



## PLANNING COMMISSION MEETING STAFF REPORT

**DATE OF MEETING:** August 17, 2016

**NAME OF PROJECT:** Indian Summer Subdivision

**NAME OF APPLICANT:** Gardner and Associates

**AGENDA ITEM:** Preliminary Approval

**LOCATION OF ITEM:** 300 East and 200 North

**ZONING DESIGNATION:** R-1-9 & R-1-15

### **ITEM: 3**

Gardner and Associates, agent for SN Midway LLC, is requesting Preliminary approval for the Indian Summer Subdivision. The proposal is a large scale subdivision that is 12.91 acres in size and will contain 27 lots. The property is located at 300 East and 200 River Road in the R-1-9 and R-1-15 zones.

### **BACKGROUND:**

This request is for preliminary approval of a large-scale subdivision on 12.91 acres and will contain 27 lots. The 27 lots proposed in the subdivision will obtain frontage along new roads built within the subdivision. The property is located in an R-1-9 and R-1-15 zones. There are four lots in the R-1-9 zoning district and three of those lots are smaller than the other lots in the subdivision but do comply with the requirements of the code. Besides the three smaller lots, the rest of the lots all comply with the R-1-15 zoning requirements. The code requires 15% open space and the proposal currently has 14.8% open space at 1.88 acres (this will need to be adjusted to 15% for final approval). The density of lots in the proposal is 2.13 units per acre. There is currently one dwelling on the property that will be demolished because the structure is nonconforming regarding its setback from River Road. The area where the dwelling is located will become open space

within the development. The City code promotes that open space is located along collector roads wherever possible and the applicant has complied with this request. The property has historically been used mostly as agricultural land except for the one dwelling unit on the property.

#### **LAND USE SUMMARY:**

- 12.91-acre parcel
- R-1-9 and R-1-15 zoning
- Proposal contains 27 lots
- Developer is providing 1.88 acres of open space (14.8%) This will need to be 15% for final approval.
- Access from River Road and 300 East
- The lots will connect to the Midway Sanitation District sewer, Midway City's culinary water line, and Midway Irrigation Company's secondary water line

#### **ANALYSIS:**

*Access* – Access will be from River Road and 300 East. The City currently owns 5'x 50' strip a land where 300 East will be located. This strip of land beings at the intersection of 100 North and runs north to the current Clegg property which is part of the development parcel. The developer's engineer and title company have researched the location of the strip of land and have found that it overlaps by 15' onto the Norm George Flag Lot Subdivision. The strip of land was dedeed to the City after the original plat was recorded and after the 1<sup>st</sup> amendment but before the 2<sup>nd</sup> amendment was recorded. The City has always planned on 300 East becoming a City road and for that reason pursued acquiring the property. 300 East has been planned since at least 1977 and was also shown on the original plat of Midway from the late 1800s.

*Traffic Study* – The Traffic Impact Study was prepared by ADH Investments LL (see attached).

*Geotechnical Study* – The Geotechnical Study was prepared by CMT Engineering Laboratories (see attached).

*Water Connection* – The lots will connect to water lines that will be built by the developer and connect to the City's water lines along River Road.

*Sewer Connection* – The lot will connect to Midway Sanitations District’s sewer lines located in the area.

*Secondary Water Connection* – The lots will connect to Midway Irrigation Company’s secondary which is already servicing the property. Laterals will be created for all 27 lots. Secondary water meters are required for each lateral.

*Trails* – The developer has agreed to construct a public trail from 100 North along 300 East northward along the western boundary of the subdivision. This part of the linear park trail the City is pursuing that will eventually connect to Valais Park on Burgi Lane. The developer will also build a public along River Road and some private trails within the subdivision.

*Open Space* – The Land Use Code requires a minimum of 15% open space for the development and the proposal currently has 14.8% open space at 1.88 acres (this will need to be adjusted to 15% for final approval).

**WATER BOARD RECCOMDATION:**

The Water Board has recommended that 33.8-acre feet are tendered to the City before the recording of the plat. The 27 lots require 1.3-acre feet each for a total of 35.1 acre feet. The one historic connection for the dwelling that will be demolished will allow for a 1.3-acre foot reduction for a total of 33.8-acre feet. The Water Board also recommended secondary water meters are installed on each lot.

**POSSIBLE FINDING:**

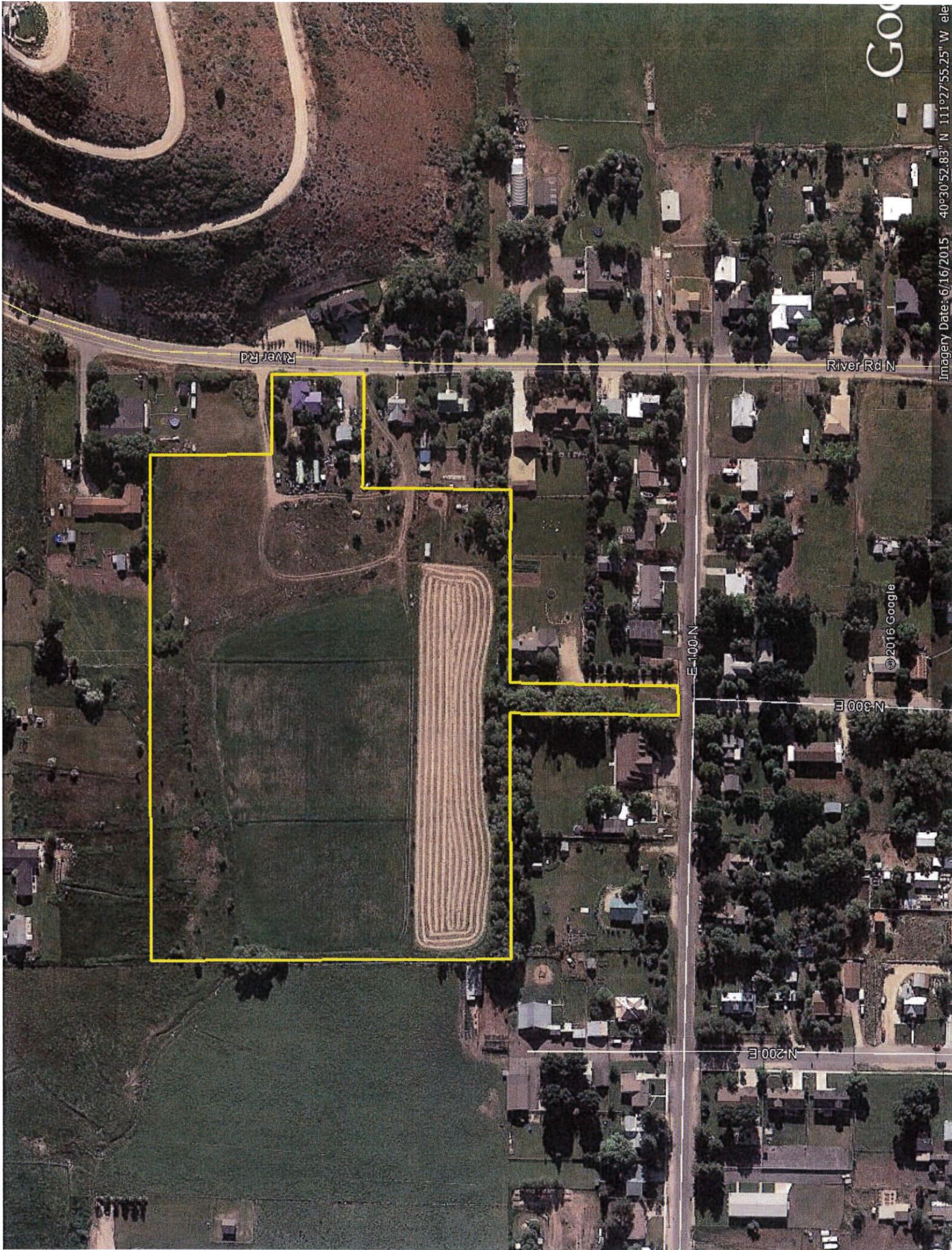
- The proposal does meet the intent of the General Plan for the R-1-9 and R-1-15 zoning districts
- The proposal does comply with the land use requirements of the R-1-9 and R-1-15 zoning districts
- The trails crossing the property will benefit the community by constructing part of the linear park trial and part of the River Road trail. Which will help with pedestrian safety for members of the community.

**ALTERNATIVE ACTIONS:**

1. Recommendation for Approval (conditional). This action can be taken if the Planning Commission feels that conditions placed on the approval can resolve any outstanding issues.
  - a. Accept staff report
  - b. List accepted findings
  - c. Place condition(s)
  
2. Continuance. This action can be taken if the Planning Commission feels that there are unresolved issues.  
Accept staff report
  - a. List accepted findings
  - b. Reasons for continuance
    - i. Unresolved issues that must be addressed
  - c. Date when the item will be heard again
  
3. Recommendation for Denial. This action can be taken if the Planning Commission feels that the request does not meet the intent of the ordinance.
  - a. Accept staff report
  - b. List accepted findings
  - c. Reasons for denial

**POSSIBLE CONDITIONS:**

None recommended.



River Rd

River Rd N

E-100 N

N-300 E

N-200 E

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Imagery Date: 6/16/2015 40°30'52.83" N 111°27'55.25" W ele



# FINAL REPORT



## MIDWAY HOUSING PROJECT TRAFFIC IMPACT STUDY

Prepared for  
**ADH INVESTMENTS LLC**  
**OF SALT LAKE CITY, UTAH**

by **LARSON Engineering, Kurt G. Larson, PE, PTOE**



Professional Engineer in Utah  
Civil Engineer (C.E.)  
License No. 170897

**April 1, 2016**



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[www.larson-engineering.com](http://www.larson-engineering.com)

## Introduction

The intent of this traffic study is to establish and analyze existing and expected levels of traffic for proposed development of the property known as "Midway Housing" project. This traffic study determines the traffic impacts of the project on the existing street system for existing conditions. This study utilized traffic counts taken by Larson Engineering during the PM peak hour on Wednesday, March 16, 2016. The impact of the development on the intersections of River Road at 100 North, River Road at 200 North and River Road at Main Street in the project vicinity were analyzed.

## Project Description

The proposed project includes the development of the following:

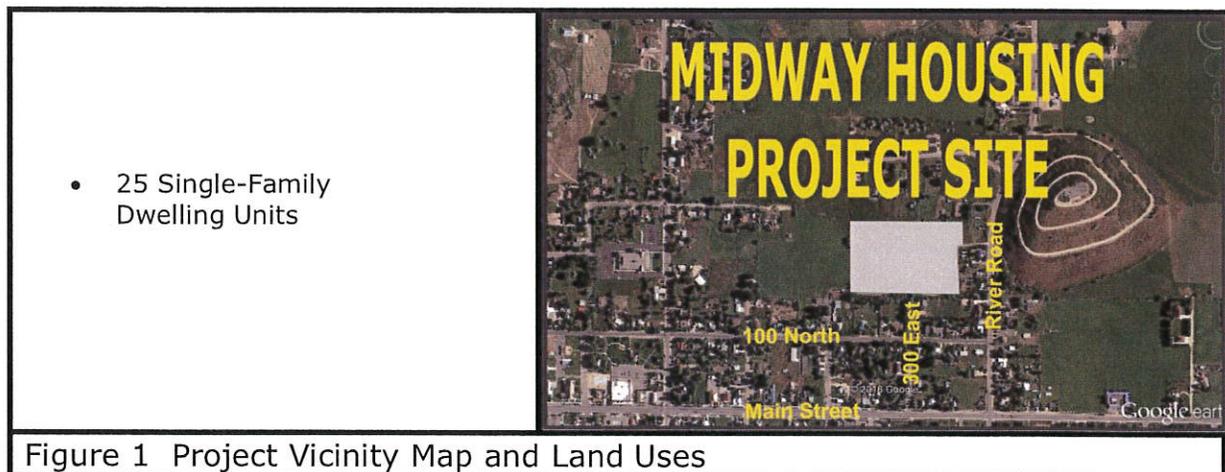
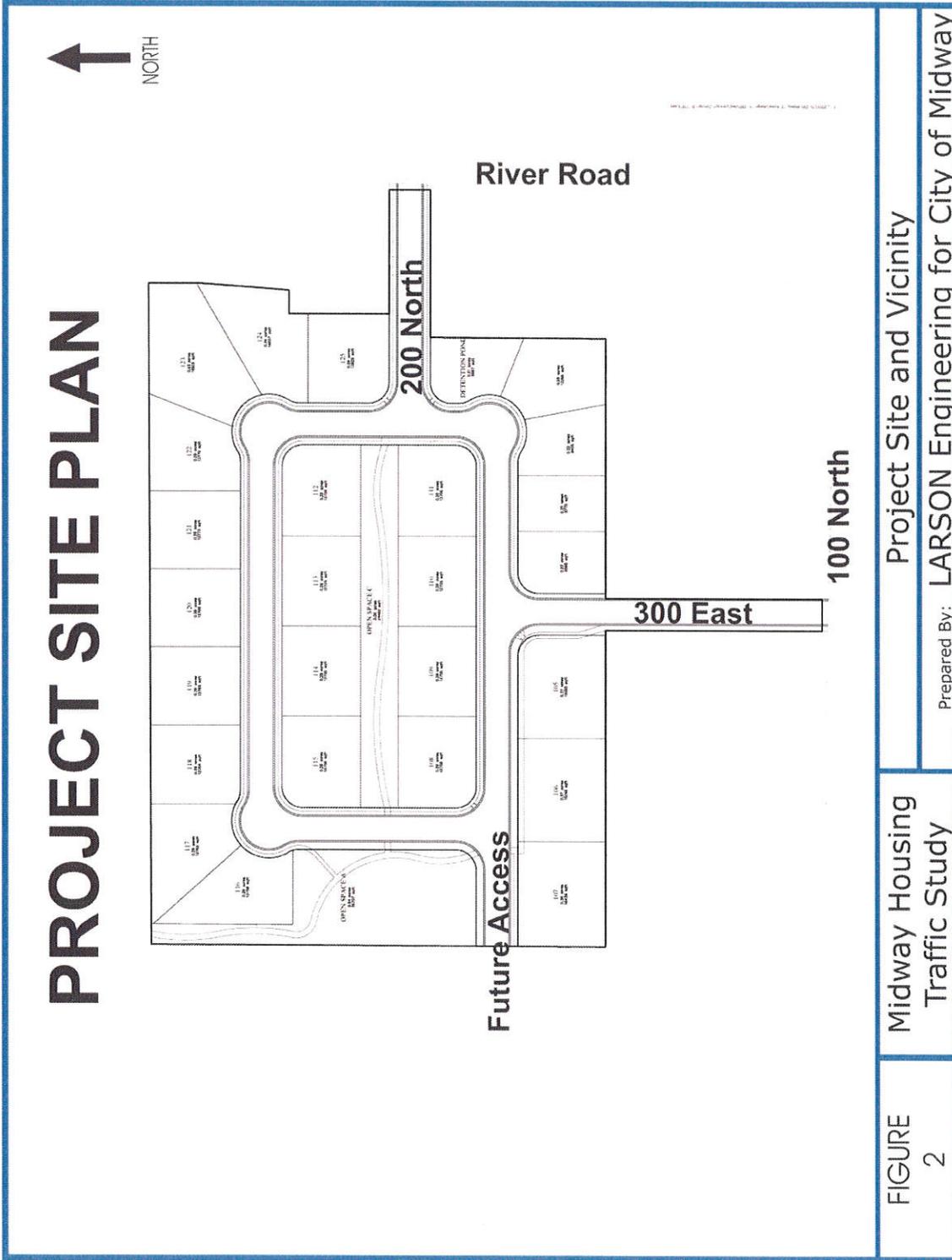


Figure 1 Project Vicinity Map and Land Uses

The Midway Housing project will have direct roadway access to River Road at about 200 North, also 300 East and a future access on the West for the single-family residential dwelling units proposed. River Road has a collector street classification and 300 East has a local street classification. The specific land use being proposed and project site are defined in Figure 1, which is a summary of the trip generation characteristics of the project, as well as the number of units proposed for construction. The proposed project site layout and vicinity map are shown in Figure 2.



## Project Trip Generation and Distribution

A trip is defined as a one-way vehicular movement with either the origin or destination within the proposed development. The most complete reference of expected trip information for new developments is based on average rates found in "Trip Generation", 9th Edition, developed by the Institute of Transportation Engineers (ITE).

The average daily traffic number recommended by ITE is 9.52 daily trips per single-family residential unit. We have used Midway City's Impact Fee Facilities Plan traffic number which uses 9.55 daily trips per single-family residential unit. Traffic generated by the Midway Housing project 25 unit single-family development is shown in Table 1 which reflects the conditions found in the Midway area.

**Table 1**  
**Trip Generation for Midway Housing Project**

Land Use	Quantity	Average Daily Trip Rate	Average Daily Trips	PM Peak Hour Trip Rate	PM Peak Hour Trips
Single Family Dwelling Units	25 DU	9.55	239	1.00	25
PM Peak Hour Total >>>			<b>239</b>		<b>25</b>

Source: Trip Generation Manual, 9th Edition  
LARSON Engineering

The time period when greatest traffic impacts take place is typically the midweek PM peak hour between 4:00-6:00 PM. The project's trip generation during the PM peak hour of an average midweek day is the focus of this analysis, as this is the critical time period.

The table shows a total of 239 trips will be generated each weekday by the proposed development. At full development, 16 vehicles are expected to enter and 9 vehicles are expected to exit the Midway Housing Development during the PM peak hour.

Because of the location of the development and the direction that residents will desire to travel each weekday, approximately 25 daily trips will enter and leave the area via area roadways to Western destinations, approximately 95 daily trips will enter and leave the area via area roadways



to Northern destinations, approximately 95 daily trips will enter and leave the area via area roadways to Eastern destinations and approximately 25 daily trips will enter and leave the area via roadways to Southern destinations.

The intersection capacity analysis found in the Appendix shows the existing roadway capacity for the stop sign controlled intersections. The stop sign controlled intersections studied currently operate at Level of Service "C" or better with an average vehicular delay of 23.2 seconds or better on their controlling movements.

Larson Engineering counts taken on March 16, 2016 indicate approximately 3,300 vehicles per day use River Road, 250 vehicles per day use 100 North and 7,200 vehicles per day use Main Street in the project vicinity.

## **Conclusions and Recommendations**

1. The proposed 25 single-family residential unit Midway Housing development located at approximately 200 North just West of River Road in Midway will generate approximately 239 trips each weekday. At full development 10% or about 25 trips are expected to use 100 North to the West, 40% or about 95 trips are expected to use River Road to the North of the project site and 40% or 95 trips are expected to use River Road South then Main Street to the East and 10 % or 25 Trips will use 300 East then Main Street to travel on Center Street South of the project site each day.
2. The access provided for the proposed project is adequate for entrance and exit of the project. There are 2 access points (200 North at River Road and 300 East) with 1 future access planned to connect to the future development west of Midway Housing development.
3. The 25 PM peak hour trips will have no significant impact to the existing intersection capacities studied in the vicinity of the project.
4. The project will not produce traffic volumes that will cause any of the area streets or intersections to exceed Level of Service "C". .
5. Given the current traffic volumes on River Road and 80% of the Midway Housing project volumes that would most likely access the project by the newly created intersection of 200 North at River Road, a separated northbound to westbound left-turn is not necessary at this time. This

left-turn traffic movement is estimated to be LOS A after full-build of the Midway Housing project.

6. New intersection (200 North at River Road) sight distance is adequate for vehicles desiring to enter and exit the development. The River Road 25 mph speed limit is an asset in providing safe travel through this intersection.





**Geotechnical Engineering Investigation  
Midway Subdivision  
235 North River Road  
Midway, UT**

PREPARED FOR:

George Bills  
Gardner & Associates  
724 North 1890 West  
Provo, Utah 84601

PREPARED BY:

**CMT Engineering Laboratories**

**CMT Project No. 8538**

**May 12, 2016**

# CMT ENGINEERING LABORATORIES

May 12, 2016

George Bills  
Gardner & Associates  
724 North 1890 West  
Midway, Utah 84601

Subject: Geotechnical Engineering Investigation  
Midway Subdivision  
235 North River Road  
Midway, Utah  
CMT Engineering Project Number 8538

Mr. Bills,

Submitted herewith is the report of our geotechnical engineering investigation for the subject site. This report contains the results of our findings and an engineering interpretation of the results with respect to the available project characteristics. It also contains recommendations to aid in the design and construction of the earth related phases of this project.

On May 3, 2016, a CMT Engineering Laboratories (CMT) engineering intern was on-site and supervised the excavation of four test pits extending approximately 2.5 to 5.5 feet below the existing grade. Deeper exploration was prevented by Tufa bedrock, commonly referred to as "potrock". A limited number of soil samples were obtained during the field operations and were then transported to our laboratory for further testing.

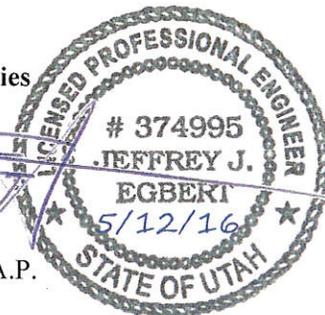
Based on the findings of the subsurface investigation, the natural soils consist of topsoil, occasionally followed by a near surface layer of SAND (SM), but predominately we encountered "potrock" which the excavator was only able to penetrate a few feet. Groundwater was not encountered in the test pits. Conventional spread and continuous footings may be utilized to support proposed single family residences provided the recommendations in this report are followed. A detailed discussion of design and construction criteria is presented in this report.

We appreciate the opportunity to work with you on this project. If we can be of further assistance or if you have any questions regarding this project, please do not hesitate to contact us at (801) 492-4132.

Sincerely,  
CMT Engineering Laboratories



Jeffrey J. Egbert, P.E., LEED A.P.  
Senior Geotechnical Engineer



Steven L. Smith, P.E.  
Geotechnical Division Manager

ENGINEERING

MATERIALS TESTING

SPECIAL INSPECTIONS

ORGANIC CHEMISTRY

## 1.0 INTRODUCTION

CMT Engineering Laboratories (CMT) was retained by George Bills of Gardner & Associates to conduct a geotechnical engineering subsurface investigation for a proposed single family residential subdivision to be developed on approximately 13 acres of undeveloped land on the west side of River Road at about 235 North in Midway, Utah (See **Figures 1 and 2** in the Appendix).

The purpose of this study was to assess the subsurface soil conditions at the site and provide recommendations for design and construction of single family residences. Our scope of work included supervising the excavation of four test pits at the site, the collection of limited samples of the subsurface soils from the test pits, performing laboratory tests, evaluation of field and laboratory test data, and the preparation of this report which summarizes our findings.

### Significant aspects regarding site development

- Single family residences are planned for the roughly 13 acre site. We project that residences will likely be two levels of wood frame construction above grade but basements are likely not possible without significant excavation efforts to remove the rock we encountered.
- We project that continuous wall footings will have loads which will not exceed 4 kips per lineal foot and spread footings will have loads that will not exceed 40 kips. Uniform floor loads are projected to not exceed 150 pounds per square foot. If the loading conditions are different than we have projected, please notify us so that any appropriate modifications to our conclusions and recommendations contained herein may be made.

## 2.0 EXECUTIVE SUMMARY

The following is a brief summary of our findings and conclusions:

1. At the locations of the test pits we encountered natural clayey and sandy soils with roots and organic material (topsoil) on the surface extending about 1 to 1.5 feet below the in depth. Immediately below the topsoil in test pits TP-1, TP-2, and TP-4 we encountered hard to very hard Tufa bedrock commonly known as “potrock” which the excavator was only able to penetrate to depths of about 2.5 to 3 feet below the existing surface. In TP-4, directly below the topsoil we encountered a layer of Silty SAND (SM), which is essentially weathered “potrock”, which we estimated to be in a dense state, extending to about 3.5 feet below the surface and immediately followed by more competent

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“potrock” which the excavator was only able to penetrate to a depth of about 5.5 feet below the existing surface.

2. Groundwater was not encountered within the depths explored.
3. Footings may be established entirely on competent “potrock” that is at least 12 inches in thickness or entirely on granular structural fill extending to competent “potrock”. A maximum allowable bearing pressure of 4,000 psf may be utilized for design of footings.

### **3.0 DESCRIPTION OF PROPOSED CONSTRUCTION**

The proposed construction will be single family residences which we project will have up to two levels of wood frame construction above grade and, unless significant effort is made to excavate the “potrock”, no basements. We project that wall loads will not exceed 4,000 pounds per linear foot, column loads will not exceed 40,000 pounds, and uniform floor loads will not exceed 150 pounds per square foot.

We anticipate that utilities will be installed to service the proposed residences, which will also require significant effort to excavate, and that asphalt concrete paved local streets will be constructed to access the residences.

### **4.0 SITE CONDITIONS AND FIELD INVESTIGATION**

The general geology, as well as the existing surface and subsurface conditions associated with the subject property are presented in this section.

#### **4.1 General Geology**

The subject site is located in the northwest portion of the Heber Valley, part of the Wasatch Hinterlands Section of the Middle Rocky Mountain Physiographic Province of north-central Utah. The Wasatch Hinterlands are described by Stokes<sup>1</sup> as “a belt of mixed, moderately rugged topography” located between the Wasatch Mountains to the west and the Uinta Mountains to the east. Stokes further describes the area as having “varied and unorganized topography with hilly areas dominating valley areas.” The site sits at an elevation of approximately 5,610 feet above sea level. The Heber Valley is believed to have been formed by late Tertiary normal faulting associated with Miocene to recent extension of the Basin and Range Physiographic Province to the west. These valley-forming faults are now considered to be inactive (no evidence of movement during the past 10,000, years). During Quaternary time the valley has been subject to both erosional and depositional processes associated with

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<sup>1</sup> Stokes, W.L., 1986, *Geology of Utah*; Utah Museum of Natural History, University of Utah, and Utah Geological and Mineral Survey, Department of Natural Resources, p. 243

the Provo River and its tributaries. During Quaternary time, the Midway area, including the location of the target property has also been impacted by hydrothermal spring activity. These spring waters have deposited layers of carbonate rock called tufa “potrock” throughout much of the northwest portion of Heber Valley in the Midway area.

The geology of the USGS 7.5 Minute Heber City, Utah Quadrangle, including the location of the subject property, has been mapped by Bromfield and others<sup>2</sup>. The surficial geology at the location of the target property and adjacent properties is mapped as “calcareous spring deposits of tufa” (Map Unit Qtu) dated to be Holocene and Pleistocene. No fill has been mapped at the location of the subject property on the geologic map.

No surface fault traces are shown on the referenced geologic map crossing or projecting toward the subject site. No landslide deposits or features, including lateral spread deposits, are mapped on or adjacent to the site. The site is not located within a known or mapped potential debris flow, stream flooding, or rock-fall hazard area. However, irrigation ditches adjacent to the west and south boundaries of the site had flooded the southwest corner of the property at the time of this study.

## **4.2 Site Conditions**

The subject site consists predominately of fields surrounded by scattered residences. Vegetation consists of grasses, weeds, and a few trees. The site grade is generally flat. An open ditch with water ran along the west side of the site and some water had ponded on the surface in the southwest corner. Our geologist who was onsite also indicated that there was a possible spring on the north end of the site. Based upon aerial photos dating back to 1993 which are readily available on the internet, the site appears to have been much as it is now since that time. The site is bound by scattered residences on the north, south, and east sides, and more fields on the west side (see **Figures 1 and 2** in the Appendix).

## **4.3 Field Investigation**

The subsurface soil conditions were investigated by excavating four test pits on the site at the approximate locations shown on **Figure 2** in the Appendix. The test pits extended to depths of approximately 2.5 to 5.5 feet below the existing grades. The subsurface soils encountered in the test pits were described in general accordance with ASTM 2488 and a few samples of the exposed soils were collected from those brought up by the backhoe bucket from varying depths. The subsurface conditions encountered in the field investigation are discussed in Section 4.4. Logs of the test pits, including a description of all soil strata encountered is presented on **Figures 3 through 6** in the Appendix. Sampling information and other pertinent data and observations

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<sup>2</sup> Bromfield, C.S., Baker, A.A., and Crittenden, M.D., 1970, *Geologic Map of the Heber Quadrangle, Wasatch and Summit Counties, Utah*; U.S. Geological Survey Map GQ-864, Scale 1:24,000.

are also included on the logs. In addition, a Key to Symbols sheet defining the terms and symbols used on the logs, is provided as **Figure 7** in the Appendix.\

When backfilling the test pits only minimal effort was made to compact the backfill and no compaction testing was performed. Thus, settlement of the backfill in the test pits over time should be anticipated.

#### **4.4 Sub-Surface Soils**

On the surface of the site at the test pit locations we encountered natural clayey and sandy soils with roots and organic material (topsoil) extending approximately 1 to 1.5 feet below the existing surface. Immediately below the topsoil in test pits TP-1, TP-2, and TP-4 we encountered hard to very hard tufa bedrock. This formation is commonly known as “potrock” which the excavator was only able to penetrate to depths of about 2.5 to 3 feet below the existing surface. In TP-4, directly below the topsoil we encountered a layer of Silty SAND (SM), which is essentially weathered “potrock”, which we estimated to be in a dense state, extending to about 3.5 feet below the surface and immediately followed by more competent “potrock” which the excavator was only able to penetrate to a depth of about 5.5 feet below the existing surface.

For a detailed description of the soil profiles encountered in this investigation see the Test Pit Logs (**Figures 3 through 6**) in the Appendix. See **Figure 2** for approximate test pit locations.

#### **4.5 Ground Water**

Groundwater was not encountered within the depths explored. Groundwater levels can fluctuate as much as 1.5 to 2 feet seasonally. Numerous other factors such as heavy precipitation, irrigation of neighboring land, and other unforeseen factors, may also influence ground water elevations at the site. The detailed evaluation of these and other factors, which may be responsible for ground water fluctuations, is beyond the scope of this study.

If for any reason, the “potrock” is penetrated, it is possible that ground water will exist immediately below.

#### **4.6 Site Subsurface Variations**

Based on the results of the subsurface explorations and our experience, variations in the continuity and nature of subsurface conditions should be anticipated. Due to the heterogeneous characteristics of natural soils, care should be taken in interpolating or extrapolating subsurface conditions between or beyond the exploratory locations. Seasonal fluctuations in ground water conditions may also occur.

Also, once the subsurface investigation was completed the test pits were backfilled with the excavated soils but little effort was made to compact these soils. Settlement of the backfill in the test pits over time should be anticipated and caution should be exercised when constructing over these locations.

## **4.6 Seismic Setting**

### **4.6.1 Faulting**

As stated in section 4.1 General Geology of this report, no faults are mapped crossing or projecting toward the subject site. The nearest mapped fault trace, located approximately 6 miles north northeast of the site, is the Bald Mountain Fault.

### **4.6.2 Liquefaction**

The project site is within an area mapped by the Utah Geological Survey as having “Very Low” liquefaction potential. Liquefaction of a soil is defined as the condition when saturated, loose, cohesion-less, (sand-type) soils have a sudden, large decrease in their ability to support loads. This is because of excessive pore water pressure which develops during a seismic event. Cohesive (clay type) soils typically do not liquefy during a seismic event.

A special liquefaction study was not performed as part of this investigation. During our site specific investigation we encountered relatively shallow rock. In our opinion, the conditions we encountered support the mapped very low liquefaction potential.

### **4.6.4 Seismic Design Category**

The Seismic Design Categories in the International Residential Code (IRC 2012) are based upon the subsurface soil conditions in the upper 100 feet of the subsurface soil profile and on the guidelines of the International Building Code (IBC 2012). We project that the subsurface soils at the site, in the upper 100 feet of the soil profile would have properties consistent with IBC Site Classification D.

Using Site Classification D,  $S_{DS} = 0.546$ , and the **Seismic Design Category** is  $D_0$ .





August 17, 2016

Midway City  
Attn: Michael Henke  
75 North 100 West  
Midway, Utah 84049

**Subject: Indian Summer Subdivision, Preliminary Review**

Dear Michael:

Horrocks Engineers recently reviewed the Indian Summer Subdivision plans for Preliminary Approval. The following issues should be addressed.

**General Comments**

- The plans proposes to develop 27 lots near 300 East and 200 North.
- All redline comments within the preliminary plans should be addressed.

**Water**

- The proposed development will connect to the existing water line in 100 north and River Road. Eight-inch water lines will be installed throughout the development.
- The existing culinary water system will provide adequate water pressure and fire flow throughout the proposed development.
- All water line intersections shall have a valve on each leg of the water line.
- Fire hydrants shall have a 500' maximum spacing.

**Roads**

- The applicant has generated a traffic impact study for the proposed development. The study was prepared by Larson Engineering. A copy of the Conclusions and Recommendations are attached to our review letter. A traffic engineer from our Pleasant Grove office has reviewed the report, and generally agrees with the study and Conclusions and Recommendations. It is the conclusion of the study that a center turn lane on River Road is not required of the proposed development and not necessary at this time. Please contact me if you would like a full copy of the Traffic Impact Study, or our complete review of the study.
- Per the Midway Construction Standards, section 02225, 3.11 B, due to the soil classification of the existing soil, the roadway subgrade shall have 18" of A-1 granular material, or excavation to potrock.
- The proposed roads within the development will have the standard Midway road cross-section.

**Trails:**

- An 8' public trail system will be installed within the development. The proposed trail will connect the northwest corner of the development to 100 North. The alignment of the trail will minimize the amount of road and driveway crossings.

Storm Drain

- The storm water system within this development will be a public system. The storm water will be addressed through the use of sumps and retention basins.

Please feel free to call our office with any questions.

Sincerely,  
HORROCKS ENGINEERS

A handwritten signature in blue ink, appearing to read 'Wesley Johnson', written over the printed name.

Wesley Johnson, P.E.  
Midway City Engineer

cc: Lance May Developer, ( sent by Email)

## Conclusions and Recommendations

1. The proposed 25 single-family residential unit Midway Housing development located at approximately 200 North just West of River Road in Midway will generate approximately 239 trips each weekday. At full development 10% or about 25 trips are expected to use 100 North to the West, 40% or about 95 trips are expected to use River Road to the North of the project site and 40% or 95 trips are expected to use River Road South then Main Street to the East and 10 % or 25 Trips will use 300 East then Main Street to travel on Center Street South of the project site each day.
2. The access provided for the proposed project is adequate for entrance and exit of the project. There are 2 access points (200 North at River Road and 300 East) with 1 future access planned to connect to the future development west of Midway Housing development.
3. The 25 PM peak hour trips will have no significant impact to the existing intersection capacities studied in the vicinity of the project.
4. The project will not produce traffic volumes that will cause any of the area streets or intersections to exceed Level of Service "C". .
5. Given the current traffic volumes on River Road and 80% of the Midway Housing project volumes that would most likely access the project by the newly created intersection of 200 North at River Road, a separated northbound to westbound left-turn is not necessary at this time. This left-turn traffic movement is estimated to be LOS A after full-build of the Midway Housing project.
6. New intersection (200 North at River Road) sight distance is adequate for vehicles desiring to enter and exit the development. The River Road 25 mph speed limit is an asset in providing safe travel through this intersection.

