING JUNCTION BOX
- — — EXISTING SEWER MANHOLE
- — — EXISTING STORM DRAIN MANHOLE
- — — PROPOSED IRRIGATION METER
- — — EXISTING POWER POLE
- — — TREE
- — — SHRUB



POWER LEGEND

1. INSTALL 200A METER PED
2. INSTALL 4/0 URD IN 2" PVC
3. INSTALL 25 KVA TRANSFORMER 10 120/240
4. INSTALL 1/0 PRIMARY 15KV SINGLE PHASE

POWER NOTES

1. MUST USE PREQUALIFIED CONTRACTOR.
2. MUST KEEP ALL ELECTRICAL EQUIPMENT OUTSIDE FENCED AREAS.
3. DRAWINGS ARE NOT DRAWN TO STANDARD, MUST BE INSTALLED TO HURRICANE CITY SPECS.
4. IMPACT FEES PAID TO BUILDING DEPT.
5. WORK PERFORMED BY HURRICANE CITY POWER WILL BE INVOICED NEAR END OF PROJECT BUT MUST BE PAID BEFORE FINAL APPROVAL.

LANDSCAPE NOTES

1. AT LEAST ONE TREE AND THREE SHRUBS SHALL BE PLANTED FOR EVERY 35 FEET OF STREET FRONTAGE IN A REQUIRED LANDSCAPED AREA. SUCH TREES AND SHRUBS MAY BE CLUSTERED, PROVIDED THAT NO TREE SHALL BE WITHIN FIVE FEET OF ANOTHER.

ASH CREEK SEWER DISTRICT NOTES:

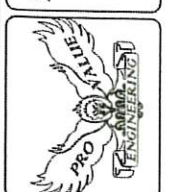
1. SEWER IS TO MEET THE CURRENT ASH CREEK SPECIAL DISTRICT (DISTRICT) CONSTRUCTION STANDARD.
2. PRIOR TO COMPLETION OF THE PROJECT PROVIDE A COPY OF THE GEOTECHNICAL REPORT AND THE COMPACTION TEST RESULTS TO THE DISTRICT.
3. PRIOR TO COMPLETION OF THE PROJECT PROVIDE A PDF AND A 2"x3" PLAN SHEET DRAWING OF RECORD TO THE DISTRICT. THE DRAWING OF RECORD SHOULD INCLUDE A DISTANCE FROM THE NEAR SIDE OF PROPERTY LINE TO THE SEWER LATERAL MARKER, ALSO INCLUDE ANY CHANGES TO SEWER MAIN LINE SLOPES AND DEPTHS.
4. THE CONTRACTOR WILL BE RESPONSIBLE TO CLEAN AND TEST THE SEWER LINES AFTER ALL UTILITIES HAVE BEEN INSTALLED BUT PRIOR TO ASPHALT PLACEMENT. THE FOLLOWING TESTS WILL NEED TO BE COMPLETED BY THE CONTRACTOR: MANDREL TEST, AIR TEST AND CLOSED-CIRCUIT CAMERA INSPECTION. CAMERA INSPECTION IF PROVIDED BY THE DISTRICT CAN BE SCHEDULED WITH THE DISTRICT REPRESENTATIVE. TUESDAYS OR THURSDAYS ARE GENERALLY WHEN THE DISTRICT CAN PERFORM THIS CAMERA WORK.
5. DURING CONSTRUCTION ALL SEWER LINES NEED TO BE CAPPED OR SEALED TO PROTECT THE SEWER SYSTEM FROM FLOODING OR RAIN EVENTS.

HURRICANE CITY APPROVAL

<i>Mike Vincik</i>	4-14-22
HURRICANE PUBLIC WORKS DEPARTMENT	DATE
<i>W. W.</i>	4-13-22
HURRICANE STREETS DEPARTMENT	DATE
<i>Amber McElhatte</i>	4-13-22
ASH CREEK SEWER DISTRICT	DATE
<i>R. W.</i>	4-13-22
HURRICANE WATER DEPARTMENT	DATE
<i>N/A</i>	4-14-22
CENTURYLINK	DATE
<i>J. W.</i>	4-13-22
DOMINION ENERGY	DATE
<i>[Signature]</i>	4-13-22
HURRICANE PLANNING DEPARTMENT	DATE
<i>M. T. B.</i>	4-13-22
ENR POWER	DATE
<i>Site only R.A.</i>	4/13/22
FIRE DEPARTMENT	DATE
<i>[Signature]</i>	4-13-22
HURRICANE PARKS DEPARTMENT	DATE
<i>[Signature]</i>	4/13/22
TDS TELECOM	DATE
<i>[Signature]</i>	4/13/2022
HURRICANE GIS	DATE
<i>[Signature]</i>	4-13-2022
HURRICANE CITY ENGINEERING	DATE
<i>[Signature]</i>	4-13-2022
WASHINGTON COUNTY WATER CONSERVANCY DISTRICT	DATE

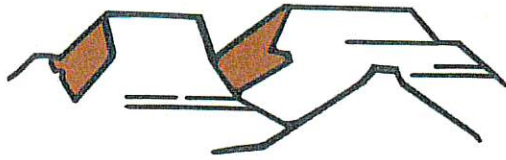
NO.	REVISIONS	DATE	BY

PROVALUE ENGINEERING, INC.
Engineers - Land Surveyors - Land Planners
20 South 250 West, Suite 1
Hurricane City, Utah 84757
Phone: (435) 888-8887 FAX: (435) 888-8888



SITE PLAN FOR:
HURRICANE EQUIPMENT RENTALS
LOCATED IN SECTION 34, T41S, R13W, S.L.B. & M.
HURRICANE CITY, WASHINGTON COUNTY, UTAH

DATE: 4-7-2022
SCALE: 1"=20'
JOB NO: 369-202
SHEET NO: 1



PLANNING & ZONING
HURRICANE CITY
UTAH

147 N 870 W Hurricane UT
PHONE: 435.635.2811 FAX: 435.635.2184

FINAL SITE PLAN APPLICATION

For office use only. \$250.00 Fee
File No. 2023-FSP-04
Receipt No. 8-165594

Name: Dixie Power (Russ Condie) Telephone: 435-673-3297

Address: 145 Brigham Rd. St. George, UT 84737 Fax No. _____

Agent (If Applicable): Alliance Consulting LLC Telephone: 435-673-8060

Email: russsc@dixiepower.com Agent Email: ccoats@allianceconsulting.us

Address/Location of Subject Property: 4898 W 3150 S, Hurricane, UT 84737

Tax ID of Subject Property: H-4-2-23-442 Zone District: PF

Proposed Use: (Describe, use extra sheet if necessary) Sand Hollow Dixie Power Substation Site

Submittal Requirements: This application must be accompanied by a set of development plans which meet the following standards:

- Plans shall be drawn at a scale of no smaller than 1" = 100'
- Submit one (1) set of plans on 11 x 17-inch paper. Also submit one (1) copy of all plans on larger sheets whenever a reduction is required.
- Except for the landscaping plan, the other plans shall be prepared, stamped, and signed by a professional engineer licensed by the State of Utah.
- Warranty deed or preliminary title report or other document (see attached Affidavit) showing evidence that the applicant has control of the property
- Signed and notarized Acknowledgement of Water Supply (see attached)

The following shall be shown on separate sheets:

1) Site plan including:

- ☒ a) All facilities related to the project located within two hundred and fifty (250) feet of the site boundary.
- ☒ b) Layout, dimensions, and names of existing and future road rights-of-way.
- ☒ c) Project name, North arrow, and tie to a section monument.
- ☒ d) The boundary lines of the project site with bearings and distances.
- ☒ e) Layout and dimensions of proposed streets, buildings, parking areas, and landscape areas.



STAFF COMMENTS

Agenda Date:	02/09/2023
Application Number:	2023-FSP-04
Type of Application:	Final Site Plan
Action Type:	Administrative
Applicant:	Dixie Power (Russ Condie)
Agent:	Alliance Consulting LLC
Request:	Approve a final site plan for a power substation
Location:	4898 W 3150 S
Zoning:	Public Facility
General Plan Map:	Planned Community

Discussion

Dixie Power is applying for a final site plan approval for a new substation near the intersection of 3150 S and 4900 W. The site is zoned Public Facility and the use is a permitted use in that zoning. At the January 26th Planning Commission meeting a conditional use permit was approved for an 8' wall. JUC has recently approved the proposed construction drawings. Hurricane City Code 10-45: Public Utility Stations is the governing code on the proposed use.

JUC Review:

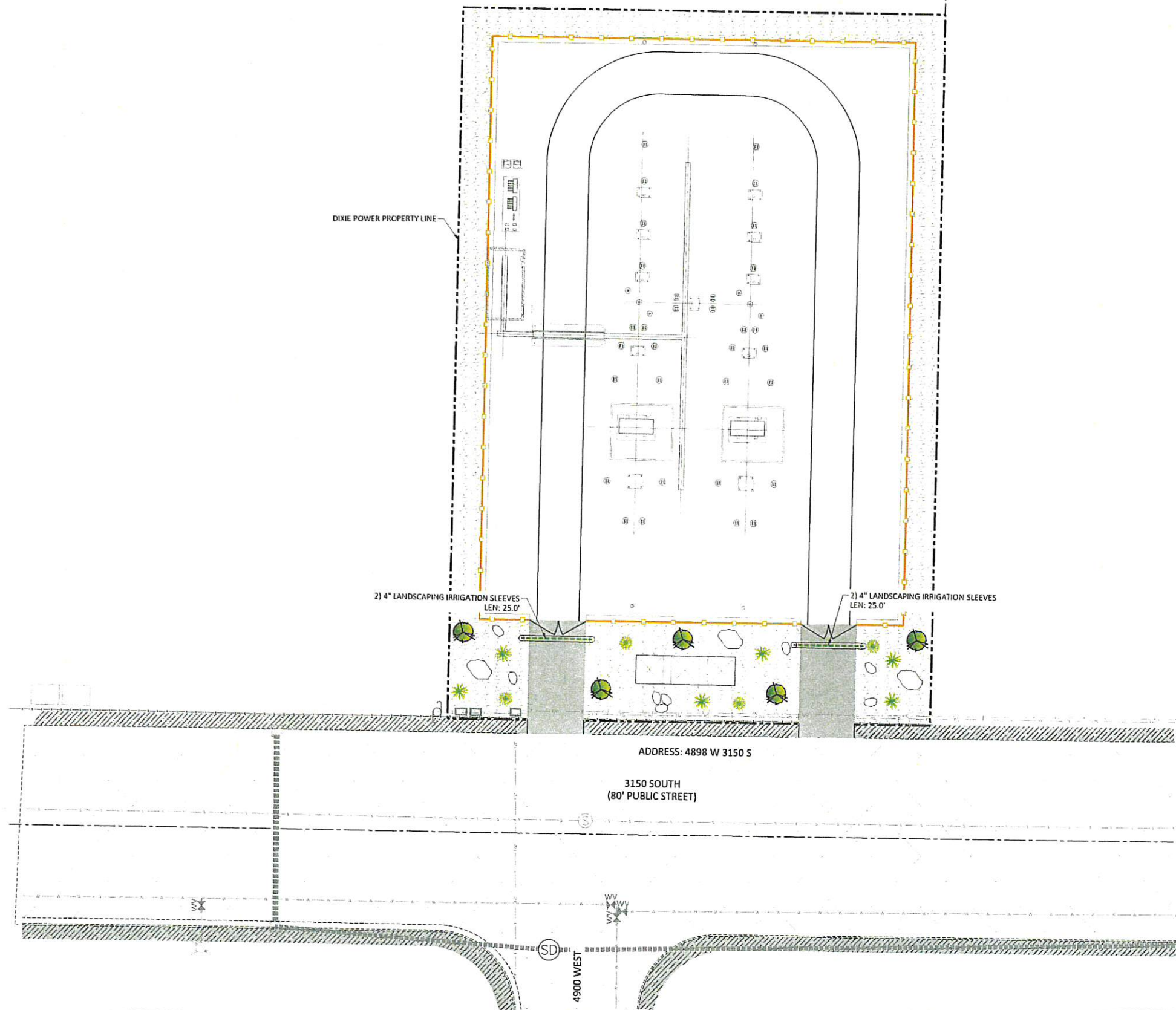
The JUC has reviewed and approved the construction drawing for the project.



Staff Review

1. Hurricane City code states that a substation shall provide fencing. *Fencing: The perimeter of the public utility substation site shall be fenced if necessary to provide public safety or protect utility equipment. (10-45-4 (B)).* The applicant has provided an 8' block fence around the perimeter that was approved at the previous Planning Commission meeting
2. The applicant has provided a landscaping plan. The applicant is proposing a ten foot landscape rock barrier along the north, east and west side. As well as five trees and ten shrubs along 3150 S. This complies with Hurricane City Code
3. The Transportation Master Plan does show a minor collector along the east property boundary, however the City has decided that roadway will be entirely within the Desert Sands development along 4680 W.
4. The plan meets setbacks for a substation to adjacent residents (30' min) and will be set back from all future roadways.
5. The applicant complies with all other aspects of the Hurricane City Code.

Recommendation: Staff finds that the final site plan complies with Hurricane City Standards, and Staff recommends approval of this final site plan.



LEGEND	
	EXISTING ASPHALT
	EXISTING SIDEWALK
	CONCRETE
	EXISTING FENCE
	EXISTING POWER
	EXISTING WATER LINE
	EXISTING SEWER LINE
	EXISTING STORM DRAIN PIPE
	EXISTING STORM DRAIN INLET
	EXISTING CURB & GUTTER
	PROJECT BOUNDARY
	BLOCK WALL
	LANDSCAPE SLEEVE
	LANDSCAPE ROCK WITH WEED BARRIER (COLOR BY OWNER)
	LARGER ROCK 3
	SMALLER ROCK 8
	SAND SAGEBRUSH 5
	RED YUCCA 4
	DEER GRASS 6

Date: 1-23-23

REVISIONS			
No.	Date	by	Description
1	1-6-23	NTP	CITY COMMENTS

File Name
SHS-Landscape.dwg

GRAPHIC SCALE

(IN FEET)

1 inch = 20 ft

If Printed 11x17 use Half Scale

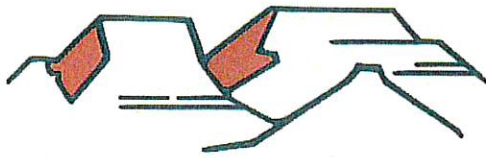
ALLIANCE CONSULTING
A PLANNING AND ENGINEERING FIRM

UTAH
2303 N CORAL CANYON BLVD
SUITE 201,
WASHINGTON, UT 84780
435-673-8060

NORTH DAKOTA
621 26th STREET W.
WILLISTON, ND 58801
701-572-8100

SAND HOLLOW
SUBSTATION SITE
LANDSCAPING PLAN
FOR
DIXIE POWER
LOCATED IN SEC 23
TOWNSHIP 42 SOUTH, R 14 WEST 5LB&M
CITY OF HURRICANE, WASHINGTON COUNTY, UTAH

Drawn By:	Scale:
NTP	1"=20'
Client No.	Project No.
4612-22	4612-22
Drawing Sheet	L1.0
Sheet 1 of 1	Sheets



PLANNING & ZONING
HURRICANE CITY
UTAH

147 N 870 W Hurricane UT
PHONE: 435.635.2811 FAX: 435.635.2184

CONDITIONAL USE PERMIT

For office use only: \$250.00 Fee
File No. 2623-CUP-05
Receipt No. 8.165633

APPLICATION & SUBMITTAL CHECKLIST

Name: Interstate Homes, LLC Telephone: (435) 635-2944
Address: 52 S. 850 W. 202 A Hurricane Fax No. N/A
Email: team@myinterstatehome.com Agent Email: _____
Agent (If applicable): _____ Agent's Phone: _____
Address of Subject Property: 745 S. 840 W. Hurricane
Tax ID of Subject Property: H-DRTE-6 Zone District: _____
Proposed Conditional Use: (Describe, use extra sheet if necessary) RV Garage with same exterior finishes as home.

This application shall be accompanied by the following:

- ___ 1) A plot plan showing the following:
 - ___ Property boundaries, dimensions, and existing streets.
 - ___ Location of existing and proposed building or livestock facility
 - ___ Adjoining property lines and uses within one hundred (100) feet of subject property.
- ___ 2) A reduced copy of all plans (8 1/2 x 11 if readable, or 11 x 17) if original plans are larger.
- ___ 3) Building floor plans for new construction
- ___ 4) A statement of how the applicant intends to meet the conditions for the use desired
- ___ 5) Signed and notarized Affidavit of Property owner showing evidence that the applicant has control of the property or copy of warranty deed

NOTE: It is important that all applicable information noted above is submitted with the application. An incomplete application cannot be reviewed until it is complete. Fee is part of the application.

(Office Use Only)

Date Received: _____ Received by: _____

Date application deemed to be complete: _____ Completion determination made by: _____



STAFF COMMENTS

Agenda Date:	02/09/2022
Application Number:	2023-CUP-05
Type of Application:	Conditional Use Permit
Action Type:	Administrative
Applicant:	Interstate Homes LLC
Agent:	
Request:	A conditional use permit for a building with a greater height
Location:	745 S 840 W
Zoning:	RA-0.5
General Plan Map:	N/A

Discussion: The applicant proposes constructing an approximately 1080 sq. ft. and 21'10" tall shop/garage. Hurricane City Code (HCC) 10-14-4 allows the maximum square feet and height of an accessory building to be 2,000 sq. ft. and 20' tall. A property owner may apply for a conditional use permit to build a taller and larger building. The standards to obtain a conditional use permit are as follows:

10-7-9: CONDITIONAL USE PERMIT E. Approval Standards: The following standards shall apply to the issuance of a conditional use permit:

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

2. Standards for each use must be reviewed. Specific standards are set forth for each use in subsections E2a through E2g of this section:...

e. Standards for greater heights and size than permitted by this Code:

(1) The height may not be greater than two (2) stories or 1.5 times the average height of the immediately adjacent buildings, whichever is greater and the building must be of compatible architecture with immediately adjacent buildings.

(2) When a greater height accessory building is approved, the building must be set back a minimum of five feet (5') from side and rear property lines when the adjoining property is for single family residential use.

f. Standards for greater size than permitted by this Code.

(1) The greater size building desired must be of compatible architecture with immediately adjacent buildings.

(2) At least 50 percent of the lot on which the building is located must remain free of buildings.

(3) The building must be for a use permitted in the zone in which it is located.

Findings:

1. The proposed building is not greater than two stories and will be compatible with the neighboring home.
2. The building is setback at least 5' from all property lines

Recommendation: Staff recommends approval of the conditional use permit subject to staff comments.

STRATTON - RV GARAGE

DRATTER ESTATES, HURRICANE, UTAH 84737

CONTENTS

CS	COVER SHEET
A1	BUILDING RENDERINGS
A2	DIMENSION PLAN ROOF PLAN
A3	EXTERIOR ELEVATIONS
A4	ELECTRICAL PLAN PLUMBING & MECHANICAL
SP	SITE PLAN

STRUCTURAL SHEETS

S1	FOUNDATION PLAN
S2	FRAMING PLAN SHEAR WALL PLAN
SD1	STRUCTURAL DETAILS

CONTRACTOR

INTERSTATE HOMES
Email: design@myinterstatehome.com
Phone: (435) 703-3571

SAPP
DESIGN & ENGINEERING
(307) 202-0960 (307) 202-3151

COVER SHEET

SHEET TITLE:

PROJECT:
**STRATTON - RV GARAGE
LOT 6, DRATTER ESTATES
HURRICANE, UTAH**

DATE:

12/12/22

SCALE:

NTS

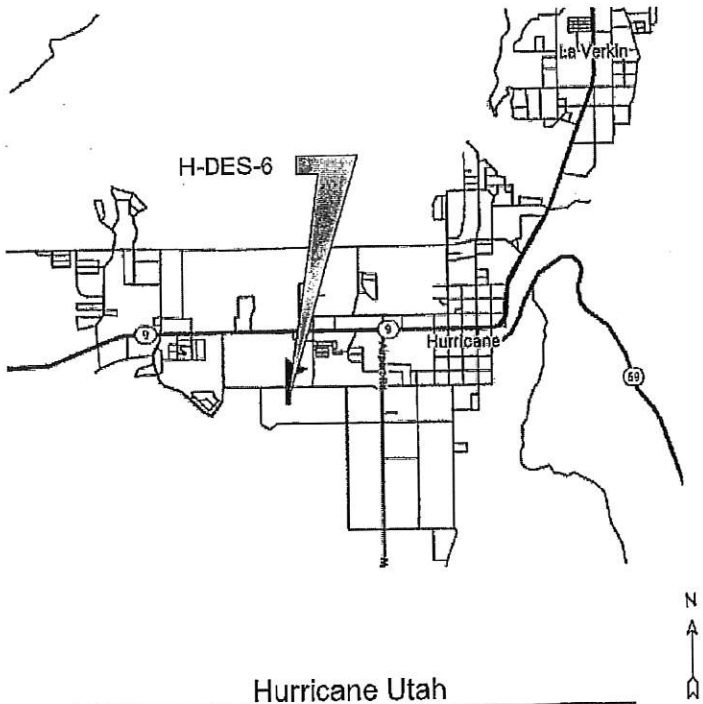
SHEET:

CS

BUILDING AND ZONING SUMMARY

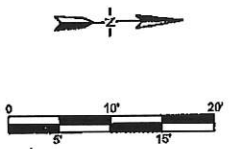
	ACTUAL	REQUIRED	REFERENCE
DEPARTMENT	CITY OF HURRICANE		
PARCEL	H-DES-6		
ZONING	RA-0.5 : RESIDENTIAL AGRICULTURE		
LOT AREA	23,124 SQ. FT.	MIN. 0.4 ACRES	10-14-4
LOT WIDTH	175.8'	MIN. 100'	10-14-4
FRONTAGE	175.8'		
SLOPE	LESS THAN 10%	MAX. 30%	10-7-10D
SETBACKS	FRONT 25' SIDE 10' REAR 30'		
BUILDING SIZE	TOTAL 1,080 SF GARAGE 1,080 SF	MAX. 50% OF LOT	10-14-4
BLDG. HEIGHT	21'-10"	MAX. 35'	10-14-4

PROJECT LOCATION



840 WEST
(PUBLIC ROAD)

- SITE PLAN LEGEND**
- LOT LINES, BUILDING PERIMETERS
 - OTHER LINES INCLUDING DRIVEWAYS, ROOF-LINES, ETC
 - SETBACKS AND EASEMENTS
 - STREET CENTERLINES
 - ELEVATION CONTOURS
 - ELEVATION MARKERS
- UTILITIES:**
- WATER METER AND WATER MAIN VALVE BOX LOCATION
 - SEWER MAIN CONNECTION LOCATION
 - ELECTRICAL POWER TRANSFORMER
 - ELECTRICAL POWER METER
 - GAS MAIN CONNECTION LOCATION
 - GAS METER
 - FIRE HYDRANT LOCATION
 - WATER MAIN SUPPLY LINE
 - SEWER MAIN LINE
 - ELECTRICAL MAIN LINE
 - GAS MAIN SUPPLY LINE



REVISIONS:

NO.	DESCRIPTION	BY	DATE

SAPP
DESIGN & ENGINEERING
(307) 203-0960 (307) 202-8151

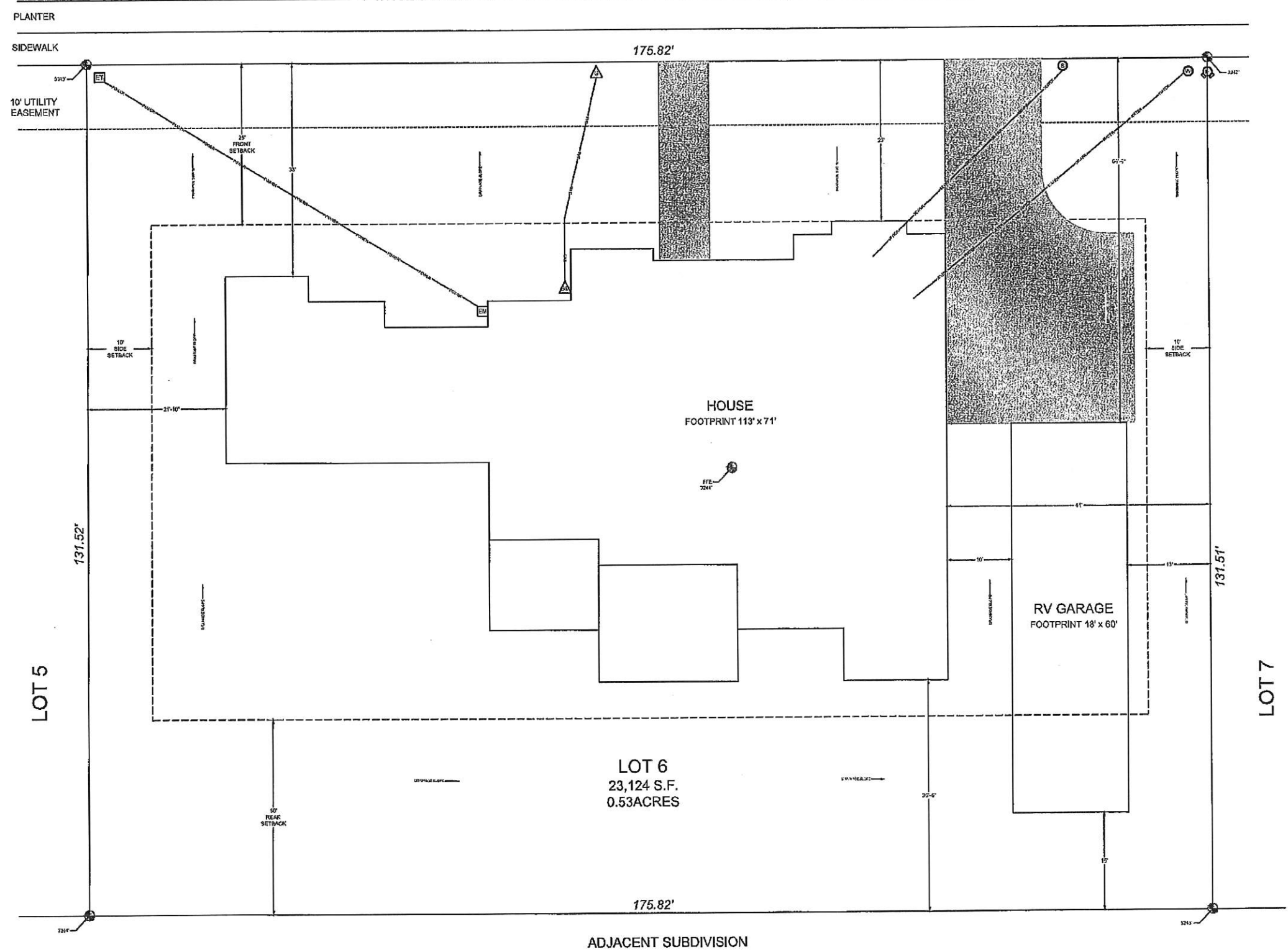
SHEET TITLE:
SITE PLAN

PROJECT:
**STRATTON RESIDENCE
LOT 6 - DRATTER ESTATES
HURRICANE, UT**

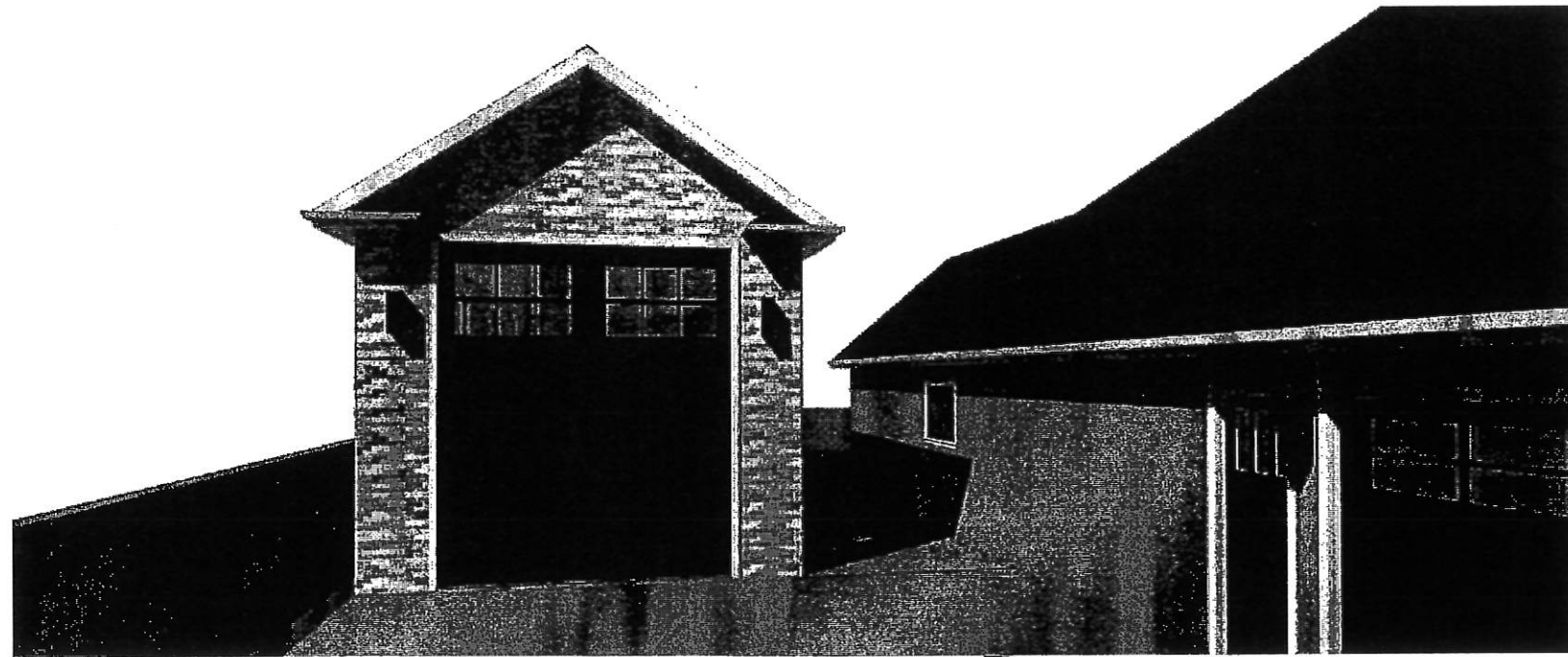
DATE:
12/21/22

SCALE:
1/8" = 1'

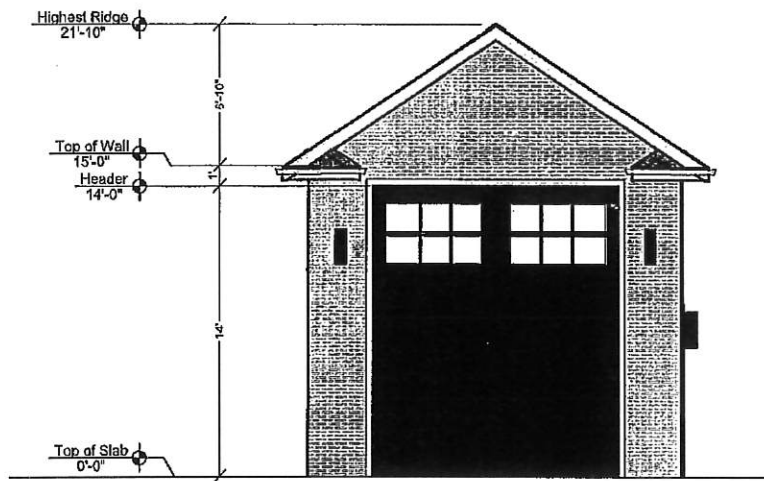
SHEET:
SP



SITE PLAN
SCALE 1/8" = 1'

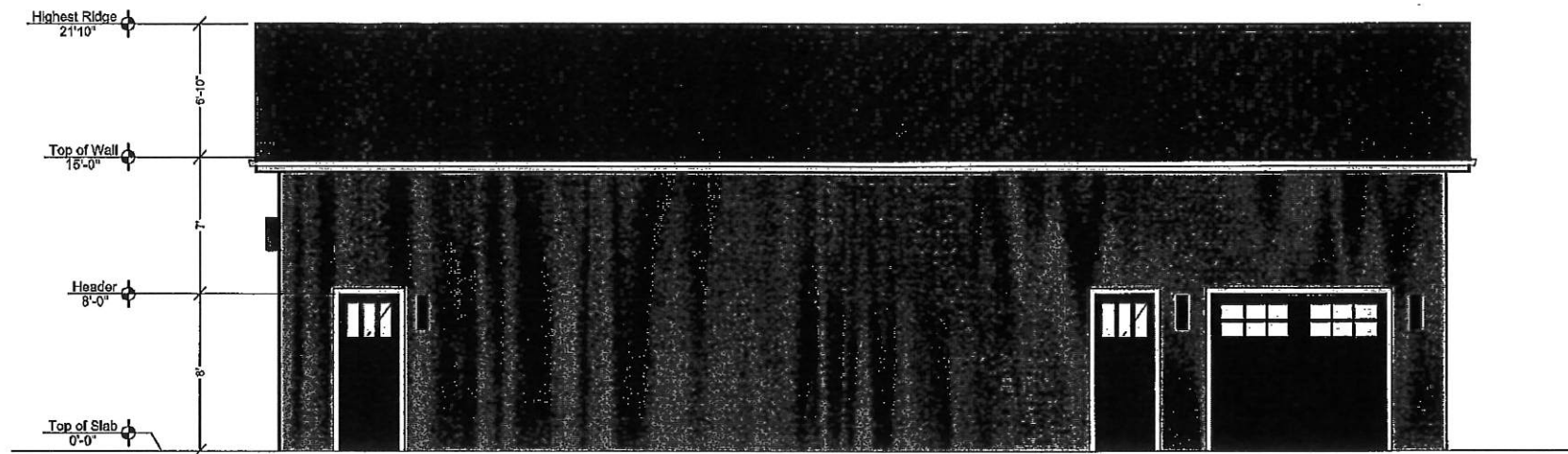


BUILDING RENDERINGS
FRONT/REAR



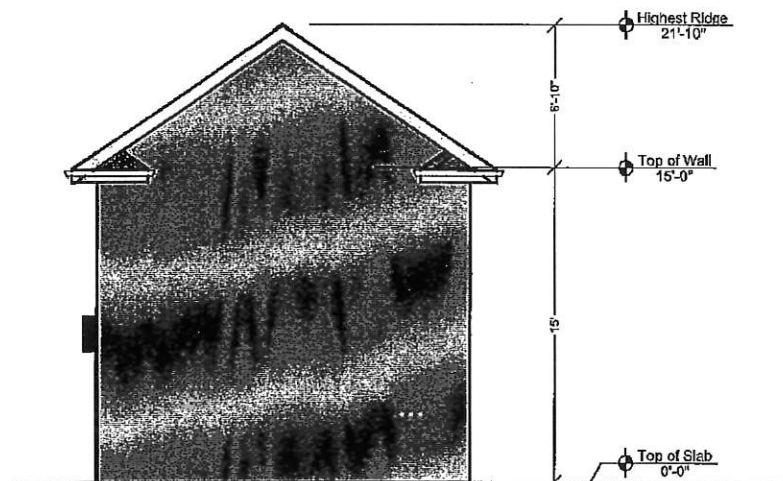
FRONT ELEVATION

SCALE : 1/4" = 1'



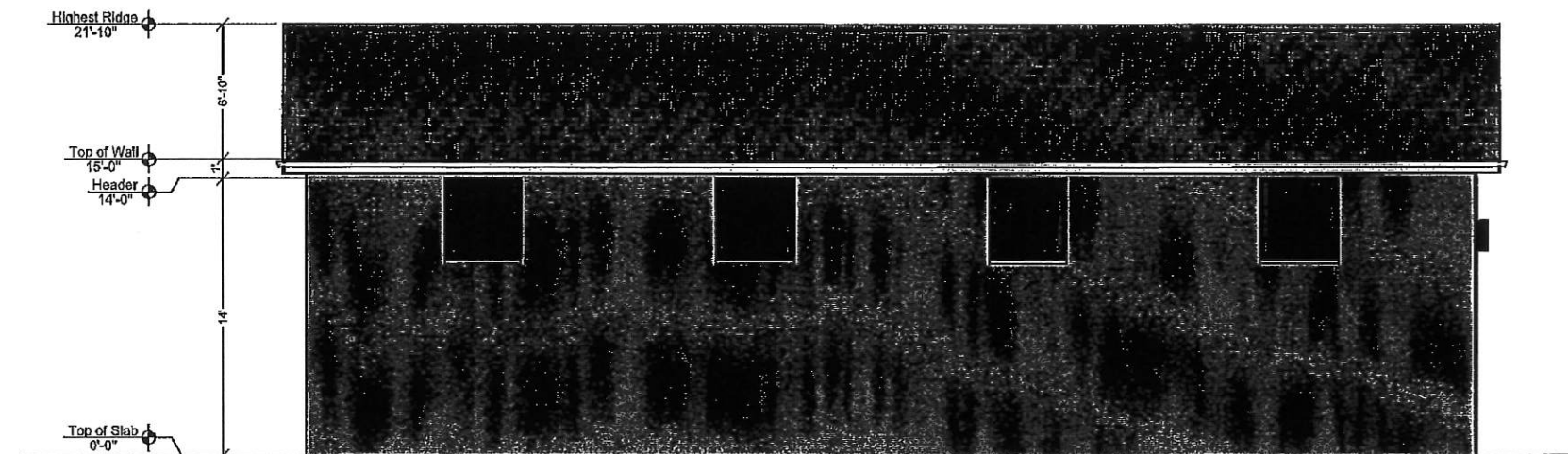
RIGHT ELEVATION

SCALE : 1/4" = 1'



REAR ELEVATION

SCALE : 1/4" = 1'



LEFT ELEVATION

SCALE : 1/4" = 1'



EXTERIOR ELEVATIONS

SHEET TITLE:

PROJECT:
STRATTON - RV GARAGE
LOT 6, DRATTER ESTATES
HURRICANE, UTAH

DATE:

12/12/22

SCALE:

3/16"=1'

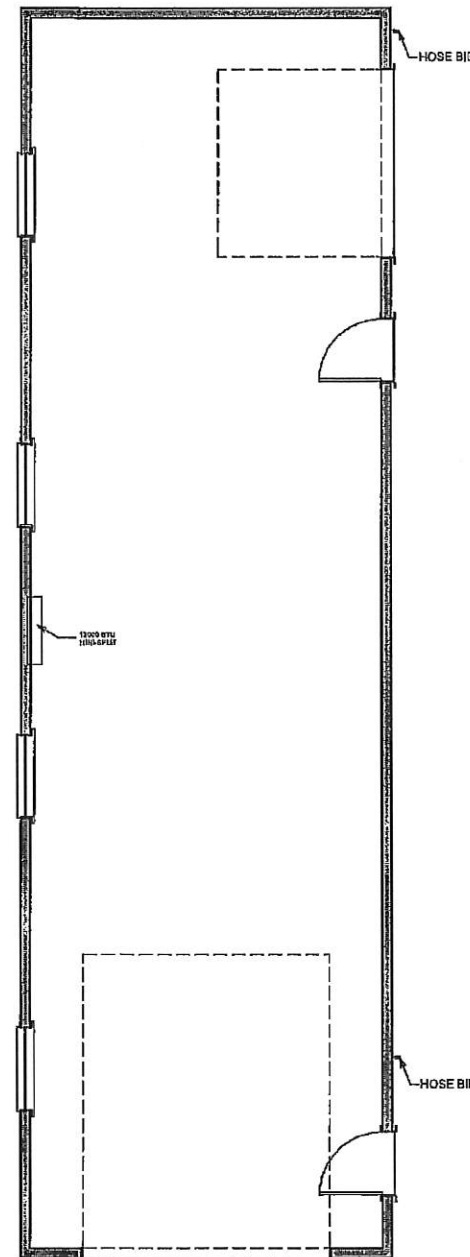
SHEET:

A3

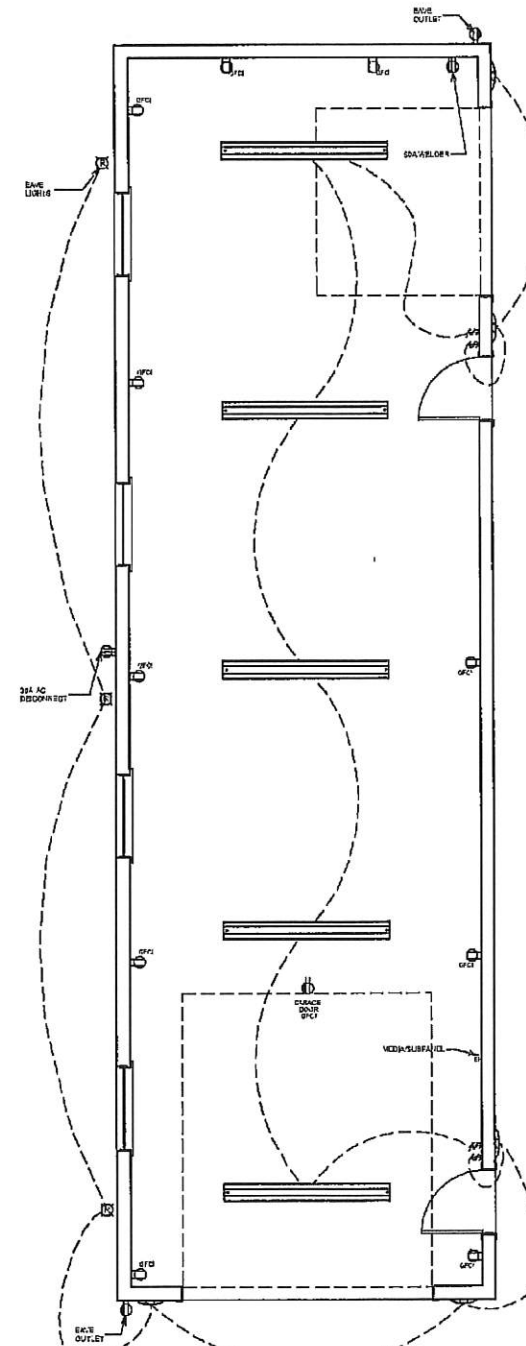
[illegible]

ELECTRICAL LEGEND	
	110 DUPLEX OUTLET
	110 SWITCHED OUTLET
	220 OUTLET
	LIGHT FIXTURE
	RECESSED LIGHT
	SWITCH
	DIMMER SWITCH
	PHONE JACK
	TV OUTLET
	SMOKE ALARM
	EXHAUST FAN
	THREE WAY SWITCH
	DOOR BELL
	CARBON MONOXIDE DET.
	INTERNET CONNECTION
	EXTERIOR WALL SCONCE
	INTERIOR WALL SCONCE

1. ALL OUTDOOR RECEPTACLES TO HAVE "WEATHER PROOF IN USE" COVERS
2. FLASH BEHIND METER PROVIDE (2) UNISTRUTS ON SERVICE RISER CORROSION RESISTANT TAPE @ SERVICE RISER
- PROVIDE AN INTERSYSTEM BONDING TERMINATION @ SERVICE PANEL ALL EXTERIOR APPLIANCES MUST BE 3" MIN. ABOVE FINISH GRADE & ON A CONCRETE PAD
3. INCANDESCENT FIXTURES IN CLOSETS SHALL BE A MIN. OF 12" FROM ANY SHELF EDGE MEASURED HORIZONTALLY (6" FOR FLUORESCENT FIXTURES), THE DIMENSION FOR SHELVES LESS THAN 12" WIDE WILL BE 24" FROM THE WALL
4. A MIN. OF (2) 20-AMPERE SMALL-APPLIANCE BRANCH CIRCUITS SHALL SERVE ALL WALL & FLOOR RECEPTACLE OUTLETS
5. ALL JETTED TUBS TO BE GFCI PROTECTED AND CIRCUITS SIZED AS PER TUB MANUF. SPECS.
6. FIXTURES LOCATED WITHIN 3' HORIZONTALLY OR 8' VERTICALLY OF TUBS OR SHOWERS MUST BE RATED FOR WET OR DAMP LOCATIONS
7. ADD 3 LUG BONDING TERMINAL AT SERVICE FOR COMMUNICATIONS SYSTEMS
8. A 125-VOLT SINGLE-PHASE, 15 OR 20 AMPERE RATED GFCI RECEPTACLE OUTLET SHALL BE INSTALLED WITHIN 25' OF MECHANICAL EQUIPMENT AND NOT BE CONNECTED TO THE LOAD SIDE OF THE DISCONNECTING MEANS
9. ALL GARAGE OUTLETS TO BE ON THEIR OWN CIRCUIT



SCALE : 1/4" = 1'



SCALE : 1/4" = 1'



SAPP
DESIGN & ENGINEERING
(307) 202-0960 (307) 202-3151

**PLUMBING & MECHANICAL
ELECTRICAL PLAN**

**STRATTON - RV GARAGE
LOT 6, DRATTER ESTATES
HURRICANE, UTAH**

PROJECT:

DATE:

12/12/22

SCALE:

$$3/16"=1'$$

SHEET:

A4

PRELIMINARY PLAT APPLICATION

City of Hurricane
147 North 870 West
Hurricane, UT 84737
(435) 635-2811
FAX (435) 635-2184

Fee: \$150.00

For Office Use Only:

File No. 2021-PP-35

Receipt No. 0153757

Name: Rich Hansen - R.R. Penga LLC Telephone: 801-631-4998

Address: 3507 Kirk Circle, Salt Lake City, UT 84106 Fax No. _____

Email: rhmail@comcast.net Agent Email: _____

Agent (If Applicable): _____ Telephone: _____

Address/Location of Subject Property: 840 South 1850 West

Tax ID of Subject Property: H-3-2-4-133 Zone District: R1-10 with PDO

Proposed Use: (Describe, use extra sheet if necessary. Include total number of lots) 19 lots, roads,
and common area.

Submittal Requirements: The preliminary plat application shall provide the following:

- ____ 1. Description: In a title block located in the lower right-hand corner of the sheet the following is required:
- ☒ a. The proposed name of the subdivision.
 - ☒ b. The location of the subdivision, including the address and section, township and range.
 - ☒ c. The names and addresses of the owner or subdivider, if other than the owner.
 - ☒ d. Date of preparation, and north point.
 - ☒ e. Scale shall be of sufficient size to adequately describe in legible form, all required conditions of Chapter 39, City Subdivision regulations.
- ____ 2. Existing Conditions: The preliminary plat shall show:
- ☒ a. The location of the nearest monument.
 - ☒ b. The boundary of the proposed subdivision and the acreage included.
 - ☒ c. All property under the control of the subdivider, even though only a portion is being subdivided. (Where the plat submitted covers only a part of the subdivider's tract, a sketch of the prospective street system of the unplatted parts of the subdivider's land shall be submitted, and the street system of the part submitted shall be considered in light of existing Master Street Plan or other Commission studies.)
 - ☒ d. The location, width and names/numbers of all existing streets within two hundred (200) feet of the subdivision and of all prior streets or other public ways, utility rights of way, parks and other public open spaces, within and adjacent to the tract.
 - ☒ e. The location of all wells and springs or seeps, proposed, active and abandoned, and of all reservoirs or ponds within the tract and at a distance of at least one hundred feet (100') beyond the tract boundaries.
 - ☒ f. Existing sewers, water mains, culverts or other underground facilities within the tract, indicating the pipe sizes, grades, manholes and the exact locations.

SENSITIVE LANDS APPLICATION

City of Hurricane
147 North 870 West
Hurricane, UT 84737
(435) 635-2811
FAX (435) 635-2184

Fee: \$

For Office Use Only:

File No. 2021-HIL-07

Receipt No. _____

Name: Rich Hansen Telephone: 801-631-4998

Address: 3507 Kirk Circle, SLC UT 84106 Fax No. _____

Agent (If Applicable): _____ Telephone: _____

Email: rhmail@comcast.net Agent Email: _____

Address/Location of Subject Property: _____

Tax ID of Subject Property: H-3-2-4-133 Zone District: R1-10 / PDO

Proposed Use: (Describe, use extra sheet if necessary) _____

Nineteen Residential Lots / Roads and Open Space

Other companion application submitted with the Development Plan:

- ☒ Preliminary Plat
- ☐ Site Plan Review
- ☐ Conditional Use Permit
- ☐ Rezone
- ☐ Other

Submittal Requirements:

Please review the attached Supplemental Information to determine additional information that must be submitted with this application.

(Office Use Only)
Date Received: _____ Application Complete: YES ☐ NO ☐

Date application deemed to be complete: _____ Completion determination made by: _____



STAFF COMMENTS

Update 2/09/2023: The applicant is requesting an extension of the final plat deadline for this project. Per city ordinance, a final plat must be submitted within one year of approval of a preliminary plat, however the applicant can request an extension of one year with the Planning Commission. Staff finds this request to be acceptable. The main delay in the project design was major coordination between this project and adjacent projects for roadways and other utilities. The original application was approved subject to four lots being removed due to the density of the overall development and this extension should be approved subject to the same condition. Below is the original report from when the preliminary plat was first applied.

Agenda Date:	1/13/2022
Application Number:	2021-PP-35 and 2021-HIL-07
Type of Application:	Preliminary Plat Application
Action Type:	Administrative
Applicant:	Rich Hansen
Agent:	
Request:	Approval of a Preliminary Plat
Location:	840 S 1850 W
Zoning:	R1-10 PDO
General Plan Map:	Planned Community

Discussion:

The applicant has filed a preliminary plat for Phase 2 of the Ridge at Zion Vista consisting of 19 lots, roads, and common area. This property is within the Painted Hills Collina Tinta area and is governed by that development agreement. The preliminary plat is for the Mira Rosa section within the Collina Tinta project. The Developer has developed the first half of the first phase of Mira Rosa. The city and owners have expressed interest in revising parts of that development agreement, first signed in 2006, to better fit the city's current needs; but there has been no progress on that lately.



JUC Comments

The following items will need to be addressed:

1. **Power:** Will be able to connect through the previous phase
2. **Sewer:** In the area
3. **Street:** No comments.
4. **Water:** Need a looped system. Utility easement on the southern side should be in a roadway. Need a water model for the entire development, not just this phase.
5. **Engineering:** Need water loop and second access. Rlington Parkway needs improvements and extended utilities. 13% grade on 840 S means houses need to be sprinkled and needs city engineer approval.
6. **Fire:** Seconded the water and engineering departments comments. Make sure it meets fire code
7. **Cable:** Good
8. **Gas:** Good.
9. **Water Conservancy:** No comments

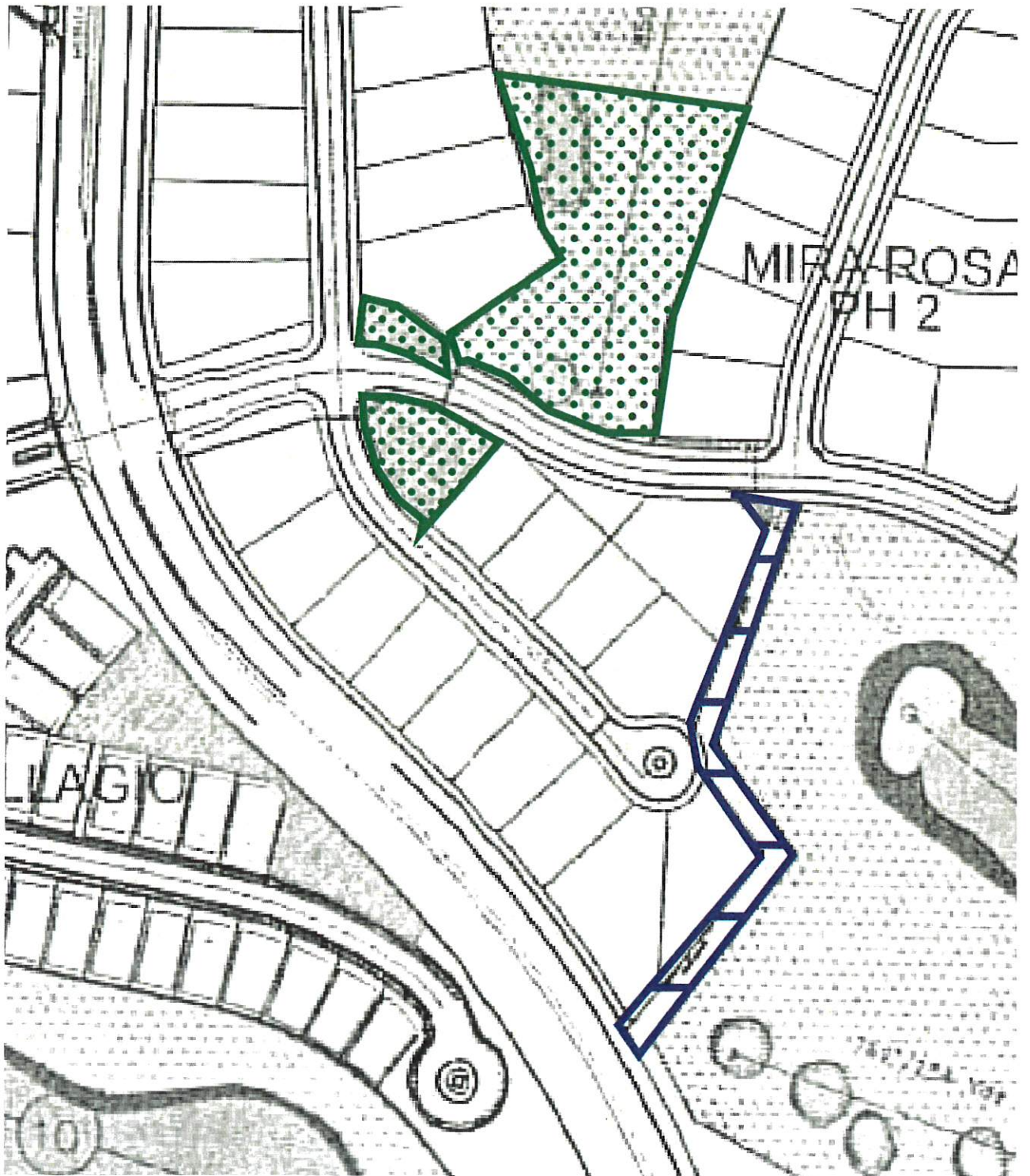
Staff Comments: Preliminary Plat

1. **Number of Lots:** The proposed subdivision has 19 proposed lots. In the master plan this area has 15 lots. The extra lots are located on the north end of the phase, 201-204. Typically, additional lots in one phase would be allowed knowing that lots will be removed from a latter phase to not exceed the overall density. Because this project is under a couple of owners, staff would like to know more information from the applicant about the plan with the shifted density for this phase.

2. Plat shows the north-south road as 1850 W. Ridge at Zion Vista Phase 1 shows this road as 1800 W. This discrepancy should be resolved
3. Plat intends for 840 S to tie into the neighboring Scenic Pointe development. This should be indicated on the plat. Construction will have to wait until that road is in for fire access
4. The steep hill on 840 S exceeds 12% grading. This makes it difficult for fire trucks to get up that hill so houses along 840 S that will use it as a primary access will need to be sprinkled. There is also concerns about roadways that exceed 12%, addressed below.
5. Open Space: The open space layout is different from the original site plan as shown below:



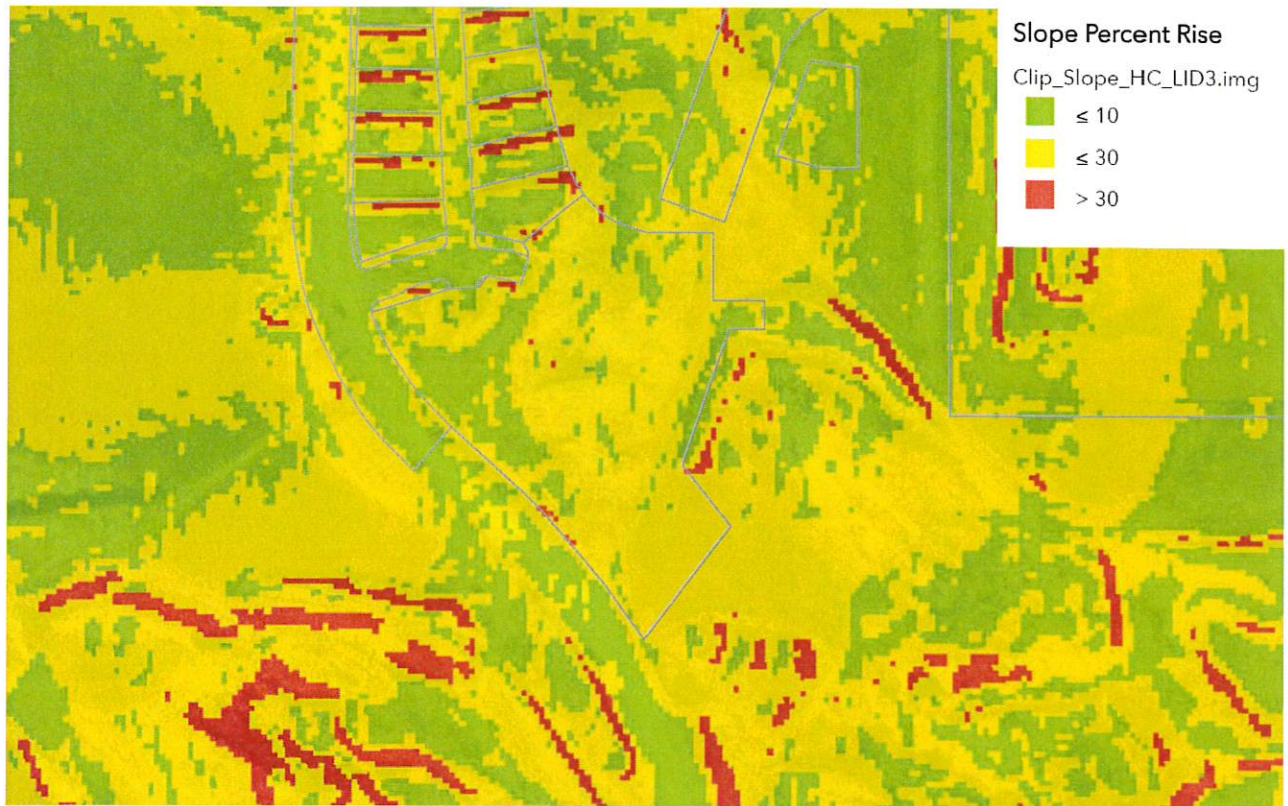
Plat Proposed



Approved Site Plan

As shown in the pictures above, the open space layout has changed. The applicant has indicated that the site reorganization of the open space has not removed any of the overall open space. According to the table listed within their application, they show that the amount of open space is

remaining the same, just moved to different locations. Staff's main concern is about the very northern lots, 201-204. These lots are positioned where the planned golf green is to be located. It is likely in the future that the current development agreement will be renegotiated and the open space repurposed within the Colina Tinta PDO. However, that has not occurred at this point and the current layout does conflict with the master plan.



Sensitive Lands:

1. Because of the hillside of the project, a sensitive lands application has been required. The following has been required:

10-24-5: HILLSIDES AND RIDGE AREAS:

A. Applicability: The following procedures, submittal requirements and standards shall apply to those projects located on lands identified as having at least one of the following characteristics:

1. *Slopes over ten percent (10%) which are:*

a. Identified through computer generated programs capable of calculating slopes on topographic maps prepared with two foot (2') contour interval accuracy; or

b. Established by profile lines drawn perpendicular to contour lines at intervals no greater than one hundred fifty feet (150') apart, when the slope, measured along any one hundred foot (100') segment

of the profile line is ten percent (10%) or greater. (See section 10-24-9, appendix diagram A, of this chapter.)

c. A slope shall be subject to this chapter only when a contiguous identified area of ten percent (10%) or greater exceeds two (2) acres, or if the site is less than one acre and the entire site is ten percent (10%) or greater.

2. *Soils Investigation Report: A soils investigation report which contains the following information:*

a. *Nature, distribution and classification (unified soil classification) of existing soils to the appropriate depth of influence by the proposed development, but not less than ten feet (10') deeper than the proposed excavations or to bedrock.*

b. *Strength of existing soils, bearing capacity of supporting soils, settlement estimates, collapse and shrink-swell characteristics, lateral pressures and trench excavation limitations.*

c. *Groundwater levels that may affect development and estimated elevation of high groundwater levels.*

d. *Appropriate laboratory testing for classification, consistency, strength and consolidation conditions.*

e. *Slope stability.*

f. *A written statement by the geotechnical engineer, civil engineer, or geologist preparing the soils report describing the general suitability of the site for the owner's intended use. The report shall identify soil constraints to development and shall state the professional opinion of the author as to whether the proposed development plan will mitigate and/or eliminate said constraints in a manner as to prevent hazard to life, hazard to property, and adverse effects. If the soil report prepared for a subdivision shows the presence of critically expansive soils, high water table, organic soils, liquefiable soils, collapsible soils, or other soil problems which, if not corrected, would lead to structural defects of the proposed buildings, damage to the building from the water, or premature deterioration of the public improvements, a soil investigation of each lot in the subdivision shall be required by the city.*

3. *Geotechnical Report: A geotechnical and geological report subject to the standards and requirements provided therein.*

4. *Grading And Drainage Plan: A grading and drainage plan report which includes stormwater management, erosion, and grading plans describing the methods by which surface water, natural drainage, erosion and sedimentation loss, and hydrologic hazards that will be controlled during and after construction. The plan shall include the following information:*

a. *The grading plan shall show present topography, including the location and depth of all proposed fills and cuts of finished earth surfaces, and/or use of retaining walls including height, using a contour interval of two feet (2') when grades are zero to twenty nine percent (0 - 29%) and five foot (5') contours when grades thirty percent (30%) and over.*

b. *The proposed area to be graded shall be clearly delineated on the plan.*

c. *All calculations and proposed details used for design and construction of debris basins, impoundments, diversions, dikes, waterways, drains, culverts and other water management or soil erosion control measures shall be shown. Drainage calculations shall determine runoff volume and peak discharge using the "rational method", "SCS curve number method", or appropriate equivalent. Data provided should include:*

(1) *Rainfall depth, duration and distribution;*

(2) *Watershed slope and drainage area delineation;*

(3) *Land condition of watershed surface;*

(4) *Topography of drainage area; and*

(5) *Soil descriptions in watershed. Erosion calculations shall employ predictions of soil loss sheet erosion using the universal soil loss equation or equivalent. Data to be provided should include factors of:*

(A) *Rainfall intensity and duration;*

(B) *Soil erodibility;*

(C) *Land slope and length of slope or topography;*

(D) *Condition of the soil surface and land management practices in use; and*

(E) *Surface cover, grass, pavements, etc.*

2. The applicant has provided the proper reports, initial grading plan, and other required documents. The lots do not generally comply with the sizing table listed within the Sensitive Lands Code, however, based on their zoning approval, the applicant is entitled to the general layout of the development. Staff would recommend that the Planning Commission review the sloping and grading plan to ensure that proper steps are being taken to ensure that lots are being constructed and laid out in a safe manner. The average slope of the project is around 10-15%, with some spots with steeper slopes and some sections with less. Generally speaking, anything 10%-20% (sometimes 15%) is considered moderate slopes.

3. Grading Plan: The applicant has submitted a grading plan, and intentions to have most lots flat, and then separated by retaining walls. This is allowed, as long as the walls do not exceed 16' in height over 50 linear feet. The homes on roads that are over 10% slope will need to be sprinkled. Some sections of roadway are over 12%. According to Hurricane City Code, 12% is the maximum grade allowed for a Hurricane City street. Staff is consulting with Engineering and Fire for their opinion on the matter. Those sections of road will likely need to be leveled in order to meet Hurricane's standard. The link is essential to the development and deserves some consideration.

10-24-8: GRADING, DRAINAGE AND STREET DEVELOPMENT STANDARDS:

D. Streets And Rights Of Way: The following street standards shall apply:

1. The city's street standards and specifications shall apply to all development, except where conditions related to proper development of sensitive land areas necessitate altering these standards as described below and elsewhere in this chapter and as may be otherwise approved by the city.

2. Street grade requirements:

	<i>Normal</i>	<i>Permissible Exception</i>
<i>Maximum grade</i>	<i>8 percent</i>	<i>12 percent</i>
<i>Maximum grade street intersections</i>	<i>5 percent</i>	<i>As determined by the planning commission</i>

4. Exceptions can be approved by the City Council with a recommendation from the Planning Commission as listed in 10-24-3:

G. Exceptions: Exceptions to the provisions of this chapter may be granted by the city council upon recommendation from the planning commission when:

1. An alternative solution is proposed for the protection of the sensitive land, based on sound and generally accepted engineering and land development principles, and said alternative

will result in equal or better protection than development under the standards of this chapter; and is consistent with the purposes of this chapter. The alternative shall also be consistent with the general plan policies affecting sensitive lands;

2. The size of the parcel existing before the effective date of the adoption of this chapter is determined by the planning commission to be too small to effectively apply the provisions of this chapter, and conditions can be added to the project to minimize safety and general welfare concerns.

3. The parcel is zoned for a nonresidential use and the planning commission determines the site requires grading inconsistent with the provisions of this chapter, and conditions can be added to the project to minimize safety and general welfare concerns. (Ord. 2014-6, 5-1-2014)

Recommendation: Staff recommends the Planning Commission review this application based on standards with Hurricane City Code. Before the Planning Commission should make a recommendation, the applicant will need to address the following to the Commission's satisfaction:

1. Density and the additional units.
2. Roadways that are over 12% grade.
3. The golf course open space.

From: Alan Wheatley <alanjwheatley@gmail.com>
Sent: Monday, January 30, 2023 4:32 PM
To: Fred Resch
Cc: Chase Stratton
Subject: Ridge at Zion Vista Phase 2 Preliminary Plat

Hi Fred,

My name is Alan Wheatley. I am the GM/Partner of RR Penga and should be listed as the primary contact regarding the Ridge at Zion Vista and the Ridge Zion Vista phase 2 should be directed. Rich Hansen forwarded your email message (below) to me.

I am requesting an extension from the planning commission for our final plat of the Ridge at Zion Vista Phase 2 to be on the next agenda (Feb. 9th)

FYI: I made the same request to Steve Nelson
Please let me know if you have any questions or concerns.

Thank you very much,

Alan Wheatley
Alanjwheatley@gmail.com
801-864-2414
RR Penga

From: Fred Resch <fred@cityofhurricane.com>
Sent: Monday, January 30, 2023 8:23 AM
To: rhmail@comcast.net
Subject: Ridge at Zion Vista Phase 2 Preliminary Plat

Rich,

The preliminary plat for Ridge at Zion Vista Phase 2 was approved by the City Council on February 3rd, 2022. Per Hurricane City Code 10-39-6:

After preliminary plat approval from the City Council, a complete application for final plat approval must be submitted within one year of the preliminary plat approval date. The Planning Commission may authorize a onetime extension not to exceed one year, provided that a written request for extension is received by the City before the one year time period has expired.

We have not received a final plat application for this project yet, and we can't accept an application until construction drawings are signed. If you would like to be granted an extension from the Planning Commission, we must receive the request in writing by February 3rd to be on the Planning Commission agenda on February 9th. Replying to this email will work for that request. Let me know what your plans are.

Thanks,

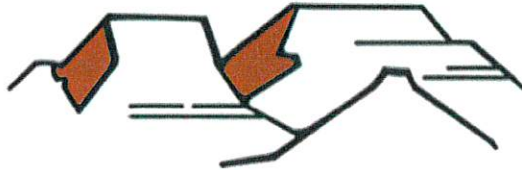
Fred Resch III

Assistant City Planner/Code Enforcement

Hurricane City

P: (435) 635-2811 x 110

E: fred@cityofhurricane.com



PLANNING & ZONING
HURRICANE CITY
UTAH

ISSUE DESCRIP.	DATE
	5.18.2022

This drawing, as an instrument of professional service, and shall not be used, in whole or part, for any other project without the written permission of SCOTT THOMAS BLAKE DESIGN LLC. Copyright © 2022

Product Type	Units	Acreage	%
Open Space, Amenities, Paths and Parks	100		19.7%
Single Family up to 4 DU/acre lots	120	55	10.8%
Single Family up to 6 DU/acre lots	120	48	9.5%
Single Family up to 8 DU/acre lots	780	208	41.0%
Townhomes up to 10 DU/acre	149	20	3.9%
Multifamily up to 12 DU/acre	200	20	3.9%
Multifamily & Retirement 12+ DU/acre	400	40	7.9%
Commercial	5		1.0%
Major Roadways (66' ROW)	11		2.2%
Allocated units in Grand Canary & Mira Rosa	117		
Total	1886	507	100.0%



- PARCEL TYPE
- OPEN SPACE, AMENITIES, TRAILS AND PARKS
 - SINGLE FAMILY - up to 4 DU/acre lots
 - SINGLE FAMILY - up to 6 DU/acre lots
 - SINGLE FAMILY - up to 8 DU/acre lots
 - TOWNHOME - up to 10 DU/acre
 - MULTIFAMILY - up to 12 DU/acre
 - MULTIFAMILY & RETIREMENT - 12+ DU/acre
 - COMMERCIAL
 - 24/7 OVERNIGHT RENTAL OVERLAY (Maximum 247 Units)
 - TRAIL - 10' ASPHALT
 - TRAIL - PRIMITIVE

A

LAND USE PLAN
SCALE: 1"=300'-0" NORTH

BLACK RIDGE
HURRICANE, UTAH

LAND USE

101

THE RIDGE AT ZION VISTA

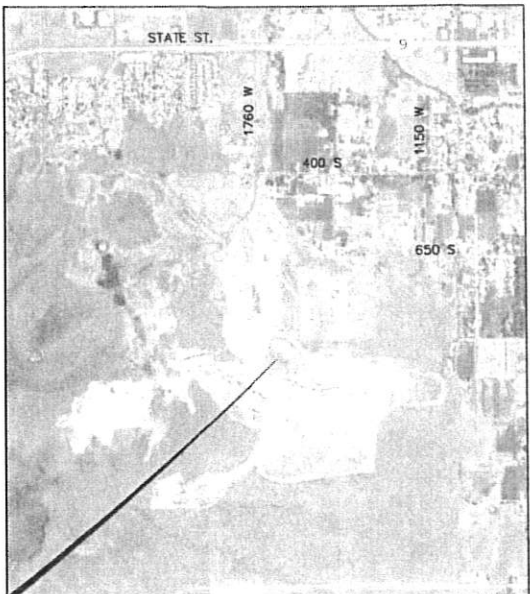
PHASE 2

PRELIMINARY PLAT REVIEW

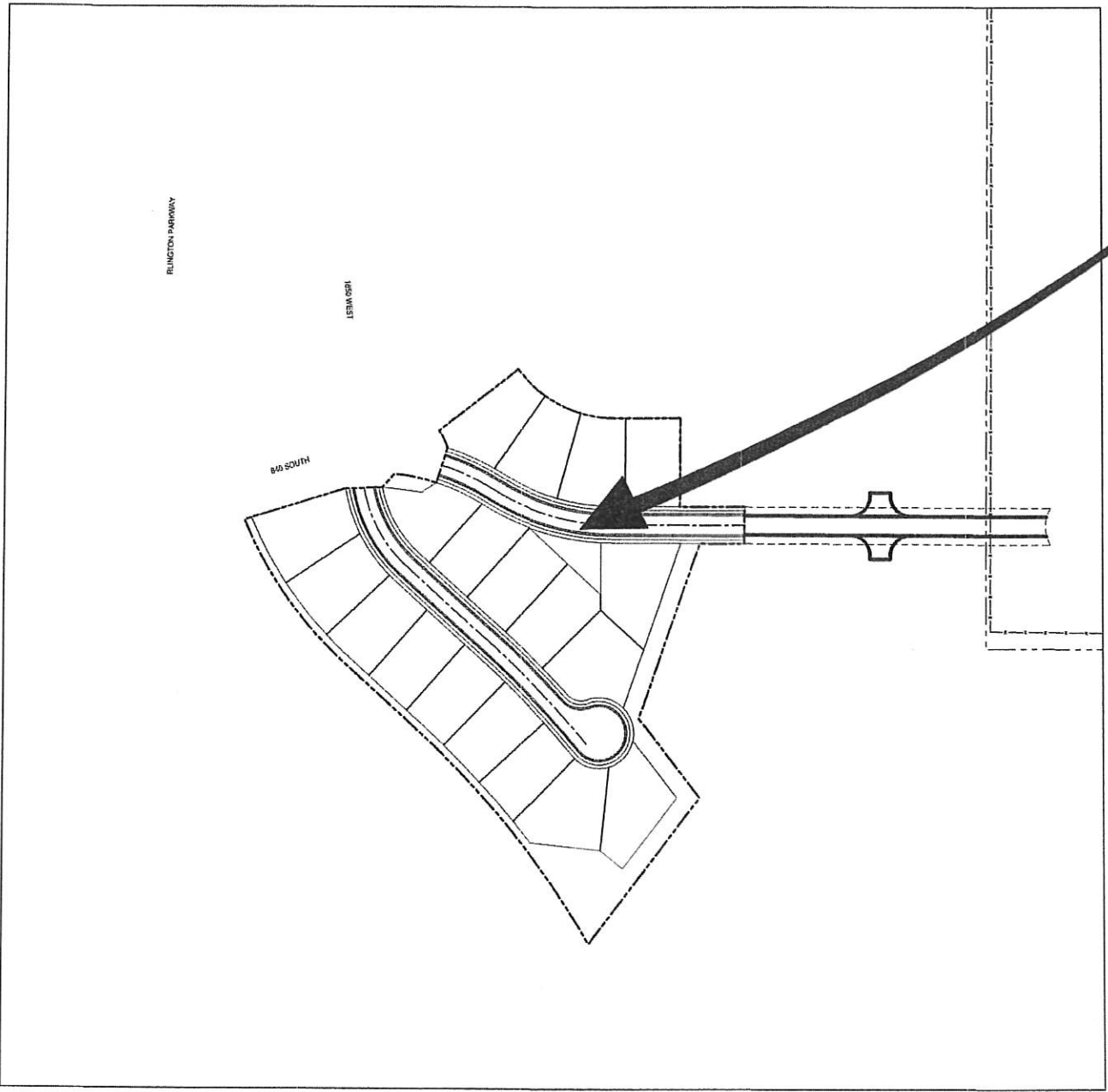
LOCATED IN SECTION 4, TOWNSHIP 42 SOUTH, RANGE 13 WEST

SALT LAKE BASE AND MERIDIAN

IN THE CITY OF HURRICANE, WASHINGTON COUNTY, UTAH



VICINITY MAP
NOT TO SCALE



PROJECT MAP
NOT TO SCALE



DEVELOPER:
RR PINGA
3507 KIRK CIRCLE
SALT LAKE CITY, UT 84106

CIVIL ENGINEER:
PSOMAS
4179 RIVERBOAT ROAD, SUITE 200
SALT LAKE CITY, UT 84106

SITE DATA :
ZION VISTA PHASE 2
TOTAL GROSS ACRES: 11.79
TOTAL ROAD R.O.W.: 98,328 SQ. FT.
BUILDING PAD AREA: 37 UNITS-301,641 SQ. FT.
DENSITY: 3.1 UNITS/ACRE



THE RIDGE AT ZION VISTA
PHASE 2
HURRICANE, UT

SHEET 1
OF 3

COVER

PSOMAS
Balancing the Natural and Built Environment
4179 Riverboat Road, Suite 200
Salt Lake City, UT 84106
(801) 270-5777 (801) 270-5782 fax
www.psomas.com

PROJECT NUMBER: 88CLO10300

SUBMITTAL	DATE
DRAWN BY: MMC	1/5/22
CHECKED BY: DG	
APPROVED BY: SA	
PLOT DATE:	



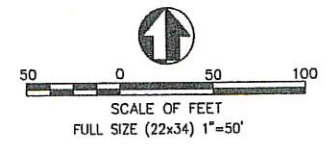
NO.	REVISION DESCRIPTION	DATE

1/5/2022 2:16 PM u:\88010200\ENGR\DRAWINGS\PHASE 2\EXHIBITS\2021-12-22 OPEN SPACE EXHIBIT\OPEN SPACE EXHIBIT.DWG MICHAEL COOK



OPEN SPACE CALCULATIONS:	
PHASE 1A/B (FROM OLD COLLINA TINTA SET) =	53,637.38 SQ. FT.
PHASE 2 (FROM OLD COLLINA TINTA SET) =	35,142.69 SQ. FT.
OLD TOTAL =	88,780.07 SQ. FT.
PHASE 1A/B (CURRENT) =	55,797.72 SQ. FT.
PHASE 2 (CURRENT) =	22,315.50 SQ. FT.
CURRENT TOTAL =	78,113.22 SQ. FT.
OPEN SPACE DEFICIT =	10,666.85 SQ. FT.
ADJUSTED TOTALS	
CURRENT TOTAL =	78,113.22 SQ. FT.
ADDITIONAL OPEN SPACE 1 =	+(1,126.32 SQ. FT.)
ADDITIONAL OPEN SPACE 2 =	+(3,232.36 SQ. FT.)
ADDITIONAL OPEN SPACE 3 =	+(6,341.23 SQ. FT.)
NEW CURRENT TOTAL =	88,813.13 SQ. FT.

PROPOSED ADDITIONAL OPEN SPACE EXHIBIT



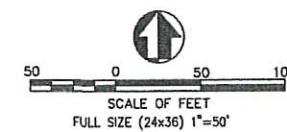
PSOMAS
4179 S. Riverboat Rd., Suite 200
Salt Lake City, UT 84123
(801) 270-5777

1/5/2022 2:00 PM U:\BBL010200\ENGR\DRAWINGS\PHASE 2\EXHIBITS\2021-12-27 SENSITIVE LANDS APPLICATION\DEVELOPMENT PLAN.DWG MICHAEL COOK

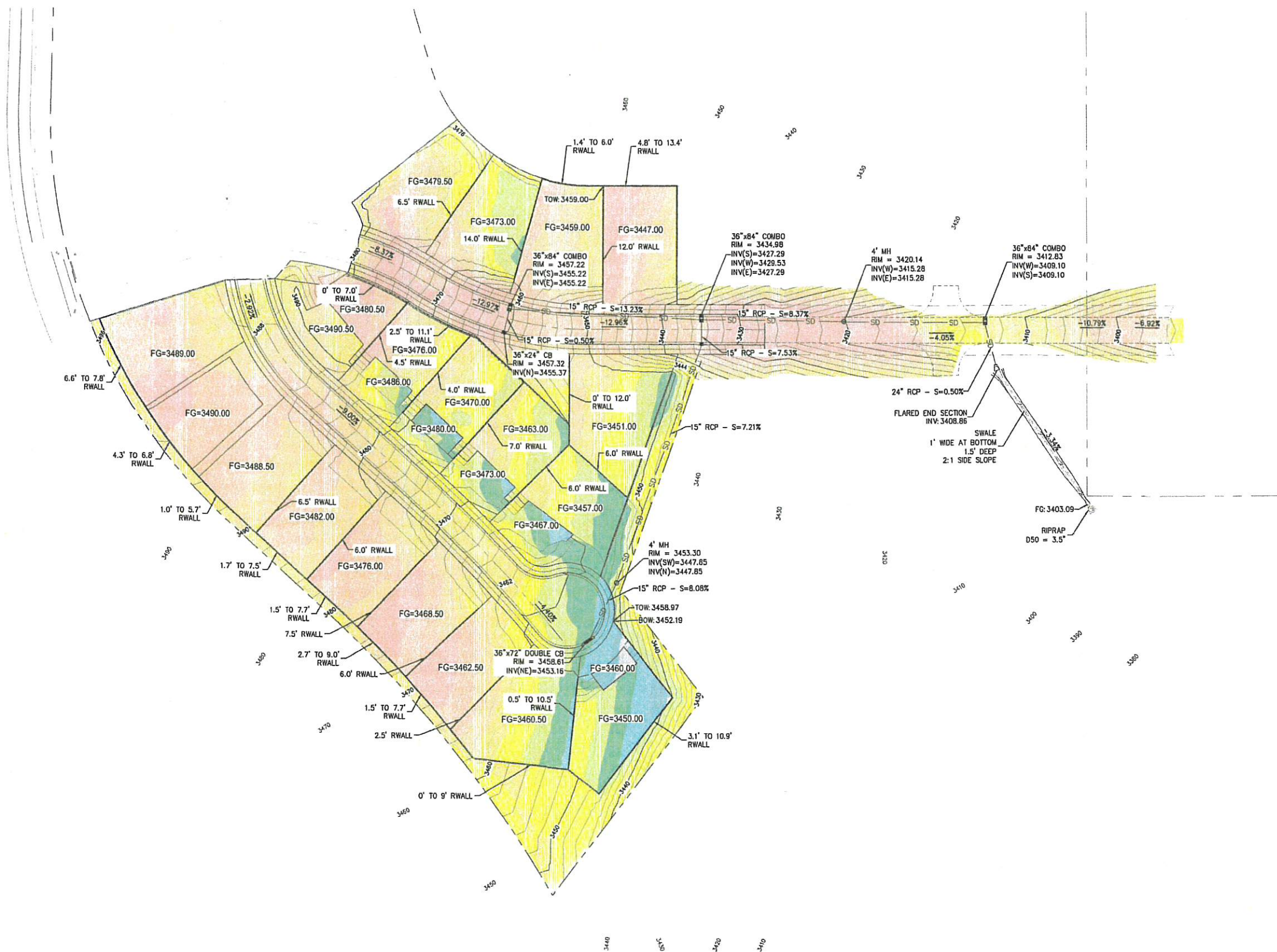


Slopes Table					
Number	Minimum Slope	Maximum Slope	2D Area	3D Area	Color
1	10%	29%	60188.85	60970.82	
2	>30%		40826.42	62771.43	

SENSITIVE LANDS APPLICATION
DEVELOPMENT PLAN
THE RIDGE AT ZION VISTA PHASE 2, HURRICANE UT



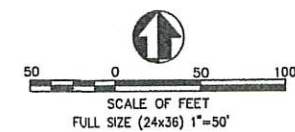
PSOMAS
4179 S. Riverboat Rd., Suite 200
Salt Lake City, UT 84123
(801) 270-5777



EARTHWORKS TABLE					
RANGE ID	MIN ELEV	MAX ELEV	RANGE AREA	RANGE VOL	Color
1	-13.60	-9.00	32115 SF	1983 CY	
2	-9.00	-6.00	59827 SF	8557 CY	
3	-6.00	-3.00	53288 SF	13148 CY	
4	-3.00	0.00	57898 SF	19316 CY	
5	0.00	3.00	41224 SF	7149 CY	
6	3.00	6.00	24902 SF	3665 CY	
7	6.00	9.00	14473 SF	1497 CY	
8	9.00	12.00	5010 SF	462 CY	
9	12.00	15.00	1471 SF	126 CY	
10	15.00	18.70	504 SF	23 CY	

NOTE:
FOR DESIGN CALCULATIONS REQUESTED IN ITEM D OF
GRADING AND DRAINAGE SHEET IN THE SENSITIVE LANDS
APPLICATION CHECKLIST PLEASE REFER TO THE PROVIDED
DRAINAGE REPORT.

SENSITIVE LANDS APPLICATION
GRADING & DRAINAGE PLAN
THE RIDGE AT ZION VISTA PHASE 2, HURRICANE UT



PSOMAS
4179 S. Riverboat Rd., Suite 200
Salt Lake City, UT 84123
(801) 270-5777

From: Stephen Nelson
Sent: Monday, February 6, 2023 11:04 AM
To: Fred Resch
Subject: FW: Model Home

From: Nanette Billings <billings@cityofhurricane.com>
Sent: Saturday, February 4, 2023 3:35 PM
To: Stephen Nelson <stephen@cityofhurricane.com>
Subject: Model Home

Stephen,

Would you prepare the ordinance for a model home to say: model (home, /building) if it's a barn, mall or whatever) People are building barndaminiums all over. So I disagree that just to say model home. If they meet the criteria of fire protection, road, and bond. Anyway, would you prepare this to bring it to the planning commission. Thank you.

Nanette Billings
Hurricane City Mayor
435-680-2757

**Hurricane Planning Commission
Meeting Minutes
June 23, 2021**

Minutes of the Hurricane City Planning Commission meeting held on June 23, 2021, at 6:00 p.m. in the City Council Chambers located at 147 N. 870 West Hurricane UT, 84737

Members Present: Dayton Hall, Mark Sampson, Paul Farthing, Ralph Ballard, Michelle Cloud, Penny James-Garcia, Rebecca Bronemann, and Shelley Goodfellow

Members Excused:

Staff Present: Planning Director Stephen Nelson, City Building and Planning Technician Brienna Spencer, City Attorney Fay Reber, and City Engineer Representative Darin Lefevre

6:00 p.m. - Call to Order

Chairman Dayton Hall called the meeting to order at 6:00 p.m.

Roll Call

Pledge of Allegiance led by Jeremy Back

Prayer offered by Leif BJarnson

*Ralph Ballard motioned to **approve** the agenda as presented. Mark Sampson seconded the motion. **Unanimous.***

Public Hearing opened at 6:05 p.m.

1. **A Zone Change Amendment request located at approx. 1200 S Sand Hollow Rd from GC, general commercial, to RM-2, multi-family 10 units per acre, which will align with the current zoning to the property to the west.**

No comment

Closed comments

New Business:

1. **2021-ZC-24: Discussion and consideration of a recommendation of a proposed zone change amendment request located at approx. 1200 S Sand Hollow Rd from GC, general commercial, to RM-2, multi-family 10 units per acre, which will align with the current zoning to the property to the west. Parcel ID H-4-2-11-121, H-4-2-11-127, and H-4-2-11-111 Brett Christian Applicant, Bush & Gudgell Inc Agent.**

Bush & Gudgell representative Ryan Lay reviewed the proposed zone change. Stephen Nelson reviewed the surrounding area and noted the history of the property. He reported that the applicant thinks adding more multi-family is beneficial in the area. Mr. Nelson feels this is a premature request and wants to see this remain commercial. Penny James-Garcia agrees that the request is premature. She

1 noted that the new general plan map was approved last month, and she is uncomfortable going against
2 the plan. Shelley Goodfellow agrees with Mrs. James-Garcia's comments. She stated that these specific
3 zones need to be protected.

4 Dayton Hall agrees with Mrs. James-Garcia and Mrs. Goodfellow. He feels that there are benefits to
5 commercial in this area. Michelle Cloud asked if granted, where would the second access come from?
6 Mr. Nelson noted the map and explained that there is a master planned roadway to the North of the
7 property line.

8 Ralph Ballard feels that industrial is in short demand and prefers this area to remain commercial zoning.
9 Rebecca Bronemann shared that she is torn because the general map preserved this area for
10 commercial, but she also believes residential would be good. She agrees that this request is premature.
11 Mr. Lay stated that this is an ideal location for townhomes due to the isolated nature of the property. Mrs.
12 Bronemann agrees with Mr. Lay. However, the general plan set this aside for commercial. Paul Farthing
13 agrees with Mrs. James-Garcia and Mrs. Goodfellow.

14 Penny James-Garcia motioned a **recommendation of denial** of 2021-ZC-24 to the City Council based
15 on the following: Paul Farthing seconded the motion.

16 Penny James-Garcia motioned a final amended motion to send a **recommendation of denial** of 2021-
17 ZC-24. Based on the general plan, preserving the commercial element in the area and the agreement
18 between the property owner and the regarding the development and zoning within the property area.
19 City Council based on the following: Paul Farthing seconded the motion. **Unanimous.**

20 **2. 2021-CUP-02: Discussion and consideration of possible approval of a conditional use**
21 **permit application for a metal building located at 1179 W 650 S. Rory & Wendy Bringham**

22 Stephen Nelson shared that the applicant has addressed the height of a metal building, and he
23 recommends approval.

24 Mark Sampson motioned **approval** of 2021-CUP-02. Due to the applicant addressing the height
25 restrictions, the reflective surfaces, and the color compliance. Rebecca Bronemann seconded the
26 motion. **Unanimous.**

27 **3. 2021-CUP-03: Discussion and consideration of approval of a conditional use permit for a**
28 **metal building located at 590 S 60 E. Phillip and Christina Higgins Applicant**

29 Stephen Nelson reported that he was unable to contact the applicant. He noted that with that applicant
30 needs to submit a site plan. He also expressed concern regarding the color choices.

31 Paul Farthing motioned to **table** 2021-CUP-03 until the applicant resolves the issues discussed. Penny
32 James-Garcia seconded the motion. **Unanimous.**

33 **4. 2021-PP-09 / 2021-HIL-02: Discussion and consideration of a recommendation on an**
34 **updated preliminary plat and sensitive lands application for Hillside Estates, a 19-lot**
35 **subdivision, located at 725 S 1400 W. Chris Wyler Applicant, Civil Science Agent.**

36 Stephen Nelson explained that during the City Council meeting, staff expressed concerns regarding the
37 new water standards and secondary access. Mr. Nelson noted that the new configuration addresses the
38 City Council and staff's concerns. Rebecca Bronemann reported that JUC comments state that the water
39 system is substandard, there are inadequate power stubs to the property, and that staff comments state

that the applicant still needs to provide letters from sewer and water. Mr. Nelson explained that the development of 650 South will resolve the water lopping and power concerns.

Shelly Goodfellow motioned a recommendation of approval of 2021-PP-09 and 2022-HIL-02 to the City Council, subject to staff and JUC comments. Penny James-Garcia seconded the motion.

Unanimous.

5. 2021-PP-08: Discussion and consideration of a recommendation on a preliminary plat for Scenic Point Ph 2-4, a 37-lot subdivision located at 1530 W 725 S. Dennis Back and Foothill Associates LC Applicant, Jeremy Back-Agent

Jeremy Back reviewed the project and explained the services and roads. Stephen Nelson reported that one of his main concerns is that the master planned roadway is not on the proposed plat. He explained that staff met with Wasatch, and they prefer to move the road to the south and eventually tie in with 900 South. However, the alignment is not his primary concern.

Paul Farthing stated that the master planned roadway problems need to be resolved before approval. Penny James-Garcia agrees with Mr. Farthing. Mr. Nelson shared that the utility connection, looping, and second access are based on the completion of Hillside Estates. Shelly Goodfellow feels it is inappropriate to hold up other developments because Colina Tinta might change their plan, and she would feel comfortable approving phase two.

Mark Sampson asked when development of 900 South will begin. Mr. Nelson shared that it is based on development. Dayton Hall agrees with Mrs. Goodfellow and is comfortable approving phase two. However, the remaining phases should be contingent upon obtaining the property.

Paul Farthing motioned a recommendation of approval of 2021-PP-08. Subject to staff and JUC findings. Limiting the plat approval to phase two. Phases three and four will be subject to an agreement with the adjacent landowner for a minor collector road between the properties. Michelle Cloud seconded the motion. Unanimous.

6. 2021-PSP-09: Discussion and consideration of approval of a preliminary site plan for Pecan Valley Resort, a 222 Unit Recreation Resort located at 5200 W 2500 S. Chris Wyler Applicant, Civil Science Agent.

7. 2021-PP-16: Discussion and consideration of a recommendation of a preliminary plat for Pecan Valley Resort, a 222 Unit Recreation Resort Subdivision located at 5200 W 2500 S. Chris Wyler Applicant, Civil Science Agent.

Chris Wyler reviewed the site plan and plat. Stephen Nelson explained that the clubhouse should be completed in phase one, and the unit width does not comply with the code. This development is contingent on the development of Desert Sage, and secondary access needs to be obtained. He noted that the parking must be adequate and include ADA and employee parking spaces. The applicant must provide a traffic and water loop study. Mr. Wyler noted that per his review of the code, his interpretation is that it applies to lot width, not unit width. However, he is willing to address Mr. Nelson's concerns. He shared they are trying to obtain additional property to provide additional parking for their guests. Mr. Wyler stated that the main clubhouse will have amenities and a pool.

The Planning Commissioners agree that the width of the units needs to be resolved. Paul Farthing feels that there should be guest parking throughout the development, and Dayton Hall would like more parking around the clubhouse other than the required ADA and employee parking.

1 Paul Farthing motioned **approval** of 2021-PSP-09 subject to staff and JUC comments and the applicant
2 providing a phasing plan. Penny James-Garcia seconded the motion. **Unanimous.**

3 Paul Farthing motioned **a recommendation of approval** of 2021-PP-16. Subject to staff and JUC
4 comments, resolution of the 30-foot width units, and the applicant providing a phasing plan. Penny
5 James-Garcia seconded the motion. **Unanimous.**

6 **8. 2021-FSP-21: Discussion and consideration of approval of a final site plan for Desert**
7 **Fields Townhomes Phase 2, an 85-townhome development located at 2475 W 250 N.**
8 **James Cheney Applicant.**

9 James Cheney reviewed the submitted site plan. Stephen Nelson reported that the application needs to
10 submit an outdoor lighting plan. Rebecca Bronemann has no issues with the applicant if the applicant
11 complies with the lighting standards. Dayton Hall asked if 2460 heading south runs into SR-9. Mr.
12 Nelson reported that it does run into SR-9. However, the Utah Department of Transportation does not
13 want access off SR-9. He anticipates that the roadway will go to the end of the development.

14 Michelle Cloud motioned **approval** of 2021-FSP-21. Conditional upon the compliance of the night sky
15 ordinance. Ralph Ballard seconded the motion. **Unanimous.**

16 **9. 2021-AFP-10: Discussion and consideration of a recommendation on an amended final**
17 **plat application for Hurricane Storage Units Partial Amendment A (Lot 4), a 17-lot**
18 **subdivision located at 130 N Old Highway 91. Jeff Andrus/Jasco Ind. Park, Ryan Scholes**
19 **Agent**

20 Stephen Nelson stated that the staff's main concern is that the private roadway is thirty feet wide. The
21 roads should be dedicated to the city and meet the standard of fifty-two feet. Mr. Beezer explained that
22 the decision for private roadways is based on the size of the development and where there are
23 easements. Ralph Ballard asked if there was any way to relocate parking to the rear. Mr. Beezer
24 explained that they could, but it would not work with their plans for the development. Rebecca
25 Bronemann asked if the applicant has addressed staff comments. Mr. Breezer reported that they are
26 working with utility providers to ensure adequate infrastructure. Paul Farthing feels the roads need to
27 meet city standards, and larger roads are necessary to accommodate emergency vehicles.

28 Mark Sampson motioned to **table** 2021-AFP-10. Paul Farthing seconded the motion. **Unanimous.**

29 **10. 2021-PSP-10: Discussion and consideration of an approval of a Preliminary Site Plan,**
30 **Sand Hollow Townhomes, a 61-lot townhome subdivision, located at 1200 S and Sand**
31 **Hollow Road. Bob Hermandson Applicant, Bush & Gudgell, Inc.**

32 **11. 2021-PP-17: Discussion and consideration of a recommendation of a preliminary plat,**
33 **Sand Hollow Townhomes, a 61-lot townhome subdivision, located at 1200 S and Sand**
34 **Hollow Road. Bob Hermandson Applicant, Bush & Gudgell, Inc.**

35 Bob Hermandson explained the intent of the project and reviewed the proposed plan. The family feels
36 comfortable with addressing staff comments. He reported that the subdivision will be developed in
37 phases. Stephen Nelson reported that the applicant must work with his Ash Creek and BASH Facilities
38 to obtain second access. Mr. Hermandson reported that Ash Creek recommended moving the location
39 of the road. He discussed the proposed locations of the roadway. Mr. Nelson noted that due to the
40 current zoning moving the roadway will prohibit the applicant from adding more townhomes. Dayton Hall

1 asked how the applicant is addressing the 30-foot. Mr. Hermandson stated that townhomes will have a
2 20-foot backyard with a block wall running along the property line. The HOA will maintain the remaining
3 ten feet.

4 *Rebecca Bronemann motioned to **approve** 2021-PSP-10. Subject to staff and JUC comments. Michelle*
5 *Cloud seconded the motion. **Unanimous.***

6 *Rebecca Bronemann motioned a **recommendation of approval** of 2021-PP-17. Subject to JUC*
7 *comments. Michelle Cloud seconded the motion. **Unanimous.***

8 **12. 2021-CUP-04: Discussion and consideration of approval of a conditional use permit for a**
9 **metal building located at 1211 W 100 N. Kevin Wayman Applicant.**

10 Stephen Nelson reported the application meets the standard for a conditional use permit, he has no
11 concerns with this application, and staff recommends approval.

12 *Ralph Ballard motioned to **approve** 2021-CUP-04. Subject to staff findings. Rebecca Bronemann*
13 *seconded the motion. **Unanimous.***

14 **Planning Commission Business:**

15 **Road Improvement (Exaction) Ordinance Amendments**

16 Dayton Hall explained that after meeting with the Utah Ombudsman, he updated Section F. He noted the
17 changes and asked Stephen Nelson and the Planning Commission to review the updates and provide
18 input. Mr. Nelson and the Planning Commissioners reviewed the authorities of different city bodies.

19 **Planned Commercial Ordinance Update**

20 Stephen Nelson reviewed the updated verbiage. He explained that the purpose is to define and clarify
21 the allowed uses within Planned Commercial. Dayton Hall asked Mr. Nelson to update the verbiage to
22 allow the Planning Commission to determine the definition of walkability. Mr. Nelson and the Planning
23 Commission discussed appropriate uses for Planned Commercial.

24 **Annexation Map Presentation**

25 Stephen Nelson explained the process of annexation. He referenced the City of Hurricane Annexation
26 and Plan map and reported that he could not find a policy that addresses annexations. Mr. Nelson
27 recommended that the Planning Commission drafts an annexation policy for the City Council to review.

28 **RV Parks in Hurricane**

29 Stephen Nelson reviewed the RV Parks within Hurricane City. He explained that the City Council
30 requested the Planning Commission to review whether RV Parks should be allowed within commercial
31 zoning.

32 **City Council Recap**

33 **Approval of Minutes**

34 **1/27/2021**

- 1 The Planning Commission requested amendments to Page 1, line 3 to remove Mark Sampson.
- 2 The Planning Commission requested amendments to Page 3, line 17, to change the word accept to
- 3 access.
- 4 *Mark Sampson motioned to **approve the** 01/27/2021 minutes as amended. Ralph Ballard – abstained.*
- 5 *Rebecca Bronemann stepped out and did not vote. Motion **carried**.*
- 6 **Adjournment at 9:07 p.m.**